

LAND AT ASHFIELD FARM, KIRBY ROAD, DESFORD
THE FOOTPATH SCHEME
6 January 2025

1. Planning application 22/01227/OUT was allowed at appeal, and the decision notice included condition 15:
“No part of the development shall be occupied until such time as the offsite works shown on ADC drawing number ADC1969-DR-002 Rev P5 have been implemented in full.”
2. That drawing showed a new footway on the southern side of Kirkby Road extending from the development site, along the front of the recreation ground and its car park, up to the northeastern boundary of the recreation ground. The new footway will replace the current grass verge within the public highway that runs along the northern edge of the recreation ground and its car park. To remain within the extent of public highway, the eastern end of that new footway tapered down from 2m wide to 1.6m wide at the school boundary.
3. The decision notice also included condition 4:
“Notwithstanding the details provided on drawing ADC1969-DR-002-P5 (Proposed Pedestrian Enhancements), no commencement of the scheme shall be undertaken until a scheme (“the footpath scheme”) has been submitted to the local planning authority for either:
 - a. *A continuous 2m footway along the southern edge of Kirkby Road between the appeal site and the existing access into Desford Community Primary School; or*
 - b. *A continuous 2m footway/footpath to the south of Kirkby Road between the appeal site and Desford Community Primary School, connecting with a new gated access to the school on the south-western boundary of the school site.*
No part of the development hereby permitted shall be occupied until such time as the footpath scheme has been approved and has been implemented in full.”
4. To allow that condition to be discharged, Davidsons met with Leicestershire County Council, the owner of the land upon which the school sits. Option b of condition 4 is preferred, and the school will introduce a new gated access. Davidsons have also agreed with Desford Parish Council that a slither of their land that runs along the front of the recreation ground can be used to deliver a 2m wide footway, without it needing to taper down to 1.6m wide.
5. The new gated access to the school will be at the location of an existing vehicular access to the school field. The vehicle access is to be removed, and the existing dropped kerbs will be replaced with full height kerbs. The field will become part of the school’s external play area and should access be required in the future it will be provided via the school car park.
6. The proposed works were the subject of an independent stage 1 road safety audit. Two problems were raised. The first will be addressed at the detailed design stage. The second has required the careful locating of an additional dropped kerb crossing with tactile paving to avoid the driveways on the northern side of Kirkby Road. The Response Report is in **Appendix A**. The resultant works are shown on **Drawing ADC1969-DR-008-P3**.
7. The proposals shown on **Drawing ADC1969-DR-008-P3** are therefore appropriate to allow condition 4 to be discharged.

APPENDIX A

ROAD SAFETY AUDIT RESPONSE REPORT



ROAD SAFETY AUDIT RESPONSE REPORT

PROPOSED RESIDENTIAL DEVELOPMENT
LAND NORTH OF KIRKBY ROAD, DESFORD

FOOTPATH SCHEME

DOCUMENT CONTROL

project number: ADC1969 report reference: ADC1969-RP-S				
version	date	author	reviewer	comments
1		Matt Tatler		internal draft
2	19/12/2024	Matt Tatler	David Cummins	first issue to the client team

Introduction

1. **Appendix 1** contains the Stage 1 Road Safety Audit Addendum report on the proposed highway works that support the proposed residential development on land north of Kirkby Road in Desford, Leicestershire. The works are required to discharge a condition on the consent, and include widening the footway on the southern side of Kirkby Road. The audit report includes further background information about the location and works proposed. This document is the Road Safety Audit Response Report. It has been prepared with reference to DMRB GG119.
2. The following drawing was the subject of the Road Safety Audit:
 - ADC1969-DR-008-P2 (Pedestrian Enhancements)
3. The representatives from the design organisation who prepared this RSA Response Report are named on the front sheet and in the statement below.

Key personnel

4. GG119 requires the Design Organisation to prepare a Road Safety Audit Response Report in collaboration with the Overseeing Organisation. The key personnel are as follows:

Overseeing Organisation	Leicestershire County Council
RSA team	Sevenairs Consulting Ltd
Design organisation	ADC Infrastructure

Decision Log

5. The Road Safety Audit Addendum report noted two problems, listed in the Decision Log below.
6. The drawing listed above has been revised as described in the Decision Log, to address the problems raised. The revised drawing is as follows:
 - ADC1969-DR-008-P3 (Pedestrian Enhancements)

Design Organisation and Overseeing Organisation Statement

7. On behalf of the design organisation, I certify that:
 - a) the RSA actions identified in response to the Road Safety Audit problems in this Road Safety Audit have been discussed and agreed with the Overseeing Organisation.

name	David Cummins		
position	Director	organisation	ADC Infrastructure Limited
signed		date	

8. On behalf of the Overseeing Organisation, I certify that:
 - a) the RSA actions identified in response to the Road Safety Audit problems in this Road Safety Audit have been discussed and agreed with the design organisation, and
 - b) the agreed RSA actions will be progressed.

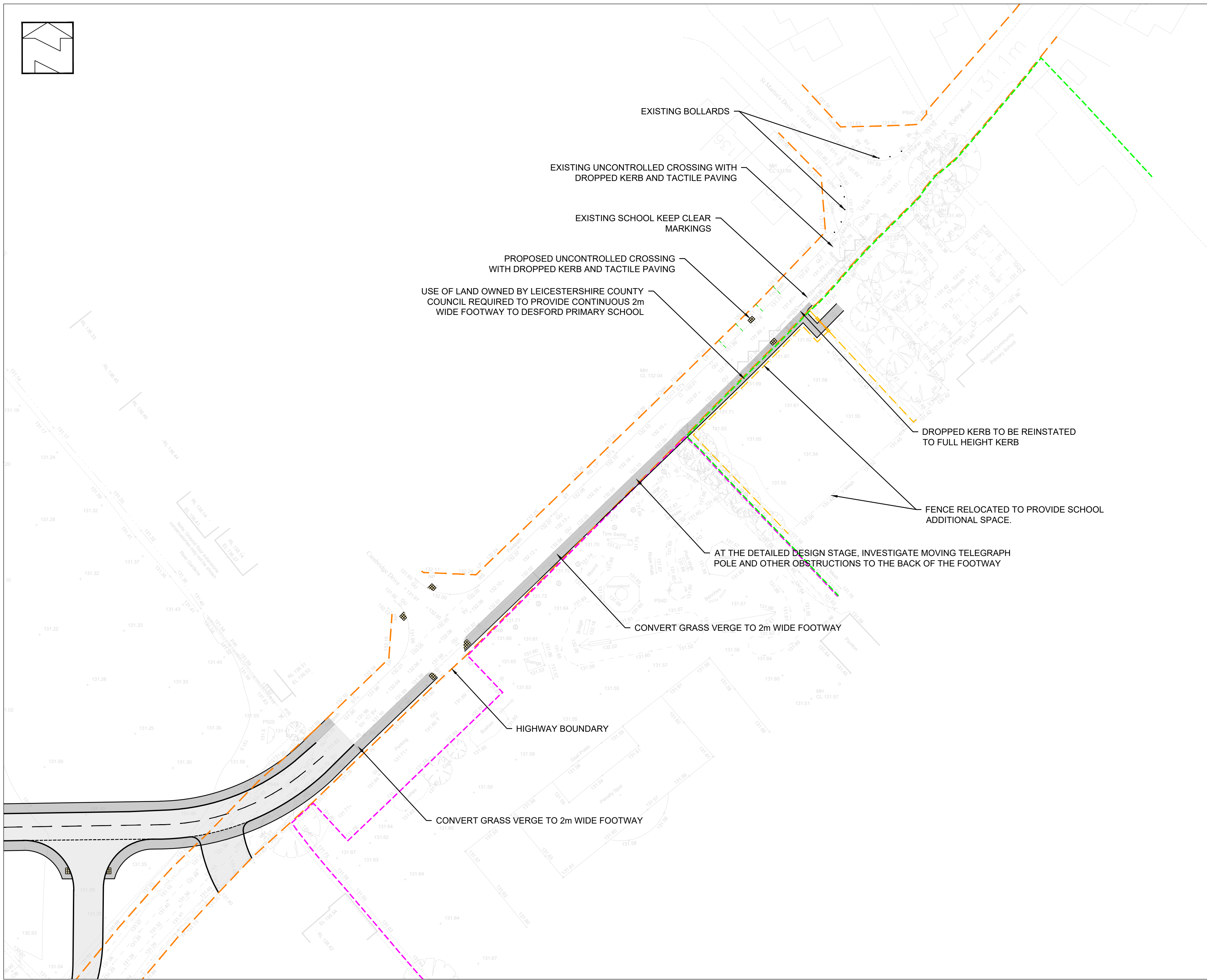
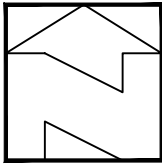
name			
position		organisation	Leicestershire County Council
signed		date	

DECISION LOG

problem/issue		Design Organisation Response	Overseeing Organisation response	Agreed RSA Action
A-01	PROBLEM	Agree. A label has been added to the drawing to act as an additional prompt to the detailed designers.		
	Location: Kirkby Road – Along the footway			
	Summary: Cross Section – Existing obstruction in the verge may increase the risk of collisions involving pedestrians.			
	A new footway is proposed in the existing verge to the south of Kirkby Road. However, there are a number of obstructions in this verge including telegraph poles, signs and bins that may narrow the footway. This may be a particular concern at busier times around the start and end of the school day for pedestrians that rely on mobility aids such as mobility scooters and double width prams as well as when cyclists (unlawfully) using the footway. This may increase the risk of pedestrians stepping into the main carriageway to pass another pedestrian at the constraints created by the obstructions. These existing obstructions in the verge may increase the risk of collisions involving pedestrians.			
	RECOMMENDATION			
	It is recommended that clear widths are investigated at the next stage of design and, where necessary and practicable, obstructions are either relocated to the back of the footway or marginal widening to the rear of the footway is provided.			
A-02	PROBLEM	Agree. A dropped kerb has been added to the footway on the southern side of Kirkby Road.		
	Location: Kirkby Road – Eastern end of the footway.			
	Summary: Specific Road Users – Lack of crossing facility may increase the risk of collisions involving users who rely on mobility aids.			
	There is an onwards desire line to the eastern end of the proposed footway. However, this has no provision for users who rely on mobility aids, specifically those users with prams, wheelchairs or mobility scooters. The alternatives for these users may require them to use drop kerbs provided for the nearby car park access to cross where there is no other provision on the northern side of the road consequentially increasing the risk of these users being trapped in the carriageway. This lack of dropped crossings on desire lines may increase the risk of collisions involving users with mobility issues.			
	RECOMMENDATION			
	It is recommended that a dropped kerb is provided to the eastern end of the footway to facilitate safe transition between the footway and carriageway to driveways opposite. The audit team note that driveways would preclude the provision of a full tactile dropped crossing here.			

DRAWINGS

ADC1969-DR-008-P3



- Notes
1. Do not scale this drawing. All dimensions must be checked/verified on site. If in doubt ask.
 2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
 3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.
 4. Any discrepancies noted on site are to be reported to the engineer immediately.

P3	20.12.24	Updated following RSA	MT	DC
P2	18.12.24	Updated school access	MT	DC
P1	13.11.23	First issue	MT	DC
Rev	Date	Description	Dr	Rev

Client:
Davidson Developments Limited

Project:
Proposed Residential Development Kirkby Road, Desford

Title:
Pedestrian Enhancements (Using DPC and LCC Land)

Drawn:
M. Tatler

Reviewed:
D. Cummins

Size:
A2

Scale:
1:500

Date:
13 / 11 / 2023

Status:
PRELIMINARY ISSUE

Project Reference	Type	Number	Revision
ADC1969-DR -		008	P3

APPENDIX 1

ROAD SAFETY AUDIT REPORT



Sevenairs Consulting Ltd

Kirkby Road, Desford, Leicestershire

Road Safety Audit Stage 1 Addendum

December 2024



Document Control

Report Title:

Kirkby Road, Desford, Leicestershire – Road Safety Audit Stage 1 Addendum

Date of Site Visit

2nd February 2023

Document Reference

2024-12 Desford RSA1 – Revision 0

Report Prepared By:

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On behalf of

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Highway Authority / Overseeing Organisation

Leicestershire County Council

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Document History:

Revision	Date	Description	By
0	19.12.2024	For Issue	HV

Introduction

Commissioning and Scope

This report results from a Stage 1 Road Safety Audit Addendum carried out at the site of a residential development off Kirkby Road in Desford, Leicestershire. The audit was carried out at the request of David Cummins, Director, ADC Infrastructure on behalf of the developer of the site.

The Road Safety Audit team membership was as follows:

The Audit Team	Haydn Vernals FCIHT FIHE CMILT MSoRSA Directive 2008/96/EC (Certificate of Competency), Road Safety Team Leader in accordance with GG119
	Sarah Vernals BAHonsQTS NPQH, Road Safety Team Member in accordance with GG119
Audit Observers	None

The main project comprises of a residential development, providing around 120 new homes. This addendum report deals with an extra element of work to convert an existing verge to footway. Highway works include a new footway to the south of Kirkby Road, a direct access gate into the school grounds and dropped crossing for an existing car park access. The scope of this Road Safety Audit is to review the proposed additional highways works.

The audit has been carried out in accordance with the principles of the National Highways document GG 119 Road Safety Audit. A formal Road Safety Audit Brief was not provided to the Audit Team. However, information regarding the site was provided via email alongside the relevant scheme documents and drawings. This was considered by the Audit Team to provide sufficient detail to undertake the appropriate stage of audit.

The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. No departures from standard have been brought to the attention of the RSA team with regard to the scheme as designed.

Site Visit Attendance

A site visit originally took place comprising of the RSA team on Thursday 2nd February 2023 between 15:30 and 16:00 hours during which the weather was cloudy and the road surface dry. Traffic conditions were moderate but free flowing with no pedestrians or cyclists observed. Further observations of the footway area have been made using photos taken that day as well as more recent Google Street View imagery.

Documents Supplied

- Email proposal background
- ADC1969-DR-008-P2_Pedestrian Enhancements (School - DPC & LCC Land)

Terms of Reference

The terms of reference of this Road Safety Audit are as described in the National Highways document GG119 Road Safety Audit. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. No member of the Audit Team has been directly linked to the scheme design.

Each of the auditors' responses is classified as a 'Problem' that is likely to result in a significant road safety hazard. All comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the plan at the end of the report.

Where recommendations are made, these do not comprise design decisions, and it remains the responsibility of the Design Team to incorporate any changes into the scheme and consider any interactions between design elements.

Previous Road Safety Audits

A Stage 1 Road Safety Audit was previously completed at this location in February 2023 by Sevenairs Consulting Ltd. This deals with associated elements of the main project in terms of the development access and other mitigations. An audit response has already been provided for this element and is not discussed further in this addendum report.

Problems Raised at this Stage 1 RSA Addendum

PROBLEM – A1-01

Location: Kirkby Road – Along the footway.

Summary: Cross Section – Existing obstruction in the verge may increase the risk of collisions involving pedestrians.

A new footway is proposed in the existing verge to the south of Kirkby Road. However, there are a number of obstructions in this verge including telegraph poles, signs and bins that may narrow the footway. This may be a particular concern at busier times around the start and end of the school day for pedestrians that rely on mobility aids such as mobility scooters and double width prams as well as when cyclists (unlawfully) using the footway. This may increase the risk of pedestrians stepping into the main carriageway to pass another pedestrian at the constraints created by the obstructions. These existing obstructions in the verge may increase the risk of collisions involving pedestrians.

RECOMMENDATION

It is recommended that clear widths are investigated at the next stage of design and, where necessary and practicable, obstructions are either relocated to the back of the footway or marginal widening to the rear of the footway is provided.

PROBLEM – A1-02

Location: Kirkby Road – Eastern end of the footway.

Summary: Specific Road Users – Lack of crossing facility may increase the risk of collisions involving users who rely on mobility aids.

There is an onwards desire line to the eastern end of the proposed footway. However, this has no provision for users who rely on mobility aids, specifically those users with prams, wheelchairs or mobility scooters. The alternatives for these users may require them to use drop kerbs provided for the nearby car park access to cross where there is no other provision on the northern side of the road consequentially increasing the risk of these users being trapped in the carriageway. This lack of dropped crossings on desire lines may increase the risk of collisions involving users with mobility issues.

RECOMMENDATION

It is recommended that a dropped kerb is provided to the eastern end of the footway to facilitate safe transition between the footway and carriageway to driveways opposite. The audit team note that driveways would preclude the provision of a full tactile dropped crossing here.

Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119 Revision 2.

Road Safety Audit Team Leader

Haydn Vernals FCIHT FIHE CMILT MSoRSA
Directive 2008/96/EC (Certificate of Competency)

Signed:



Sevenairs Consulting Ltd
20 High Bank, Thurlstone, Sheffield,
South Yorkshire, S36 9QH

Date: 19th December 2024

Road Safety Audit Team Member

Sarah Vernals BAHonsQTS NPQH

Signed:



Sevenairs Consulting Ltd
20 High Bank, Thurlstone, Sheffield,
South Yorkshire, S36 9QH

Date: 19th December 2024

Problem Location Plan

