

Tritax Symmetry (Hinckley) Limited

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

The Hinckley National Rail Freight Interchange Development Consent Order

Project reference TR050007

Appendix 2 - Response Report Sapcote Enhanced Scheme (LCC)

Revision: 01

December 2024

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 SAPCOTE ENHANCED
SCHEME

DOCUMENT ISSUE RECORD

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Overseeing Organisation:	Leicestershire County Council
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1. INTRODUCTION

Objectives

- 1.1. This report comprises a Response Report undertaken with reference to the Stage 1 Road Safety Audit (RSA) report by Midlands Road Safety (reference 24-1363.09-02A) relating to the Enhanced Sapcote proposal associated with the Hinckley National Rail Freight Interchange (HNRFI).
- 1.2. This RSA was conducted further to the design of an Enhanced scheme of improvements within the village of Sapcote proposed in response to the Secretary of State (SoS) for Transport's letter dated 10th September 2024. The RSA was conducted independently of the design team by Midlands Road Safety.
- 1.3. The purpose of the Audit is as described in the Audit Report.
- 1.4. This Response Report has been based on the template in DMRB standard GG 119.
- 1.5. The text of the Audit report has been copied into this report for ease of reference. Locations of the items raised are as given in the Audit.

Key Personnel

- 1.6. The following key personnel have been involved in these Road Safety Audits:

	Name	Key Contact	Role	Contact Details
RSA Team	Midlands Road Safety	Chris Berry	Audit Team Leader	██████████ @midlandsroadsafety.co.uk
Design Organisation	BWB Consulting Ltd	Sam Carter	Operations Director	██████████ @bwbconsulting.com ██████████

Summary of Findings

- 1.7. The audit raised three points regarding the potential for introducing waiting restrictions in certain areas if these are deemed necessary to provide suitable visibility, the positioning of signage and the potential use of vehicle actuated signage.
- 1.8. The designer has agreed with all of the recommendations, set out their proposed actions and made changes to the design accordingly.

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

24-1363.09-02B-RSA1 – B4669 Leicester Road, Sapcote

RSA Ref.	RSA Problem and Recommendation	Design organisation response	Overseeing Organisation Response	Agreed RSA action
	<p>Location: B4669 Hinckley Road - proposed pedestrian crossing to the west of the junction with Stanton Road.</p> <p>Summary: Restricted visibility risks vehicle to pedestrian collisions.</p> <p>Although visibility was available during the site visit, historical images show parking along the northern kerb outside of the Sapcote Club and adjacent properties that will limit visibility for and of pedestrians looking to cross north to south at the proposed pedestrian dropped crossing here. This risks pedestrians entering the carriageway into the path of an eastbound vehicle, resulting in vehicle to pedestrian collisions.</p> <p>Recommendation:</p> <p>It is recommended that, as part of the detailed design, waiting restrictions are provided to ensure that unobstructed visibility commensurate with approaching vehicle speeds is provided at the crossing.</p>	<p>Agree with RSA recommendation: Yes</p> <p>As part of the detailed design, waiting restrictions will be considered and provided through a TRO if agreed by the Overseeing Organisation and subject to appropriate consultation. A note has been added to the revised drawings.</p>	<p>LCC agree with the RSA recommendation in principle. However, a detailed parking accumulation survey is required to understand the level of parking that is taking place and when (days/hours/frequency/duration).</p> <p>An important consideration in the assessment of the implementation of any TRO will be where displaced parking could safely be located elsewhere on the network. This may require the introduction of additional measures e.g. formation of parking bays.</p> <p>It is also important to note that given the TRO does not form part of the DCO, this would be subject to a separate public consultation exercise with no guarantee of success. Any TRO and associated measures would be fully funded by the developer.</p>	

RSA Ref.	RSA Problem and Recommendation	Design organisation response	Overseeing Organisation Response	Agreed RSA action
	<p>Location: B4669 Hinckley Road – eastbound “Oncoming vehicles” sign.</p> <p>Summary: Sign within narrow footway risks pedestrian collisions / vehicle to pedestrian collisions.</p> <p>The “Oncoming vehicles in middle of road” and road narrows sign is located at a point where the footway is already very narrow. The sign may therefore force pedestrians into the carriageway, risking vehicle to pedestrian collisions, and may pose a risk to visually impaired pedestrians who may walk into the sign post.</p> <p>Recommendation: It is recommended that the sign is relocated to a wider part of the footway.</p>	<p>Agree with RSA recommendation: Yes</p> <p>The sign has been relocated on the updated general arrangement drawing.</p>	<p>LCC agree with the RSA recommendation and accept that the sign location could be agreed through the detailed design and technical approval process.</p>	

	<p>Location: B4669 Hinckley Road – “Oncoming vehicles in middle or the road” section.</p> <p>Summary: Unfamiliar use of signing / road markings risks offside to offside collisions.</p> <p>The “Oncoming vehicles in middle of road” signs are generally used where a physical restriction – such as a bridge requires large vehicles to be driven in the centre of the carriageway. The lack of an obvious reason for the warning signs and markings may result in failures for some drivers to slow or give way to large vehicles, resulting in offside to offside collisions.</p> <p>Recommendation:</p> <p>It is recommended that reference is made to the need for large vehicles specifically to use the centre of the carriageway, for example the use of a vehicle activated sign with large vehicle detection.</p>	<p>Agree with RSA recommendation: Yes</p> <p>A location for vehicle activated signage has been shown on the updated general arrangement with the exact details of the form of sign, text and activation to be agreed at detailed design.</p>	<p>LCC agree with the problem identified within the RSA. The use of unfamiliar signing and lining and lack of priority where no physical restriction exists poses a significant and fundamental highway safety risk to both vehicle occupants and to pedestrians using adjacent footways, and existing and proposed zebra crossings.</p> <p>LCC do not agree with the auditor's recommendation that this problem can be addressed by the installation of vehicle activated signage.</p> <p>Vehicle activated signage for large vehicle detection is in operation elsewhere in Leicestershire, namely on the A5 where vehicle activated signs warn drivers of high sided vehicles of the presence of a low bridge. In this instance, the signs are also supported by fixed signs, the visual presence of a low bridge, and associated high visibility warning messages. Nonetheless, this bridge was termed the “most bashed bridge in Britain” in a Parliamentary debate and has been struck 15 times in the period January – November 2024.</p> <p>Moreover, a vehicle activated sign itself may create a further driver distraction at a time when any driver needs to be focussed</p>	
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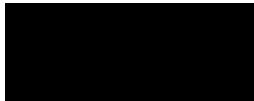
RSA Ref.	RSA Problem and Recommendation	Design organisation response	Overseeing Organisation Response	Agreed RSA action
			on oncoming vehicles in the middle of the road in a location with restricted forward visibility and in an environment with unfamiliar signing and lining.	

3. DESIGN ORGANISATION AND OVERSEEING ORGANISATION STATEMENTS

Design Organisation Statement

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

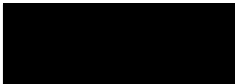
- The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name:	Sam Carter
Signed & Dated:	
Position:	Project Lead
Organisation:	On behalf of BWB Consulting Ltd

Overseeing Organisation Statement

1.10. 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.

Name:	Rebecca Henson
Signed & Dated:	 09.12.2024
Position:	Head of the Growth Service
Organisation:	Leicestershire County Council



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