

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

**Sapcote Technical Note [Appendix 2 (D) – Enhanced  
Scheme Stage 1 RSA and Designers Response Report]**

Revision: 01

**December 2024**

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Planning Act 2008

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

**Sapcote Enhanced Scheme**  
**Appendix D (part 1)**  
**Stage 1 RSA - Midlands Road Safety**



# PROPOSED TRAFFIC CALMING AND ZEBRA CROSSING

B4669 LEICESTER ROAD, SAPCOTE

## STAGE 1 ROAD SAFETY AUDIT

OCTOBER 2024

**REPORT REF:** 24-1363.09-02B-RSA1

**CLIENT:** BWB Consulting

**ENGINEER:** Midlands Road Safety Ltd

**TEL:** [REDACTED]

**EMAIL:** [REDACTED]

Revision	Date of Issue	Author	Checked
B	08.11.2024	CB	SC
A	31.10.2024	CB	SC
-	15.10.2024	CB	SC
Draft (Internal)	11.10.2024	CB	SC

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## REGISTRATION OF AMENDMENTS

DATE	REVISION	CHANGE
08.11.2024	B	Revised RSA brief reference.
31.10.2024	A	Revised design received (HRF-BWB-HGN-HW18A-DR-CH-0100 Rev P02) removing the pinch-point and including a signing / lining solution for potential HGV movements.

## 1. INTRODUCTION

1.1 This report comprises an Stage 1 Road Safety Audit (RSA) on the proposed traffic calming, public realm works, bus stop and zebra crossing relocation on Leicester Road in Sapcote, Leicestershire. This iteration of the scheme includes:

- Realignment of the footways at the junction with Stanton Road to provide a wider footway and pedestrian dropped crossing;
- Provision of a new uncontrolled pedestrian dropped crossing outside of the “Sapcote Club” public house and across The Walk;
- Removal of the existing three-stage uncontrolled crossing outside of the Co-op and replacement with a Zebra crossing, removing the “cut-through” and bus stop outside of the shop and a widened footway area being provided alongside a widened footway on the northern side of Leicester Road at the crossing;
- Widening of the southern footway on Leicester Road to 2.0m;
- Provision of “Oncoming vehicles in middle of road” signing and road markings to guide large vehicles away from footways through the existing narrow section of carriageway, to the east of the Co-Op; and
- Provision of a new bus lay-by to the east of The Walk within the existing grass verge area.

1.2 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. They are intended to improve the overall pedestrian environment, to improve safety and remove pinch-points which currently exist.

1.3 The report was requested by BWB Consulting on behalf of Tritax Symmetry (Hinckley) Limited. The Overseeing Organisation is Leicestershire County Council..

1.4 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)

- 1.5 A site inspection was carried out by the Audit Team together on Wednesday 11th October 2024 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.
- 1.6 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.
- 1.7 The audit has been carried out in accordance with the principals of the National Highways document GG 119 'Road Safety Audit'. A formal Road Safety Audit Brief for this iteration of the scheme was not provided to the Audit Team. However, information regarding the site was provided via email alongside the relevant scheme documents and drawings. This was considered by the Audit Team to provide sufficient detail to undertake the appropriate stage of audit.
- 1.8 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.
- 1.9 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.
- 1.10 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 an initial scheme were the subject to comment in Stage 1 Road Safety Audit (ref 24-1363.09-02-RSA1) carried out by Midlands Road Safety Ltd in October 2024. Whilst this report raised four safety problems, three of these referred to a pinch-point traffic calming feature that has been removed from the design in favour of a signing and lining solution. As such, only Problem 1 from the previous revision of this report has been retained.

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

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

3.2. **Problem 1**

Location: B4669 Hinckley Road - proposed pedestrian crossing to the west of the junction with Stanton Road.

Summary: Restricted visibility risks vehicle to pedestrian collisions.

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.



Recommendation:

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.



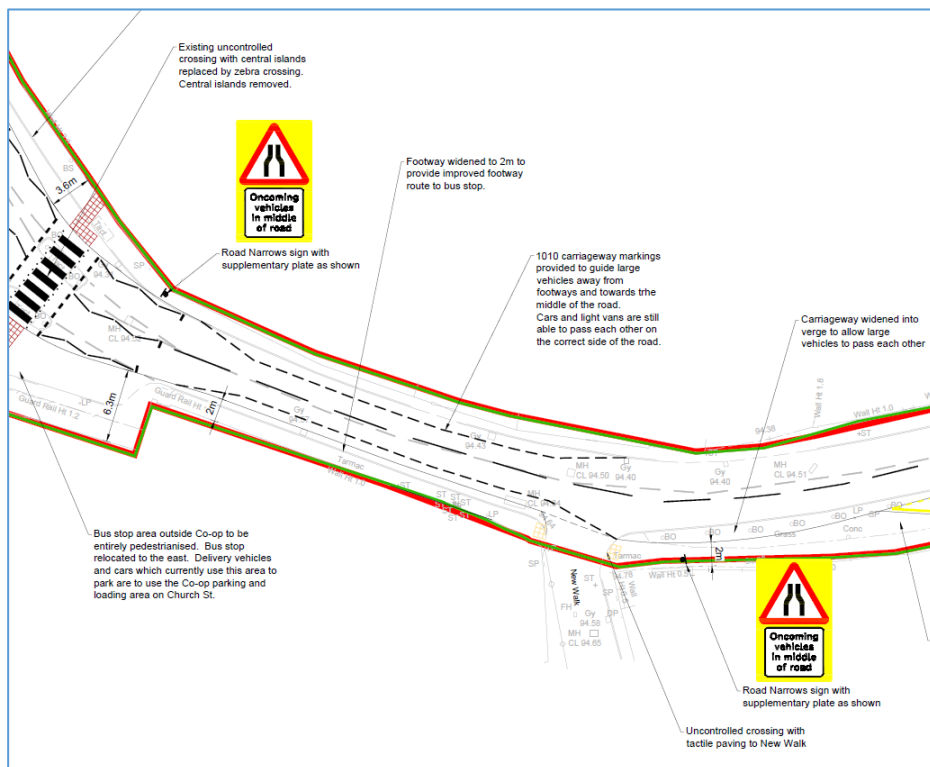


### 3.4. Problem 3

Location: B4669 Hinckley Road – “Oncoming vehicles in middle of the road” section.

Summary: Unfamiliar use of signing / road markings risks offside to offside collisions.

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.



#### Recommendation:

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.

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

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## 4. ADDITIONAL CONSIDERATIONS

- 4.1. No Additional Observations have been raised at this stage in 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: 08.11.2024

5.3. **AUDIT TEAM MEMBER:**

Sarah Cooke, BA (Hons)

Associate

Midlands Road Safety Ltd

Signed:  \_\_\_\_\_

Date: 08.11.2024

## APPENDIX A

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

### Drawings

Number	Title	Rev
HRF-BWB-HGN-HW18A-DR-CH-0100	Sapcote Enhanced Option GA	P02
HRF-BWB-HGN-HW18A-DR-CH-0110	Sapcote Enhanced Option Crossing Visibility	P02
HRF-BWB-HGN-HW18A-DR-CH-0111	Sapcote Enhanced Option Oncoming Vehicle Visibility	P02
HRF-BWB-HGN-HW18A-DR-CH-0120	Sapcote Enhanced Option Tracking Sheet 1	P02
HRF-BWB-HGN-HW18A-DR-CH-0121	Sapcote Enhanced Option Tracking Sheet 2	P02

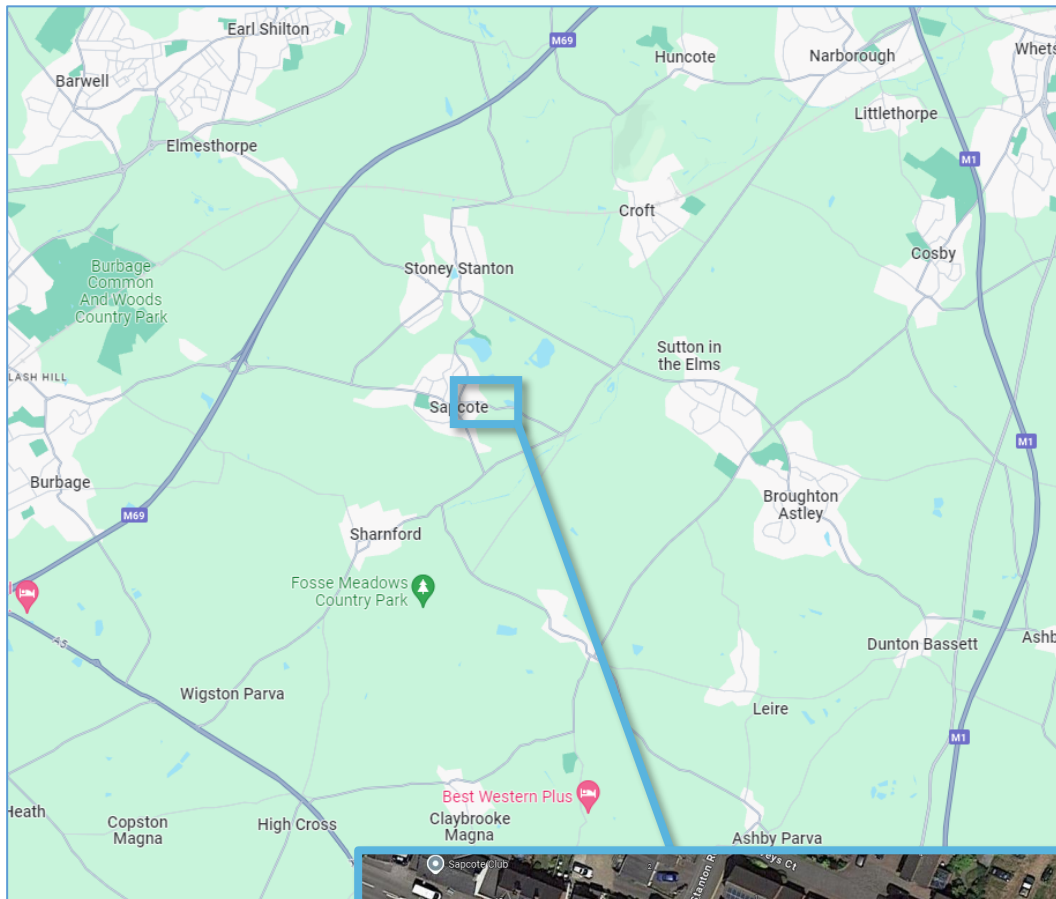
### Documents

Author	Title	Rev	Date
BWB Consulting	Revised Road Safety Audit Details (by email)	-	28.10.2024
BWB Consulting	Road Safety Audit Brief	P01	07.10.2024
BWB Consulting	WCHAR	P01	10.2022
BWB Consulting	Appendix 8.1 Transport Assessment	V9.0	-
The Planning Inspectorate	Extract from Recommendation Report	Final	10.06.2024

## 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.

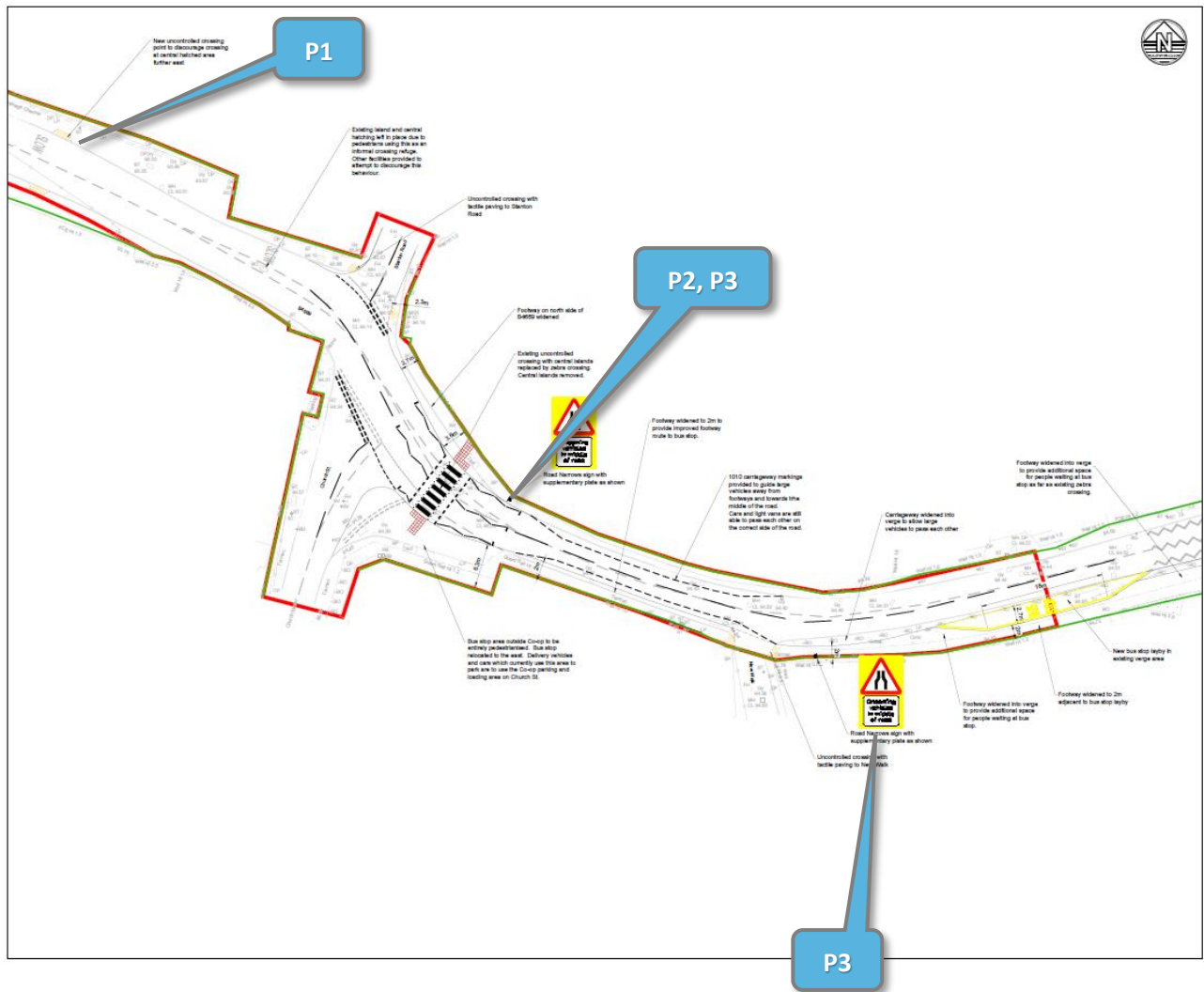
Figure 1 – Site Location



[Mapping source; Google Maps]



Figure 2 – Problem Location Plan





# Midlands Road Safety Ltd

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**Sapcote Enhanced Scheme**  
**Appendix D (part 2)**  
**Stage 1 RSA Response Report - Midlands**  
**Road Safety**



**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

<b>Report Title:</b>	Hinckley National Rail Freight Interchange – Stage 1 RSA Response Report Sapcote Enhanced Scheme
<b>Document Number:</b>	HRF-BWB-HGN-RSA-RP-CH-0004
<b>Prepared By:</b>	BWB Consulting Ltd
<b>Overseeing Organisation:</b>	Leicestershire County Council
<b>BWB Reference:</b>	NTT2814

Revision	Date of Issue	Status	Author:	Checked:	Approved
P01	06 November 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 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 10<sup>th</sup> 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	[REDACTED]
Design Organisation	BWB Consulting Ltd	Sam Carter	Operations Director	[REDACTED]

### 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	Auditor 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:            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>The Audit Team would consider this response to provide unobstructed visibility splays, as per the recommendation, pending the length of the proposed restrictions.</p>	

RSA Ref.	RSA Problem and Recommendation	Design organisation response	Auditor 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>Noted – this would mitigate against the problem as described in the RSA1.</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: 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>Noted – The exact location and design of fixed and vehicle activated signage should be agreed at Detailed Design and reviewed at the Stage 2 RSA.</p>	


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### 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.

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



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**Sapcote Enhanced Scheme**  
**Appendix D (part 3)**  
**Stage 1 RSA - BWB Consulting**

**TRANSPORT AND INFRASTRUCTURE  
PLANNING**

Leicestershire County Council  
Hinckley Rail Freight Interchange  
Sapcote Enhanced Scheme,  
Leicestershire  
Stage 1 Road Safety Audit

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## TRANSPORT AND INFRASTRUCTURE PLANNING

### Sapcote Enhanced Scheme, Leicestershire Stage 1 Road Safety Audit

Birmingham  
Livery Place, 35 Livery Street, Colmore Business District  
Birmingham, B3 2PB  
T: 0121 233 3322

Leeds  
Whitehall Waterfront, 2 Riverside Way  
Leeds, LS1 4EH  
T: 0113 233 8000

London  
11 Borough High Street  
London, SE1 9SE  
T: 0207 407 3879




Manchester  
11 Portland Street  
Manchester, M1 3HU  
T: 0161 233 4260

**Nottingham**  
**5<sup>th</sup> Floor, Waterfront House, Station Street**  
**Nottingham, NG2 3DQ**  
**T: 0115 924 1100**

December 2024

## DOCUMENT ISSUE RECORD

<b>Document Number:</b>	<b>HNRFI-BWB-GEN-RSA-RP-TR-0003_RSA1</b>
<b>Report Title:</b>	221548
<b>Date:</b>	3 December 2024
<b>Prepared by:</b>	BWB Consulting Ltd
<b>On behalf of:</b>	Leicestershire County Council

Revision	Date of Issue	Status	Author:	Checked:	Approved:
1	3 December 2024	Issued in Draft	Naomi Cook MSc FCIHT	Paul Wilson BA(Hons) MCIHT MSoRSA CMILT MInstILM	Naomi Cook MSc FCIHT
					

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## FIGURES

FIGURE 1: Location of problems identified in this audit

## APPENDICES

APPENDIX 1: List of documents supplied to the Audit Team

## 1. INTRODUCTION

- 1.1 This report comprises a Stage 1 Road Safety Audit (RSA) undertaken on a proposed improvement scheme on the local highway at Sapcote, Leicestershire on the B4669. The B4669 is under the jurisdiction of the local highway authority, Leicestershire County Council (LCC).
- 1.2 This scheme builds on proposals previously designed as part of offsite improvements. The Audit focuses on potential changes within the centre of Sapcote to improve the overall pedestrian environment, improve road safety and improve pinch points which currently exist. Sapcote is located approximately 2 miles to the east of the proposed development.
- 1.3 The Audit Team members are listed in Section 3.0. The audit took place at the Nottingham office of BWB Consulting Limited between 29<sup>th</sup> November and 4<sup>th</sup> December 2024.
- 1.4 The Audit comprised an examination of the drawings, documents and information provided by the Design Team, who have prepared the general arrangement / detailed design drawings for this section of the project. The information received by the Audit Team is listed in **Appendix A**.
- 1.5 A daylight examination of the site was undertaken by the Audit Team between 1300 and 1430 hours on 18<sup>th</sup> October 2024 as part of an interim review. During the site visit the weather was sunny and dry.
- 1.6 Traffic flows on the B4669 were moderate. No cyclist movements were observed during the site visit although there was a significant amount of pedestrian activity in the vicinity of the convenience store moving from parked cars around the junction of the B4669 and Church Street as well as east-west movements along the B4669 and north from Stanton Road.
- 1.7 The terms of reference of the audit are as described in GG 119. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.
- 1.8 All comments and recommendations refer to the highway proposal drawings and the locations have been indicated in **Figure 1**.
- 1.9 In summary, the proposals include:
  - The implementation of an informal road narrowing system on the B4669 in the vicinity of New Walk, to encourage HGV traffic to give way to each other
  - Installation of a zebra crossing point outside the convenience store, incorporating localised footway widening on the north side of the B4669
  - Provision of an uncontrolled crossing to the west of Stanton Road

## 2. ITEMS RAISED AT THIS STAGE 1 AUDIT

### Problem

2.1 Location: Church Street Junction with B4669

Summary: Parked vehicles leading to conflicts between users due to impeded visibility

During the site visit there was a significant amount of parking observed within the bus stop area in front of the shop. The removal of this bus stop area will result in displacement of parked vehicles, and the introduction of a new kerb line on the east side Church Street could encourage more vehicles to park closer to the convenience store and subsequently closer to the mouth of the junction exacerbating an existing issue in relation to parking around the junction of Church Street.

It is unclear as to how the convenience store receives deliveries; however, site observations suggest that it is possible that the area in front of the shop could be utilised. Once the current bus stop is removed, it is unclear as to how deliveries to the shop will be made, but this is likely to impact on available kerbside parking further exacerbating the situation. Either way, service vehicles should not be using the bus stop and it is assumed that they would block the parking spaces to complete their unloading.

In addition, there are lockers located on Church Street close to the small car park for the convenience store which increase demand for parking. Parking around the junction will obstruct visibility.

There was a high frequency of pedestrian movements around this area, and the presence of parked vehicles could obstruct intervisibility of users in turn increasing the risk of pedestrian conflicts, and also increases the risk of collisions between vehicles turning into the junction or those pulling out of church Street into the B4669 and potentially into the path of an oncoming vehicle.

### Recommendation

Review the parking restrictions around the junction to ensure that sufficient visibility is available, assuming drivers comply with them.

## Problem

2.2 Location: Church Street Junction with B4669

Summary: Restricted visibility to the left resulting in potential side swipe collisions

It is proposed that the give-way line at Church Street will be realigned to accommodate the proposed zebra crossing point. This will mean that the give-way line is located further southwest. While it is acknowledged that visibility is already restricted to the left by the building on the corner, the relocated give-way line could make the situation worse and increase the risk of vehicles exiting Church Street into the path of an oncoming vehicle resulting in collisions.

## Recommendation

Ensure the give-way line is positioned to provide maximum possible visibility to and from the side road. Consider provision of a warning sign on the eastbound B4669 to show the side road and potential for emerging vehicles.

## Problem

2.3 Location: Proposed road narrows sign (westbound)

Summary: A waiting bus could restrict visibility to the sign leading to drivers not giving way resulting in collisions between passing HGVs

The proposed location of the westbound 'road narrows ahead' warning sign is immediately after a bus stop to the east. There is a risk that forward visibility to the sign maybe impeded by a bus in the bus layby. This is low risk of a bus is stopped for short periods; however, if the intention is for the this stop to be used for school buses, which would be assumed to be waiting for extended periods of time, the sign may need to be relocated to ensure drivers are aware of the need to give way. If drivers are not aware of the road narrowing there is a risk of head on or collisions between passing vehicles.

## Recommendation

Consider the location of the 'road narrows ahead' sign on the westbound approach and position it carefully to ensure that maximum forward visibility to it is maintained at all times. If possible, repeat on the offside.



## **Problem**

2.4 Location: Proposed road narrows sign (westbound)

Summary: A potential pinch point in the footway could lead to passing pedestrians stepping into the carriageway, increasing the risk of collisions.

Provision of proposed eastbound Vehicle Activated Sign (VAS) creates a further pinch point in the footway. While it is noted that the drawing shows a 2m footway width provided adjacent, this is measured to the pole and so does not factor in the size of the sign face. Site observations showed that this highly trafficked area of footway; a narrow footway could encourage pedestrians to step into the live carriageway to pass the sign and another pedestrian, increasing the risk of them being struck by a passing vehicle.

## **Recommendation**

Consider the location of the proposed VAS on the eastbound approach and position it carefully to ensure that maximum footway width is provided. Sign should be mounted at 2.3m.

### 3. AUDIT TEAM STATEMENT

3.1 We certify that this audit has been undertaken in accordance with GG 119.

#### AUDIT TEAM LEADER

Naomi Cook **FCIHT**

Highways England approved Certificate of Competency

Associate

BWB Consulting Ltd

5th Floor

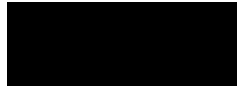
Waterfront House

Station Street

Nottingham

NG2 3DQ

Signed:



Date: 3 December 2024

#### AUDIT TEAM MEMBER

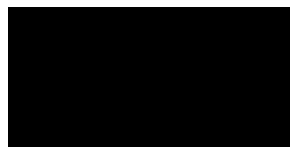
Paul Wilson **BA (Hons) MCIHT MSoRSA CMILT MInstLM**

Highways England approved Certificate of Competency

Operations Director

BWB Consulting Ltd (address above)

Signed:



Date: 3 December 2024

## **APPENDICES**

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**APPENDIX 1: [List of documents supplied to the Audit Team]**

Drawing Number	Drawing Name
HRF-BWB-HGN-HW18A-DR-CH-0110 - S2-P02	Sapcote Enhanced Option Crossing Visibility
HRF-BWB-HGN-HW18A-DR-CH-0120 - S2-P04	Sapcote Enhanced Option Tracking Sheet 1
HRF-BWB-HGN-HW18A-DR-CH-0121 - S2-P03	Sapcote Enhanced Option Tracking Sheet 2
HRF-BWB-HGN-HW18A-DR-CH-0100 - S2-P03	Sapcote Enhanced Option GA
HRF-BWB-HGN-HW18A-DR-CH-0111 - S2-P03	Sapcote Enhanced Option Oncoming Vehicle Visibility



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**Sapcote Enhanced Scheme  
Appendix D (part 4)  
Stage 1 RSA Response Report - BWB  
Consulting**



**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

<b>Report Title:</b>	Hinckley National Rail Freight Interchange – Stage 1 RSA Response Report Sapcote Enhanced Scheme
<b>Document Number:</b>	HRF-BWB-HGN-RSA-RP-CH-0006
<b>Prepared By:</b>	BWB Consulting Ltd
<b>Overseeing Organisation:</b>	Leicestershire County Council
<b>BWB Reference:</b>	NTT2814

Revision	Date of Issue	Status	Author:	Checked:	Approved
P01	04 December 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 Stage 1 Road Safety Audit (RSA) report by BWB Consulting (reference HRFI-BWB-GEN-RSA-RP-TR-003\_Sapcote Enhanced 2 RSA FINAL) 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 10<sup>th</sup> September 2024. The RSA was conducted independently of the design team by BWB's Road Safety Audit team.
- 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	BWB Consulting	Naomi Cook	Audit Team Leader	[REDACTED]
Design Organisation	BWB Consulting Ltd	Sam Carter	Operations Director	[REDACTED]

## Summary of Findings

- 1.7. The audit raised four 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 visibility at the Church St. junction.
- 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

RSA Ref.	RSA Problem and Recommendation	Design organisation response	Auditor Response	Agreed RSA action
2.1	<p>Location: Church Street Junction with B4669</p> <p>Summary: Parked vehicles leading to conflicts between users due to impeded visibility</p> <p>During the site visit there was a significant amount of parking observed within the bus stop area in front of the shop. The removal of this bus stop area will result in displacement of parked vehicles, and the introduction of a new kerb line on the east side Church Street could encourage more vehicles to park closer to the convenience store and subsequently closer to the mouth of the junction exacerbating an existing issue in relation to parking around the junction of Church Street. It is unclear as to how the convenience store receives deliveries; however, site observations suggest that it is possible that the area in front of the shop could be utilised. Once the current bus stop is removed, it is unclear as to how deliveries to the shop will be made, but this is likely to impact on available kerbside parking further exacerbating the situation. Either way, service vehicles should not be using the bus stop and it is assumed that they would block the parking spaces to complete their unloading.</p>	<p>Agree with RSA recommendation: Yes</p> <p>The issue of customers to the co-op parking in the bus stop area is acknowledged and the proposals seek to address the unsafe nature of this (with vehicles often protruding into the traffic on the B4669) by pedestrianising the area. The Co-op have been consulted regarding the proposals and the way that they service their store and have confirmed that they have no objections in principle to the proposals and that their deliveries are received from the service door in their car park on Church St.</p> <p>At detailed design, the requirement for parking restrictions on Church St. will be considered in conjunction with the overseeing organisation and these will be provided through a TRO subject to relevant consultation and approval if deemed necessary.</p>	<p>Agree with the actions proposed.</p> <p>Enforcement of the parking restrictions would ensure that short duration stops are not undertaken particularly in relation to the lockers located on Church Street.</p>	

RSA Ref.	RSA Problem and Recommendation	Design organisation response	Auditor Response	Agreed RSA action
2.1(cont.)	<p>In addition, there are lockers located on Church Street close to the small car park for the convenience store which increase demand for parking. Parking around the junction will obstruct visibility.</p> <p>There was a high frequency of pedestrian movements around this area, and the presence of parked vehicles could obstruct intervisibility of users in turn increasing the risk of pedestrian conflicts, and also increases the risk of collisions between vehicles turning into the junction or those pulling out of church Street into the B4669 and potentially into the path of an oncoming vehicle.</p> <p>Recommendation</p> <p>Review the parking restrictions around the junction to ensure that sufficient visibility is available, assuming drivers comply with them.</p>			

RSA Ref.	RSA Problem and Recommendation	Design organisation response	Auditor Response	Agreed RSA action
2.2	<p>Location: Church Street Junction with B4669</p> <p>Summary: Restricted visibility to the left resulting in potential side swipe collisions</p> <p>It is proposed that the give-way line at Church Street will be realigned to accommodate the proposed zebra crossing point. This will mean that the give-way line is located further southwest. While it is acknowledged that visibility is already restricted to the left by the building on the corner, the relocated give-way line could make the situation worse and increase the risk of vehicles exiting Church Street into the path of an oncoming vehicle resulting in collisions.</p> <p>Recommendation</p> <p>Ensure the give-way line is positioned to provide maximum possible visibility to and from the side road. Consider provision of a warning sign on the eastbound B4669 to show the side road and potential for emerging vehicles.</p>	<p>Agree with RSA recommendation: Yes</p> <p>The give way line has been adjusted to ensure that the available visibility at the junction is equivalent to what is available now. There is already a warning sign on the approach from the west which will be left in place or replaced if required should the existing sign be found to be in poor condition.</p>	<p>Agree with the actions proposed.</p> <p>The visibility splays, along with the proposed warning signage should be shown at detailed design to confirm that visibility is not worse than existing.</p>	

RSA Ref.	RSA Problem and Recommendation	Design organisation response	Auditor Response	Agreed RSA action
2.3	<p>Location: Proposed road narrows sign (westbound)</p> <p>Summary: A waiting bus could restrict visibility to the sign leading to drivers not giving way resulting in collisions between passing HGVs</p> <p>The proposed location of the westbound 'road narrows ahead' warning sign is immediately after a bus stop to the east. There is a risk that forward visibility to the sign maybe impeded by a bus in the bus layby. This is low risk of a bus is stopped for short periods; however, if the intention is for the this stop to be used for school buses, which would be assumed to be waiting for extended periods of time, the sign may need to be relocated to ensure drivers are aware of the need to give way. If drivers are not aware of the road narrowing there is a risk of head on or collisions between passing vehicles.</p> <p>Recommendation</p> <p>Consider the location of the 'road narrows ahead' sign on the westbound approach and position it carefully to ensure that maximum forward visibility to it is maintained at all times. If possible, repeat on the offside.</p>	<p>Agree with RSA recommendation: Yes</p> <p>The visibility splays to the sign are shown on the GA and these do not clash with the area of the bus layby that a waiting bus would sit in.</p> <p>This said, there remains the option at detailed design to adjust the location of the signage if required and agreed by the overseeing organisation.</p>	<p>Agree with the actions proposed.</p>	



RSA Ref.	RSA Problem and Recommendation	Design organisation response	Auditor Response	Agreed RSA action
2.4	<p>Location: Proposed road narrows sign (westbound)</p> <p>Summary: A potential pinch point in the footway could lead to passing pedestrians stepping into the carriageway, increasing the risk of collisions.</p> <p>Provision of proposed eastbound Vehicle Activated Sign (VAS) creates a further pinch point in the footway. While it is noted that the drawing shows a 2m footway width provided adjacent, this is measured to the pole and so does not factor in the size of the sign face. Site observations showed that this highly trafficked area of footway; a narrow footway could encourage pedestrians to step into the live carriageway to pass the sign and another pedestrian, increasing the risk of them being struck by a passing vehicle.</p> <p>Recommendation          Consider the location of the proposed VAS on the eastbound approach and position it carefully to ensure that maximum footway width is provided. Sign should be mounted at 2.3m.</p>	<p>Agree with RSA recommendation: Yes</p> <p>The exact location of the VAS will be agreed at detailed design to ensure sufficient footway width is available. The signs will be mounted at an appropriate height to ensure that they do not come into conflict with pedestrians using the footway.</p>	<p>Agree with the actions proposed.</p>	


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### 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.

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



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