

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

SA 4197B

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 on Normandy Way, near Roston 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

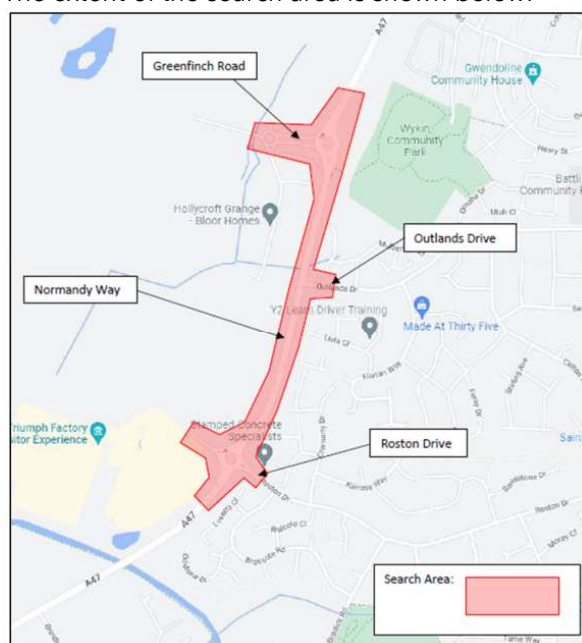
- 2.1 The scheme involves amendments and extension to the north-western arm of the roundabout at Normandy Way and Roston Drive and the addition of a Toucan crossing on the north-eastern Normandy Way arm.

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
 - Site clearance

6.0 MATTERS ARISING FROM THIS STAGE 1 ROAD SAFETY AUDIT

6.1 Problem

Location: North-western arm of roundabout

Summary: Low road sign



There is an existing Advanced Direction Sign on the verge on this arm of the roundabout, where the drawings suggest a new footway will be located. The ADS is relatively low on one side and, if this remains, then pedestrians may collide with the sign.

Recommendation

It is recommended that the sign is raised.

6.2 Problem

Location: Link to southern cycleway/footway

Summary: **Visibility obstructed by gas governor.**



The proposed link will lie adjacent to an existing gas governor. Pedestrians and cyclists emerging from the crossing may not be able to see cyclists approaching, possibly at speed, and may step in front, risking a collision.

Recommendation

It is recommended that the link is sited so that there is appropriate visibility.

6.3 Problem

Location: South-eastern verge of Normandy Way

Summary: **Visibility obstructed by vegetation.**



There is considerable vegetation on the south-west bound approach to the proposed crossing. This may obscure visibility for pedestrians/cyclists waiting to cross, and of the signal head for drivers. If drivers cannot see either pedestrians/cyclists or the signal head, then they may not be prepared to stop and a collision may result.

Recommendation

It is recommended that the vegetation is cut back and adequately maintained in the future.

6.4 Problem

Location: Approach to the proposed crossing from the roundabout

Summary: **Visibility obstructed by vegetation on the roundabout.**

The roundabout has considerable vegetation on the central island. This may reduce forward visibility of queueing vehicles at the proposed crossing and this may in turn result in rear shunt collisions.

Recommendation

It is recommended that appropriate visibility is afforded, which takes into account vehicles that may be queueing at the crossing.

APPENDIX ONE

7.0 AUDIT TEAM STATEMENT

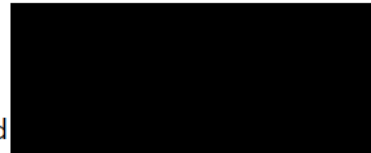
AUDIT TEAM STATEMENT

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
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1 Cornwall Street
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Signed

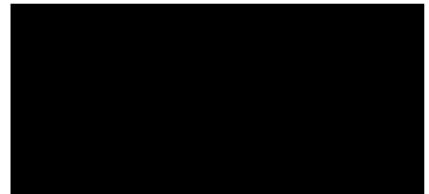


Date: 06 August 2023

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-DR001-ACCESS_GA
- 21021-DR003-ACCESS_TRACKING

Documents

C21021-TA-REV_A

APPENDIX THREE

9.0 PROBLEM LOCATION PLAN



