

Tritax Symmetry (Hinckley) Limited

**HINCKLEY NATIONAL
RAIL FREIGHT INTERCHANGE**

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

Project reference TR050007

**Sapcote Technical Note [Appendix 2 (B) -
Additional Information Provided to Auditor
and Auditor Response]**

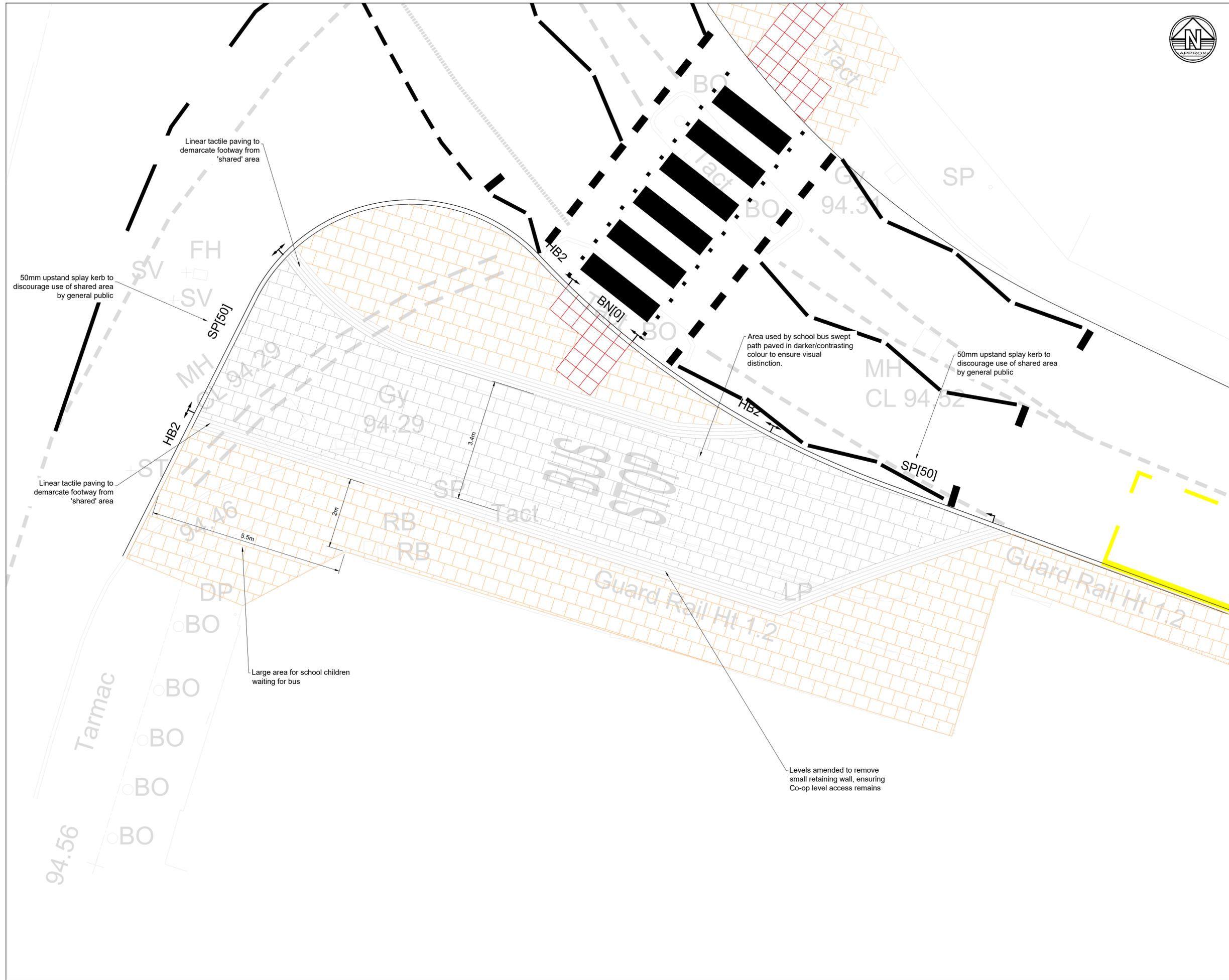
Revision: 01

December 2024

Planning Act 2008

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

Appendix B Part 1)
Area Outside Co-op Detail



- Notes**
1. Do not scale from this drawing. All dimensions must be checked/verified on site. If in doubt, ask.
 2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications
 3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise
 4. Any discrepancies noted on site are to be reported to the engineer immediately
 5. For further details on specific areas of works, see the relevant SHW series drawings and appendices
 6. All works must be carried out to the requirements of the overseeing organisation.
 7. This drawing illustrates a potential solution in the area outside of the Co-op. Detailed design will be subject to discussion with the overseeing authority.

- Legend**
- Block paved area for use by pedestrians only
 - Linear tactile paving used as demarcation between paved areas
 - Block paved area with shared use allowing school buses and store deliveries.

P01	30.09.24	Preliminary Issue	JM	SC
Rev	Date	Details of issue / revision	Drw	Rev

Issues & Revisions

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Client

TRITAX SYMMETRY
A TRITAX BIG BOX COMPANY

Project Title

HINCKLEY NATIONAL RAIL FREIGHT INTERCHANGE

Drawing Title

ILLUSTRATIVE PLAN OF SHARED AREA OUTSIDE SAPCOTE CO-OP

Drawn:	J.Manifold	Reviewed:	S.Carter
BWB Ref:	NTT2814	Date:	30.09.24
Scale@A1:	1:50	Status:	P01
Drawing Status			
PRELIMINARY			
Project - Originator - Zone - Level - Type - Role - Number	Status	Rev	
HRF-BWB-HGN-HW18-DR-CH-0101	S2	P01	

**Appendix B Part 2 -
Crossing Visibility
Drawing**

Appendix B Part 3 - RSA1 Response Report

TRANSPORT AND INFRASTRUCTURE DESIGN

Tritax Symmetry (Hinckley) Ltd.

Hinckley National Rail Freight
Interchange

Stage 1 Road Safety Audit
RESPONSE REPORT (SAPCOTE ONLY)

DOCUMENT ISSUE RECORD

Report Title:	Hinckley National Rail Freight Interchange – Stage 1 RSA Response Report (Sapcote Only)
Document Number:	HRF-BWB-HGN-RSA-RP-CH-0003
Prepared By:	BWB Consulting Ltd
Overseeing Organisation:	Leicestershire County Council
BWB Reference:	NTT2814

Revision	Date of Issue	Status	Author:	Checked:	Approved
P01	03/10/2024	S4	Sam Carter CEng MICE	Simon Hilditch CEng MICE MCIHT	Sam Carter CEng MICE

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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	[REDACTED]
Design Organisation	BWB Consulting Ltd	Sam Carter	Operations Director	[REDACTED] [REDACTED]

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

24-1363.09-RSA1 – B4669 Leicester Road, Sapcote

RSA Ref.	RSA Problem and Recommendation	Design organisation response	Auditor 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 85th 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 85th 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 85th 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>	<p>The Audit Team have reviewed the amended drawing HRF-BWB-HGN-HW18-DR-CH-0110 rev P01.</p> <p>This now shows that visibility, in line with 85th percentile speeds and from an appropriate set back on the crossing, is achievable.</p> <p>The Audit Team are therefore satisfied that the problem raised within the RSA1 is no longer applicable.</p>	

RSA Ref.	RSA Problem and Recommendation	Design organisation response	Auditor 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>	<p>The Audit Team have reviewed the amended design incorporating tactile paving, the use of a darker material within the area used by vehicles and a 50mm splay kerb to the access / egress for the area as shown in drawing HRF-BWB-HGN-HW18-DR-CH-101 rev P01.</p> <p>It is felt that this approach largely mitigates the concerns raised in the RSA1 and will likely deter some of the existing improper use of the space by the general public.</p> <p>It is recommended that appropriate signing to highlight the restricted use of the space is incorporated into the detailed design.</p>	

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.

Name:	Sam Carter
Signed & Dated:	
Position:	Project Lead
Organisation:	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.

Name:	
Signed & Dated:	
Position:	
Organisation:	



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