

**BLOOR HOMES DEVELOPMENT
NORMANDY WAY & OUTLANDS DRIVE
HINCKLEY
SECTION 278 WORKS
STAGE 1 ROAD SAFETY AUDIT**

SA 4197A

August 2023



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REV	ISSUE STATUS	PREPARED BY/DATE	CHECKED BY/DATE	APPROVED BY/DATE
1	DRAFT	AD 04 August 2023	LB 04 August 2023	
2	FINAL	AD 04 August 2023	LB 04 August 2023	ASD 07 August 2023

Disclaimer notes

The client has confirmed that it is entering into the agreement under which this report is being prepared on its own behalf and not on behalf of, or for the benefit of any other party and has agreed that in any event of any claim arising out of or in connection with that agreement and/or the report itself it shall be entitled to recover from Waterman Aspen Limited only the losses, if any, it has itself suffered.

This report therefore is for the private and confidential use of the client for whom it was prepared solely for the purposes requested by the client. It should not be reproduced in whole or in part or relied upon by any third party for any use whatsoever without the express written authority of Waterman Aspen Limited.

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1.0 INTRODUCTION

- 1.1 This report is for a Stage 1 Road Safety Audit (RSA) carried out on the proposed amendments to a central splitter island on Normandy Way, near Outlands Drive in Hinckley.
- 1.2 The RSA team, staff members from Waterman Aspen, present at the RSA were:
- Adrian Dawson
Audit Team Leader
- Liam Bourne
Audit Team Member
- 1.3 We confirm that no member of the Audit Team has been involved with the design process and that at least one member of the Audit Team holds the National Highways Certificate of Competency.
- 1.4 The Audit Team visited the site together on Thursday, 03 August 2023. The weather during the site visit was dry and sunny with a dry carriageway surface.
- 1.5 The RSA brief issued to the team comprised various elements listed at Appendix Two.
- 1.6 The scheme has been examined and this report compiled only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.7 All of the problems described in this report are considered by the RSA team to require action in order to improve the safety of the scheme and minimise collision occurrence. However, if any of the problems or recommendations within this Road Safety Audit report is not accepted, a copy of the signed exception report from the Overseeing Organisation should be sent to the Road Safety Audit Team Leader.
- 1.8 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

2.0 SCHEME DESCRIPTION

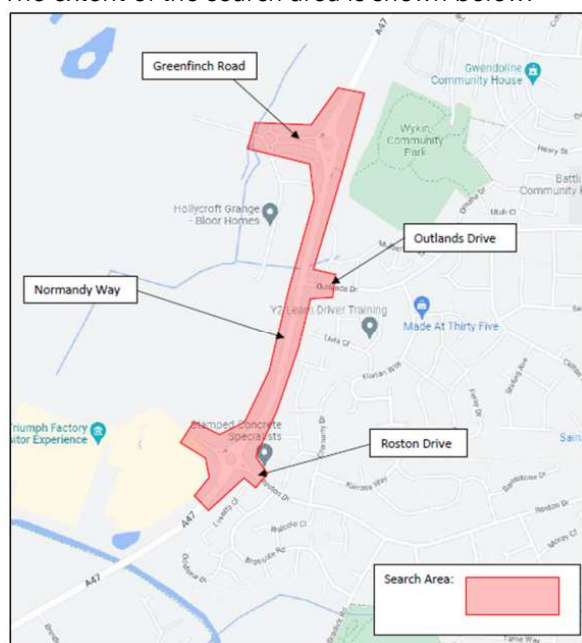
- 2.1 The scheme involves the conversion of an existing splitter island to a pedestrian refuge on Normandy Way. The scheme will ultimately form part of a larger road widening scheme, but the subject of this audit is the pedestrian refuge alone.

3.0 RECORDED INJURY COLLISION HISTORY

- 3.1 The Audit Brief contained the following information concerning collisions:

Records of Personal Injury Collisions (PICs) were provided by LCC for the 68-month (5.7-year) period 01/01/2017 to 31/08/2022. The extent of study area was the length of Normandy Way between the Roston Drive roundabout to the south, and Greenfinch Road roundabout to the north, including both junctions.

The extent of the search area is shown below.



During the period of interest, a single slight-injury PIC was recorded in the study area. The incident occurred at the Normandy Way/Outlands Drive junction during April 2021, during daylight and in fine weather conditions. The description suggests that a vehicle emerging from Outlands Drive collided with an approaching northbound car on Normandy Way.

There is good visibility and street lighting at the junction and there are no clear engineering layout or geometric shortcomings that would give rise to the road safety issues at this location.

4.0 DEPARTURES FROM STANDARD

- 4.1 No departures from standard have been highlighted within the Audit Brief

5.0 DOCUMENTS AND INFORMATION NOT PROVIDED

- 5.1 The following information was not provided within the audit brief and therefore has not been considered with the audit:
- Traffic/pedestrian counts
 - Construction details
 - Kerb details
 - Surfacing
 - Visibility splays/dimensions

6.0 MATTERS ARISING FROM THIS STAGE 1 ROAD SAFETY AUDIT

6.1 Problem

Location: Pedestrian refuge

Summary: Lighting column



The existing splitter island lies opposite a lighting column and a large utility box cover. These could coincide with the area of dropped kerbs and tactile paving for the proposed pedestrian facility. If this is the case, then it could result in pedestrians colliding with the column or slipping on the cover.

Recommendation

It is recommended that the street furniture is relocated, or that the area of dropped kerbs and tactile paving is sited so that these do not coincide.

6.2 Problem

Location: Pedestrian Refuge

Summary: **Visibility obstructed by queueing vehicles.**

The proposed refuge will be close to the right-turn lane and reservoir for Outlands Drive. Vehicles waiting in the lane/reservoir may obstruct pedestrian visibility. If pedestrians cannot see approaching vehicles (and vice versa), then they may step out in front of live traffic, risking a collision.

Recommendation

It is recommended that the pedestrian facility is sited so that appropriate visibility is maintained.

APPENDIX ONE

7.0 AUDIT TEAM STATEMENT

AUDIT TEAM STATEMENT

We certify that the audit has been carried out in accordance with the requirements set out in GG119. The problems identified have been noted in this report together with associated safety improvement suggestions which we recommend should be studied for implementation.

AUDIT TEAM LEADER

Adrian Dawson MCIHT MSoRSA
Senior Traffic Engineer
Waterman Aspen
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Signed

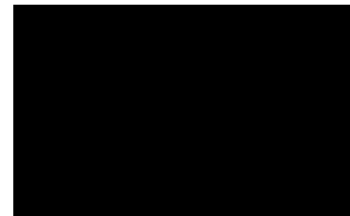


Date: 06 August 2023

AUDIT TEAM MEMBER

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Signed...



Date: 06 August 2023

APPENDIX TWO

8.0 LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

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Drawings

21021-DR002-OUTLANDS_DRIVE

Documents

C21021-TA-REV_A

APPENDIX THREE

9.0 PROBLEM LOCATION PLAN

