

Tritax Symmetry (Hinckley) Limited

# **HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE**

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## **The Hinckley National Rail Freight Interchange Development Consent Order**

Project reference TR050007

## **Stage 1 Road Safety Audits and Response Report (Local Road Network)**

Document reference: 21.1.1

Revision: 01

**8 March 2024**

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Planning Act 2008

The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009  
Regulation 5(2)(q)

**TRANSPORT AND INFRASTRUCTURE DESIGN**

Tritax Symmetry (Hinckley) Ltd.

Hinckley National Rail Freight  
Interchange

Stage 1 Road Safety Audit

RESPONSE REPORT

## DOCUMENT ISSUE RECORD

<b>Report Title:</b>	Hinckley National Rail Freight Interchange – Stage 1 RSA Response Report
<b>Document Number:</b>	HRF-BWB-HGN-RSA-RP-CH-0002
<b>Prepared By:</b>	BWB Consulting Ltd
<b>Overseeing Organisation:</b>	Leicestershire County Council
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# CONTENTS

- 1. INTRODUCTION..... 3
  - Objectives ..... 3
  - Key Personnel ..... 4
  - Summary of Findings ..... 4
- 2. ITEMS RAISED AT THE STAGE 1 AUDIT: DECISION LOG ..... 5
  - 24-1363.01-RSA1 – Amendments to J2 and New Link Road ..... 5
  - 24-1363.02 – Hinckley Road/New Road Junction ..... 7
  - 24-1363.03 – A47/The Common Junction ..... 9
  - 24-1363.04 – A5/Coal Pit Lane Junction ..... 9
  - 24-1363.05 – Coventry Road ..... 10
  - 24-1363.06 – A47/Normandy Way Junction ..... 10
  - 24-1363.07 – B4669/Stanton Lane Junction ..... 10
  - 24-1363.09-RSA1 – B4669 Leicester Road, Sapcote ..... 12
  - 24-1363.10 – B581 Mitigation..... 14
  - 24-1363.11 – Bostock Close PDC ..... 15
- 3. DESIGN ORGANISATION AND OVERSEEING ORGANISATION STATEMENTS ..... 16
  - Design Organisation Statement..... 16
  - Overseeing Organisation Statement ..... 16

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## 1. INTRODUCTION

### Objectives

- 1.1. This report comprises a Response Report undertaken with reference to the series of Stage 1 Road Safety Audit (RSA) reports relating to the local authority highway proposals associated with the Hinckley National Rail Freight Interchange (HNRFI).
- 1.2. The RSAs were conducted further to a series of previous interim reports which were responded to under a separate report reference HRF-BWB-HGN-RSA-RP-CH-0001 which was submitted to the Examining Authority for the HNRFI development consent order at Deadline 4 (document reference REP4-151) and these Stage 1 RSA reports and responses should be read in conjunction with the interim reports.
- 1.3. The RSAs were conducted independently of the design team by Midlands Road Safety and comprise of several separate reports. For simplicity, this response report relates to all of the reports produced. The purpose of the Audits is as described in the Audit Reports. The list of reports and the work areas that they correspond to in the HNRFI development consent order application are listed below:
  - 24-1363.01 – Work Nos. 7, 8 and 9
  - 24-1363.02 – Work No. 11
  - 24-1363.03 – Work No. 14
  - 24-1363.04 – Work No. 16
  - 24-1363.05 – Work No. 15
  - 24-1363.06 – Work No. 13
  - 24-1363.07 – Work No. 10
  - 24-1363.09 – Work No. 12
  - 24-1363.10 – Work No. 17
  - 24-1363.11 – Work No. 22
- 1.4. The overseeing organisation had also queried whether the works to divert a public right of way at Thorneyfields Farm (Work No. 21) should be subject to a road safety audit. This was put to the auditor who responded that they did not think that an RSA would be an appropriate course of action at this location given that the proposals do not affect public highway.
- 1.5. The applicant provided some details of the proposals relating to Work No. 21 and the auditor responded that given the very light use and width of the overbridge, they would expect that the proposals pose a low risk to users with the only potential mitigation that some signage might be provided to warn vehicles that there may be pedestrians using the bridge.

- 1.6. This Response Report has been based on the template in DMRB standard GG 119.
- 1.7. The text of the Audit reports has been copied into this report for ease of reference. Locations of the items raised are as given in the Audit.

## Key Personnel

- 1.8. The following key personnel have been involved in this Road Safety Audit:

	Name	Key Contact	Role	Contact Details
RSA Team	BWB Consulting Ltd	Chris Berry	Audit Team Leader	██████████ <a href="mailto:██████████@midlandsroadsafety.co.uk">@midlandsroadsafety.co.uk</a>
Design Organisation	BWB Consulting Ltd	Sam Carter	Operations Director	██████████ <a href="mailto:██████████@bwbconsulting.com">@bwbconsulting.com</a> ██████████

## Summary of Findings

- 1.9. In the majority of cases, the auditor has noted that the action taken by the Applicant in response to their interim audit has meant that no safety issues have been identified in this report.
- 1.10. Where safety issues remain, in the opinion of the auditor, the proposed actions to remedy the remaining safety issues identified are considered to be minor and of a nature that could be comfortably dealt with during the detailed design of the highway works.
- 1.11. The highway mitigation and access infrastructure works are considered by the designer to be safe and deliverable as they are shown on the highway plans.

## 2. ITEMS RAISED AT THE STAGE 1 AUDIT: DECISION LOG

### 24-1363.01-RSA1 – Amendments to J2 and New Link Road


RSA Ref.	RSA Problem and Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
3.2	<p>Location: M69 J2 southern circulatory carriageway.</p> <p>Summary: Confusing road markings risk side swipe type collisions.</p> <p>Around the southern carriageway of the circulatory the lane destinations show an “ahead” and a “right turn” arrow. However, approaching the junction and on the approaches before this point, “ahead” and “ahead and right” arrows are shown. This could lead to late lane changes, sudden and unexpected braking and side swipe type collisions due to driver confusion and late decision making as a result of confusing and misleading lane destinations.</p> <p>Recommendation:</p> <p>It is recommended that the markings are amended so that they are consistent with the available movements around the southern half of the circulatory and on the westbound link road exit.</p>	<p>Agree with RSA Recommendation: Yes</p> <p>Road markings on the circulatory will be reviewed during detailed design to ensure consistency.</p>		

RSA Ref.	RSA Problem and Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
3.3	<p>Location: M69 southbound approach to the new signalised junction.</p> <p>Summary: Poor forward visibility of signals risks late braking and junction overshoot type collisions.</p> <p>The southbound off-slip approach to the proposed signals at Junction 2 has a significant vertical and horizontal alignment change on the approach to the current Give-Way line. There is a concern that, given these changes and the existing signing infrastructure, that forward visibility towards the signal heads will not be provided for vehicles.</p> <p>Recommendation:</p> <p>It is recommended that the signals are located and designed, including raised poles and/or gantry signals if needed, so as to provide adequate forward visibility for approaching vehicles. Furthermore, it is recommended that the signing on the approach is amended so as not to pose an obstruction.</p>	<p>Agree with RSA recommendation: Yes</p> <p>Visibility on the existing southbound diverge slip road has been assessed and full stopping sight distance compliant with CD 122 and the design speed of the slip road (70kph) will be made available through the detailed design incorporating site clearance works and relocation of existing signage to ensure that there are no significant obstacles within the visibility envelope.</p>		
4.1	<p>Between J2 on the M69 and the first internal roundabout it is proposed to install a Pegasus crossing. The crossing is shown as a single stage crossing for all users, with the roundabout to the north shown as only a two-arm junction at this time. The crossing is approximately 18m in length - as part of the detailed design it should be ensured that the crossing timings and on-crossing detection account for slow moving equestrians, especially as the central splitter island is not of sufficient width for equestrian or cyclists to safely wait..</p>	<p>Noted. Crossing timings will be specified at detailed design with due regard for all potential users of the crossing.</p>		



## 24-1363.02 – Hinckley Road/New Road Junction

RSA Ref.	RSA Problem and Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
3.2	<p>Location: Stanton Lane / Hinckley Road – general.</p> <p>Summary: Significant discrepancies in vehicle speeds may lead to shunts and overtaking collisions.</p> <p>It is proposed to reduce the speed limit on Stanton Lane and Hinckley Road to 40mph from the existing national speed limit (60mph for most vehicles). This represents a significant reduction with no obvious changes to the surrounding environment that would indicate why a 40mph speed would be viewed as 'appropriate' by drivers. As such, there is a risk of significant disparities between vehicle speeds should some drivers continue at higher speeds whilst others comply to the proposed lower limit, resulting in shunts and overtaking collisions.</p> <p>Recommendation:          It is recommended that a speed survey is undertaken to determine likely compliance with the lower limit. Should speeds be significantly higher than the proposed limit and compliance therefore unrealistic, given a sign only reduction is likely to result in a small reduction in measured speeds, it is recommended that additional measures to support the lower limit are provided, or that the proposed limit is amended in accordance with the results returned from the speed survey.</p>	<p>Agree with RSA Recommendation: In Part</p> <p>The designer has assessed the Stanton Lane link design speed against the requirements of CD109 Figure 2.1. The changes in direction, harmonic mean visibility, and other characteristics (such as the frequency of accesses along this section of Stanton Lane) of this link indicate a design speed of 70A which is equivalent to a speed limit of 40mph. The designer is therefore of the view that the reduction in speed limit is appropriate and will be observed by road users.</p> <p>This said, the designer will liaise with the overseeing organisation during the detailed design and if agreed to be necessary, will look to undertake further speed surveys on this link to support the case for a reduced speed limit here or to agree any further measures that might be implemented to aid road user compliance.</p>		

3.3	<p>Location: B581 – western arm of the junction. Summary: Poor alignment at the traffic signals risks right turn / junction collisions.</p> <p>It is noted the at egress for the parking area on the former depot site, which it is understood is currently used by the adjacent church, is to utilise the existing eastern most access point across the site frontage. This in turn results in poor alignment towards the eastbound signal head/stop line with drivers reliant on the secondary head and a degree of driver compliance. There is a concern that this may lead to drivers entering the junction when unsafe to do so or in queuing vehicles blocking the westbound lane, risking collisions with right turning vehicles entering the B581 from Hinckley Road.</p> <p>Recommendation: It is recommended that the pedestrian and vehicular access to the car park are swapped so as to allow vehicles to align themselves appropriately at the stop line.</p>	<p>Agree with RSA recommendation: In Part The designer is of the view that the proposed arrangement is safer than the current arrangement which requires drivers to give way from two directions on a priority junction rather than to leave the access under signal control. The risk of queueing or blocking the junction currently exists and is more likely given that there is no signal control here at present.</p> <p>It should also be noted that the main egress from the church car park is onto Hinckley Road and not via the gate in question as can be seen from the images below (see road markings which direct vehicles towards the Hinckley Road access).</p> 		
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RSA Ref.	RSA Problem and Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
		 <p>The designer will work with the overseeing organisation during detailed design to establish whether the use of a dedicated signal for egress via the gate in question might be used to make it clearer to vehicles when it is safe to emerge (similar arrangements are used on accesses on signalised roundabouts and other junctions). In addition, the designer will seek to establish with the land owner and to agree with the overseeing organisation whether they would be receptive to amendments to the gates in question during the detailed design of the works.</p>		

**24-1363.03 – A47/The Common Junction**

There are no problems identified with this junction.

**24-1363.04 – A5/Coal Pit Lane Junction**

There are no problems identified with this junction and the auditor has stated that the problems raised in the interim audit have been address by the RSA action taken by the design organisation.

### 24-1363.05 – Coventry Road

There are no problems identified with this junction.

### 24-1363.06 – A47/Normandy Way Junction

There are no problems identified with this junction and the auditor has stated that the problems and additional considerations raised in the interim audit have been address by the RSA action taken by the design organisation.

### 24-1363.07 – B4669/Stanton Lane Junction

RSA Ref.	RSA Problem and Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
	<p>Location: Proposed controlled pedestrian crossing – Stanton Lane.</p> <p>Summary: Poor visibility for pedestrians crossing west to east risks vehicle to pedestrian collisions.</p> <p>Visibility to the north for pedestrians looking to cross west to east is restricted by the hedgerow to the north of the crossing. This is exacerbated by the crossing being located on the radius, with waiting pedestrians likely to be “tucked” around the corner adjacent to the likely controller unit location. This risks pedestrians entering the carriageway into the path of southbound vehicles, resulting in vehicle to pedestrian collisions.</p> <p>Recommendation: It is recommended that suitable, unobstructed visibility splays are provided at the crossing.</p>	<p>Agree with RSA Recommendation: Yes</p> <p><b>Visibility</b> requirements for a controlled crossing such as this are that the crossing is within the junction intervisibility splay and that vehicles approaching the junction have desirable minimum visibility to a primary signal head and desirable minimum visibility to the give way/stop line and on approach. This is because pedestrians waiting to cross do so based on the red/green pedestrian signals and not giving way to vehicle approaching from the north in this case.</p> <p>It will be demonstrated at detailed design that unobstructed visibility splays in accordance with CD 109 and CD 123 are provided to the pedestrian crossing proposed here.</p>		

RSA Ref.	RSA Problem and Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
	<p>It is proposed that Stanton Lane, to north of the junction, is to have the speed limit reduced from the national speed limit to 40mph. This is the subject of comment within the accompanying report reference 24-1363.02 – it is recommended that the report be read in conjunction with this report specifically with regard to concerns over likely adherence to the proposed lower 40mph limit</p>	<p>Noted. Please see response to the relevant problem associated with report 24-1363.04</p>		

## 24-1363.09-RSA1 – B4669 Leicester Road, Sapcote

RSA Ref.	RSA Problem and Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
	<p>Location: Leicester Road - proposed Zebra crossing.</p> <p>Summary: Restricted visibility risks vehicle to pedestrian collisions.</p> <p>Whilst it is appreciated that visibility splays for pedestrians crossing north to south are included in the design, they have been measured from the kerb edge. For most users, especially pushchair and wheelchair users who's viewpoint will be set back from the edge of the footway, visibility for and of these users crossing or waiting to cross is restricted to the east by the building line and boundary wall of the adjacent properties. Should pedestrians enter the carriageway when unsafe to do so there is a risk of vehicle to pedestrian collisions.</p> <p>Recommendation:          It is recommended that unobstructed pedestrian visibility commensurate with measured vehicle speeds is provided at the crossing point and that this is measured from an appropriate setback from the kerb edge.</p>	<p>Agree with RSA recommendation: Yes</p> <p>Measured 85<sup>th</sup> percentile vehicle speeds through this area of Sapcote are 23.5mph westbound and 21.9mph eastbound. At this crossing, the most constrained visibility splay is from the northern kerb line to westbound traffic due to the boundary wall which forms the highway boundary here.</p> <p>There is no specific guidance in LCC's Design Guide, nor Traffic Signs Manual Chapter 6 for measurement of a suitable set-back at a pedestrian crossing. Traffic Signs Manual Chapter 6 Table 15-1 recommends a minimum of 31m stopping sight distance for 85<sup>th</sup> percentile speeds up to 25mph. 31m visibility to westbound traffic from the northern kerb line is achievable at a set-back of 1.2m.</p> <p>LCC's Design Guide does not give specific crossing visibility requirements but Table DG4 provides guidance on visibility distance at junctions, bends and vertical crests. For 85<sup>th</sup> percentile speeds from 21 to 25mph the requirement is 33m for light vehicles and 36m for heavy vehicles. 36m visibility is achievable to westbound traffic from the northern kerb from a set-back of 0.8m.</p> <p>In other directions visibility exceeding those set out here is achievable from a set back of 1.2m.</p> <p>The set-back distances and visibility distances set out above are considered to be suitable for pushchair and wheelchair users and the designer believes that suitable visibility to the crossing is achievable.</p>		

RSA Ref.	RSA Problem and Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
	<p>Location: Leicester Road - proposed bus stop / loading bay within "shared space" footway.            Summary: School bus movements within the footway risk vehicle to pedestrian collisions.</p> <p>Under the existing layout school buses and delivery vehicles are able to pull into the lay-by in front of the Co-op. Whilst the intention is to maintain this existing situation, the changes to the layout here mean that the current lay-by will effectively become (and resemble) footway. This change is likely to result in pedestrians, specifically school children, waiting over a wider area as opposed to being concentrated within the footway when waiting for and alighting from the school bus. There is a concern that this will increase the risk of vehicle to pedestrian collisions, particularly given the complex manoeuvre required to fully enter the bay.</p> <p>Recommendation:            It is recommended that an alternative route / provision is created for the school bus stop/loading bay which may require a wider and more considered approach and not one that simply attempts to mirror existing circumstances.</p>	<p>Agree with RSA recommendation: In Part</p> <p>The designer agrees that careful consideration is required regarding the demarcation of any shared surface in this area with suitable tactile and contrasting coloured paving to clearly identify the areas for vehicle use.</p> <p>The Co-op have a service area in their car park on Church Street but the designer were advised by the overseeing organisation that this area is currently used by vehicles servicing the Co-op. It should be noted that it is contrary to traffic regulations for service vehicles to use the existing bus stop, however provision was made in the proposed design, utilising shared surfacing for the delivery vehicle to use this areas in the event that the overseeing organisation elects to amend the relevant traffic regulations.</p> <p>While the majority of passing bus services will use the on carriageway stop (provided on the B4669 as part of the HNRFI works), the overseeing organisation also advised that school bus services currently stop in this area. The swept path movement for buses using the area will be the same as it is currently as the area available is the same. It is the designer's view that the careful use of tactile paving, small kerb upstands and contrasting paving in this location can enable the area to be utilised successfully as a shared surface and to allow buses and school children to wait safely without coming into conflict with each other.</p>		

## 24-1363.10 – B581 Mitigation

RSA Ref.	RSA Problem and Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
	<p>Location: Existing signalised junction of the B4114 and B581 Coventry Road.</p> <p>Summary: Location of new advanced stop lines limits traffic signal visibility and risks vehicle to cycle shunts / collisions.</p> <p>Based on the existing traffic signal layout, the proposed advanced stop line waiting areas on the northern and eastern arms of the junction are in advance of the primary signals within the junction. Should visibility for cyclists towards the traffic signals be restricted there is a risk that following motorists will move off prior to cyclists getting underway, risking collisions between the two.</p> <p>Recommendation:            It is recommended that the signal and stop line arrangements are such that cyclists have a clear view of the traffic signals when waiting within the advanced stop line area.</p>	<p>Agree with RSA recommendation: Yes</p> <p>Locations of advanced stop lines will be reviewed and amended at detailed design where required.</p>		



RSA Ref.	RSA Problem and Recommendation	Design organisation response	Overseeing organisation response	Agreed RSA action
3.3	<p>Location: B4114 Coventry Road – on the exit from the junction with the B581 Coventry Road.</p> <p>Summary: Alignment for straight ahead southbound vehicle movements risks late lane changes and side-swipe type collisions.</p> <p>The alignment of the ahead movement, when travelling southbound, means that drivers are naturally directed to continue into the right turn lane inadvertently, risking late lane changes and potential side-swipe or shunt type collisions.</p> <p>Recommendation:</p> <p>It is recommended that the two-lane arrangement on the exit from the junction is started further south and the road markings amended so as to encourage drivers to make a conscious decision to enter the right turn lane.</p>	<p>Agree with RSA recommendation: Yes</p> <p>The alignment and lane markings will be reviewed at detailed design and amendment made to address the problem.</p>		
4.1	<p>Following the widening and alignment works there is potential for iron work to be present in the highway carriageway. If retained and continually overrun by traffic, then these covers could become damaged and/or the cover polished thereby presenting a hazard for powered two wheelers. These covers should ideally be relocated to the verge. Where this is not possible then heavy duty covers should be provided with a surface treatment that mirrors the surrounding carriageway.</p>	<p>Noted. This will be considered and a suitable solution agreed with the overseeing organisation at detailed design stage.</p>		

### 24-1363.11 – Bostock Close PDC

There are no problems identified in this location and the auditor has stated that the problems raised in the interim audit have been address by the RSA action taken by the design organisation.

### 3. DESIGN ORGANISATION AND OVERSEEING ORGANISATION STATEMENTS

#### Design Organisation Statement

1.12. On behalf of the Design Organisation, I certify that:

- 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.

<b>Name:</b>	Sam Carter
<b>Signed &amp; Dated:</b>	
<b>Position:</b>	Project Lead
<b>Organisation:</b>	BWB Consulting Ltd

#### Overseeing Organisation Statement

1.13. On behalf of the Overseeing Organisation I certify that:

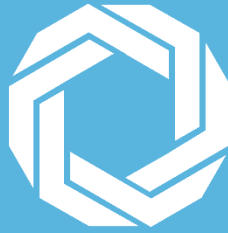
- The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and
- The agreed RSA actions will be progressed.

<b>Name:</b>	
<b>Signed &amp; Dated:</b>	
<b>Position:</b>	
<b>Organisation:</b>	



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# Midlands Road Safety Ltd

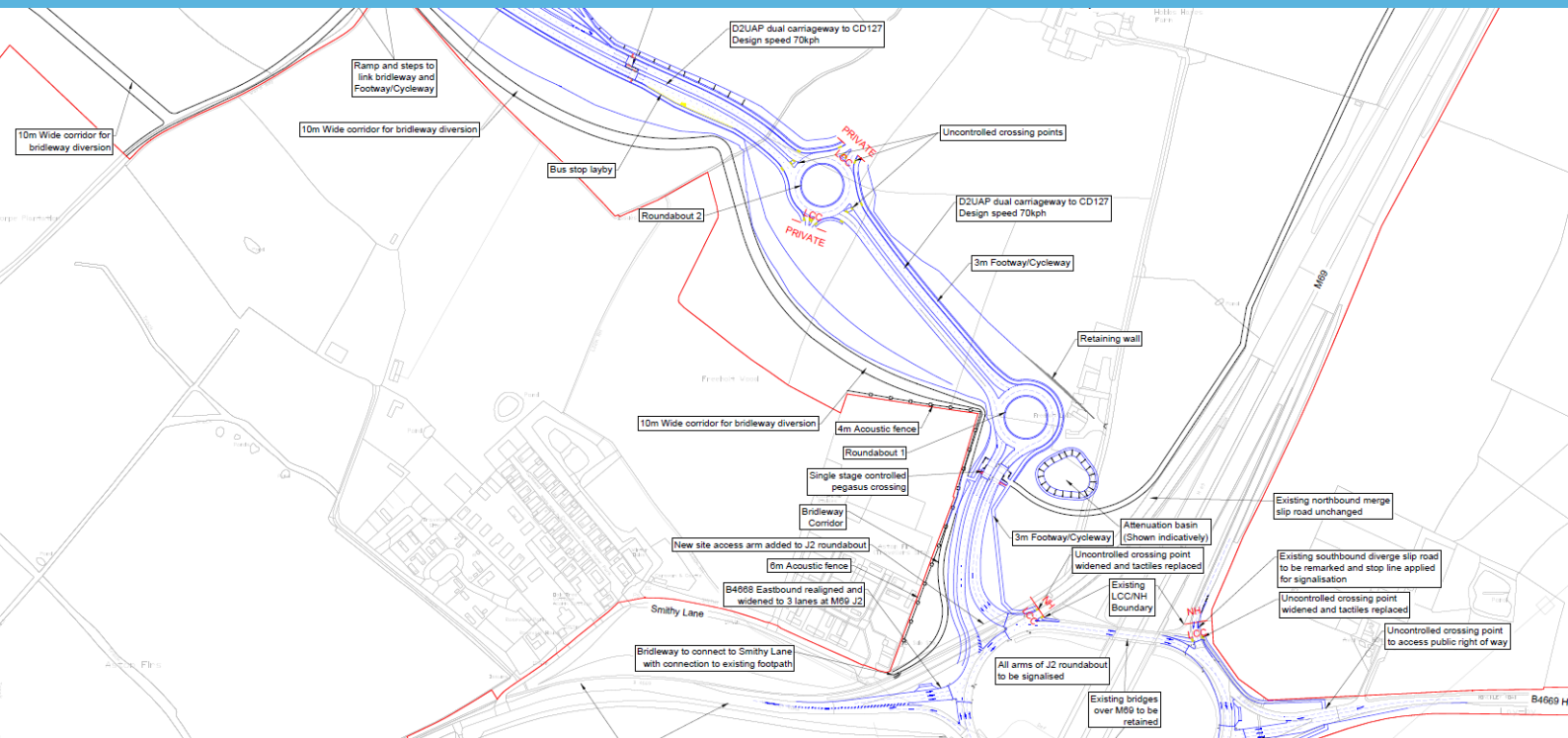
## PROPOSED HINCKLEY RAIL INTERCHANGE ACCESS ROAD

M69 JUNCTION 2 / B4668, HINCKLEY

STAGE 1 – ROAD SAFETY AUDIT

MARCH 2024

REPORT REF: 24-1363.01-RSA1



# PROPOSED HINCKLEY RAIL INTERCHANGE ACCESS ROAD

M69 JUNCTION 2 / B4668, HINCKLEY

## STAGE 1 ROAD SAFETY AUDIT

MARCH 2024

**REPORT REF:** 24-1363.01-RSA1

**CLIENT:** BWB Consulting

**ENGINEER:** Midlands Road Safety Ltd

**TEL:** [REDACTED]

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<b>CONTENTS</b>		<b>Page Number</b>
1.	INTRODUCTION	2
2.	SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS	4
3.	SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT	5
4.	ADDITIONAL CONSIDERATIONS	7
5.	AUDIT STATEMENT	8

## **APPENDICES**

- A. DRAWINGS AND DOCUMENTS REVIEWED
- B. SITE LOCATION AND PROBLEM IDENTIFICATION PLANS

## 1. INTRODUCTION

1.1 This report comprises an Stage 1 Road Safety Audit (RSA) on a link road and access junctions for the proposed Hinckley Rail Interchange, to the west of Junction 2 on the M69 in Hinckley, Leicestershire. The works include;

- Amendments to the M69 junction 2 roundabout to provide the primary access to include an additional arm alongside signalisation;
- Creation of a secondary access via a new three-arm roundabout junction with the B4668 Leicester Road to the west of the site;
- Construction of a new distributor link road through the site, with an initial dual carriageway section between the M69 and western site access (approximately 990m) to accommodate the majority of the development traffic, followed by approximately 1,500m of single carriageway to accommodate largely local traffic; and
- Provision of a shared cycle route adjacent to the road and links for pedestrians to access the existing Public Right of Way network and Burbage Common.

1.2 The report, which relates to the site access junctions and the A47 Link Road, was requested by BWB Consulting on behalf of Tritax Symmetry (Hinckley) Limited. The Overseeing Organisations are Leicestershire County Council and National Highways. The Project Sponsor, who approved the Road Safety Audit Brief on behalf of Leicestershire County Council, is Rebecca Henson. A brief has not been agreed with National Highways at this stage.

1.3 The Audit Team Membership was as follows:

Audit Team Leader

Chris Berry, MSc Transport Planning, MSoRSA, NH RSA Certificate of Competency

Audit Team Member

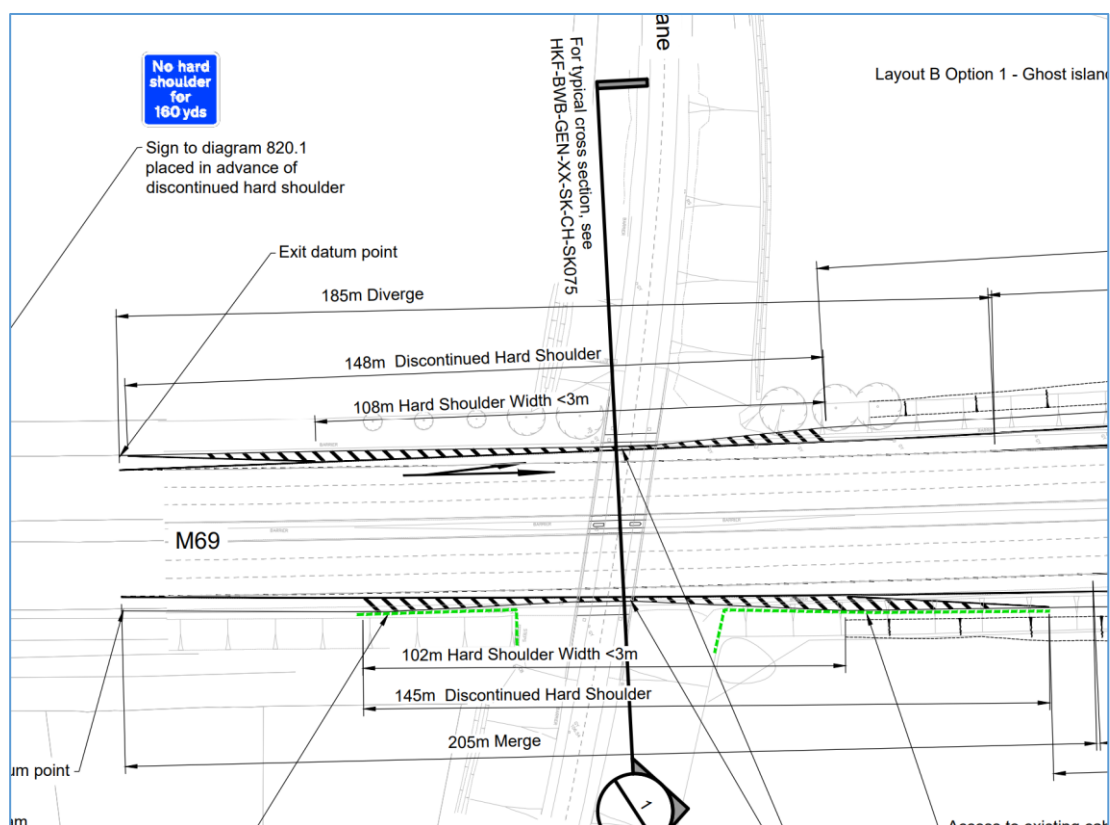
Simon Prescott, MIHE NH RSA Certificate of Competency

1.4 A site inspection was carried out by the Audit Team together on Monday 3rd October 2023 between the hours of 11:25 and 11:45 (B4668 junction), and between 15:00 and 15:35 (M69 junction and link road junction). During the site visit the weather conditions were overcast and the road surface was damp. Traffic flows were observed as being light, with no pedestrians and one cycle movement being observed.

1.5 The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. A list of these can be found in Appendix A. The auditors have been made aware of two departures from design standards. Whilst the submission for these departures remains in preparation, the two departures are:

- Proposed section of discontinuous hard shoulder of new south facing diverge slip at M69 J2; and
- Proposed section of discontinuous hard shoulder of new north facing diverge slip at M69 J2.

1.6 The location of these departures is detailed below:



1.7 Having reviewed the implications of these departures on the safety of the network, whilst amendments to the existing vehicle restraint system will be required to accommodate the works no indication is shown on plan of this. It will be essential that working widths and containment levels past identified hazards are maintained and that adequate protection is afforded to maintenance and emergency workers operating in this area. The formal departures report will be awaited before commenting further.



- 1.8 The audit has been carried out in accordance with the principals of the National Highways document GG 119 'Road Safety Audit'.
- 1.9 The Audit Team have examined and reported solely on the road safety implications of the scheme as presented and not examined or verified the compliance to any alternate criteria.
- 1.10 All comments and recommendations in this report are referenced to the Audit Brief where provided, and detailed drawings supplied. Where appropriate a list of "Additional Considerations" will follow from any safety problems raised. These are not identified safety problems but generalised comments to assist in the design and safety audit process.
- 1.11 Midlands Road Safety Ltd has ensured that this report has been carried out independently with no member of the Audit Team membership directly linked to the scheme design.

## 2. SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

- 2.1. The safety aspects of the scheme were the subject to comment in an Interim Stage 1 Road Safety Audit (ref 23-1363.01-RSA1) carried out by Midlands Road Safety Ltd in October 2023. This interim report raised six safety problems.
- 2.2. Whilst each problem has been addressed within the RSA Response Report (HRF-BWB-HGN-RSA-RP-CH-001) it was felt by the Audit Team that Problem 1, 2 XXXXXXXXX remain outstanding and is/are therefore repeated as Problem 1 within this Stage 1 Road Safety Audit report.
- 2.3. It is recommended that the Overseeing Organisation review both the previous Road Safety Audit and RSA Response Report to ensure that they are in agreement that the actions taken mitigate the previous safety problem as raised within the Interim Stage 1 Road Safety Audit report.

### 3. SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT

#### M69 Junction 2 / B4668 Roundabout Terminal Junctions

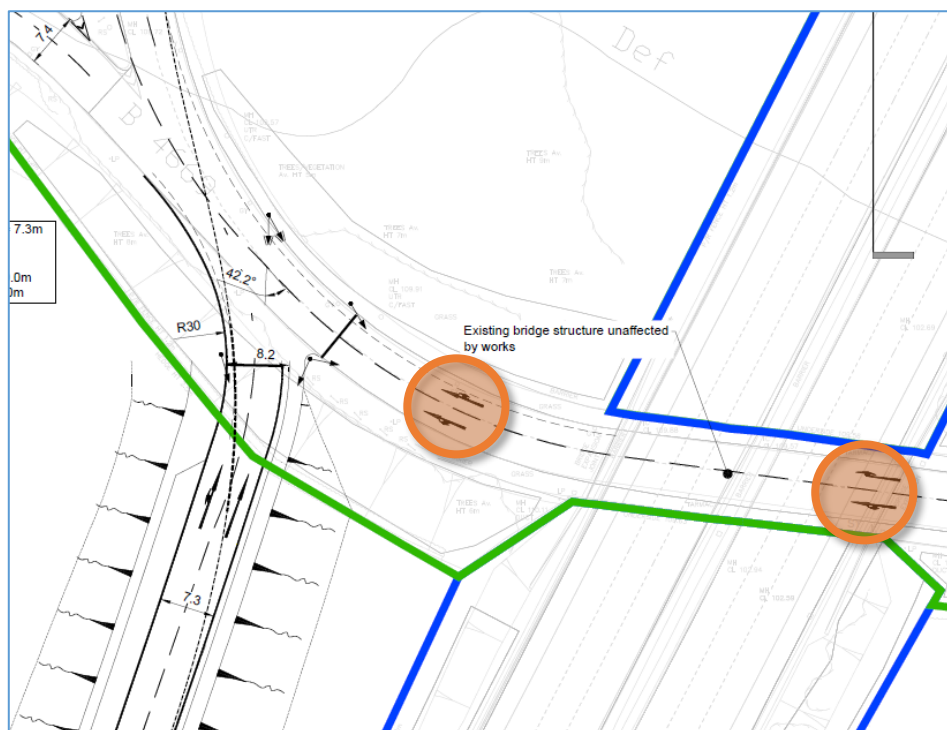
3.1. The Audit Team has identified two safety problems to be addressed.

3.2. **Problem 1**

Location: M69 J2 southern circulatory carriageway.

Summary: Confusing road markings risk side swipe type collisions.

Around the southern carriageway of the circulatory the lane destinations show an “ahead” and a “right turn” arrow. However, approaching the junction and on the approaches before this point, “ahead” and “ahead and right” arrows are shown. This could lead to late lane changes, sudden and unexpected braking and side swipe type collisions due to driver confusion and late decision making as a result of confusing and misleading lane destinations.



Recommendation:

It is recommended that the markings are amended so that they are consistent with the available movements around the southern half of the circulatory and on the westbound link road exit.

3.3. **Problem 2**

Location: M69 southbound approach to the new signalised junction.

Summary: Poor forward visibility of signals risks late braking and junction overshoot type collisions.

The southbound off-slip approach to the proposed signals at Junction 2 has a significant vertical and horizontal alignment change on the approach to the current Give-Way line. There is a concern that, given these changes and the existing signing infrastructure, that forward visibility towards the signal heads will not be provided for vehicles.



Recommendation:

It is recommended that the signals are located and designed, including raised poles and/or gantry signals if needed, so as to provide adequate forward visibility for approaching vehicles. Furthermore, it is recommended that the signing on the approach is amended so as not to pose an obstruction.

[Proposed Link Road](#)

3.4. The Audit Team has identified no safety problems to be addressed.

---

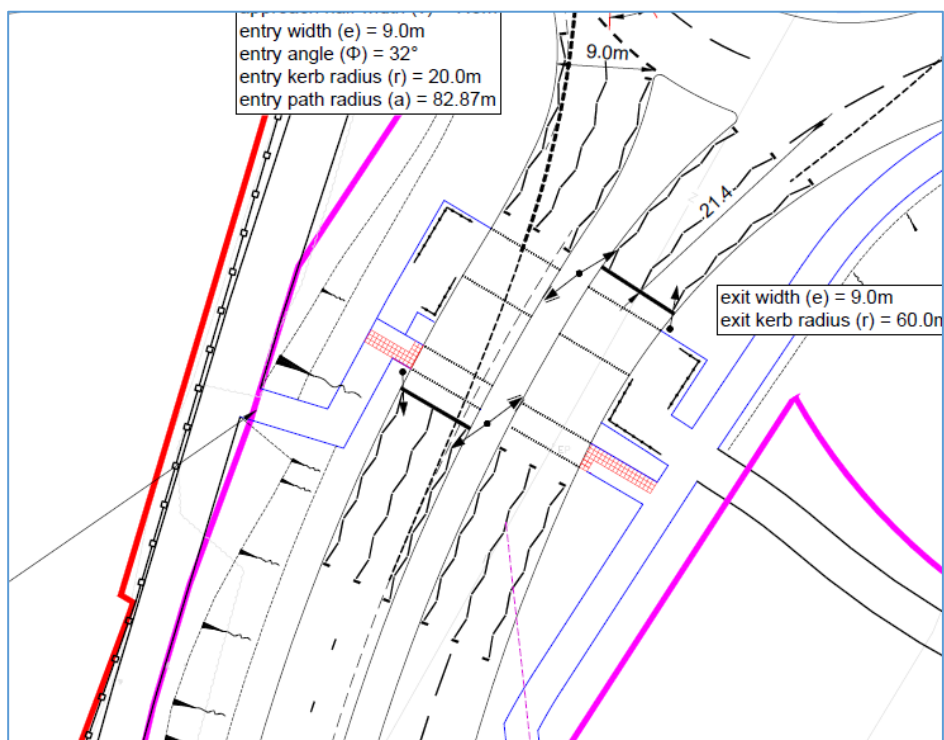
**End of the 'Safety Problems' in this Section of the Report**

---

## 4. ADDITIONAL CONSIDERATIONS

### 4.1. Additional Observation 1

Between J2 on the M69 and the first internal roundabout it is proposed to install a Pegasus crossing. The crossing is shown as a single stage crossing for all users, with the roundabout to the north shown as only a two-arm junction at this time. The crossing is approximately 18m in length - as part of the detailed design it should be ensured that the crossing timings and on-crossing detection account for slow moving equestrians, especially as the central splitter island is not of sufficient width for equestrian or cyclists to safely wait.



## 5. AUDIT STATEMENT

5.1. We certify that the terms of reference of the audit are as described in GG 119 and that no member of the Audit Team was directly linked to the scheme design.

### 5.2. AUDIT TEAM LEADER:

Chris Berry – MSc, MSoRSA, NH RSA Certificate of Competency

Director

Midlands Road Safety Ltd

Signed: 

Date: 05.03.2024

### 5.3. AUDIT TEAM MEMBER:

Simon Prescott, MIHE NH RSA Certificate of Competency

Road Safety Consultant working on behalf of Midlands Road Safety Ltd

Signed: 

Date: 05.03.2024

## APPENDIX A

The following documents and drawings were provided for the purposes of this road safety audit.

### Drawings

Number	Title	Rev
HRF-BWB-GEN-XX-SK-CH-SK130	M69 J2 Street Lighting Strategy	P02
HRF-BWB-HGN-HW01-DR-CH-0100	General Arrangement Sheet 1	P02
HRF-BWB-HGN-HW02-DR-CH-0100	General Arrangement Sheet 2	P02
HRF-BWB-HGN-HW03-DR-CH-0100	General Arrangement Sheet 3	P02
HRF-BWB-HGN-HW04-DR-CH-0100	General Arrangement Sheet 4	P02
HRF-BWB-HGN-HW05-DR-CH-0100	General Arrangement Sheet 5	P02
HRF-BWB-HGN-HW06-DR-CH-0100	General Arrangement Sheet 6	P02
HRF-BWB-HGN-HW06-DR-CH-0115	Vehicle Tracking Roundabout 3	P01
HRF-BWB-HGN-HW07-DR-CH-0100	General Arrangement Sheet 7	P03
HRF-BWB-HGN-HW07-DR-CH-0115	Vehicle Tracking Bus Interchange	P02
HRF-BWB-HGN-HW08-DR-CH-0100	General Arrangement Sheet 8	P02
HRF-BWB-HGN-HW08-DR-CH-0115	Vehicle Tracking Roundabout 2	P01
HRF-BWB-HGN-HW09-DR-CH-0100	General Arrangement Sheet 9	P02
HRF-BWB-HGN-HW09-DR-CH-0115	Vehicle Tracking Roundabout 1	P01
HRF-BWB-HGN-HW10-DR-CH-0100	General Arrangement Sheet 10	P02
HRF-BWB-HGN-HW10-DR-CH-0115	Vehicle Tracking Junction 2 West	P01
HRF-BWB-HGN-HW11-DR-CH-0100	General Arrangement Sheet 11	P02
HRF-BWB-HGN-HW11-DR-CH-0115	Vehicle Tracking Junction 2 East	P01
HRF-BWB-HSN-HW01-DR-CH-1230	Road Sign Strategy	P01
HRF-BWB-HSN-HW20-DR-CH-1230	Road Sign Strategy	P01
HRF-BWB-LSI-D1-DR-CH-00100	Highway Plans Sheet 1	P05
HRF-BWB-LSI-D1-DR-CH-00105	Highway Plans Long Section Sheet 1	P02
HRF-BWB-LSI-D2-DR-CH-00100	Highway Plans Sheet 2	P04
HRF-BWB-LSI-D4-DR-CH-00100	Highway Plans Sheet 3	P05
HRF-BWB-LSI-D7-DR-CH-00100	Highway Plans Sheet 7	P04
HRF-BWB-LSI-D8-DR-CH-00100	Highway Plans Sheet 8	P05

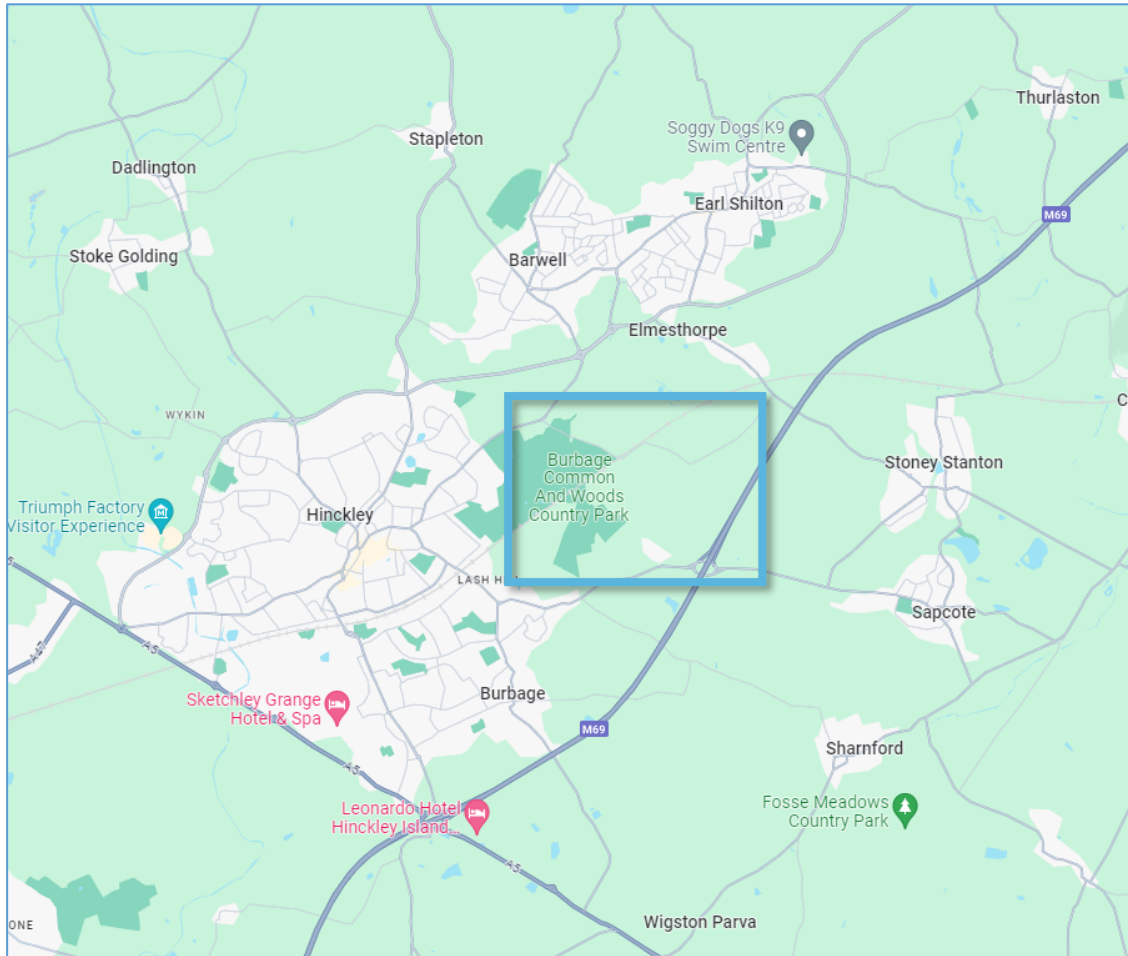
### Documents

Author	Title	Rev	Date
BWB Consulting	Road Safety Audit Brief (by email)	-	15.02.2024
BWB Consulting	Interim RSA1 Response Report	-	04.01.2024
BWB Consulting	WCHAR	P2	
BWB Consulting	Transport Assessment	06	03.2023
BWB Consulting	Geometric Design Strategy Record	3	09.02.2024

## APPENDIX B

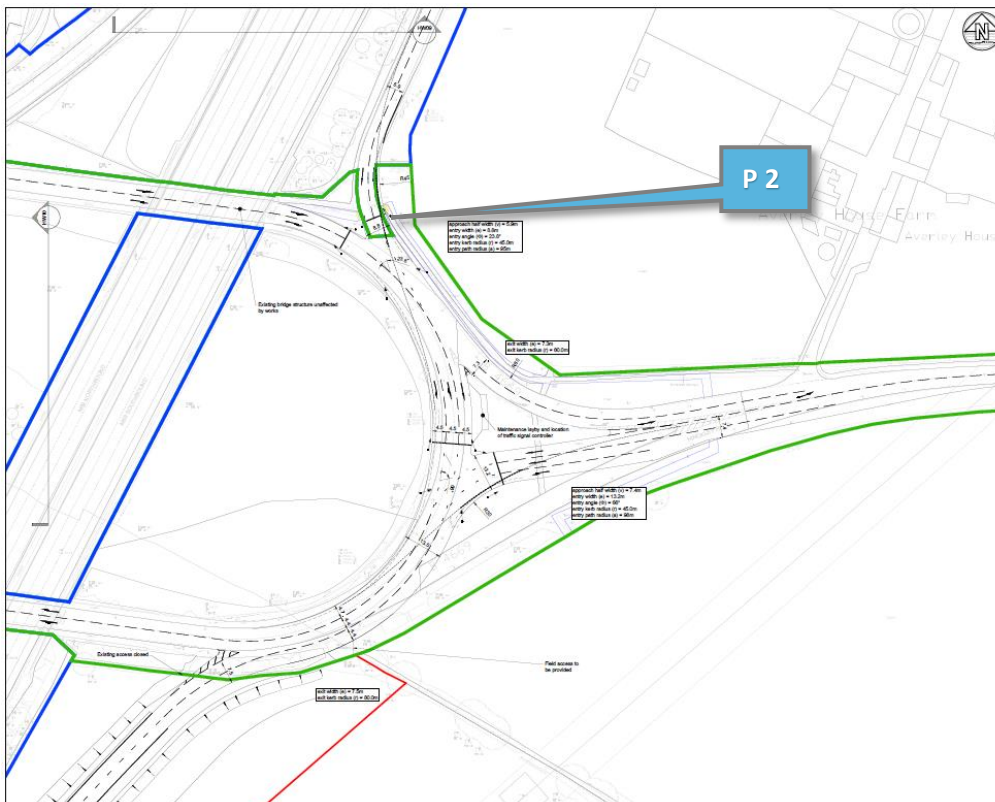
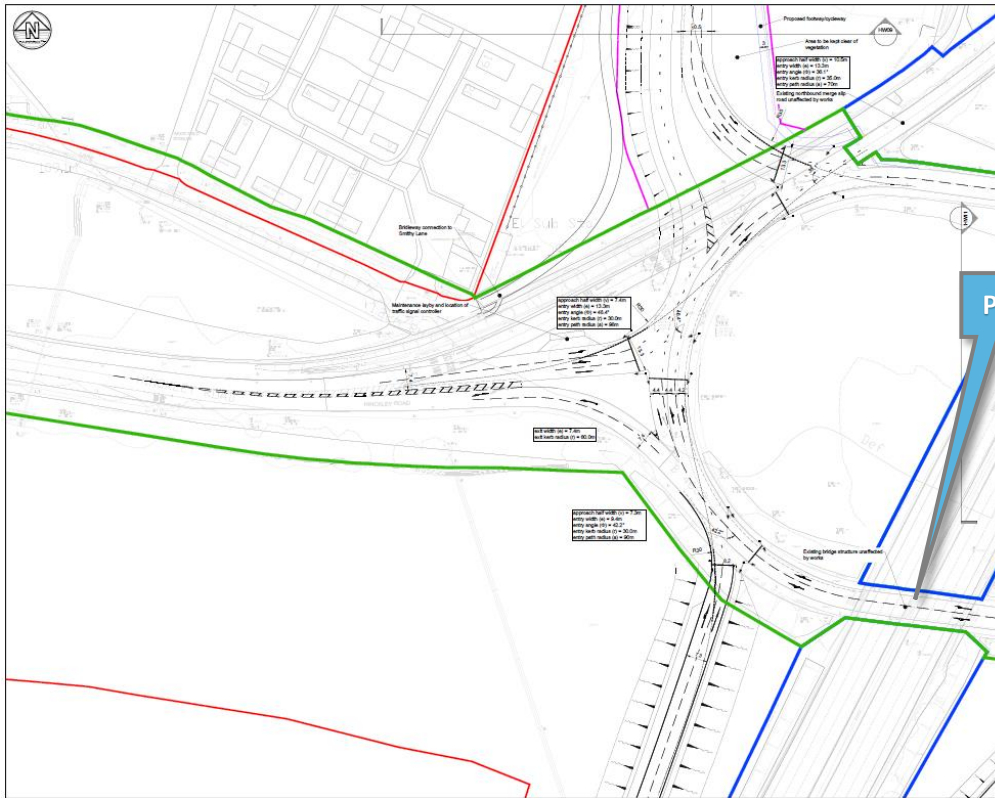
The location of any problems/observations that have been identified in Section 3 of this report can be seen on the extracts of the drawings supplied to the Audit Team, as listed in Appendix A.

Figure 1 – Site Location

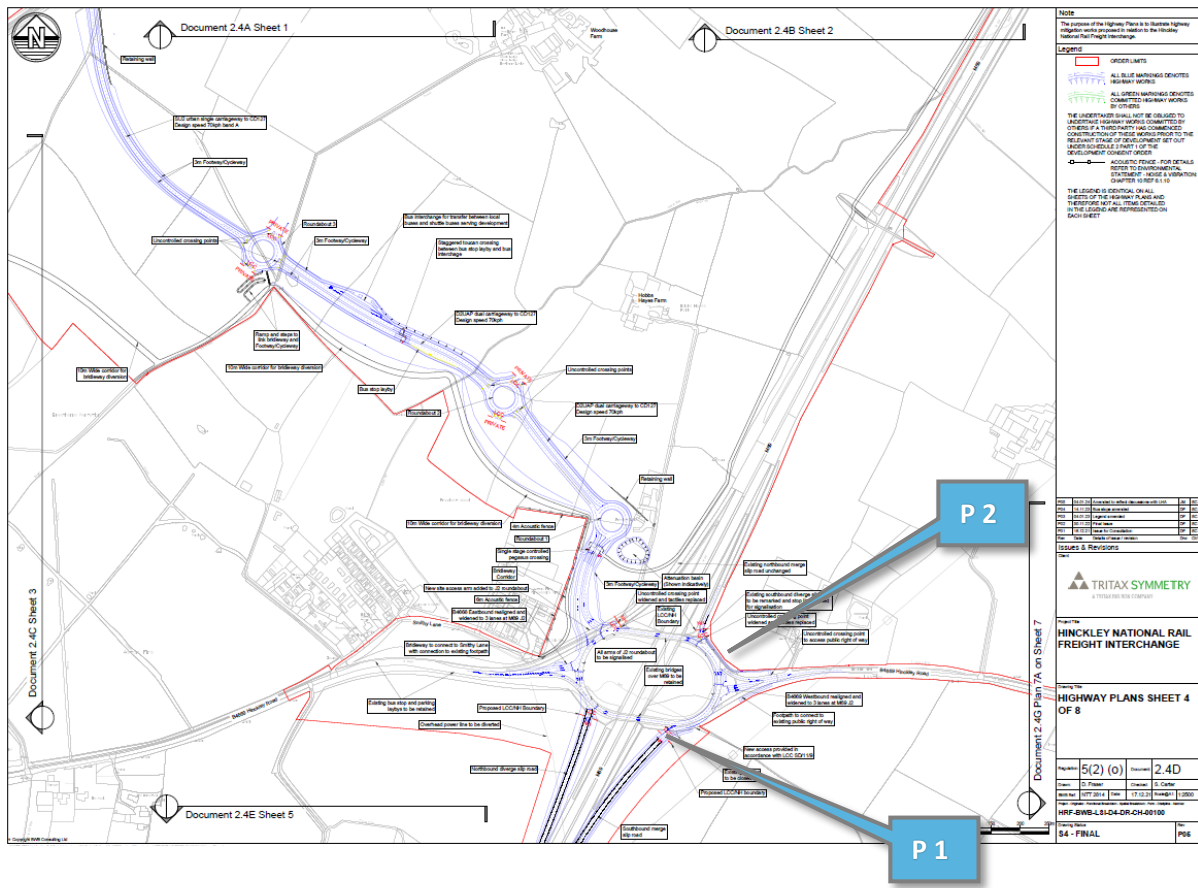
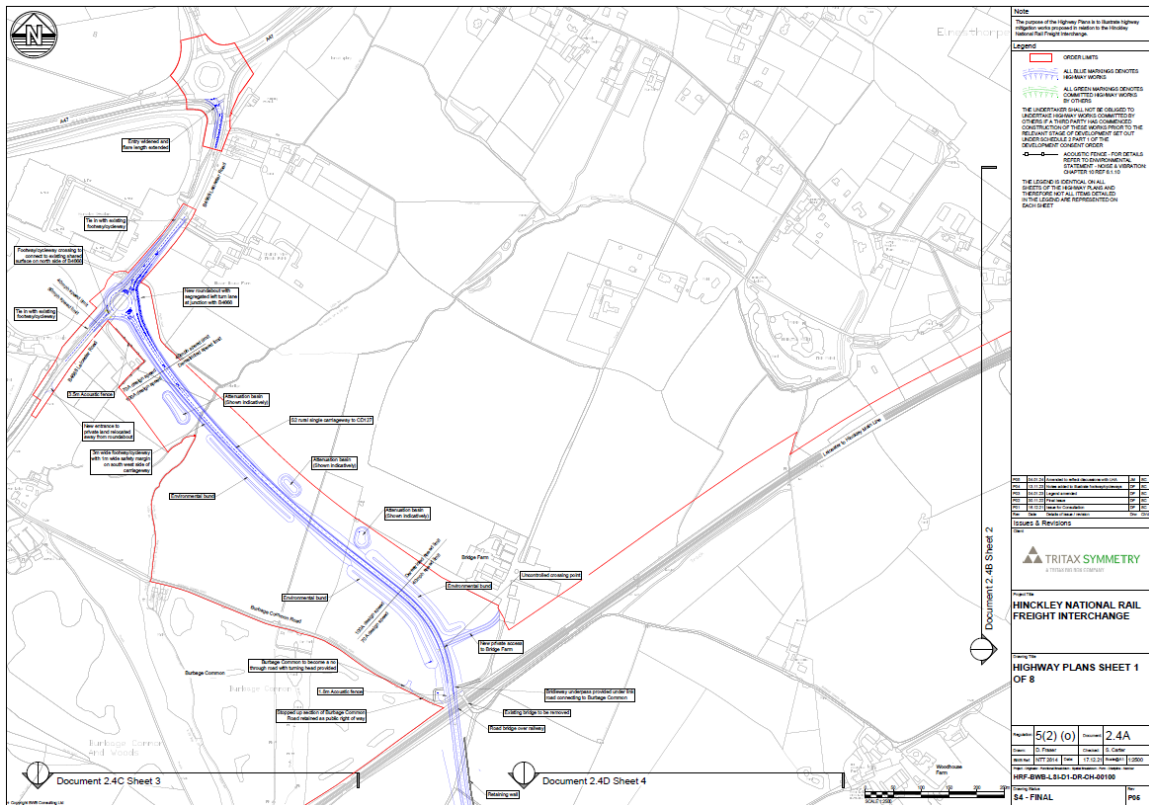


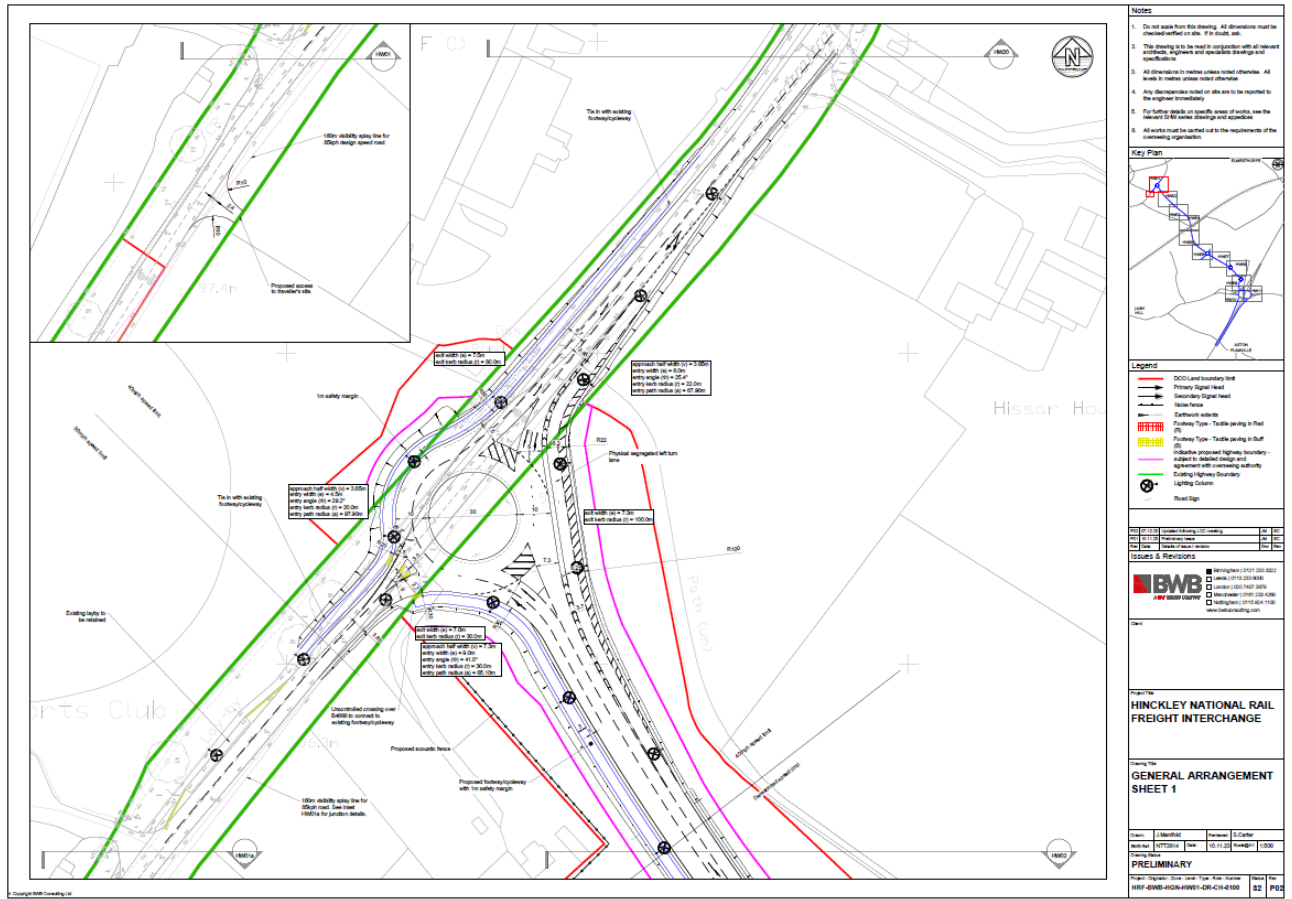
[Mapping source; Google Maps]

Figure 2 – Problem Location Plan











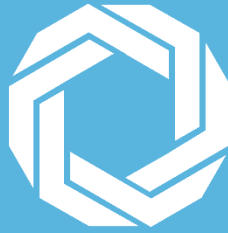
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# Midlands Road Safety Ltd

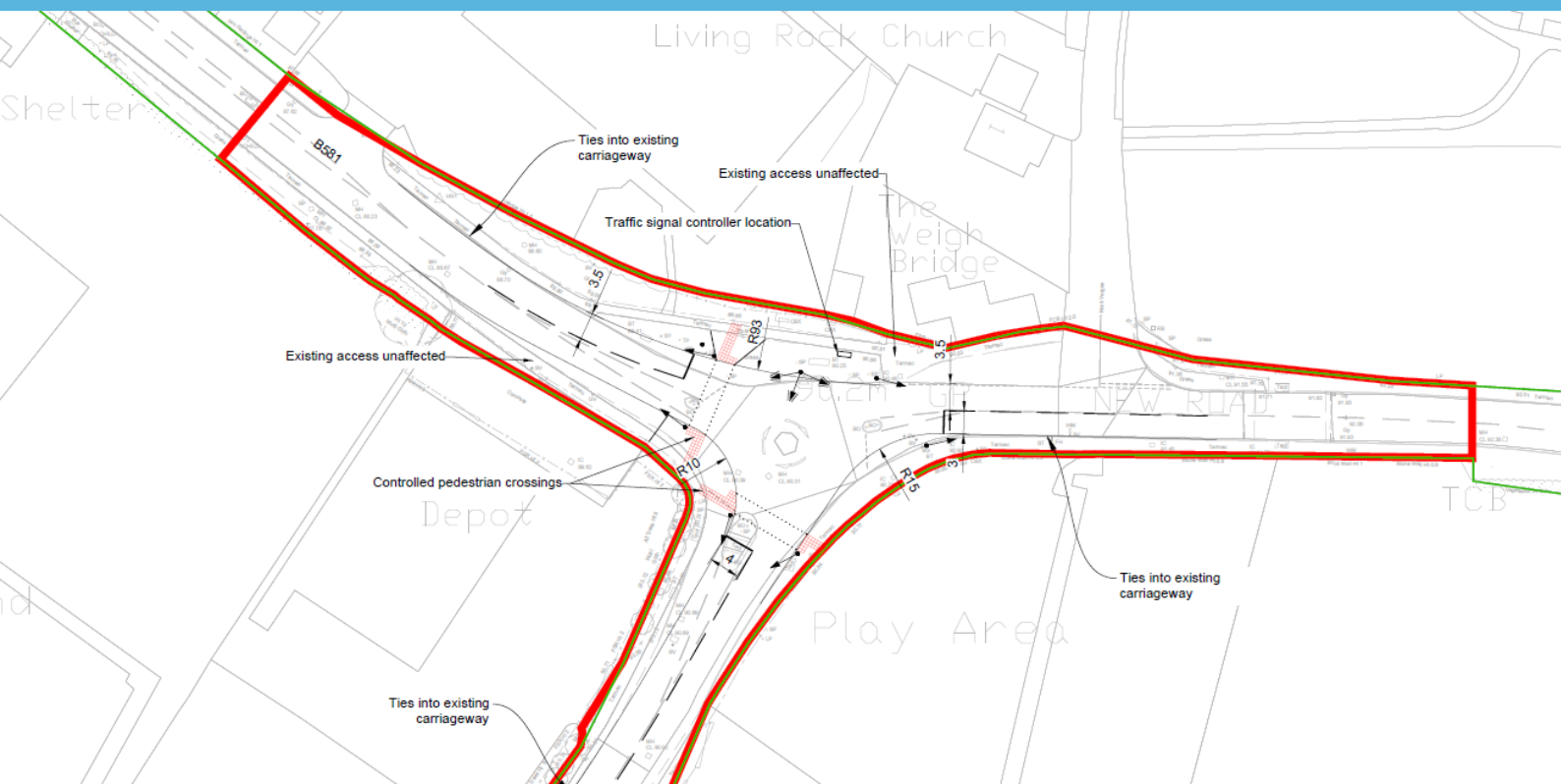
## PROPOSED JUNCTION SIGNALISATION

B581 STATION ROAD JUNCTION WITH NEW ROAD, STONEY STANTON

STAGE 1 – ROAD SAFETY AUDIT

MARCH 2024

REPORT REF: 24-1363.02-RSA1



# PROPOSED JUNCTION SIGNALISATION

B581 STATION ROAD JUNCTION WITH NEW ROAD, STONEY STANTON

## STAGE 1 ROAD SAFETY AUDIT

MARCH 2024

**REPORT REF:** 24-1363.02-RSA1

**CLIENT:** BWB Consulting

**ENGINEER:** Midlands Road Safety Ltd

**TEL:** [REDACTED]

**EMAIL:** [REDACTED]@midlandsroadsafety.co.uk

Revision	Date of Issue	Author	Checked
First Issue	05.03.2024	CB	SP
Draft (Internal)	21.02.2024	CB	SP

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<b>CONTENTS</b>		<b>Page Number</b>
1.	INTRODUCTION	2
2.	SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS	3
3.	SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT	4
4.	ADDITIONAL CONSIDERATIONS	6
5.	AUDIT STATEMENT	6

## **APPENDICES**

- A. DRAWINGS AND DOCUMENTS REVIEWED
- B. SITE LOCATION AND PROBLEM IDENTIFICATION PLANS

## 1. INTRODUCTION

- 1.1 This report comprises an Stage 1 Road Safety Audit (RSA) on the proposed replacement of the existing mini-roundabout and provision of a signalised junction, incorporating traffic signal-controlled pedestrian crossings on the western and southern arms, at the junction of the B581 Hinckley Road and New Road in Stoney Stanton, Leicestershire. The proposals also include the lowering of the speed limit on Hinckley Road to the south of Stoney Stanton to 40mph. The works are arising as part of the off-site mitigation for the proposed Hinckley Rail Interchange, to the west of Junction 2 on the M69 in Hinckley.
- 1.2 The report was requested by BWB Consulting on behalf of Tritax Symmetry (Hinckley) Limited. The Overseeing Organisation is Leicestershire County Council. The Project Sponsor, who approved the Road Safety Audit Brief on behalf of the Overseeing Organisation, is Rebecca Henson.
- 1.3 The Audit Team Membership was as follows:
- Audit Team Leader  
Chris Berry, MSc Transport Planning, MSoRSA, NH RSA Certificate of Competency
- Audit Team Member  
Simon Prescott, MIHE NH RSA Certificate of Competency
- 1.4 A site inspection was carried out by the Audit Team together on Monday 23rd October 2023 between the hours of 12:25 and 12:45. During the site visit the weather conditions were overcast and the road surface was damp. Traffic flows were observed as being light, with occasional pedestrians and no cycle movements being observed.
- 1.5 The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. A list of these can be found in Appendix A. The auditors have not been made aware of any departures from design standards.
- 1.6 The audit has been carried out in accordance with the principals of the National Highways document GG 119 'Road Safety Audit'.
- 1.7 The Audit Team have examined and reported solely on the road safety implications of the scheme as presented and not examined or verified the compliance to any alternate criteria.

- 1.8 All comments and recommendations in this report are referenced to the Audit Brief where provided, and detailed drawings supplied. Where appropriate a list of “Additional Considerations” will follow from any safety problems raised. These are not identified safety problems but generalised comments to assist in the design and safety audit process.
- 1.9 Midlands Road Safety Ltd has ensured that this report has been carried out independently with no member of the Audit Team membership directly linked to the scheme design.

## 2. SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

- 2.1. The safety aspects of the scheme were the subject to comment in two Interim Stage 1 Road Safety Audits carried out by Midlands Road Safety Ltd in October and November 2023. Report 23-1363.02-RSA1, relating to the signalised junction, raised three safety problems whilst report 23-1363.08, relating to the proposed 40mph speed limit and gateway feature on Hinckley Road, also raised three safety problems.
- 2.2. Any problems considered to remain outstanding have been included within this report.



### 3. SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT

3.1. The Audit Team has identified two safety problems to be addressed.

#### 3.2. Problem 1

Location: Stanton Lane / Hinckley Road – general.

Summary: Significant discrepancies in vehicle speeds may lead to shunts and overtaking collisions.

It is proposed to reduce the speed limit on Stanton Lane and Hinckley Road to 40mph from the existing national speed limit (60mph for most vehicles). This represents a significant reduction with no obvious changes to the surrounding environment that would indicate why a 40mph speed would be viewed as ‘appropriate’ by drivers. As such, there is a risk of significant disparities between vehicle speeds should some drivers continue at higher speeds whilst others comply to the proposed lower limit, resulting in shunts and overtaking collisions.



Recommendation:

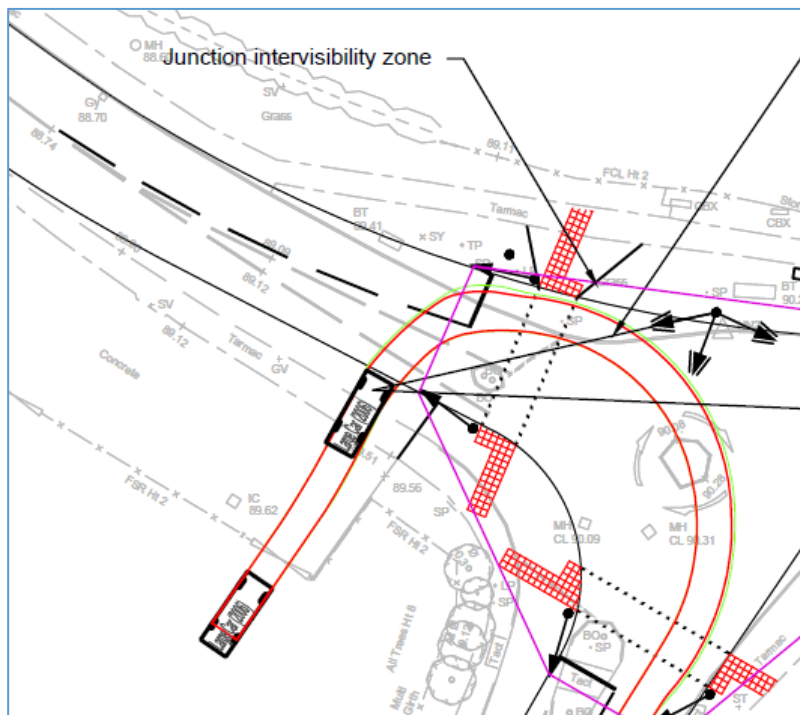
It is recommended that a speed survey is undertaken to determine likely compliance with the lower limit. Should speeds be significantly higher than the proposed limit and compliance therefore unrealistic, given a sign only reduction is likely to result in a small reduction in measured speeds, it is recommended that additional measures to support the lower limit are provided, or that the proposed limit is amended in accordance with the results returned from the speed survey.

### 3.3. Problem 2

Location: B581 – western arm of the junction.

Summary: Poor alignment at the traffic signals risks right turn / junction collisions.

It is noted the at egress for the parking area on the former depot site, which it is understood is currently used by the adjacent church, is to utilise the existing eastern most access point across the site frontage. This in turn results in poor alignment towards the eastbound signal head/stop line with drivers reliant on the secondary head and a degree of driver compliance. There is a concern that this may lead to drivers entering the junction when unsafe to do so or in queuing vehicles blocking the westbound lane, risking collisions with right turning vehicles entering the B581 from Hinckley Road.



Recommendation:

It is recommended that the pedestrian and vehicular access to the car park are swapped so as to allow vehicles to align themselves appropriately at the stop line.

---

End of the 'Safety Problems' in this Section of the Report

---

## 4. ADDITIONAL CONSIDERATIONS

4.1. No Additional Considerations were identified as part of this Audit.

## 5. AUDIT STATEMENT


5.1. We certify that the terms of reference of the audit are as described in GG 119 and that no member of the Audit Team was directly linked to the scheme design.

### 5.2. AUDIT TEAM LEADER:

Chris Berry – MSc, MSoRSA, NH RSA Certificate of Competency

Director

Midlands Road Safety Ltd

Signed: 

Date: 05.03.2024

### 5.3. AUDIT TEAM MEMBER:

Simon Prescott, MIHE NH RSA Certificate of Competency

Road Safety Consultant working on behalf of Midlands Road Safety Ltd

Signed: 

Date: 05.03.2024

## APPENDIX A

The following documents and drawings were provided for the purposes of this road safety audit.

### Drawings

Number	Title	Rev
HRF-BWB-HGN-HW17-DR-CH-0100	General Arrangement Sheet 17	P04
HRF-BWB-GEN-XX-DR-TR-124	B581 Hinckley Road New Road Mitigation Swept Paths	P03

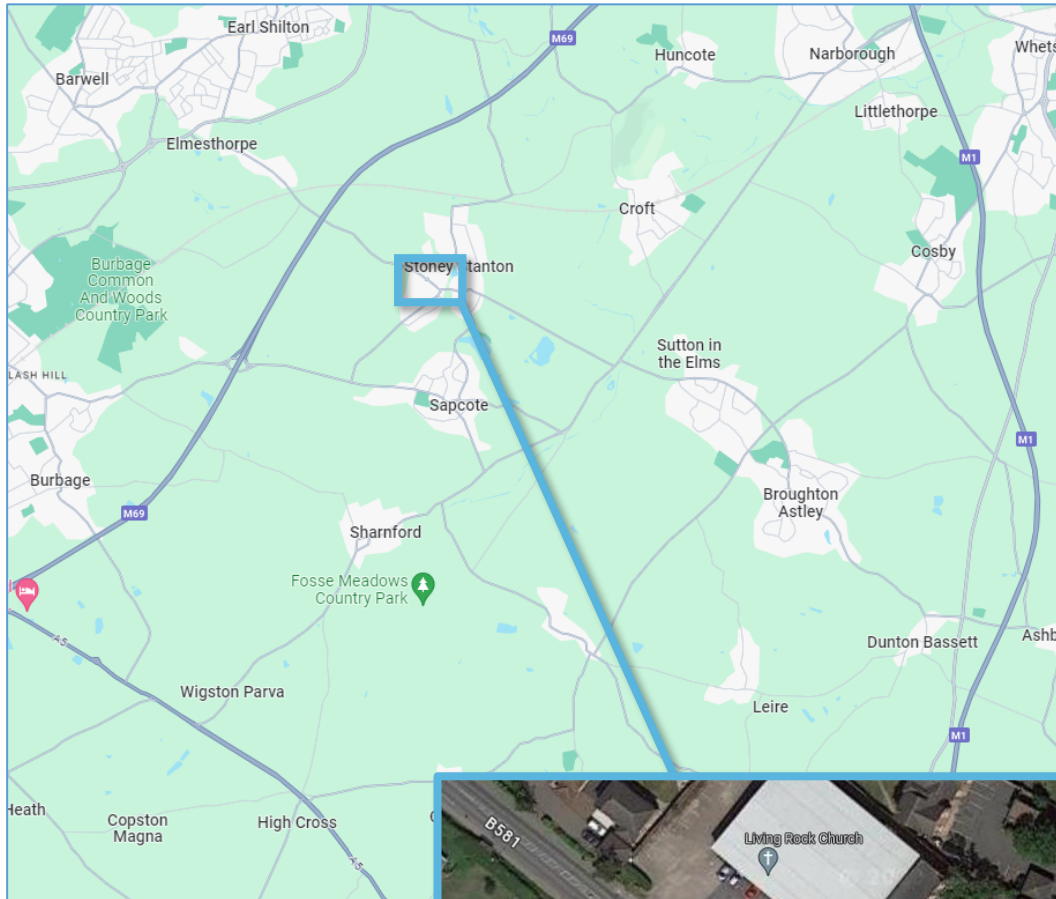
### Documents

Author	Title	Rev	Date
BWB Consulting	Road Safety Audit Brief	-	20.02.2024

## APPENDIX B

The location of any problems/observations that have been identified in Section 3 of this report can be seen on the extracts of the drawings supplied to the Audit Team, as listed in Appendix A.

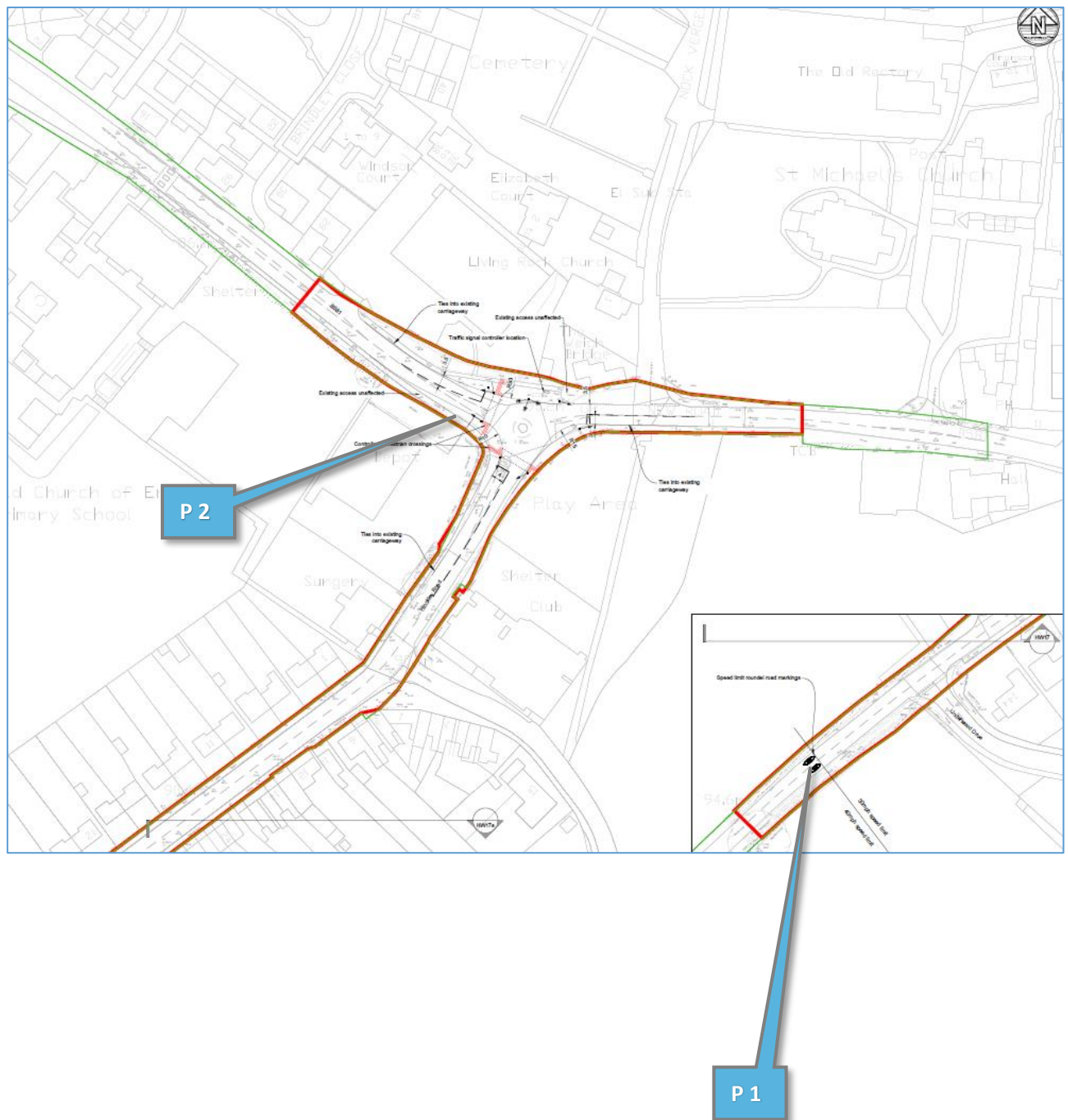
Figure 1 – Site Location



[Mapping source; Google Maps]



Figure 2 – Problem Location Plan





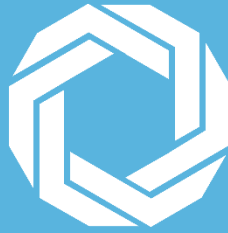
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# Midlands Road Safety Ltd

## PROPOSED ROUNDABOUT ENTRY WIDENING A47 NORMANDY WAY JNC B4668 LEICESTER ROAD, HINCKLEY STAGE 1 – ROAD SAFETY AUDIT

MARCH 2024

REPORT REF: 24-1363.03-RSA1





# PROPOSED ROUNDABOUT ENTRY WIDENING

A47 NORMANDY WAY JNC B4668 LEICESTER ROAD, HINCKLEY

## STAGE 1 ROAD SAFETY AUDIT

MARCH 2024

**REPORT REF:** 24-1363.03-RSA1

**CLIENT:** BWB Consulting

**ENGINEER:** Midlands Road Safety Ltd

**TEL:** [REDACTED]

**EMAIL:** [REDACTED]@midlandsroadsafety.co.uk

Revision	Date of Issue	Author	Checked
First Issue	01.03.2024	CB	SP
Draft (Internal)	21.02.2024	CB	SP

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CONTENTS		Page Number
1.	INTRODUCTION	2
2.	SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS	3
3.	SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT	3
4.	ADDITIONAL CONSIDERATIONS	4
5.	AUDIT STATEMENT	5

## APPENDICES

- A. DRAWINGS AND DOCUMENTS REVIEWED
- B. SITE LOCATION AND PROBLEM IDENTIFICATION PLANS

## 1. INTRODUCTION

1.1 This report comprises an Stage 1 Road Safety Audit (RSA) on the proposed widening of the southern B4668 Leicester Road entry to the roundabout junction with the A47 in Hinckley, Leicestershire. The proposals include widening the Leicester Road approach and extending the existing flare to increase capacity at the junction, requiring the narrowing of the existing central splitter island and the verge to the western side of the junction. The works are arising as part of the off-site mitigation for the proposed Hinckley Rail Interchange, to the west of Junction 2 on the M69 in Hinckley.

1.2 The report was requested by BWB Consulting on behalf of Tritax Symmetry (Hinckley) Limited. The Overseeing Organisation is Leicestershire County Council. The Project Sponsor, who approved the Road Safety Audit Brief on behalf of the Overseeing Organisation, is Rebecca Henson.

1.3 The Audit Team Membership was as follows:

Audit Team Leader

Chris Berry, MSc Transport Planning, MSoRSA, NH RSA Certificate of Competency

Audit Team Member

Simon Prescott, MIHE NH RSA Certificate of Competency

1.1 A site inspection was carried out by the Audit Team together on Monday 23rd October 2023 between the hours of 11:35 and 11:45. During the site visit the weather conditions were overcast and the road surface was damp. Traffic flows were observed as being light, with occasional pedestrians and no cycle movements being observed.

1.2 The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. A list of these can be found in Appendix A. The auditors have not been made aware of any departures from design standards.

1.3 The audit has been carried out in accordance with the principals of the National Highways document GG 119 'Road Safety Audit'.

1.4 The Audit Team have examined and reported solely on the road safety implications of the scheme as presented and not examined or verified the compliance to any alternate criteria.

- 1.5 All comments and recommendations in this report are referenced to the Audit Brief where provided, and detailed drawings supplied. Where appropriate a list of “Additional Considerations” will follow from any safety problems raised. These are not identified safety problems but generalised comments to assist in the design and safety audit process.
- 1.6 Midlands Road Safety Ltd has ensured that this report has been carried out independently with no member of the Audit Team membership directly linked to the scheme design.

## 2. SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

- 2.1. The safety aspects of the scheme were the subject to comment in an Interim Stage 1 Road Safety Audit (ref. 23-1363.03) carried out by Midlands Road Safety Ltd in October and November 2023. This report raised no safety problems.

## 3. SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT

- 3.1. The Audit Team has identified no safety problems to be addressed.

---

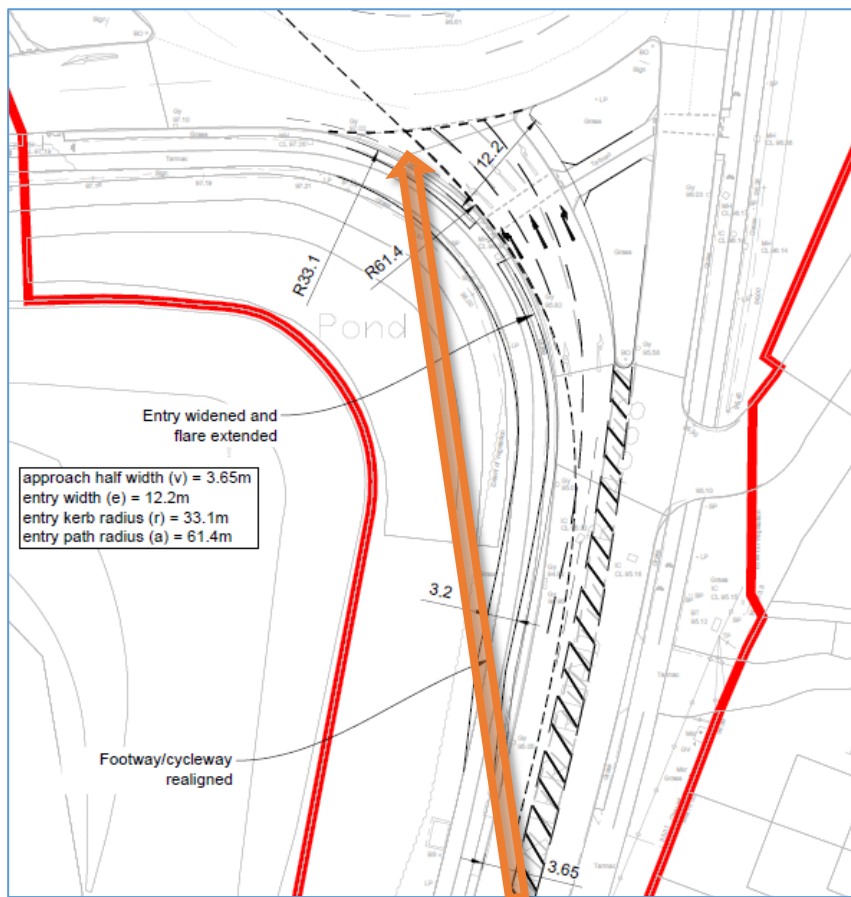
End of the ‘Safety Problems’ in this Section of the Report

---

## 4. ADDITIONAL CONSIDERATIONS

### 4.1. Additional Consideration 1

It was observed on site that overgrown vegetation within the western verge currently limits forward visibility on the approach to the junction. As part of the Detailed Design it is recommended that the site clearance accounts for this, ensuring that adequate forward visibility can be provided within the amended layout.



## 5. AUDIT STATEMENT

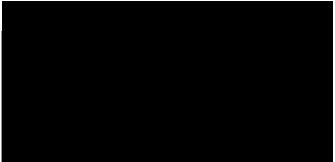
5.1. We certify that the terms of reference of the audit are as described in GG 119 and that no member of the Audit Team was directly linked to the scheme design.

### 5.2. AUDIT TEAM LEADER:

Chris Berry – MSc, MSoRSA, NH RSA Certificate of Competency

Director

Midlands Road Safety Ltd

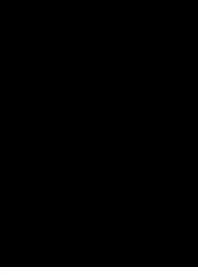
Signed: 

Date: 01.03.2024

### 5.3. AUDIT TEAM MEMBER:

Simon Prescott, MIHE NH RSA Certificate of Competency

Road Safety Consultant working on behalf of Midlands Road Safety Ltd

Signed: 

Date: 01.03.2024

## APPENDIX A

The following documents and drawings were provided for the purposes of this road safety audit.

### Drawings

Number	Title	Rev
HRF-BWB-HGN-HW20-DR-CH-0100	General Arrangement Sheet 20	P01
HRF-BWB-GEN-XX-DR-TR-125	A47 The Common Leicester Rd Mitigation Swept Paths	P1

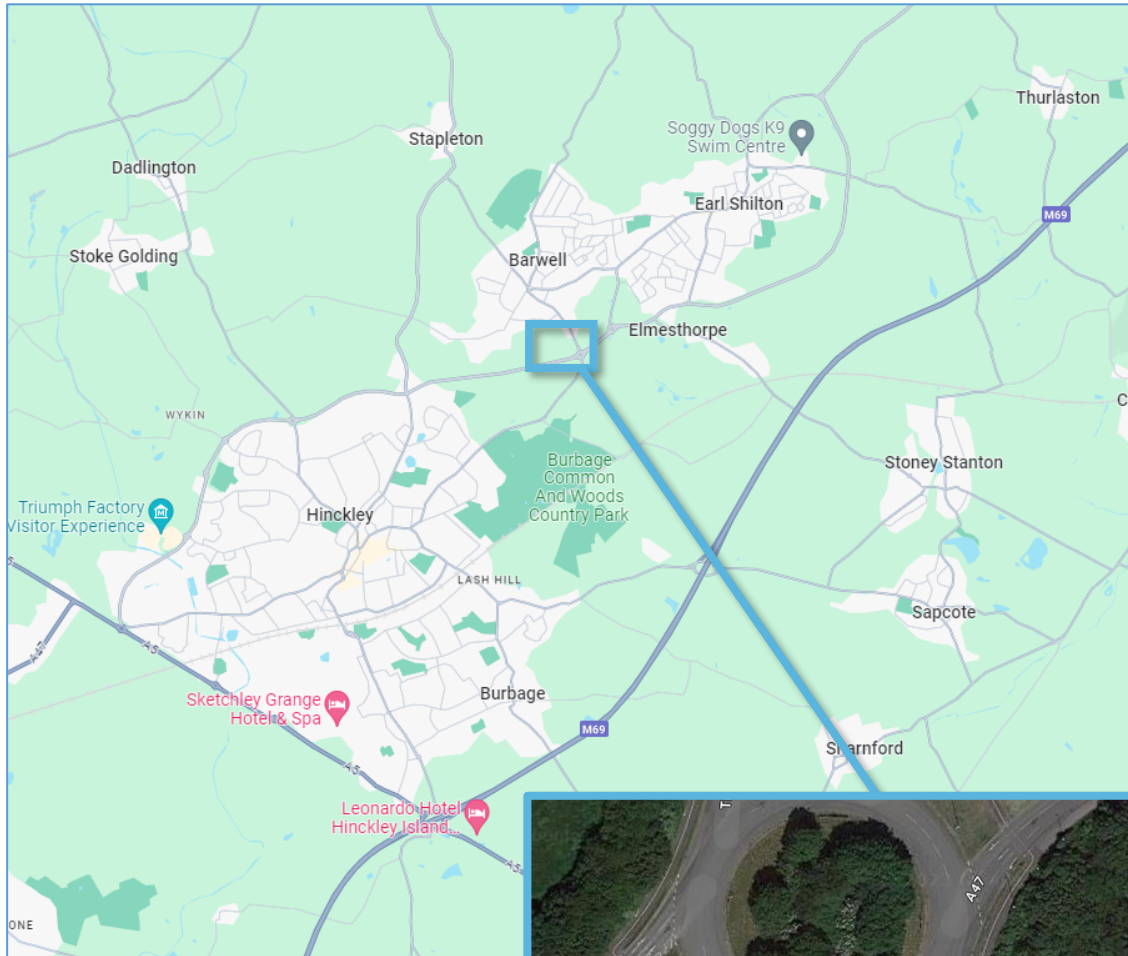
### Documents

Author	Title	Rev	Date
BWB Consulting	Road Safety Audit Brief (by email)	-	15.02.2024
BWB Consulting	Interim RSA1 Response Report	-	04.01.2024

## APPENDIX B

The location of any problems/observations that have been identified in Section 3 of this report can be seen on the extracts of the drawings supplied to the Audit Team, as listed in Appendix A.

Figure 1 – Site Location

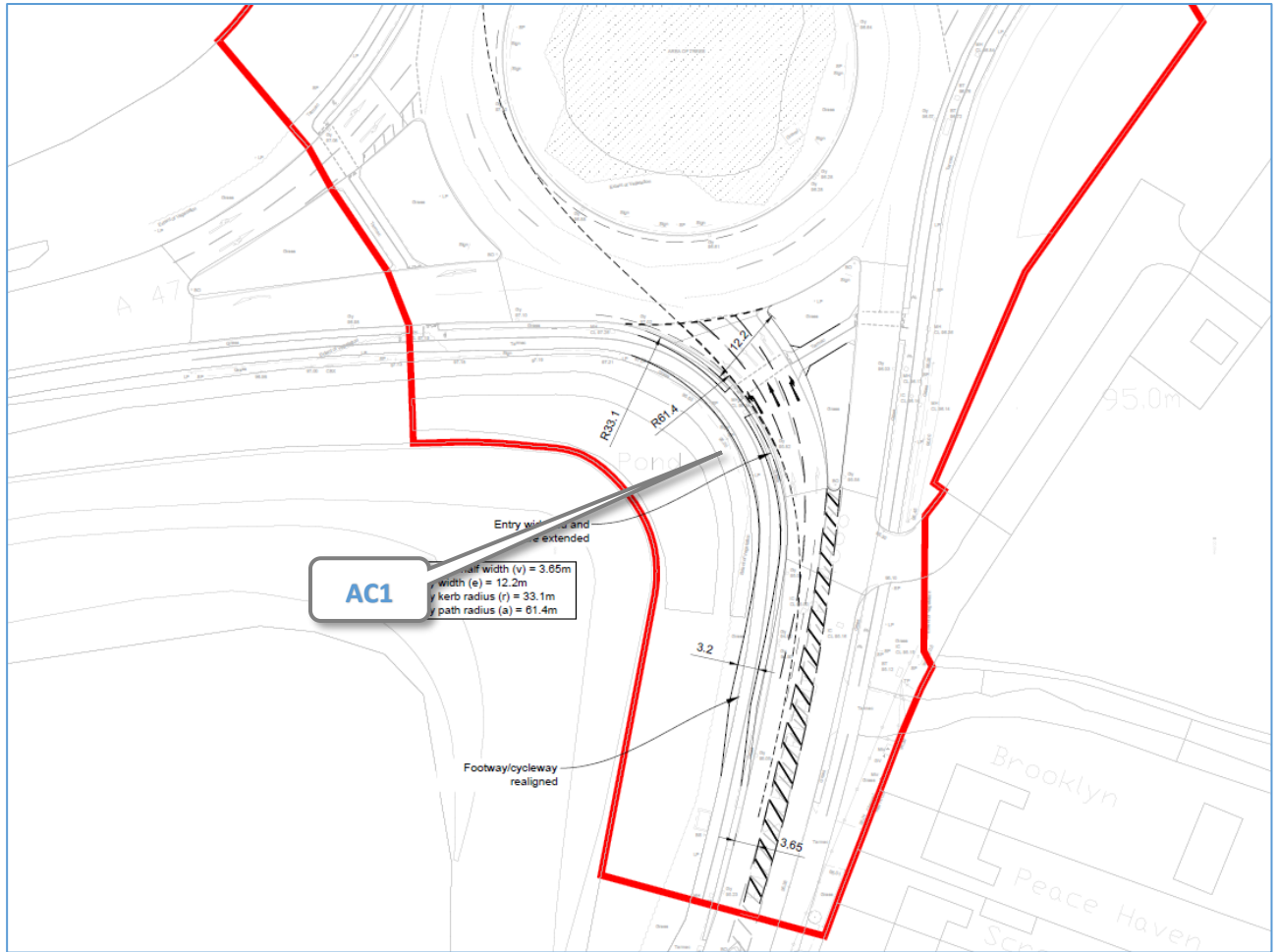


[Mapping source; Google Maps]





Figure 2 – Problem Location Plan





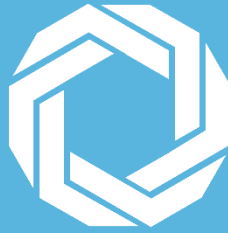
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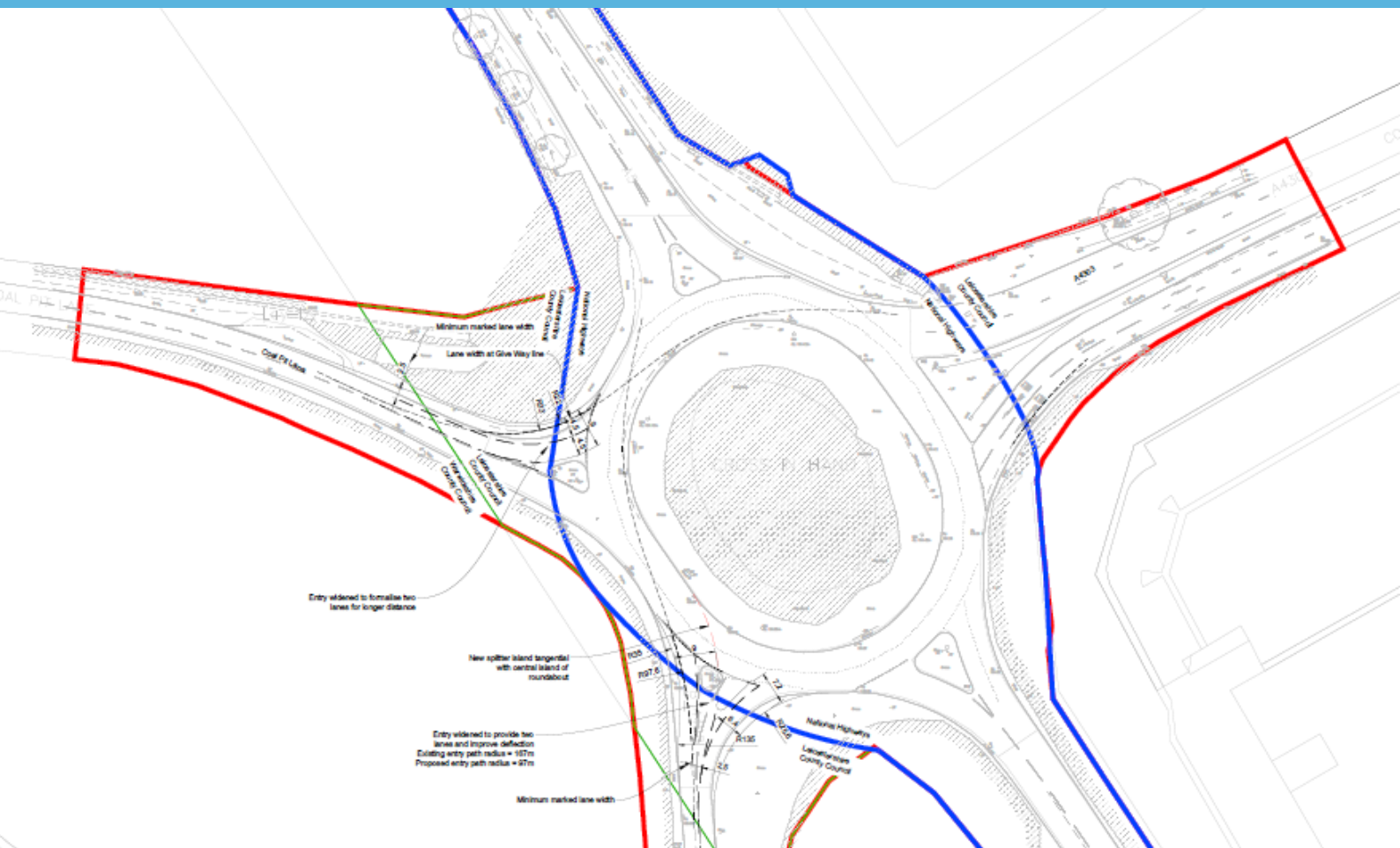
# Midlands Road Safety Ltd

## PROPOSED ROUNDABOUT ENTRY WIDENING A5 JUNCTION WITH A4303 AND COAL PIT LANE, MAGNA PARK

STAGE 1 – ROAD SAFETY AUDIT

MARCH 2024

REPORT REF: 24-1363.04-RSA1



# PROPOSED ROUNDABOUT ENTRY WIDENING

## A5 JUNCTION WITH A4303 AND COAL PIT LANE, MAGNA PARK

### STAGE 1 ROAD SAFETY AUDIT

MARCH 2024

**REPORT REF:** 24-1363.04-RSA1

**CLIENT:** BWB Consulting

**ENGINEER:** Midlands Road Safety Ltd

**TEL:** [REDACTED]

**EMAIL:** [REDACTED]@midlandsroadsafety.co.uk

Revision	Date of Issue	Author	Checked
First Issue	01.03.2024	CB	SP
Draft (Internal)	21.02.2024	CB	SP

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CONTENTS		Page Number
1.	INTRODUCTION	2
2.	SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS	3
3.	SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT	3
4.	ADDITIONAL CONSIDERATIONS	3
5.	AUDIT STATEMENT	4

## APPENDICES

- A. DRAWINGS AND DOCUMENTS REVIEWED
- B. SITE LOCATION AND PROBLEM IDENTIFICATION PLANS

## 1. INTRODUCTION

- 1.1 This report comprises an Stage 1 Road Safety Audit (RSA) on the proposed widening of the A5 Watling Street, B6027 Lutterworth Road and the Coal Pit Lane approaches to the Cross in Hand Roundabout in Lutterworth, Warwickshire. The proposals include the formalisation and extension of the two-lane approaches on each arm and realignment of the Lutterworth Road entry arm to help improve deflection. The works are arising as part of the off-site mitigation for the proposed Hinckley Rail Interchange, to the west of Junction 2 on the M69 in Hinckley.
- 1.2 The report was requested by BWB Consulting on behalf of Tritax Symmetry (Hinckley) Limited. The Overseeing Organisations are National Highways, Leicestershire County Council and Warwickshire County Council. The Project Sponsor on behalf of Leicestershire County Council is Rebecca Henson, who approved the Road Safety Audit Brief.
- 1.3 The Audit Team Membership was as follows:
- Audit Team Leader  
Chris Berry, MSc Transport Planning, MSoRSA, NH RSA Certificate of Competency
- Audit Team Member  
Simon Prescott, MIHE NH RSA Certificate of Competency
- 1.4 A site inspection was carried out by the Audit Team together on Monday 23rd October 2023 between the hours of 10:30 and 11:00. During the site visit the weather conditions were overcast and the road surface was damp. Traffic flows were observed as being moderate, with no pedestrians and no cycle movements being observed.
- 1.5 The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. A list of these can be found in Appendix A. The auditors have not been made aware of any departures from design standards.
- 1.6 The audit has been carried out in accordance with the principals of the National Highways document GG 119 'Road Safety Audit'.
- 1.7 The Audit Team have examined and reported solely on the road safety implications of the scheme as presented and not examined or verified the compliance to any alternate criteria.

- 1.8 All comments and recommendations in this report are referenced to the Audit Brief where provided, and detailed drawings supplied. Where appropriate a list of “Additional Considerations” will follow from any safety problems raised. These are not identified safety problems but generalised comments to assist in the design and safety audit process.
- 1.9 Midlands Road Safety Ltd has ensured that this report has been carried out independently with no member of the Audit Team membership directly linked to the scheme design.

## 2. SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

- 2.1. The safety aspects of the scheme were the subject to comment in an Interim Stage 1 Road Safety Audit (ref 23-1363.04-RSA1) carried out by Midlands Road Safety Ltd in October 2023. This interim report raised two safety problems, each of which were responded to within the RSA Response Report.
- 2.2. Each problem has been addressed within the RSA Response Report (HRF-BWB-HGN-RSA-RP-CH-001) and, in the case of Problem 2, are considered by the Audit Team to have mitigated the safety problem raised. It is recommended that the Overseeing Organisation review both the previous Road Safety Audit and RSA Response Report to ensure that they are in agreement that the actions taken mitigate the safety problem as raised within the audit report.

## 3. SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT

- 3.1. The Audit Team has identified no safety problems to be addressed.

---

End of the ‘Safety Problems’ in this Section of the Report

---

## 4. ADDITIONAL CONSIDERATIONS

- 4.1. No Additional Considerations were identified as part of this Audit.

## 5. AUDIT STATEMENT

5.1. We certify that the terms of reference of the audit are as described in GG 119 and that no member of the Audit Team was directly linked to the scheme design.

### 5.2. AUDIT TEAM LEADER:

Chris Berry – MSc, MSoRSA, NH RSA Certificate of Competency

Director

Midlands Road Safety Ltd

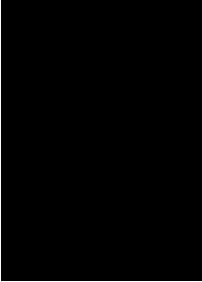
Signed: 

Date: 01.03.2024

### 5.3. AUDIT TEAM MEMBER:

Simon Prescott, MIHE NH RSA Certificate of Competency

Road Safety Consultant working on behalf of Midlands Road Safety Ltd

Signed: 

Date: 01.03.2024



## APPENDIX A

The following documents and drawings were provided for the purposes of this road safety audit.

### Drawings

Number	Title	Rev
HRF-BWB-HGN-HW22-DR-CH-0100	General Arrangement Sheet 22	P03
HRF-BWB-GEN-XX-DR-TR-126	A5 Coal Pit Ln A4303 Mitigation Swept Paths	P02

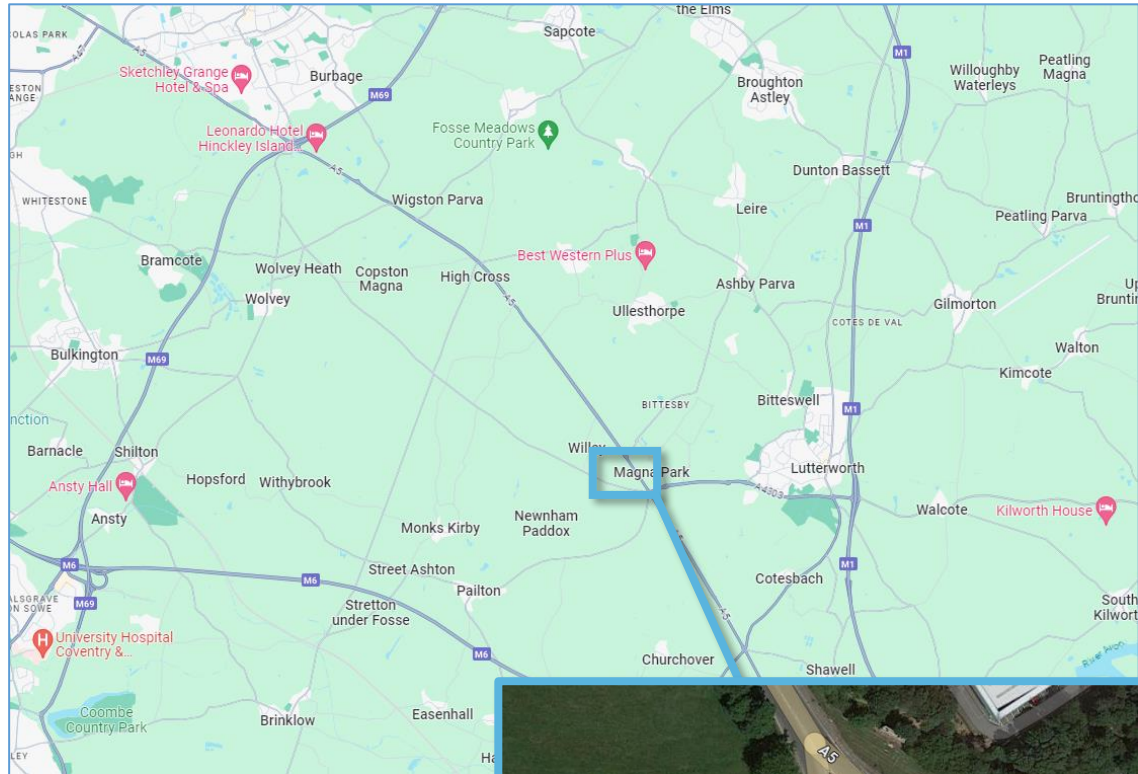
### Documents

Author	Title	Rev	Date
BWB Consulting	Road Safety Audit Brief (by email)	-	15.02.2024
BWB Consulting	Interim RSA1 Response Report	-	04.01.2024

## APPENDIX B

The location of any problems/observations that have been identified in Section 3 of this report can be seen on the extracts of the drawings supplied to the Audit Team, as listed in Appendix A.

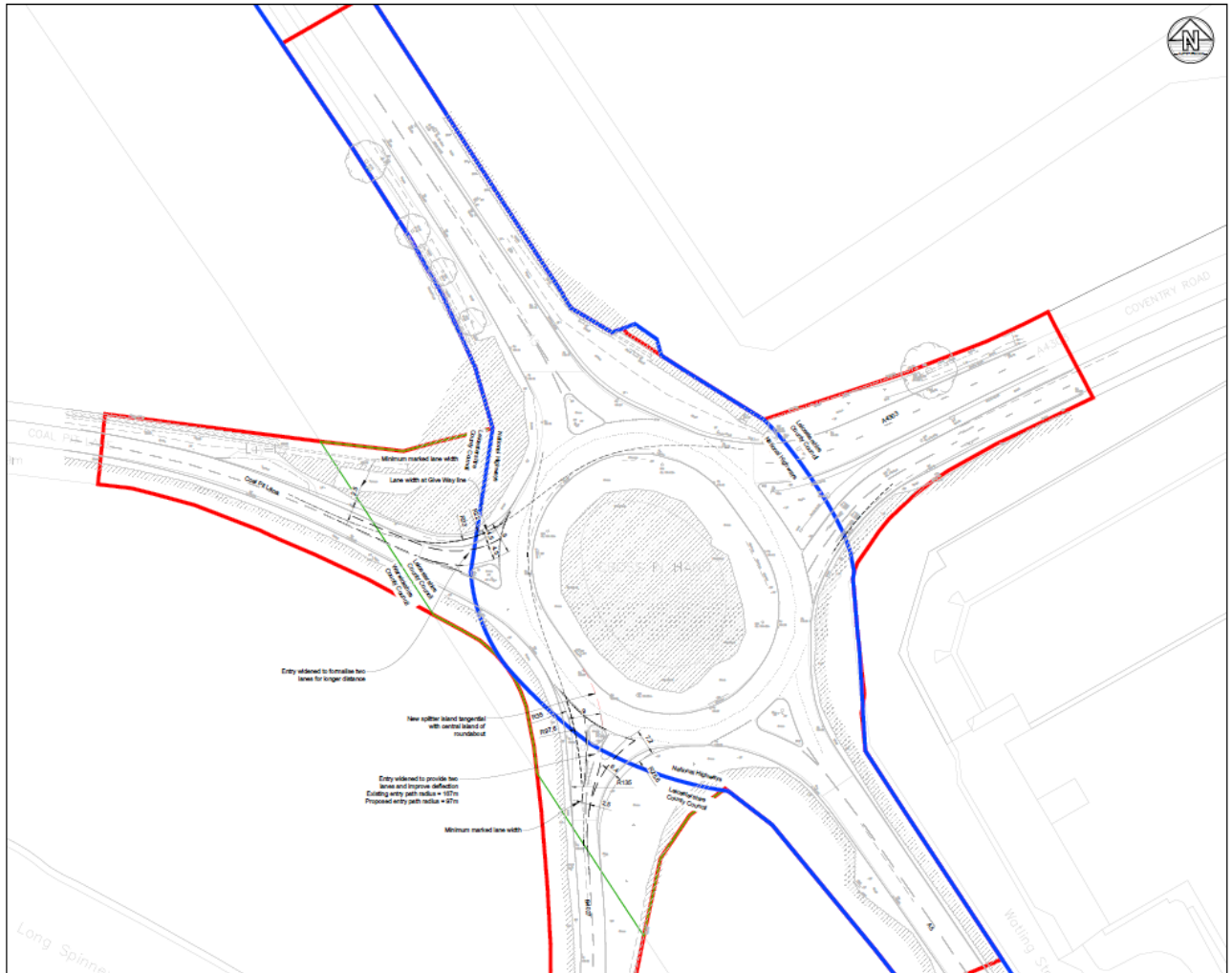
Figure 1 – Site Location



[Mapping source; Google Maps]



Figure 2 – Problem Location Plan





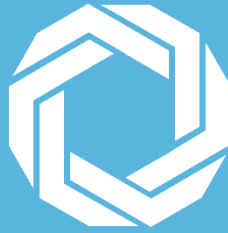
# Midlands Road Safety Ltd

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W: [\[REDACTED\]](#)



# Midlands Road Safety Ltd

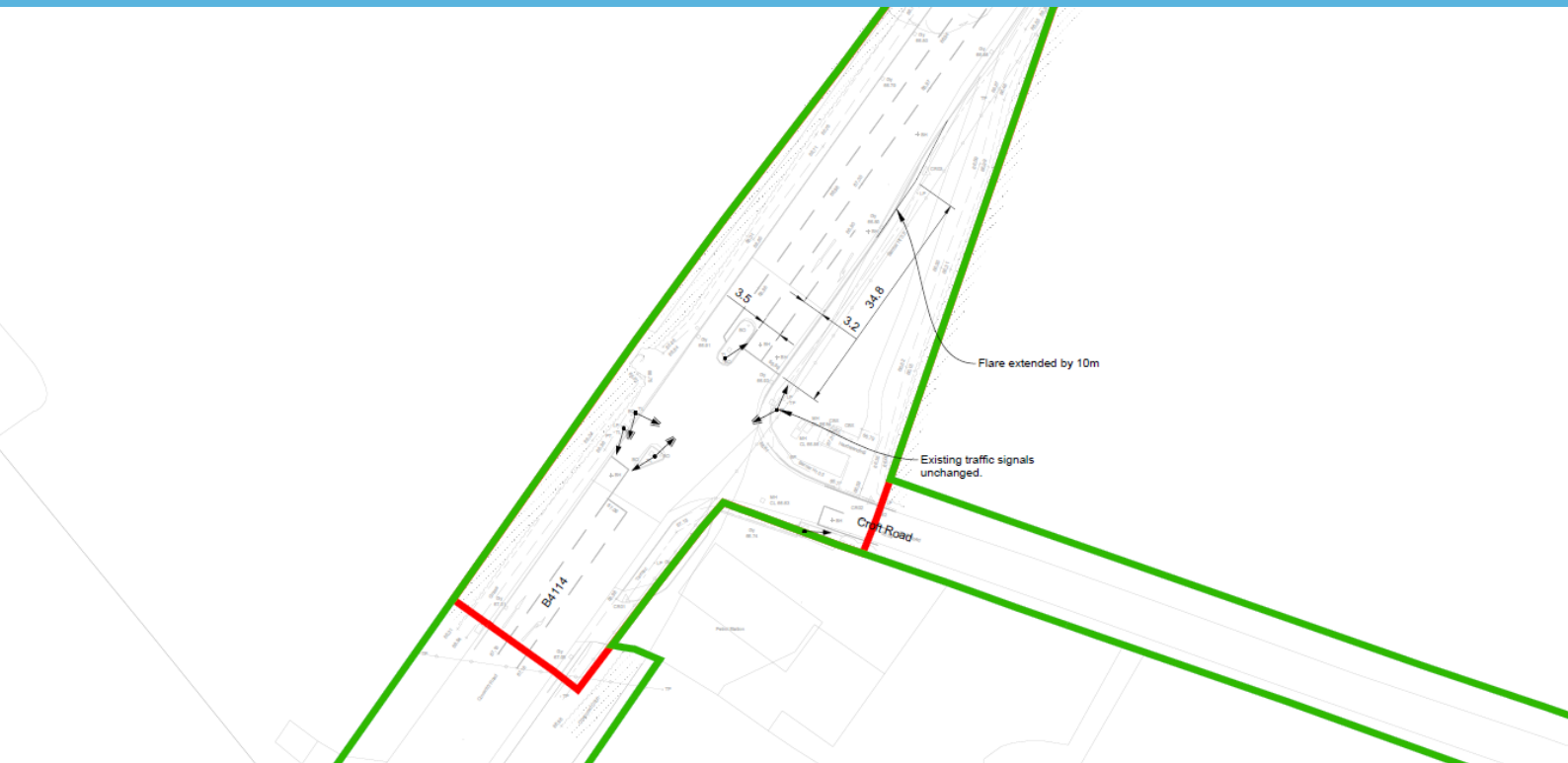
## PROPOSED JUNCTION FLARE EXTENSION

B4114 COVENTRY ROAD JNC CROFT ROAD, CROFT

STAGE 1 – ROAD SAFETY AUDIT

MARCH 2024

REPORT REF: 24-1363.05-RSA1



# PROPOSED JUNCTION FLARE EXTENSION

B4114 COVENTRY ROAD JNC CROFT ROAD, CROFT

## STAGE 1 ROAD SAFETY AUDIT

MARCH 2024

**REPORT REF:** 24-1363.05-RSA1

**CLIENT:** BWB Consulting

**ENGINEER:** Midlands Road Safety Ltd

**TEL:** [REDACTED]

**EMAIL:** [REDACTED]@midlandsroadsafety.co.uk

Revision	Date of Issue	Author	Checked
First Issue	01.03.2024	CB	SP
Draft (Internal)	21.02.2024	CB	SP

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<b>CONTENTS</b>		<b>Page Number</b>
1.	INTRODUCTION	2
2.	SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS	3
3.	SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT	3
4.	ADDITIONAL CONSIDERATIONS	3
5.	AUDIT STATEMENT	4

## **APPENDICES**

- A. DRAWINGS AND DOCUMENTS REVIEWED
- B. SITE LOCATION AND PROBLEM IDENTIFICATION PLANS

## 1. INTRODUCTION

1.1 This report comprises an Stage 1 Road Safety Audit (RSA) on the proposed extension of the left turn lane flare at the signalised junction of the B4114 Coventry Road and Croft Road (Junction 50) in Stoney Stanton, Leicestershire, by 10m. The works are arising as part of the off-site mitigation for the proposed Hinckley Rail Interchange, to the west of Junction 2 on the M69 in Hinckley.

1.2 The report was requested by BWB Consulting on behalf of Tritax Symmetry (Hinckley) Limited. The Overseeing Organisation is Leicestershire County Council. The Project Sponsor, who approved the Road Safety Audit Brief on behalf of the Overseeing Organisation, is Rebecca Henson.

1.3 The Audit Team Membership was as follows:

Audit Team Leader

Chris Berry, MSc Transport Planning, MSoRSA, NH RSA Certificate of Competency

Audit Team Member

Simon Prescott, MIHE NH RSA Certificate of Competency

1.4 A site inspection was carried out by the Audit Team together on Monday 23rd October 2023 between the hours of 15:40 and 15:55. During the site visit the weather conditions were overcast and the road surface was damp. Traffic flows were observed as being moderate, with no pedestrians and no cycle movements being observed.

1.5 The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. A list of these can be found in Appendix A. The auditors have not been made aware of any departures from design standards.

1.6 The audit has been carried out in accordance with the principals of the National Highways document GG 119 'Road Safety Audit'.

1.7 The Audit Team have examined and reported solely on the road safety implications of the scheme as presented and not examined or verified the compliance to any alternate criteria.

1.8 All comments and recommendations in this report are referenced to the Audit Brief where provided, and detailed drawings supplied. Where appropriate a list of "Additional Considerations" will follow from any safety problems raised. These are not identified safety problems but generalised comments to assist in the design and safety audit process.



- 1.9 Midlands Road Safety Ltd has ensured that this report has been carried out independently with no member of the Audit Team membership directly linked to the scheme design.

## **2. SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS**

- 2.1. The safety aspects of the scheme were the subject to comment in an Interim Stage 1 Road Safety Audit (ref. 23-1363.05) carried out by Midlands Road Safety Ltd in October and November 2023. This report raised no safety problems.

## **3. SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT**

- 3.1. The Audit Team has identified no safety problems to be addressed.

---

End of the 'Safety Problems' in this Section of the Report

---

## **4. ADDITIONAL CONSIDERATIONS**

- 4.1. No additional considerations were identified as part of this report.

## 5. AUDIT STATEMENT


5.1. We certify that the terms of reference of the audit are as described in GG 119 and that no member of the Audit Team was directly linked to the scheme design.

### 5.2. AUDIT TEAM LEADER:

Chris Berry – MSc, MSoRSA, NH RSA Certificate of Competency

Director

Midlands Road Safety Ltd

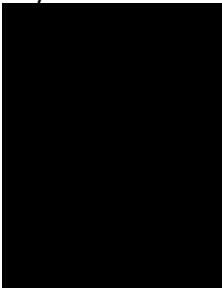
Signed: 

Date: 01.03.2024

### 5.3. AUDIT TEAM MEMBER:

Sarah Cooke, BA (Hons)

Road Safety Consultant working on behalf of Midlands Road Safety Ltd

Signed: 

Date: 01.03.2024

## APPENDIX A

The following documents and drawings were provided for the purposes of this road safety audit.

### Drawings

Number	Title	Rev
HRF-BWB-HGN-HW21-DR-CH-0100	General Arrangement Sheet 21	P02
HRF-BWB-GEN-XX-DR-TR-127	Coventry Road / Croft Road Mitigation Swept Paths	P01

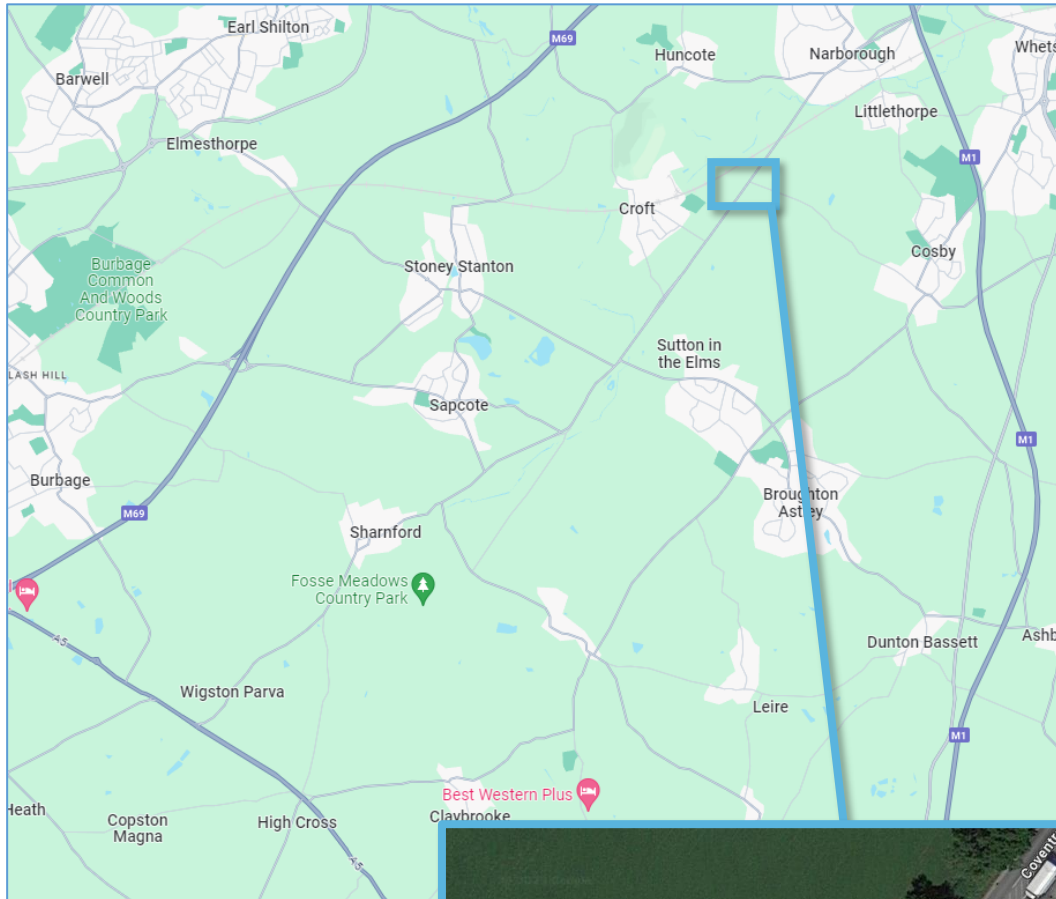
### Documents

Author	Title	Rev	Date
BWB Consulting	Road Safety Audit Brief (by email)	-	15.02.2024
BWB Consulting	Interim RSA1 Response Report	-	04.01.2024

## APPENDIX B

The location of any problems/observations that have been identified in Section 3 of this report can be seen on the extracts of the drawings supplied to the Audit Team, as listed in Appendix A.

Figure 1 – Site Location



[Mapping source; Google Maps]



Figure 2 – Problem Location Plan





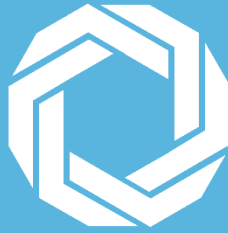
# Midlands Road Safety Ltd

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E: [enquiries@midlandsroadsafety.co.uk](mailto:enquiries@midlandsroadsafety.co.uk)

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# Midlands Road Safety Ltd

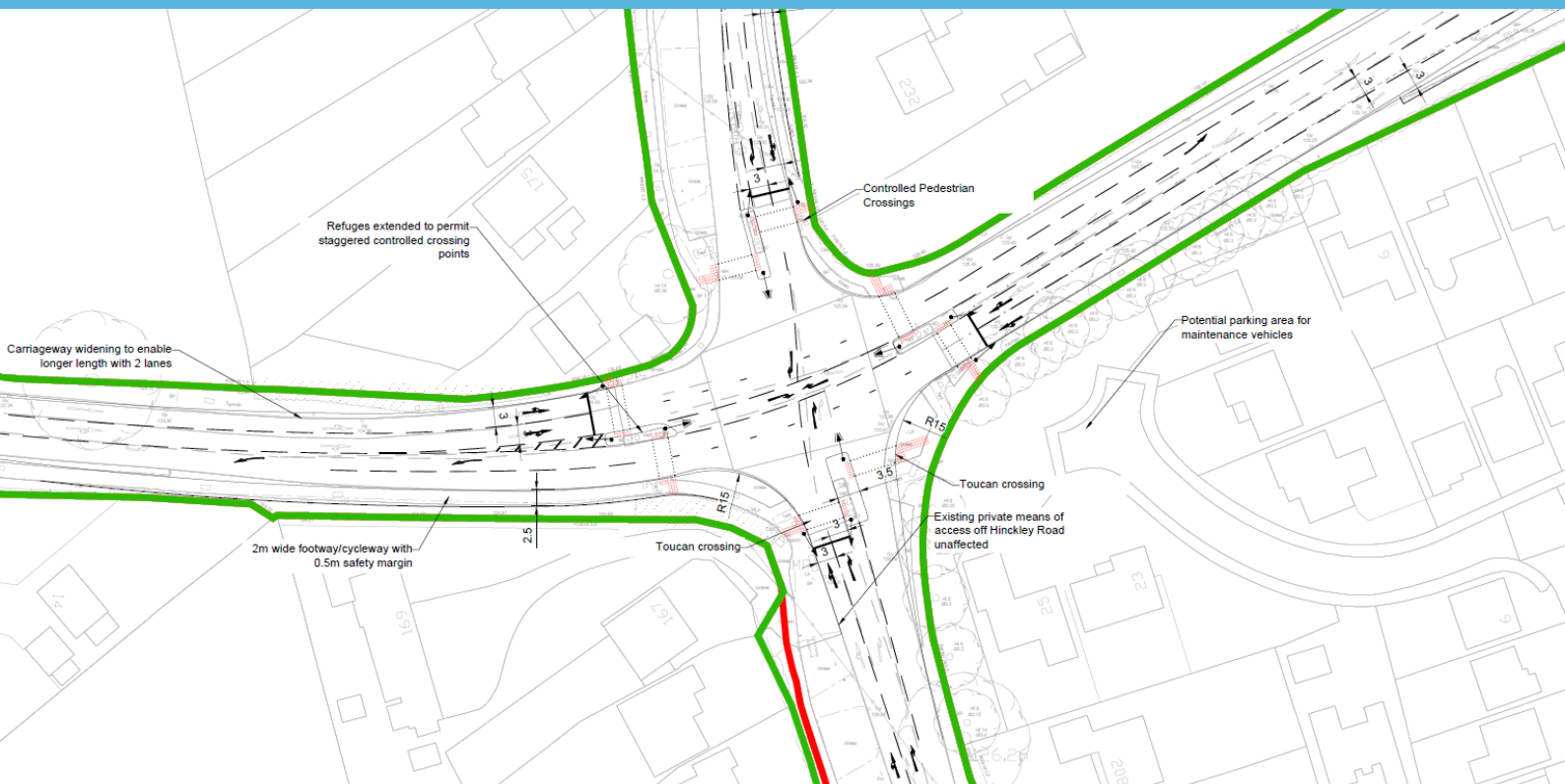
## PROPOSED JUNCTION WIDENING AND TOUCAN CROSSING

### A47 NORMANDY WAY JUNCTION WITH ASHBY ROAD

#### STAGE 1 – ROAD SAFETY AUDIT

MARCH 2024

REPORT REF: 24-1363.06-RSA1



# PROPOSED JUNCTION WIDENING AND TOUCAN CROSSING

A47 NORMANDY WAY JUNCTION WITH ASHBY ROAD

## STAGE 1 ROAD SAFETY AUDIT

MARCH 2024

**REPORT REF:** 24-1363.06-RSA1

**CLIENT:** BWB Consulting

**ENGINEER:** Midlands Road Safety Ltd

**TEL:** [REDACTED]

**EMAIL:** [REDACTED]@midlandsroadsafety.co.uk

Revision	Date of Issue	Author	Checked
First Issue	06.03.2024	CB	SP
Draft (Internal)	21.02.2024	CB	SP

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CONTENTS		Page Number
1.	INTRODUCTION	2
2.	SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS	3
3.	SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT	3
4.	ADDITIONAL CONSIDERATIONS	3
5.	AUDIT STATEMENT	4

APPENDICES	
A.	DRAWINGS AND DOCUMENTS REVIEWED
B.	SITE LOCATION AND PROBLEM IDENTIFICATION PLANS

## 1. INTRODUCTION

- 1.1 This report comprises an Stage 1 Road Safety Audit (RSA) on the proposed widening of each approach to the signalised crossroads junction of the A47 Normandy Way and Ashby Road in Hinckley, Leicestershire. The works include the provision of indicative right turns and two-lanes through the junction in a westbound direction as well as the provision of formal signal-controlled pedestrian crossing points. The works are arising as part of the off-site mitigation for the proposed Hinckley Rail Interchange, to the west of Junction 2 on the M69 in Hinckley.
- 1.2 The report was requested by BWB Consulting on behalf of Tritax Symmetry (Hinckley) Limited. The Overseeing Organisation is Leicestershire County Council. The Project Sponsor, who approved the Road Safety Audit Brief on behalf of the Overseeing Organisation, is Rebecca Henson.
- 1.3 The Audit Team Membership was as follows:
- Audit Team Leader  
Chris Berry, MSc Transport Planning, MSoRSA, NH RSA Certificate of Competency
- Audit Team Member  
Simon Prescott, MIHE NH RSA Certificate of Competency
- 1.4 A site inspection was carried out by the Audit Team together on Monday 23rd October 2023 between the hours of 11:55 and 12:20. During the site visit the weather conditions were overcast and the road surface was damp. Traffic flows were observed as being moderate, with occasional pedestrians and no cycle movements being observed.
- 1.5 The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. A list of these can be found in Appendix A. The auditors have not been made aware of any departures from design standards.
- 1.6 The audit has been carried out in accordance with the principals of the National Highways document GG 119 'Road Safety Audit'.
- 1.7 The Audit Team have examined and reported solely on the road safety implications of the scheme as presented and not examined or verified the compliance to any alternate criteria.

- 1.8 All comments and recommendations in this report are referenced to the Audit Brief where provided, and detailed drawings supplied. Where appropriate a list of “Additional Considerations” will follow from any safety problems raised. These are not identified safety problems but generalised comments to assist in the design and safety audit process.
- 1.9 Midlands Road Safety Ltd has ensured that this report has been carried out independently with no member of the Audit Team membership directly linked to the scheme design.

## 2. SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

- 2.1. The safety aspects of the scheme were the subject to comment in an Interim Stage 1 Road Safety Audit (ref. 23-1363.06) carried out by Midlands Road Safety Ltd in October and November 2023. This report raised one safety problems.
- 2.2. The problem, and three additional considerations, have been addressed within the RSA Response Report (HRF-BWB-HGN-RSA-RP-CH-001) and are considered by the Audit Team to have been mitigated through changes to the design. It is recommended that the Overseeing Organisation review both the previous Road Safety Audit and RSA Response Report to ensure that they are in agreement that the actions taken mitigate the safety problem as raised within the previous audit report.

## 3. SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT

- 3.1. The Audit Team has identified no safety problems to be addressed.

---

End of the ‘Safety Problems’ in this Section of the Report

---

## 4. ADDITIONAL CONSIDERATIONS

- 4.1. No Additional Considerations have been identified at this state of the audit process.

## 5. AUDIT STATEMENT

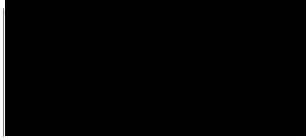
5.1. We certify that the terms of reference of the audit are as described in GG 119 and that no member of the Audit Team was directly linked to the scheme design.

### 5.2. AUDIT TEAM LEADER:

Chris Berry – MSc, MSoRSA, NH RSA Certificate of Competency

Director

Midlands Road Safety Ltd

Signed: 

Date: 06.03.2024

### 5.3. AUDIT TEAM MEMBER:

Simon Prescott, MIHE NH RSA Certificate of Competency

Road Safety Consultant working on behalf of Midlands Road Safety Ltd

Signed: 

Date: 06.03.2024

## APPENDIX A

The following documents and drawings were provided for the purposes of this road safety audit.

### Drawings

Number	Title	Rev
HRF-BWB-HGN-HW19-DR-CH-0100	General Arrangement Sheet 19	P03
HRF-BWB-GEN-XX-DR-TR-128	A47 Normandy Way Ashby Rd Mitigation Swept Paths	P01

### Documents

Author	Title	Rev	Date
BWB Consulting	Road Safety Audit Brief (by email)	-	15.02.2024
BWB Consulting	Interim RSA1 Response Report	-	04.01.2024

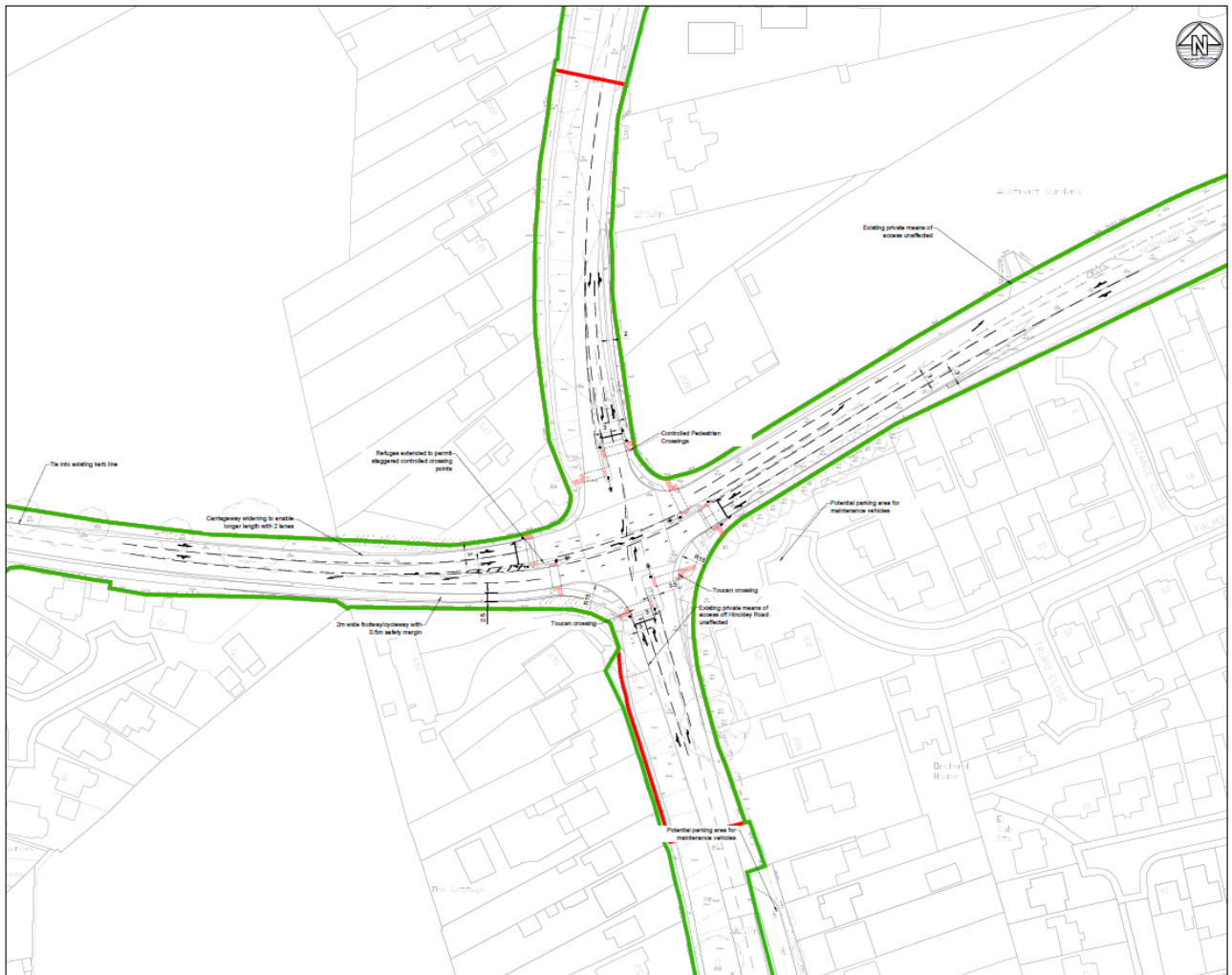
## APPENDIX B

The location of any problems/observations that have been identified in Section 3 of this report can be seen on the extracts of the drawings supplied to the Audit Team, as listed in Appendix A.

Figure 1 – Site Location



Figure 2 – Problem Location Plan





# Midlands Road Safety Ltd

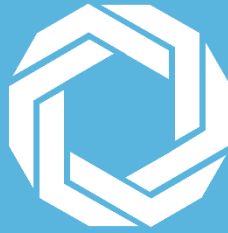
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W: [\[REDACTED\]](#)





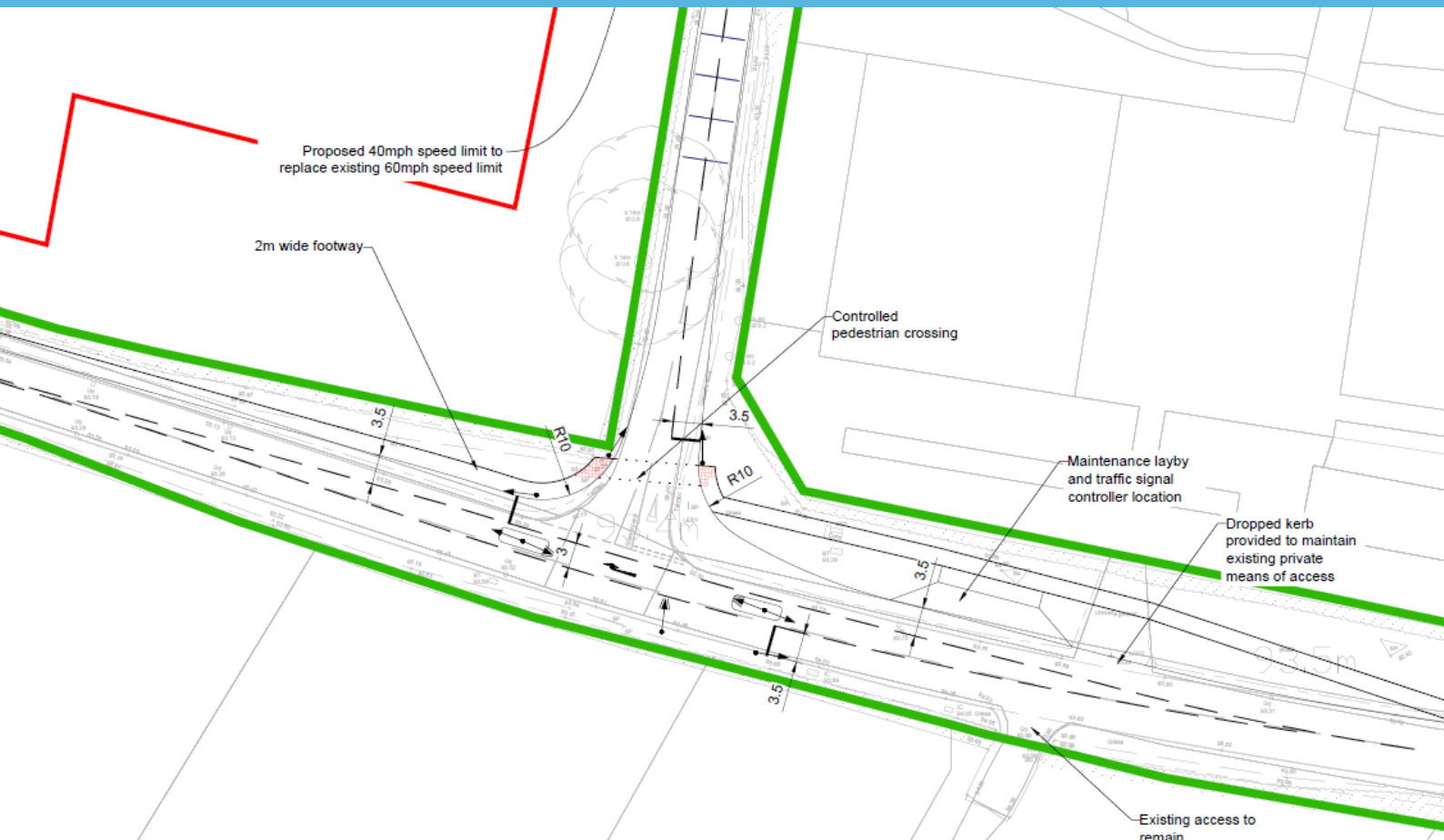
# Midlands Road Safety Ltd

## PROPOSED JUNCTION SIGNALISATION B4669 JUNCTION WITH STANTON LANE, SAPCOTE

### STAGE 1 – ROAD SAFETY AUDIT

FEBRUARY 2024

REPORT REF: 24-1363.07-RSA1



# PROPOSED JUNCTION SIGNALISATION

B4669 JUNCTION WITH STANTON LANE, SAPCOTE

## STAGE 1 ROAD SAFETY AUDIT

FEBRUARY 2024

**REPORT REF:** 24-1363.07-RSA1

**CLIENT:** BWB Consulting

**ENGINEER:** Midlands Road Safety Ltd

**TEL:** [REDACTED]

**EMAIL:** [REDACTED]@midlandsroadsafety.co.uk

Revision	Date of Issue	Author	Checked
First Issue	28.02.2024	CB	SP
Draft (Internal)	21.02.2024	CB	SP

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<b>CONTENTS</b>		<b>Page Number</b>
1.	INTRODUCTION	2
2.	SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS	3
3.	SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT	3
4.	ADDITIONAL CONSIDERATIONS	5
5.	AUDIT STATEMENT	5

## **APPENDICES**

- A. DRAWINGS AND DOCUMENTS REVIEWED
- B. SITE LOCATION AND PROBLEM IDENTIFICATION PLANS

## 1. INTRODUCTION

1.1 This report comprises an Stage 1 Road Safety Audit (RSA) on the proposed signalisation of the three-arm junction between the B4669 Hinckley Road and Stanton Lane in Sapcote, Leicestershire. The proposals include the signalisation of the junction alongside the incorporation of an uncontrolled pedestrian crossing phase and are arising as part of the off-site mitigation for the proposed Hinckley Rail Interchange, to the west of Junction 2 on the M69 in Hinckley.

1.2 The report was requested by BWB Consulting on behalf of Tritax Symmetry (Hinckley) Limited. The Overseeing Organisation is Leicestershire County Council. The Project Sponsor, who approved the Road Safety Audit Brief on behalf of the Overseeing Organisation, is Rebecca Henson.

1.3 The Audit Team Membership was as follows:

Audit Team Leader

Chris Berry, MSc Transport Planning, MSoRSA, NH RSA Certificate of Competency

Audit Team Member

Simon Prescott, MIHE NH RSA Certificate of Competency

1.4 A site inspection was carried out by the Audit Team together on Monday 23rd October 2023 between the hours of 13:00 and 13:20. During the site visit the weather conditions were overcast and the road surface was damp. Traffic flows were observed as being moderate, with occasional pedestrians and no cycle movements being observed.

1.5 The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. A list of these can be found in Appendix A. The auditors have not been made aware of any departures from design standards.

1.6 The audit has been carried out in accordance with the principals of the National Highways document GG 119 'Road Safety Audit'.

1.7 The Audit Team have examined and reported solely on the road safety implications of the scheme as presented and not examined or verified the compliance to any alternate criteria.

1.8 All comments and recommendations in this report are referenced to the Audit Brief where provided, and detailed drawings supplied. Where appropriate a list of "Additional Considerations" will follow from any safety problems raised. These are not identified safety problems but generalised comments to assist in the design and safety audit process.

- 1.9 Midlands Road Safety Ltd has ensured that this report has been carried out independently with no member of the Audit Team membership directly linked to the scheme design.

## 2. SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

- 2.1. The safety aspects of the scheme were the subject to comment in an Interim Stage 1 Road Safety Audit (ref 23-1363.07-RSA1) carried out by Midlands Road Safety Ltd in October and November 2023. This interim report raised no safety problems.

### 3. SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT

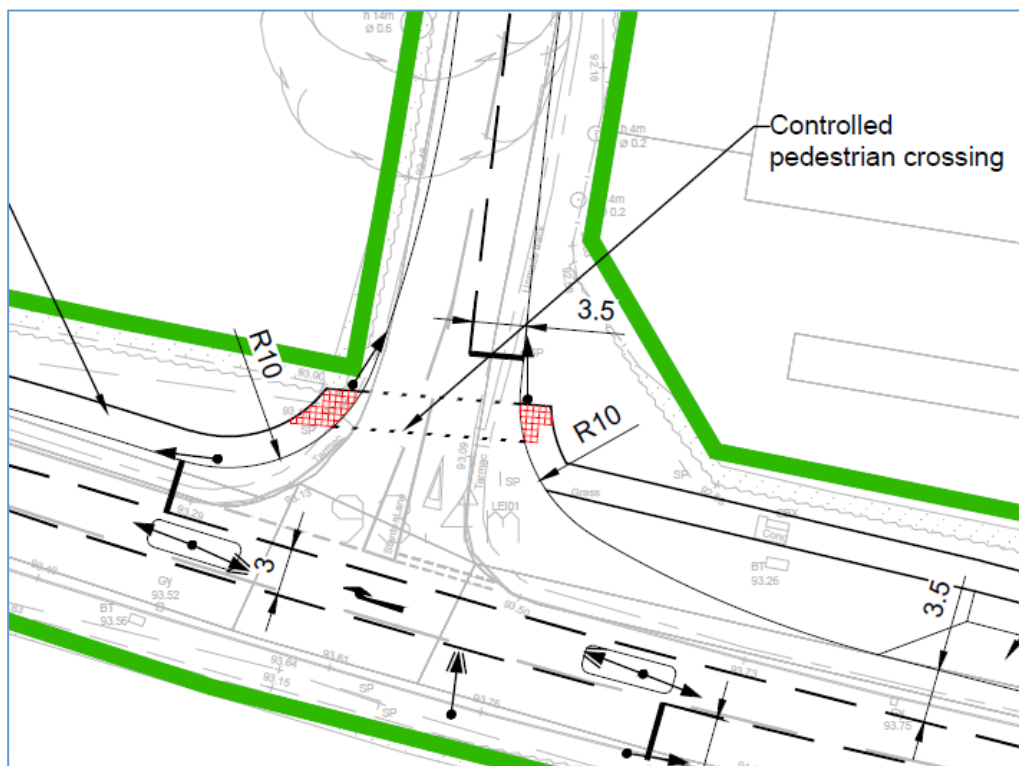
3.1. The Audit Team has identified one safety problem to be addressed.

3.2. **Problem 1**

Location: Proposed controlled pedestrian crossing – Stanton Lane.

Summary: Poor visibility for pedestrians crossing west to east risks vehicle to pedestrian collisions.

Visibility to the north for pedestrians looking to cross west to east is restricted buy the hedgerow to the north of the crossing. This is exacerbated by the crossing being located on the radius, with waiting pedestrians likely to be “tucked” around the corner adjacent to the likely controller unit location. This risks pedestrians entering the carriageway into the path of southbound vehicles, resulting in vehicle to pedestrian collisions.



Recommendation:

It is recommended that suitable, unobstructed visibility splays are provided at the crossing.

---

End of the ‘Safety Problems’ in this Section of the Report

---

## 4. ADDITIONAL CONSIDERATIONS

### 4.1. Additional Consideration 1

It is proposed that Stanton Lane, to north of the junction, is to have the speed limit reduced from the national speed limit to 40mph. This is the subject of comment within the accompanying report reference 24-1363.02 – it is recommended that that report be read in conjunction with this report, specifically with regard to concerns over likely adherence to the proposed lower 40mph limit.

## 5. AUDIT STATEMENT

5.1. We certify that the terms of reference of the audit are as described in GG 119 and that no member of the Audit Team was directly linked to the scheme design.

### 5.2. AUDIT TEAM LEADER:

Chris Berry – MSc, MSoRSA, NH RSA Certificate of Competency  
Director  
Midlands Road Safety Ltd

Signed: 

Date: 28.02.2024

### 5.3. AUDIT TEAM MEMBER:

Simon Prescott, MIHE NH RSA Certificate of Competency  
Road Safety Consultant working on behalf of Midlands Road Safety Ltd

Signed: 

Date: 28.02.2024

## APPENDIX A

The following documents and drawings were provided for the purposes of this road safety audit.

### Drawings

Number	Title	Rev
HRF-BWB-HGN-HW16-DR-CH-0100	General Arrangement Sheet 16	P02
HRF-BWB-GEN-XX-DR-TR-129	B4669_Stanton Lane Mitigation Swept Paths	P02

### Documents

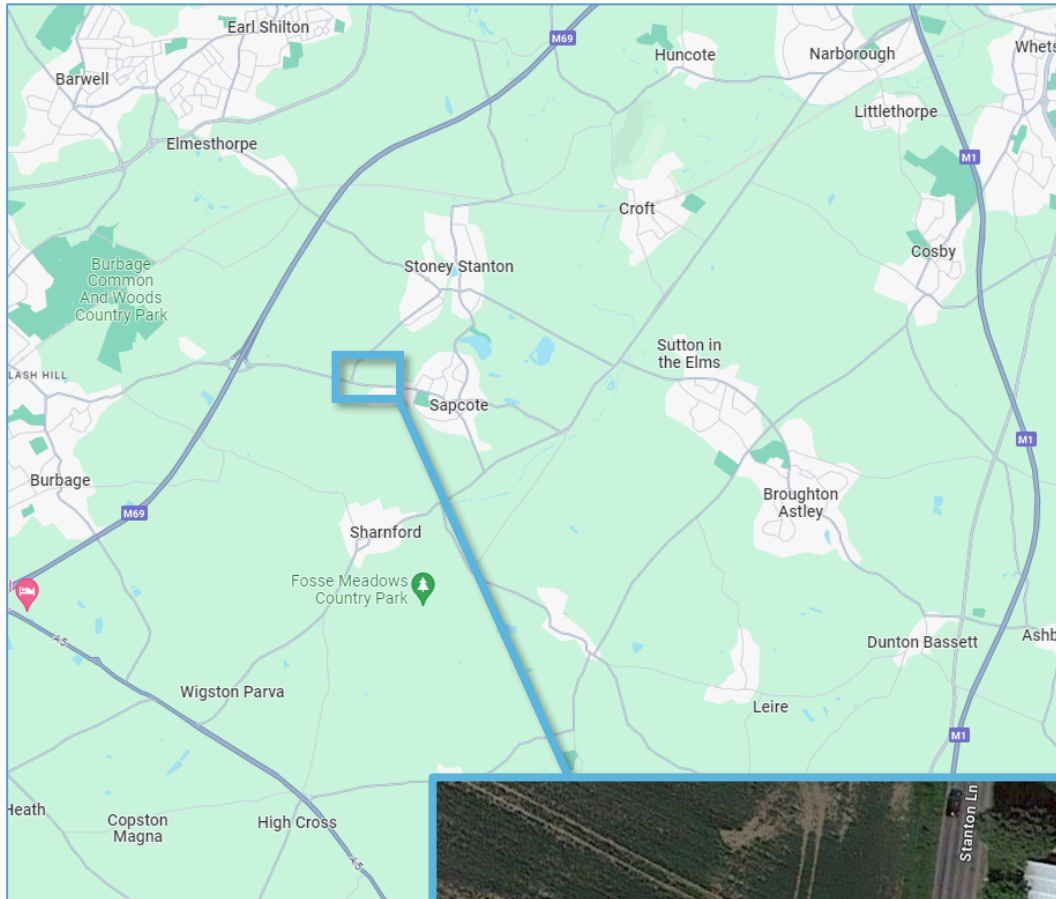
Author	Title	Rev	Date
BWB Consulting	Road Safety Audit Brief (by email)	-	15.02.2024
BWB Consulting	Interim RSA1 Response Report	-	04.01.2024



## APPENDIX B

The location of any problems/observations that have been identified in Section 3 of this report can be seen on the extracts of the drawings supplied to the Audit Team, as listed in Appendix A.

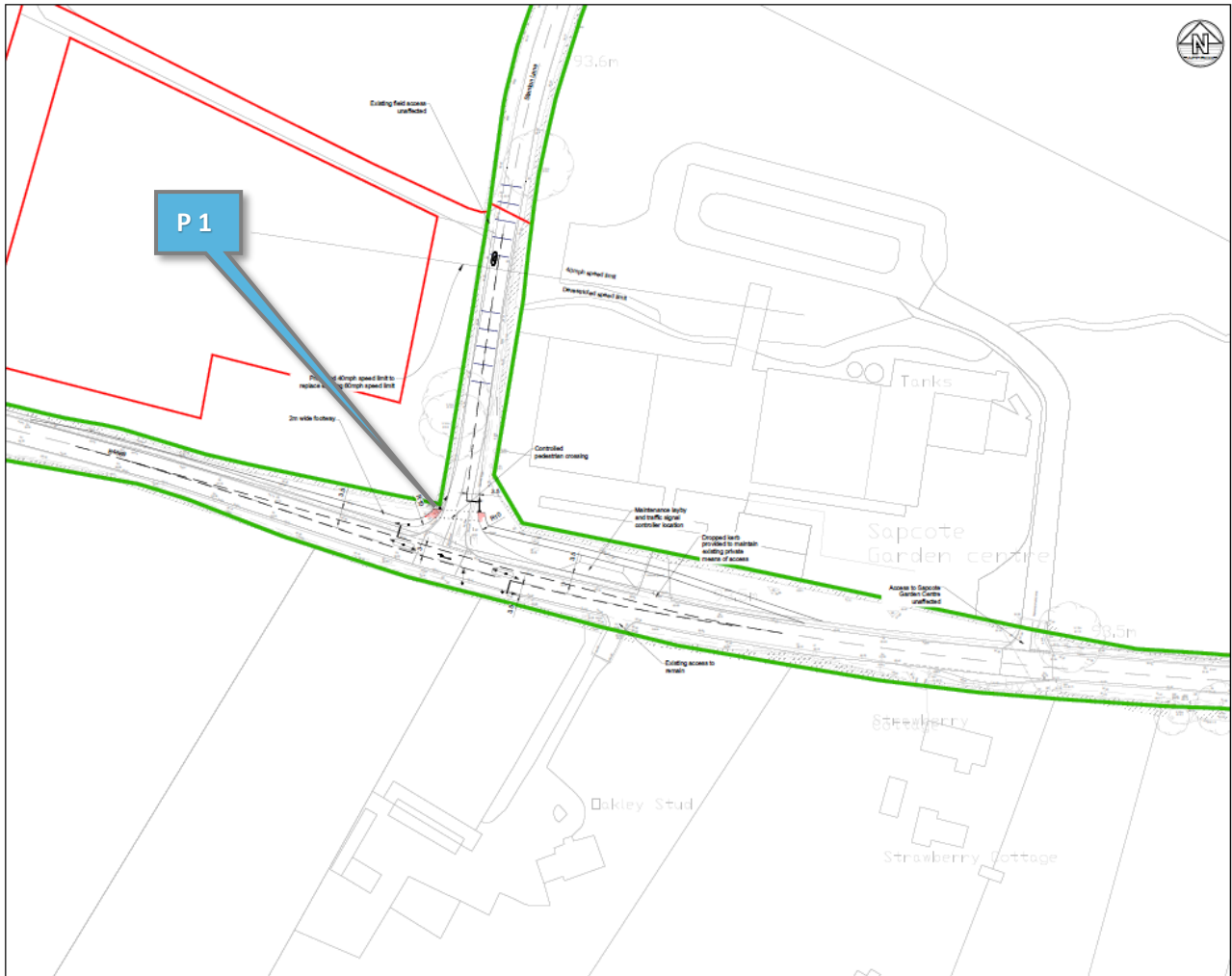
Figure 1 – Site Location



[Mapping source; Google Maps]



Figure 2 – Problem Location Plan





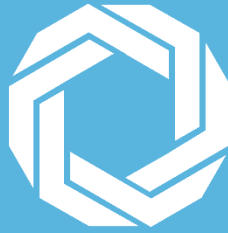
# Midlands Road Safety Ltd

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W: [\[REDACTED\]](#)



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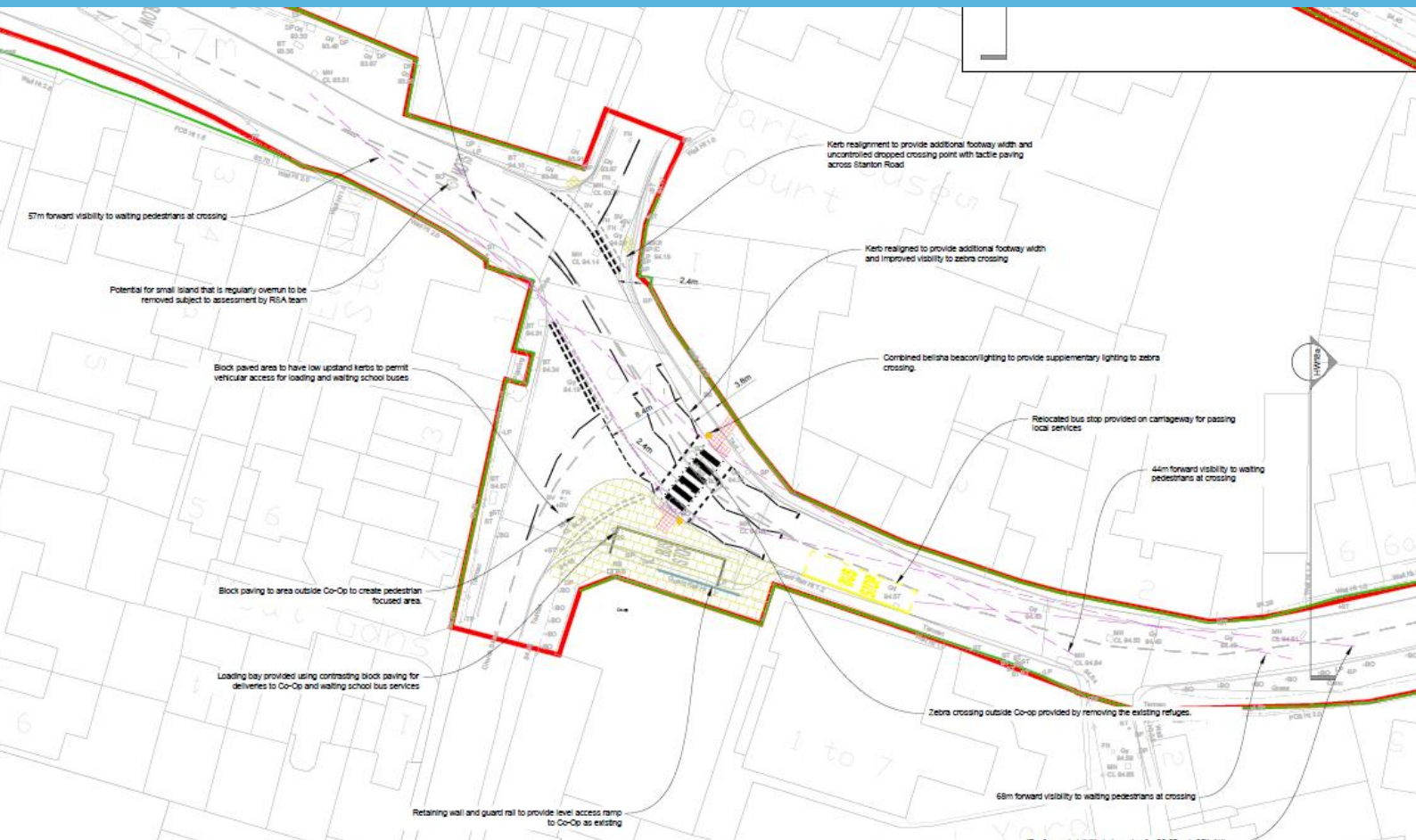
## PROPOSED TRAFFIC CALMING AND ZEBRA CROSSING

B4669 LEICESTER ROAD, SAPCOTE

STAGE 1 – ROAD SAFETY AUDIT

MARCH 2024

REPORT REF: 24-1363.09-RSA1



# PROPOSED TRAFFIC CALMING AND ZEBRA CROSSING

B4669 LEICESTER ROAD, SAPCOTE

## STAGE 1 ROAD SAFETY AUDIT

MARCH 2024

**REPORT REF:** 24-1363.09-RSA1

**CLIENT:** BWB Consulting

**ENGINEER:** Midlands Road Safety Ltd

**TEL:** [REDACTED]

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Revision	Date of Issue	Author	Checked
First Issue	01.03.2024	CB	SP
Draft (Internal)	22.02.2024	CB	SP

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<b>CONTENTS</b>		<b>Page Number</b>
1.	INTRODUCTION	2
2.	SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS	3
3.	SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT	4
4.	ADDITIONAL CONSIDERATIONS	6
5.	AUDIT STATEMENT	7

<b>APPENDICES</b>	
A.	DRAWINGS AND DOCUMENTS REVIEWED
B.	SITE LOCATION AND PROBLEM IDENTIFICATION PLANS

## 1. INTRODUCTION

- 1.1 This report comprises an Stage 1 Road Safety Audit (RSA) on the proposed traffic calming, public realm works and zebra crossing relocation on Leicester Road in Sapcote, Leicestershire. The works include the kerb realignment of the existing junctions with Church Street to the south and Stanton Road to the north, with a build out of the southern footway to create a public realm scheme outside of the Co-Op food store on Leicester Road and widening of the northern footway. A relocated Zebra crossing will be located adjacent to the Co-op, replacing the existing two-stage crossing, and a bus stop will also be relocated here from its current location directly outside the Co-Op store. To the eastern extents of the village a proposed 40mph speed limit is to be provided. The works are arising as part of the off-site mitigation for the proposed Hinckley Rail Interchange, to the west of Junction 2 on the M69 in Hinckley.
- 1.2 The report was requested by BWB Consulting on behalf of Tritax Symmetry (Hinckley) Limited. The Overseeing Organisation is Leicestershire County Council. The Project Sponsor, who approved the Road Safety Audit Brief on behalf of Leicestershire County Council, is Rebecca Henson.
- 1.3 The Audit Team Membership was as follows:
- Audit Team Leader  
Chris Berry, MSc Transport Planning, MSORSA, NH RSA Certificate of Competency
- Audit Team Member  
Simon Prescott, MIHE NH RSA Certificate of Competency
- 1.4 A site inspection was carried out by the Audit Team together on Monday 23rd October 2023 between the hours of 13:15 and 13:40. During the site visit the weather conditions were overcast and the road surface was damp. Traffic flows were observed as being light, with occasional pedestrians and no cycle movements being observed.
- 1.5 The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. A list of these can be found in Appendix A. The auditors have not been made aware of any departures from design standards.
- 1.6 The audit has been carried out in accordance with the principals of the National Highways document GG 119 'Road Safety Audit'.

- 1.7 The Audit Team have examined and reported solely on the road safety implications of the scheme as presented and not examined or verified the compliance to any alternate criteria.
- 1.8 All comments and recommendations in this report are referenced to the Audit Brief where provided, and detailed drawings supplied. Where appropriate a list of “Additional Considerations” will follow from any safety problems raised. These are not identified safety problems but generalised comments to assist in the design and safety audit process.
- 1.9 Midlands Road Safety Ltd has ensured that this report has been carried out independently with no member of the Audit Team membership directly linked to the scheme design.

## 2. SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

- 2.1. The safety aspects of the scheme were the subject to comment in an Interim Stage 1 Road Safety Audit (ref 23-1363.09-RSA1) carried out by Midlands Road Safety Ltd in October 2023. This interim report raised five safety problems.
- 2.2. Whilst each problem has been addressed within the RSA Response Report (HRF-BWB-HGN-RSA-RP-CH-001) it was felt by the Audit Team Problem 2 remains outstanding and is/are therefore repeated as Problem 1 within this Stage 1 Road Safety Audit report.
- 2.3. It is recommended that the Overseeing Organisation review both the previous Road Safety Audit and RSA Response Report to ensure that they are in agreement that the actions taken mitigate the previous safety problem as raised within the Interim Stage 1 Road Safety Audit report.



### 3. SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT

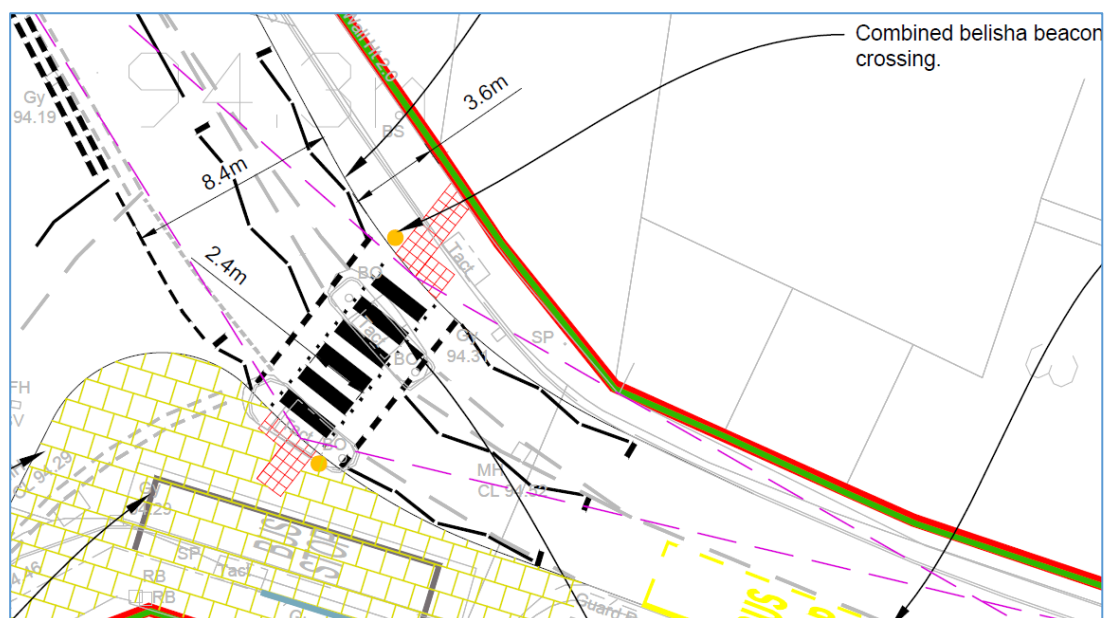
3.1. The Audit Team has identified two safety problems to be addressed.

3.2. **Problem 1**

Location: Leicester Road - proposed Zebra crossing.

Summary: Restricted visibility risks vehicle to pedestrian collisions.

Whilst it is appreciated that visibility splays for pedestrians crossing north to south are included in the design, they have been measured from the kerb edge. For most users, especially pushchair and wheelchair users who's viewpoint will be set back from the edge of the footway, visibility for and of these users crossing or waiting to cross is restricted to the east by the building line and boundary wall of the adjacent properties. Should pedestrians enter the carriageway when unsafe to do so there is a risk of vehicle to pedestrian collisions.



Recommendation:

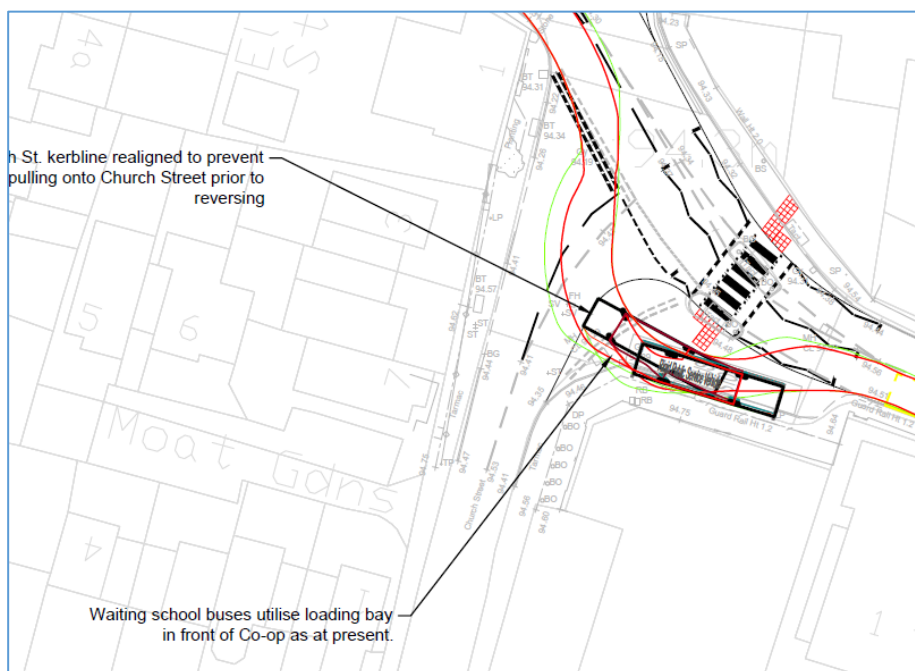
It is recommended that unobstructed pedestrian visibility commensurate with measured vehicle speeds is provided at the crossing point and that this is measured from an appropriate setback from the kerb edge.

### 3.3. Problem 2

Location: Leicester Road - proposed bus stop / loading bay within “shared space” footway.

Summary: School bus movements within the footway risk vehicle to pedestrian collisions.

Under the existing layout school buses and delivery vehicles are able to pull into the lay-by in front of the Co-op. Whilst the intention is to maintain this existing situation, the changes to the layout here mean that the current lay-by will effectively become (and resemble) footway. This change is likely to result in pedestrians, specifically school children, waiting over a wider area as opposed to being concentrated within the footway when waiting for and alighting from the school bus. There is a concern that this will increase the risk of vehicle to pedestrian collisions, particularly given the complex manoeuvre required to fully enter the bay.



Recommendation:

It is recommended that an alternative route / provision is created for the school bus stop/loading bay which may require a wider and more considered approach and not one that simply attempts to mirror existing circumstances.

---

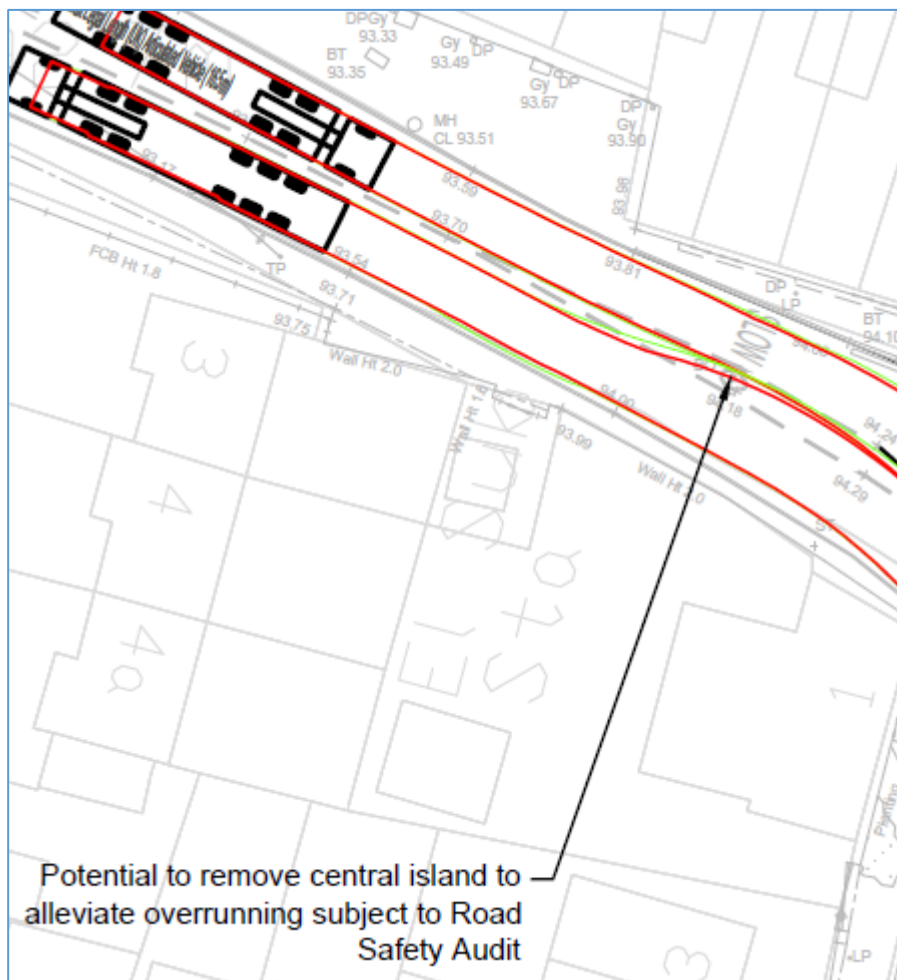
**End of the ‘Safety Problems’ in this Section of the Report**

---

## 4. ADDITIONAL CONSIDERATIONS

### 4.1. Additional Consideration 1

- 4.2. It was observed that the vehicle swept path analysis for the route shows the potential for the small central island close to the junction to be overrun in both the current and proposed layout arrangements. It is therefore recommended that the requirement for the central island in its current format be reviewed with the Overseeing Organisation and, if deemed appropriate, amended or removed.



## 5. AUDIT STATEMENT

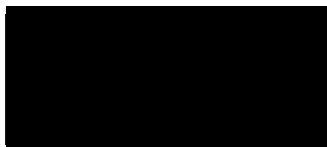
5.1. We certify that the terms of reference of the audit are as described in GG 119 and that no member of the Audit Team was directly linked to the scheme design.

### 5.2. AUDIT TEAM LEADER:

Chris Berry – MSc, MSoRSA, NH RSA Certificate of Competency

Director

Midlands Road Safety Ltd

Signed: 

Date: 01.03.2024

### 5.3. AUDIT TEAM MEMBER:

Simon Prescott, MIHE NH RSA Certificate of Competency

Road Safety Consultant working on behalf of Midlands Road Safety Ltd

Signed: 

Date: 01.03.2024

## APPENDIX A

The following documents and drawings were provided for the purposes of this road safety audit.

### Drawings

Number	Title	Rev
HRF-BWB-HGN-HW18-DR-CH-0100	General Arrangement Sheet 18	P02
HRF-BWB-GEN-XX-DR-TR-135	Sapcote Swept Paths Sheet 1	P02
HRF-BWB-GEN-XX-DR-TR-136	Sapcote Swept Paths Sheet 2	P02
HRF-BWB-GEN-XX-DR-TR-137	Sapcote Swept Paths Sheet 3	P02

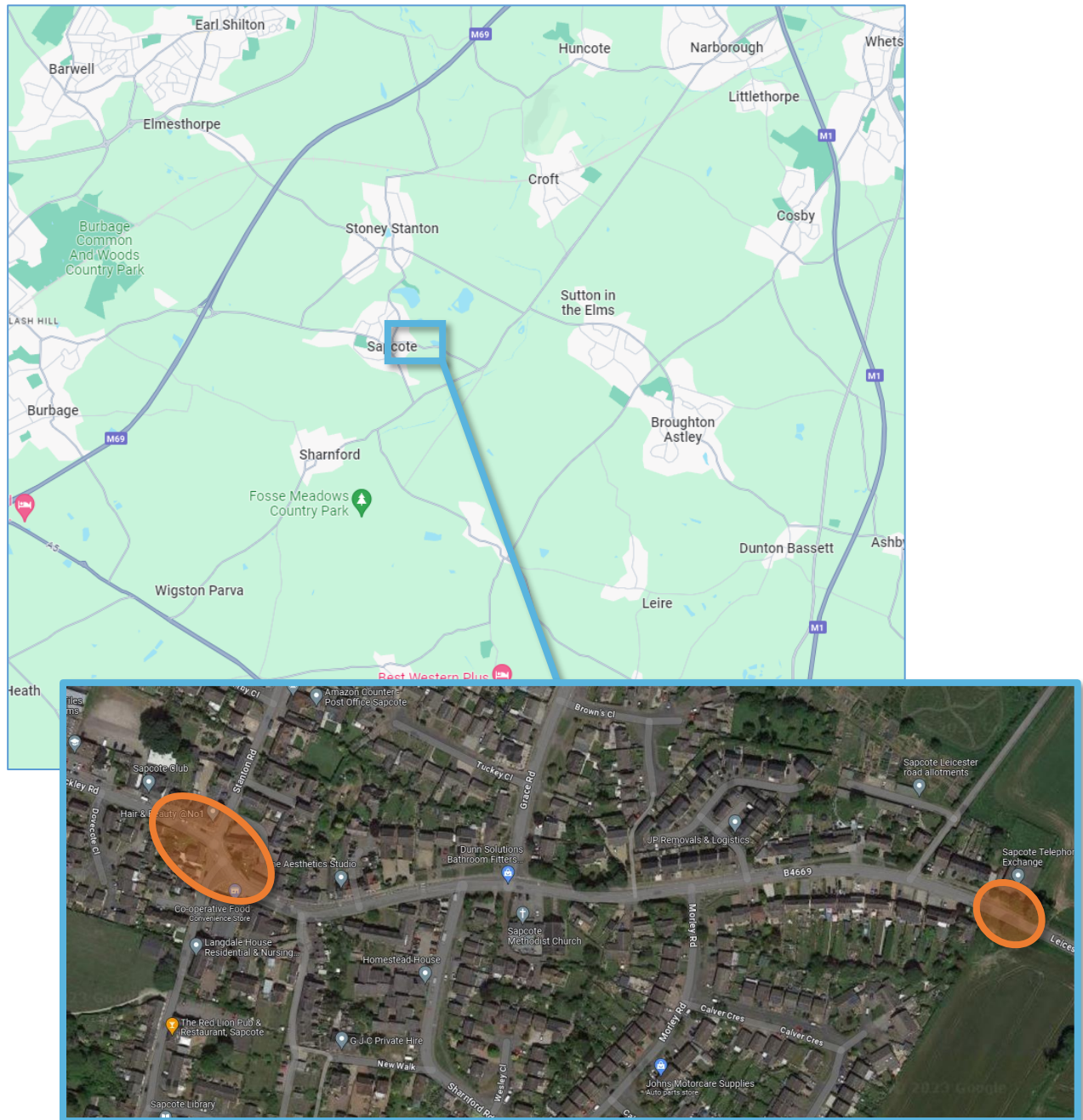
### Documents

Author	Title	Rev	Date
BWB Consulting	Road Safety Audit Brief (by email)	-	15.02.2024
BWB Consulting	Interim RSA1 Response Report	-	04.01.2024

## APPENDIX B

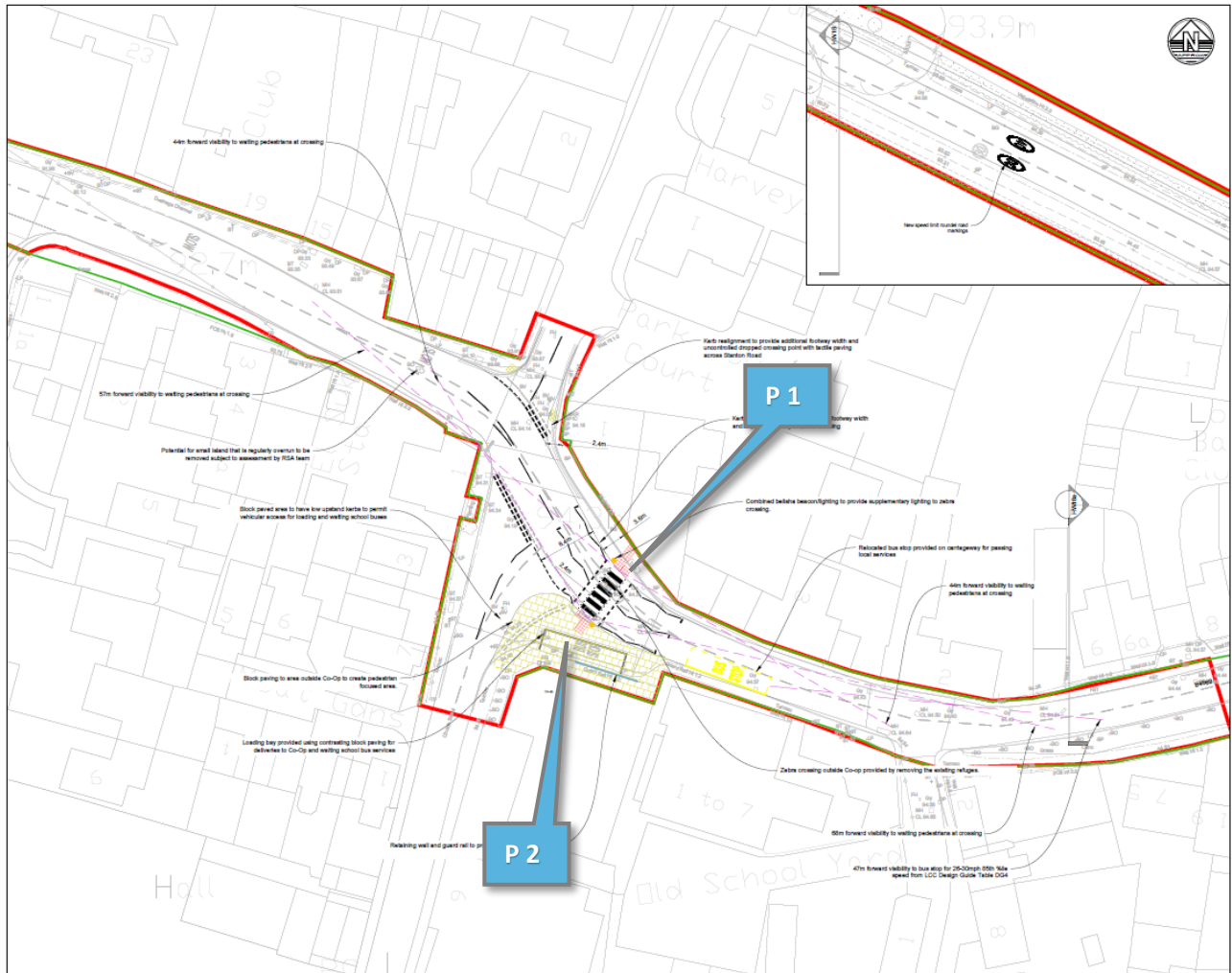
The location of any problems/observations that have been identified in Section 3 of this report can be seen on the extracts of the drawings supplied to the Audit Team, as listed in Appendix A.

Figure 1 – Site Location



[Mapping source; Google Maps]

Figure 2 – Problem Location Plan





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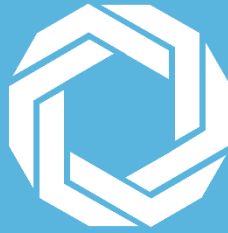
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# Midlands Road Safety Ltd

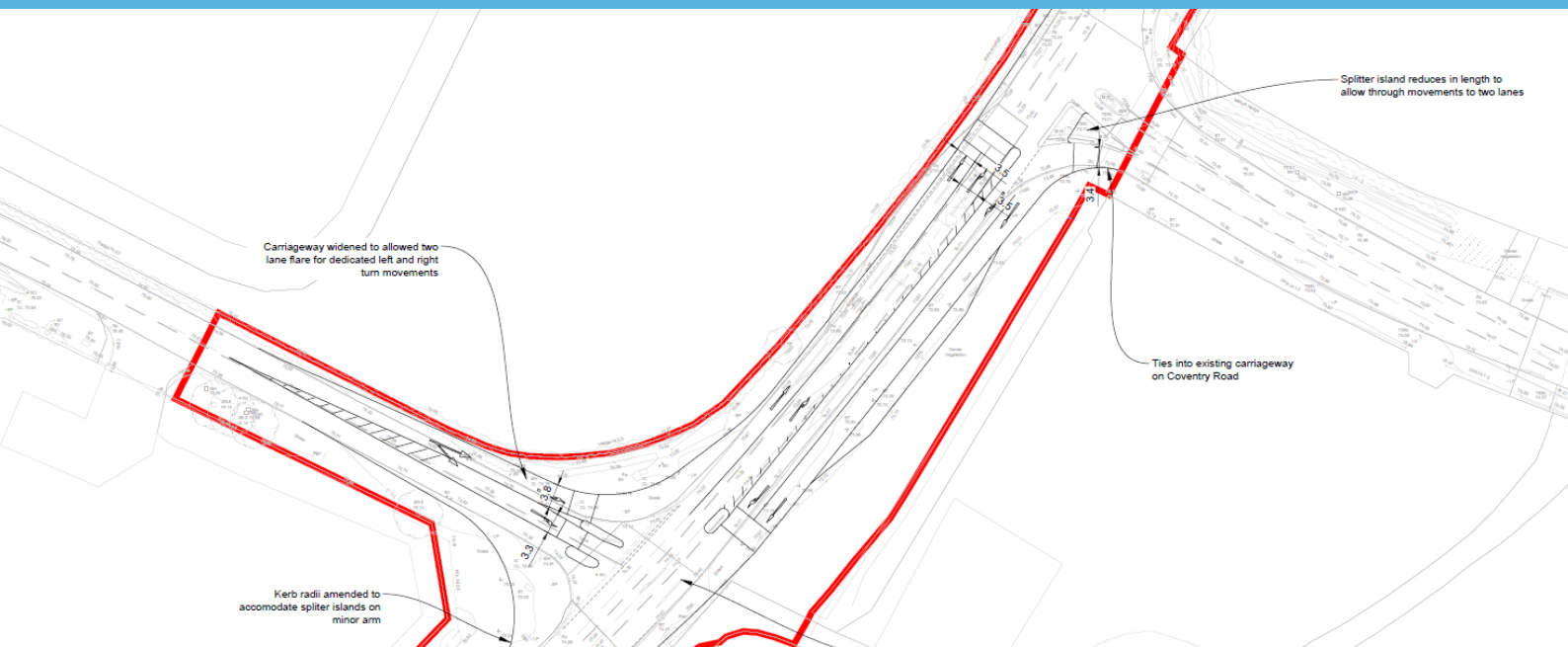
## PROPOSED JUNCTION SIGNALISATION

B581 BROUGHTON ROAD JUNCTION WITH B4114 COVENTRY ROAD, CROFT

STAGE 1 – ROAD SAFETY AUDIT

FEBRUARY 2024

REPORT REF: 24-1363.10-RSA1



# PROPOSED JUNCTION SIGNALISATION

B581 BROUGHTON ROAD JUNCTION WITH B4114 COVENTRY ROAD, CROFT

## STAGE 1 ROAD SAFETY AUDIT

FEBRUARY 2024

**REPORT REF:** 24-1363.10-RSA1

**CLIENT:** BWB Consulting

**ENGINEER:** Midlands Road Safety Ltd

**TEL:** [REDACTED]

**EMAIL:** [REDACTED]@midlandsroadsafety.co.uk

Revision	Date of Issue	Author	Checked
First Issue	28.02.2024	CB	SP
Draft (Internal)	22.02.2024	CB	SP

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<b>CONTENTS</b>		<b>Page Number</b>
1.	INTRODUCTION	2
2.	SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS	3
3.	SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT	4
4.	ADDITIONAL CONSIDERATIONS	6
5.	AUDIT STATEMENT	6

## **APPENDICES**

- A. DRAWINGS AND DOCUMENTS REVIEWED
- B. SITE LOCATION AND PROBLEM IDENTIFICATION PLANS

## 1. INTRODUCTION

- 1.1 This report comprises an Stage 1 Road Safety Audit (RSA) on the proposed junction signalisation and localised widening of the junction of the B581 Broughton Road / Coventry Road and the B4114 Coventry Road. The works include the signalisation of the ghost island junction with the B581 Broughton Road, with separate right and left turn lanes and connecting to the existing signalled junction at Coventry Road on the B4114. They also include localised widening and amendments to the splitter island within the existing signalised junction to provide two lanes between the two junctions and advanced stop lines. The works are arising as part of the off-site mitigation for the proposed Hinckley Rail Interchange, to the west of Junction 2 on the M69 in Hinckley.
- 1.2 The report was requested by BWB Consulting on behalf of Tritax Symmetry (Hinckley) Limited. The Overseeing Organisation is Leicestershire County Council. The Project Sponsor, who approved the Road Safety Audit Brief on behalf of Leicestershire County Council, is Rebecca Henson.
- 1.3 The Audit Team Membership was as follows:
- Audit Team Leader  
Chris Berry, MSc Transport Planning, MSoRSA, NH RSA Certificate of Competency
- Audit Team Member  
Simon Prescott, MIHE NH RSA Certificate of Competency
- 1.4 A site inspection was carried out by the Audit Team together on Monday 23rd October 2023 between the hours of 13:40 and 14:10. During the site visit the weather conditions were overcast and the road surface was damp. Traffic flows were observed as being moderate, with no pedestrians and no cycle movements being observed.
- 1.5 The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. A list of these can be found in Appendix A. The auditors have not been made aware of any departures from design standards.
- 1.6 The audit has been carried out in accordance with the principals of the National Highways document GG 119 'Road Safety Audit'.
- 1.7 The Audit Team have examined and reported solely on the road safety implications of the scheme as presented and not examined or verified the compliance to any alternate criteria.

- 1.8 All comments and recommendations in this report are referenced to the Audit Brief where provided, and detailed drawings supplied. Where appropriate a list of “Additional Considerations” will follow from any safety problems raised. These are not identified safety problems but generalised comments to assist in the design and safety audit process.
- 1.9 Midlands Road Safety Ltd has ensured that this report has been carried out independently with no member of the Audit Team membership directly linked to the scheme design.

## 2. SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

- 2.1. The safety aspects of the scheme were the subject to comment in an Interim Stage 1 Road Safety Audit (ref 23-1363.10-RSA1) carried out by Midlands Road Safety Ltd in October and November 2023. This interim report raised two safety problems.
- 2.2. Following a review of the RSA Response Report (HRF-BWB-HGN-RSA-RP-CH-001) it was felt by the Audit Team that both problems remain outstanding and are therefore repeated within this Stage 1 Road Safety Audit report.

### 3. SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT

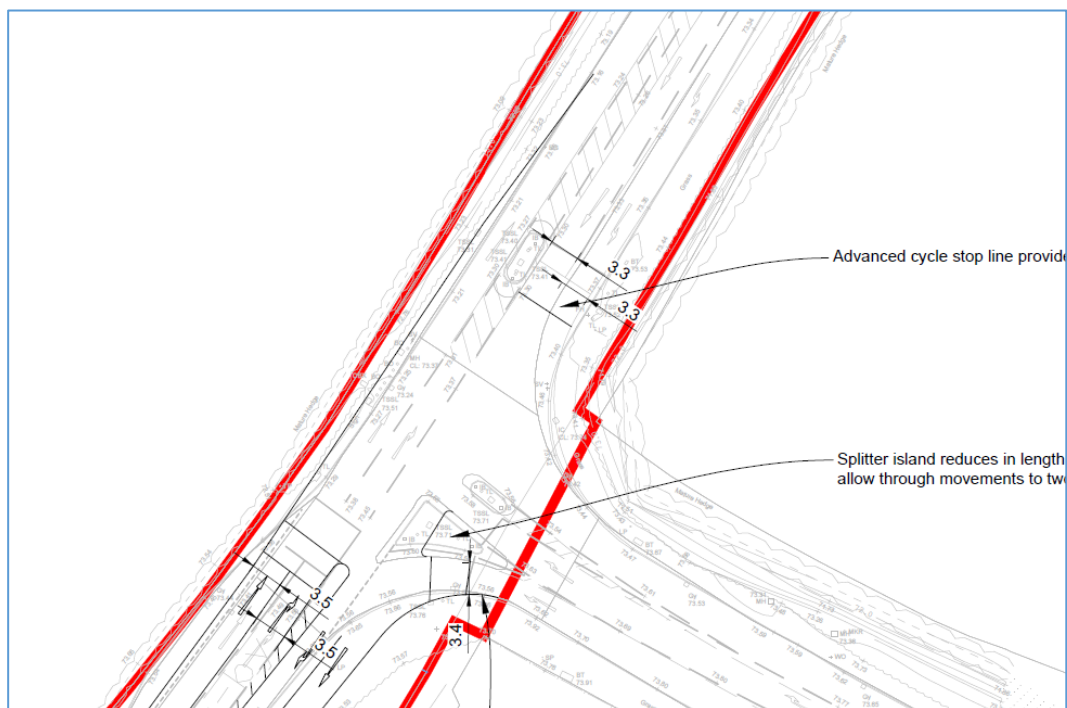
3.1. The Audit Team has identified two safety problems to be addressed.

#### 3.2. Problem 1

Location: Existing signalised junction of the B4114 and B581 Coventry Road.

Summary: Location of new advanced stop lines limits traffic signal visibility and risks vehicle to cycle shunts / collisions.

Based on the existing traffic signal layout, the proposed advanced stop line waiting areas on the northern and eastern arms of the junction are in advance of the primary signals within the junction. Should visibility for cyclists towards the traffic signals be restricted there is a risk that following motorists will move off prior to cyclists getting underway, risking collisions between the two.



Recommendation:

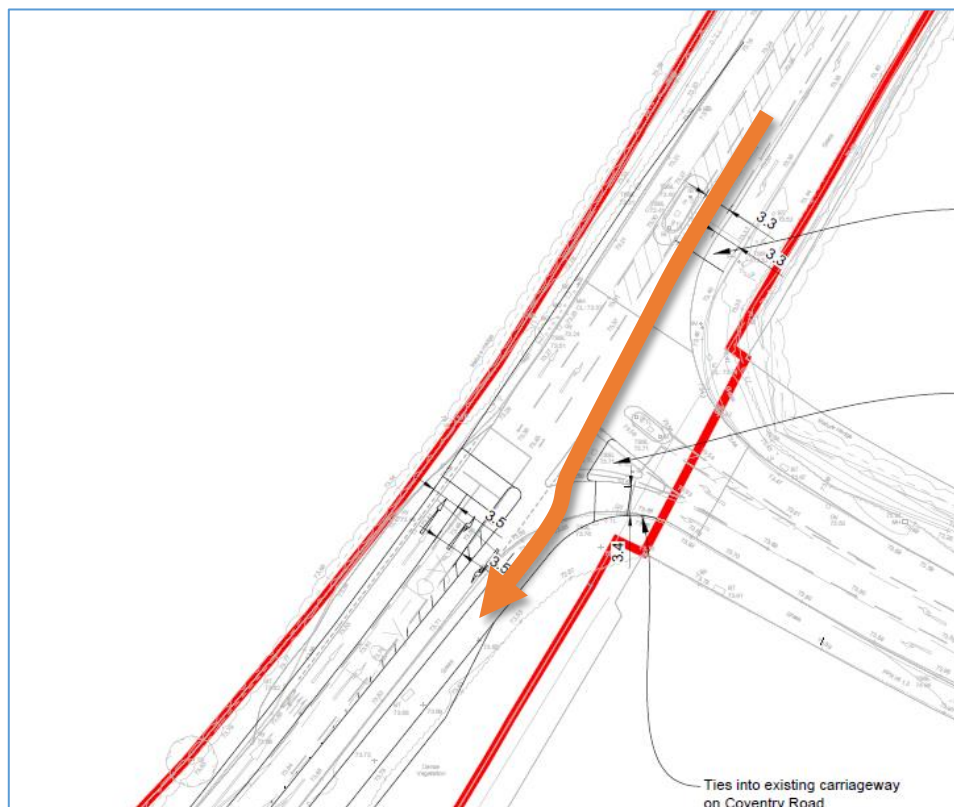
It is recommended that the signal and stop line arrangements are such that cyclists have a clear view of the traffic signals when waiting within the advanced stop line area.

3.3. **Problem 2**

Location: B4114 Coventry Road – on the exit from the junction with the B581 Coventry Road.

Summary: Alignment for straight ahead southbound vehicle movements risks late lane changes and side-swipe type collisions.

The alignment of the ahead movement, when travelling southbound, means that drivers are naturally directed to continue into the right turn lane inadvertently, risking late and unexpected lane changes and potential for side-swipe or shunt type collisions.



Recommendation:

It is recommended that the two-lane arrangement on the exit from the junction is started further south and the road markings amended so as to encourage drivers to make a conscious decision to enter the right turn lane.

---

End of the 'Safety Problems' in this Section of the Report

---

## 4. ADDITIONAL CONSIDERATIONS

### 4.1. Additional Consideration 1

Following the widening and alignment works there is potential for iron work to be present in the highway carriageway. If retained and continually overrun by traffic, then these covers could become damaged and/or the cover polished thereby presenting a hazard for powered two wheelers. These covers should ideally be relocated to the verge. Where this is not possible then heavy duty covers should be provided with a surface treatment that mirrors the surrounding carriageway.

## 5. AUDIT STATEMENT

5.1. We certify that the terms of reference of the audit are as described in GG 119 and that no member of the Audit Team was directly linked to the scheme design.

### 5.2. AUDIT TEAM LEADER:

Chris Berry – MSc, MSoRSA, NH RSA Certificate of Competency  
Director  
Midlands Road Safety Ltd

Signed: 

Date: 28.02.2024

### 5.3. AUDIT TEAM MEMBER:

Simon Prescott, MIHE NH RSA Certificate of Competency  
Road Safety Consultant working on behalf of Midlands Road Safety Ltd

Signed: 

Date: 28.02.2024



## Appendix A

The following documents and drawings were provided for the purposes of this road safety audit.

### Drawings

Number	Title	Rev
HRF-BWB-HGN-HW24-DR-CH-0100	General Arrangement Sheet 24	P01
HRF-BWB-GEN-XX-DR-TR-133	B4114 B581 Mitigation Swept Paths	P01

### Documents

Author	Title	Rev	Date
BWB Consulting	Road Safety Audit Brief (by email)	-	15.02.2024
BWB Consulting	Interim RSA1 Response Report	-	04.01.2024

## APPENDIX B

The location of any problems/observations that have been identified in Section 3 of this report can be seen on the extracts of the drawings supplied to the Audit Team, as listed in Appendix A.

Figure 1 – Site Location

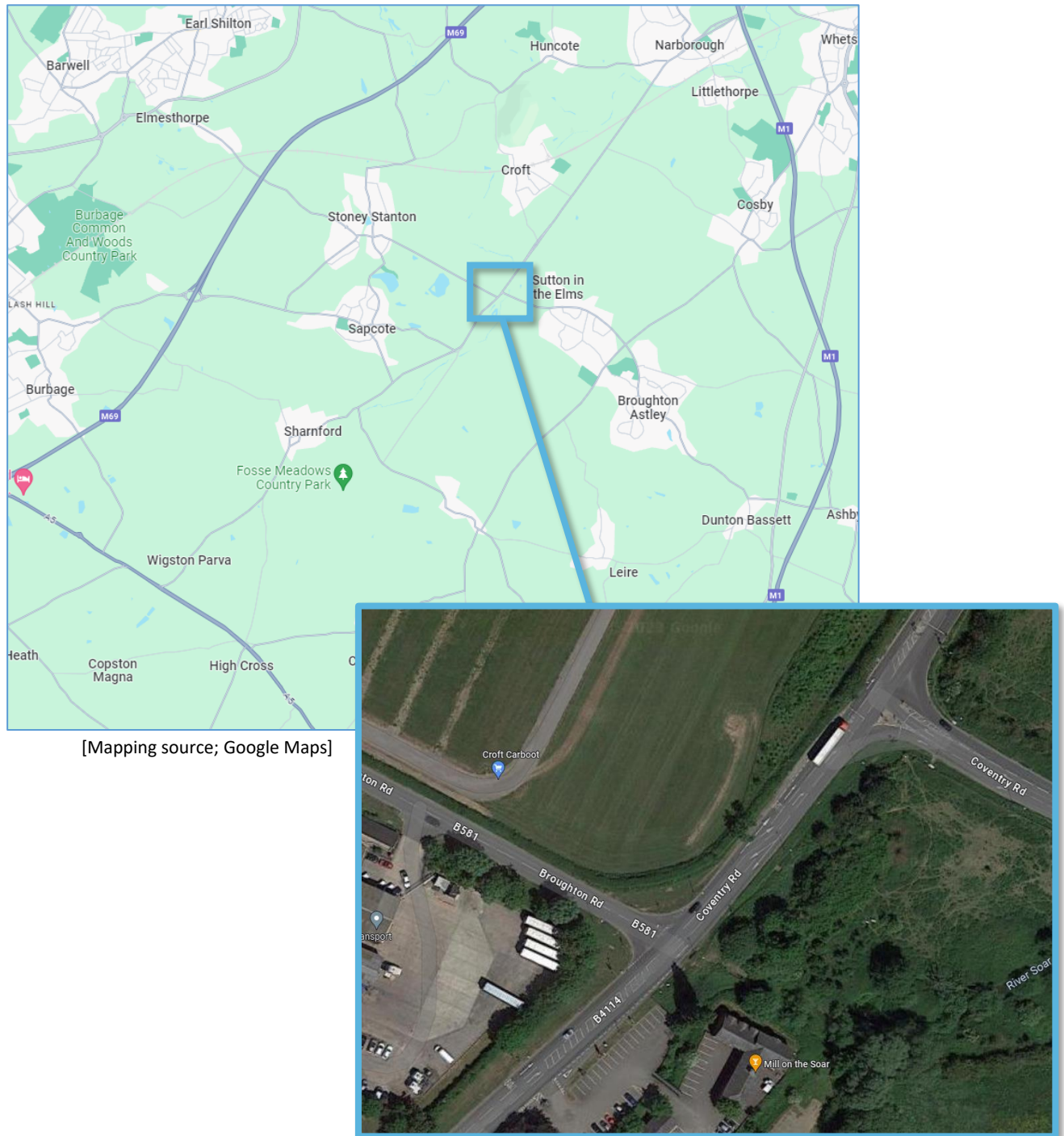
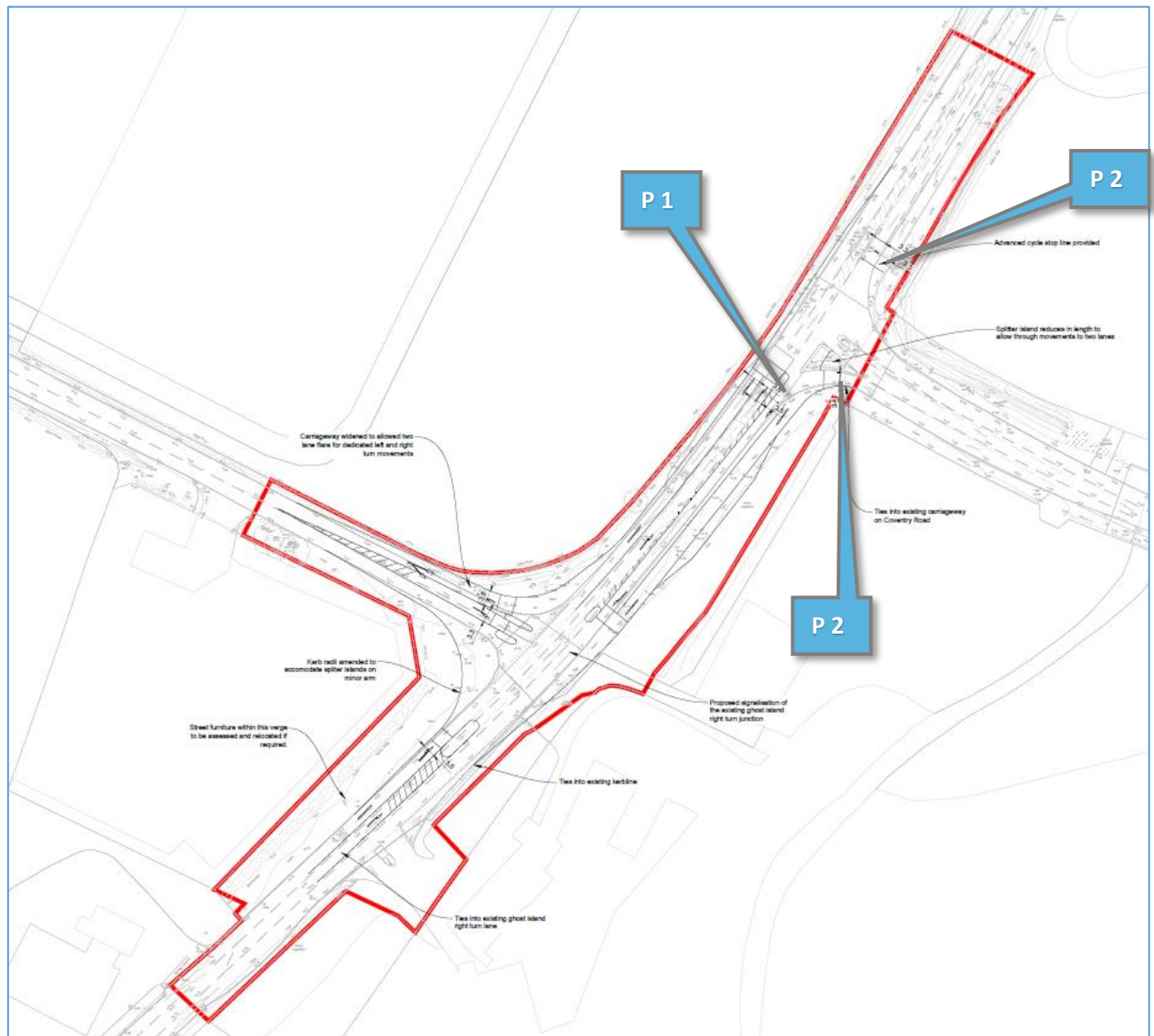


Figure 2 – Problem Location Plan





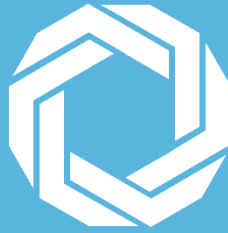
# Midlands Road Safety Ltd

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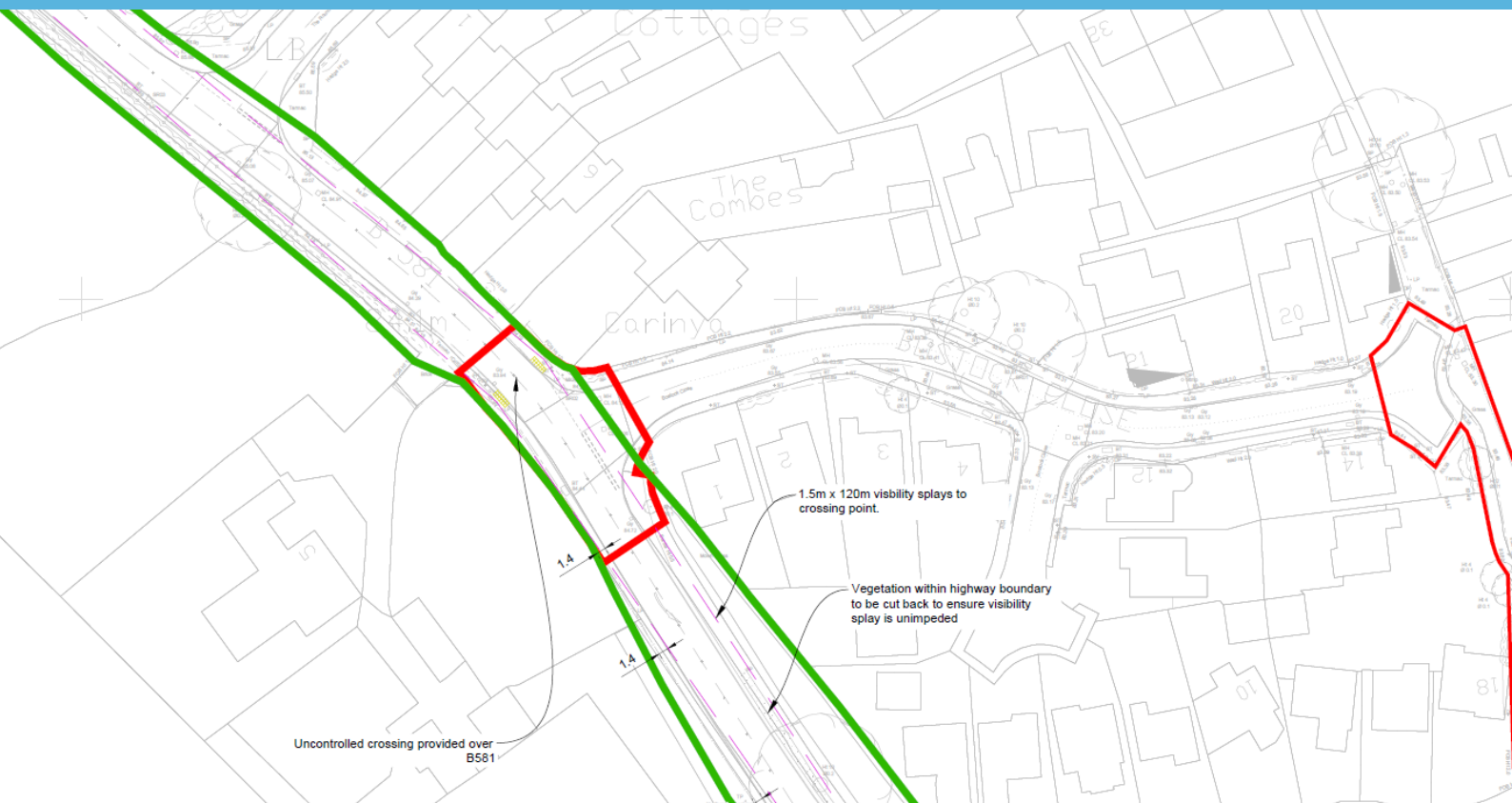
## PROPOSED PEDESTRIAN DROPPED CROSSING

B581 STATION ROAD, ELMSTHORPE

STAGE 1 – ROAD SAFETY AUDIT

FEBRUARY 2024

REPORT REF: 24-1363.11-RSA1



# PROPOSED PEDESTRIAN DROPPED CROSSING

B581 STATION ROAD, ELMSTHORPE

## STAGE 1 ROAD SAFETY AUDIT

FEBRUARY 2024

**REPORT REF:** 24-1363.11-RSA1

**CLIENT:** BWB Consulting

**ENGINEER:** Midlands Road Safety Ltd

**TEL:** [REDACTED]

**EMAIL:** [REDACTED]@midlandsroadsafety.co.uk

Revision	Date of Issue	Author	Checked
First Issue	23.02.2024	CB	SC
Draft (Internal)	22.02.2024	CB	SC

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4.	ADDITIONAL CONSIDERATIONS	4
5.	AUDIT STATEMENT	4

## APPENDICES

- A. DRAWINGS AND DOCUMENTS REVIEWED
- B. SITE LOCATION AND PROBLEM IDENTIFICATION PLANS

## 1. INTRODUCTION

- 1.1 This report comprises an Stage 1 Road Safety Audit (RSA) on the proposed junction provision of a pedestrian dropped crossing across the B581 Station Road, to the north of the junction with Bostock Close, in Elmsthorpe. The works include the creation of the crossing point and the closure of the existing pedestrian route to the east of Bostock Close, over the level crossing to the south and via the steps and stile to the north of the existing railway bridge. At the time of the site visit, the existing pedestrian steps, stile and route to the north of the bridge were impassable whilst the route via the level crossing was boggy in places, narrow and poorly maintained. The works are arising as part of the off-site mitigation for the proposed Hinckley Rail Interchange, to the west of Junction 2 on the M69 in Hinckley.
- 1.2 The report was requested by BWB Consulting on behalf of Tritax Symmetry (Hinckley) Limited. The Overseeing Organisation is Leicestershire County Council. The Project Sponsor, who approved the Road Safety Audit Brief on behalf of Leicestershire County Council, is Rebecca Henson.
- 1.3 The Audit Team Membership was as follows:
- Audit Team Leader  
Chris Berry, MSc Transport Planning, MSoRSA, NH RSA Certificate of Competency
- Audit Team Member  
Sarah Cooke, BA (Hons)
- 1.4 A site inspection was carried out by the Audit Team together on Monday 27th November 2023 between the hours of 10:45 and 11:10. During the site visit the weather conditions were raining and the road surface was wet. Traffic flows were observed as being light, with no pedestrians and no cycle movements being observed.
- 1.5 The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. A list of these can be found in Appendix A. The auditors have not been made aware of any departures from design standards.
- 1.6 The audit has been carried out in accordance with the principals of the National Highways document GG 119 'Road Safety Audit'.
- 1.7 The Audit Team have examined and reported solely on the road safety implications of the scheme as presented and not examined or verified the compliance to any alternate criteria.



- 1.8 All comments and recommendations in this report are referenced to the Audit Brief where provided, and detailed drawings supplied. Where appropriate a list of “Additional Considerations” will follow from any safety problems raised. These are not identified safety problems but generalised comments to assist in the design and safety audit process.
- 1.9 Midlands Road Safety Ltd has ensured that this report has been carried out independently with no member of the Audit Team membership directly linked to the scheme design.

## 2. SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

- 2.1. The safety aspects of the scheme were the subject to comment in an Interim Stage 1 Road Safety Audit (ref 23-1363.11-RSA1) carried out by Midlands Road Safety Ltd in October and November 2023. This interim report raised two safety problems.
- 2.2. Following a review of the RSA Response Report (HRF-BWB-HGN-RSA-RP-CH-001) it was felt by the Audit Team that these problems have been mitigated through changes to the design.

### 3. SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT

- 3.1. The Audit Team has identified no safety problems to be addressed.

---

End of the 'Safety Problems' in this Section of the Report

---

### 4. ADDITIONAL CONSIDERATIONS

- 4.1. No Additional Considerations have been observed at this stage of the Audit Process.

### 5. AUDIT STATEMENT

- 5.1. We certify that the terms of reference of the audit are as described in GG 119 and that no member of the Audit Team was directly linked to the scheme design.

5.2. **AUDIT TEAM LEADER:**

Chris Berry – MSc, MSoRSA, NH RSA Certificate of Competency  
Director  
Midlands Road Safety Ltd

Signed: 

Date: 23.02.2024

5.3. **AUDIT TEAM MEMBER:**

Sarah Cooke, BA (Hons)  
Road Safety Consultant working on behalf of Midlands Road Safety Ltd

Signed: 

Date: 23.02.2024

## APPENDIX A

The following documents and drawings were provided for the purposes of this road safety audit.

### Drawings

Number	Title	Rev
HRF-BWB-HGN-HW23-DR-CH-0100	General Arrangement Sheet 23	P01

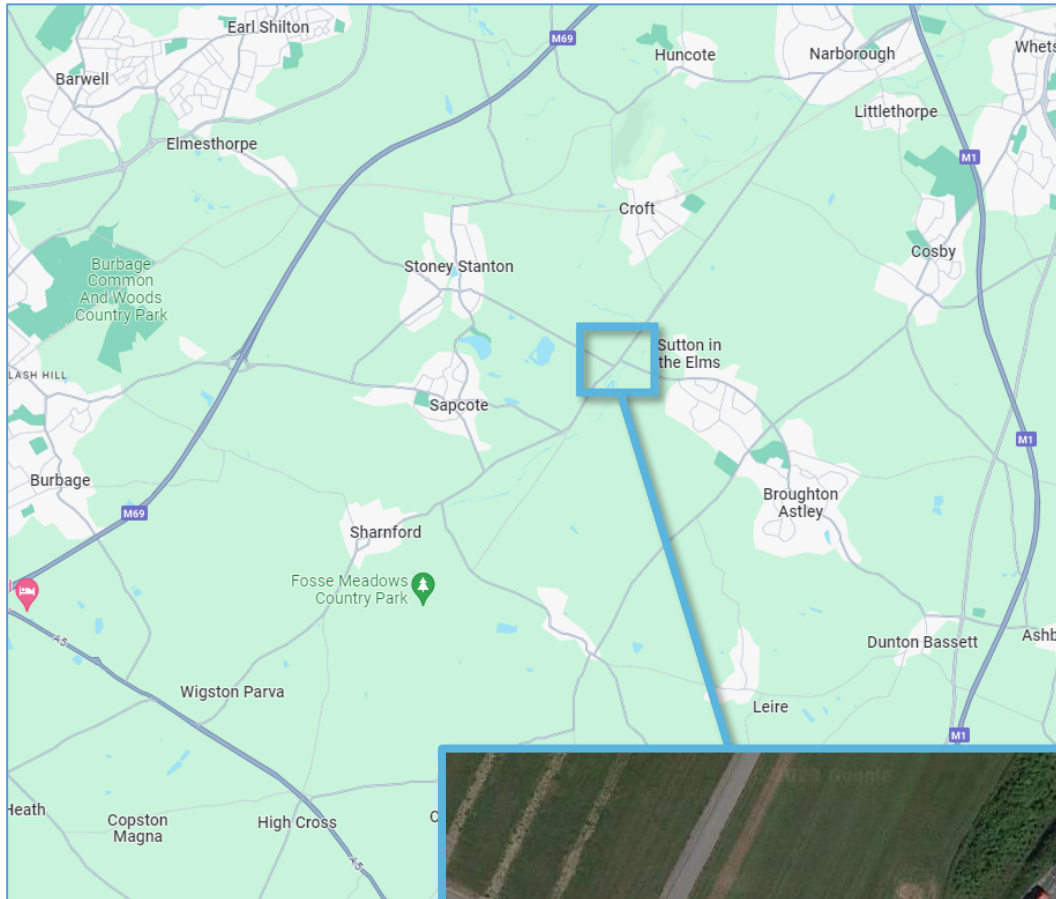
### Documents

Author	Title	Rev	Date
BWB Consulting	Road Safety Audit Brief (by email)	-	15.02.2024
BWB Consulting	Interim RSA1 Response Report	-	04.01.2024

## APPENDIX B

The location of any problems/observations that have been identified in Section 3 of this report can be seen on the extracts of the drawings supplied to the Audit Team, as listed in Appendix A.

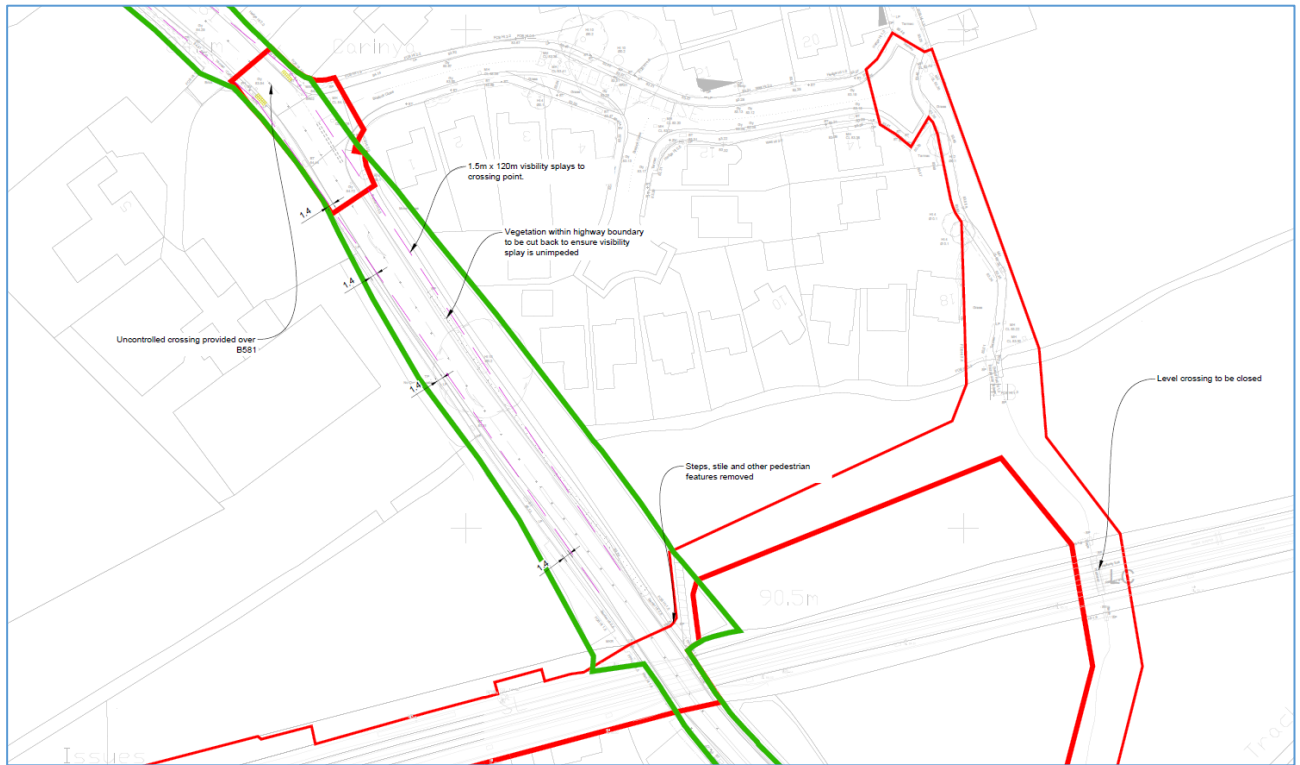
Figure 1 – Site Location



[Mapping source; Google Maps]



Figure 2 – Problem Location Plan





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