
**LAND NORTH OF STATION ROAD,
MARKET BOSWORTH,
LEICESTERSHIRE**

UPDATED HIGHWAY WORKS

**STAGE 1
ROAD SAFETY AUDIT REPORT**

**REQUESTED BY:
HUB TRANSPORT PLANNING**

JUNE 2025



RKS
Associates

Project: Land North of Station Road, Market Bosworth, Leicestershire
Updated Highway Works

Client: Hub Transport Planning

Document: Stage 1 Road Safety Audit

RKS Associates Ref: VRP1989 - RSA 1

Issue date: 26th June 2025

Status: Final

Authorised by: VP/BN

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RKS
Associates



Contents

1	Introduction	1
2	Issues Identified During Stage 1 Road Safety Audit.....	3
3	Audit Team Statement.....	6

Appendices

Appendix A:	Location of Problems Identified During Stage 1 Road Safety Audit
Appendix B:	Designers Response



1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit carried out on the updated highway works associated with a proposed residential development on land located north of Station Road, Market Bosworth in Leicestershire. The development proposals seek to provide 126 dwellings.

1.2 The updated highway works subject to this Stage 1 Road Safety Audit involve amendments to an existing access serving the proposed development. The proposed development access is located on the northern side of Station Road, it takes the form of a ghost island right turn facility on Station Road. The proposed development access is 6m wide with 10m junction radii with a 2m wide footway that is to be set back from the carriageway by a 2m grass verge along its eastern side and a 3m wide footway on the western side of the development access.

1.3 The footways from the development continue and connect with existing footways along the northern side of Station Road where the width of the facility reduces to 2m. The updated highway works also include an uncontrolled pedestrian crossing facility across the development access and across Station Road via a proposed central refuge island located within the ghost island right turn hatch markings. Additional highway works include traffic calming measures in the form of kerb build outs and priority one-way operation on the eastbound and westbound approaches to the proposed development.

1.4 Station Road in the vicinity of the development access junction is a two-way single carriageway aligned in an east to west direction. It is subject to a 30mph limit. The carriageway is lit, and it has a continuous narrow footway along the northern side of the carriageway. There is a short section of footway located on the southern side of Station Road to the west of the proposed development access with a grass/hedgerow along its remaining length.

1.5 Hub Transport Planning has supplied the following information upon which this Stage 1 RSA is based:

- Transport Assessment prepared by Hub Transport Reference: T24554 (May2025);
- Hub Transport Planning Drawing Numbers:
 - T24554-001 Revision C – Proposed Site Access Layout Plan;
 - T24554-002 & 003 Revision B – Proposed Site Access Swept Path Analysis 002 & 003;
 - T24554-004 Revision A – Proposed Traffic Calming Scheme; and
 - T24554-005 – Proposed Control of Existing Access. Site Access

1.6 The main parties to this Road Safety Audit include the following:

Road Safety Audit Team Leader	Vimal Patel BEng (Hons), GMICE, FIHE, NH Cert Comp
Road Safety Audit Team Member	Beth Newiss MCIHT, MSoRSA, NH Cert Comp
Local Highway Authority	Leicestershire County Council
Design Organisation	Hub Transport Planning



- 1.7 The Audit was undertaken following examination of the submitted documents, including reference to a site visit undertaken on Tuesday 24th June 2025 between the hours of 10am and 11am. Observations during the site inspection noted moderate traffic flows, low pedestrian and no cycle flows along Station Road.

Terms of Reference

- 1.8 The Audit Team is independent of the project design team and has no other involvement with the project. It should be noted that the Audit Team undertook a Stage 1 RSA on the original highway works in September 2024 and an alternative updated scheme in April 2025. This Stage 1 RSA has been undertaken in accordance with the relevant sections of GG-119, part of the Design Manual for Roads and Bridges (DMRB).
- 1.9 The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. The Audit Team has not been made aware of any Departures from Standard; however they have been informed that the development proposals on land to the south of Station Road will introduce traffic calming along Station Road in the form of kerb buildouts and priority one way operation.
- 1.10 All of the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users. The location of the problems identified in this Safety Audit is shown in **Appendix A** where the reference numbers relate to the problems identified in this report.
- 1.11 The recommendations in this report are aimed at addressing the identified road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities. The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.
- 1.12 The Designer is advised to prepare a Road Safety Audit Decision Log, a template for which is included in **Appendix B**. This enables the Designers and Overseeing Organisations Response to the Audit to be documented along with an agreed RSA Action.

Trip Generation/Traffic Flow Data

- 1.13 The Transport Assessment prepared by Hub Transport Planning provides details of the likely trip generation associated with the proposed development. The trip generation assessment indicates that the proposed development is likely to generate 81 and 69 two-way vehicle trips during the AM and PM peak hour periods respectively. In addition, traffic surveys conducted along Station Road in July 2024 indicate that the 85th percentile speeds of 34.6mph eastbound and 40.2mph westbound direction.

Collision Data

- 1.14 Publicly available personal Injury Collision (PIC) information obtained from the *Crashmap UK* website (www.crashmap.co.uk) for the five-year period up to December 2023 for the local highway. The collision data indicates no collisions have occurred along Station Road in the immediate vicinity of the site access.



2 ISSUES IDENTIFIED DURING STAGE 1 ROAD SAFETY AUDIT

2.1 Problem:

Summary: Potential collisions associated with poor positioning of surface water drainage gully

Location: *Station Road eastern side of development access*

No details have been provided in respect of surface water drainage or other services and it is therefore not possible to ascertain whether there will be any safety implications. Observations during the site inspection noted that an existing surface water drainage gully is located on the eastern side of the development access, if this gully is retained then there is concern that it may cause a hazard for cyclists and powered two-wheelers leading to a greater risk of loss of control collisions.

Recommendation:

Ensure that the existing surface water drainage gully located on the eastern side of the development access is relocated away from the wheel tracks of cyclists and powered two-wheelers, if necessary, provide additional drainage.

2.2 Problem

Summary: Potential vehicle collisions due to inadequate road space or visibility

Location: *Proposed development access*

It is noted that the proposed site access road has been designed in accordance with Leicestershire County Council Design Guide. The vehicle swept path assessments provided indicate large vehicles entering and exiting the development access simultaneously may be at greater risk of side-swipe collisions or may encourage large vehicles to overrun the footway putting pedestrians waiting on the footway to cross the development access at risk of being struck turning vehicles.

Recommendation

Ensure that inter-visibility splays between vehicles entering and exiting the development are provided to mitigate the risk of collisions associated with large vehicles accessing the development simultaneously.

2.3 Problem:

Summary: Potential collisions associated with poor positioning of surface water drainage gully

Location: *Station Road southern side of development access*

Observations during the site inspection noted that an existing surface water drainage gully is located on the southern side of Station Road in the vicinity of the proposed uncontrolled crossing facility. Consequently, the retention of the drainage gully may fall within the uncontrolled pedestrian crossing facility which may cause a hazard and create a trip/fall hazard for pedestrians using the crossing facility.

Recommendation:

Ensure that the existing surface water drainage gully is located away from the proposed uncontrolled pedestrian crossing facility.



2.4 Problem

Summary: Potential vehicle collisions due to inadequate road space

Location: *Proposed central pedestrian refuge island on Station Road*

No details relating the vehicle swept path assessments for vehicle accessing properties 255-269 Station Road located on the southern side of Station Road have been provided. There is concern that insufficient carriageway space may increase the risk of collisions associated with vehicles accessing 255-269 Station Road colliding into the proposed central pedestrian refuge island or perform multiple vehicle manoeuvres to negotiate the turning manoeuvre.

Recommendation

Ensure that vehicle swept path assessments for vehicle accessing properties 255-269 Station Road are undertake, if necessary, amend the layout.

2.5 Problem

Summary: Potential risk of vehicle collisions associated with inadvertent vehicle manoeuvres

Location: *Proposed eastbound bus stop on Station Road*

The existing eastbound bus stop on Station Road is located within the proposed uncontrolled pedestrian crossing facility and as a result a stationary bus will restrict access for pedestrians using the crossing facility. In addition, there is concern that a stationary bus at the bus stop may encourage eastbound traffic to overtake on the opposite side of the proposed central refuge island where the risk of head on collisions will be greater.

Recommendation

The eastbound bus stop should be relocated further away from the proposed uncontrolled pedestrian crossing facility across Station Road.

2.6 Problem

Summary: Potential risk of vehicle striking kerb build out (eastern extent)

Location: *Proposed kerb build out Station Road (eastern extent)*

Observations during the site inspection noted that vegetation in the vicinity of the proposed kerb build-out on Station Road (eastern extent) restricts lighting from the adjacent lighting column. This may result in the kerb build-out becoming less conspicuous during hours of darkness which may lead to a greater risk of loss of control collisions associated with vehicles inadvertently striking kerb build-out.

Recommendation

Ensure vegetation in the vicinity of the proposed kerb build-out on Station Road (eastern extent) is cut back and regularly maintained.



2.7 Problem

Summary: Potential risk of vehicle collisions associated with poor layout

Location: Proposed kerb buildout Station Road (western extent)

There is concern that the proposed kerb build-out on Station Road (western extent) is located adjacent to an access serving commercial units where the visibility to and from the access is restricted by vegetation. The introduction of the proposed traffic calming kerb build-out measure will result in eastbound vehicles traveling on the westbound carriageway having to traverse the traffic calming measure. Consequently, there is a greater risk of turning/failing to give way collisions between vehicles manoeuvring out of the commercial unit's access and traffic travelling east along Station Road.

Recommendation

The proposed kerb build-out on Station Road (western extent) should be relocated away from the existing access serving the commercial units.

2.8 Problem

Summary: Potential risk of vehicle collisions associated with insufficient space

Location: Proposed rising bollard on private access

It is unclear from the information provided if sufficient clearance has been provided between the proposed rising bollard serving the private access and Station Road. Insufficient set back of the rising bollard may result in vehicles waiting to enter the private access protruding on Station Road. This may lead to an increased risk of collision between traffic travelling along Station Road and a vehicle waiting to enter the private access.

Recommendation

Ensure that the proposed rising bollard serving the private access is set back to mitigate the risk of a vehicle waiting to enter from protruding on Station Road.



3 AUDIT TEAM STATEMENT

- 3.1** We certify that this audit has been carried out in accordance with GG-119 of Design Manual for Roads & Bridges Volume 5 Section 2 - Road Safety Audits. Its sole purpose being to identify features of the scheme that could be removed or modified to improve safety. No member of the Audit Team has been involved in the scheme design.

Audit Team Leader

Vimal Patel
BEng (Hons), GMICE, FIHE, NH Cert Comp, Reg RSA (IHE)

Signed:

Date: 26th June 2025

Audit Team Member

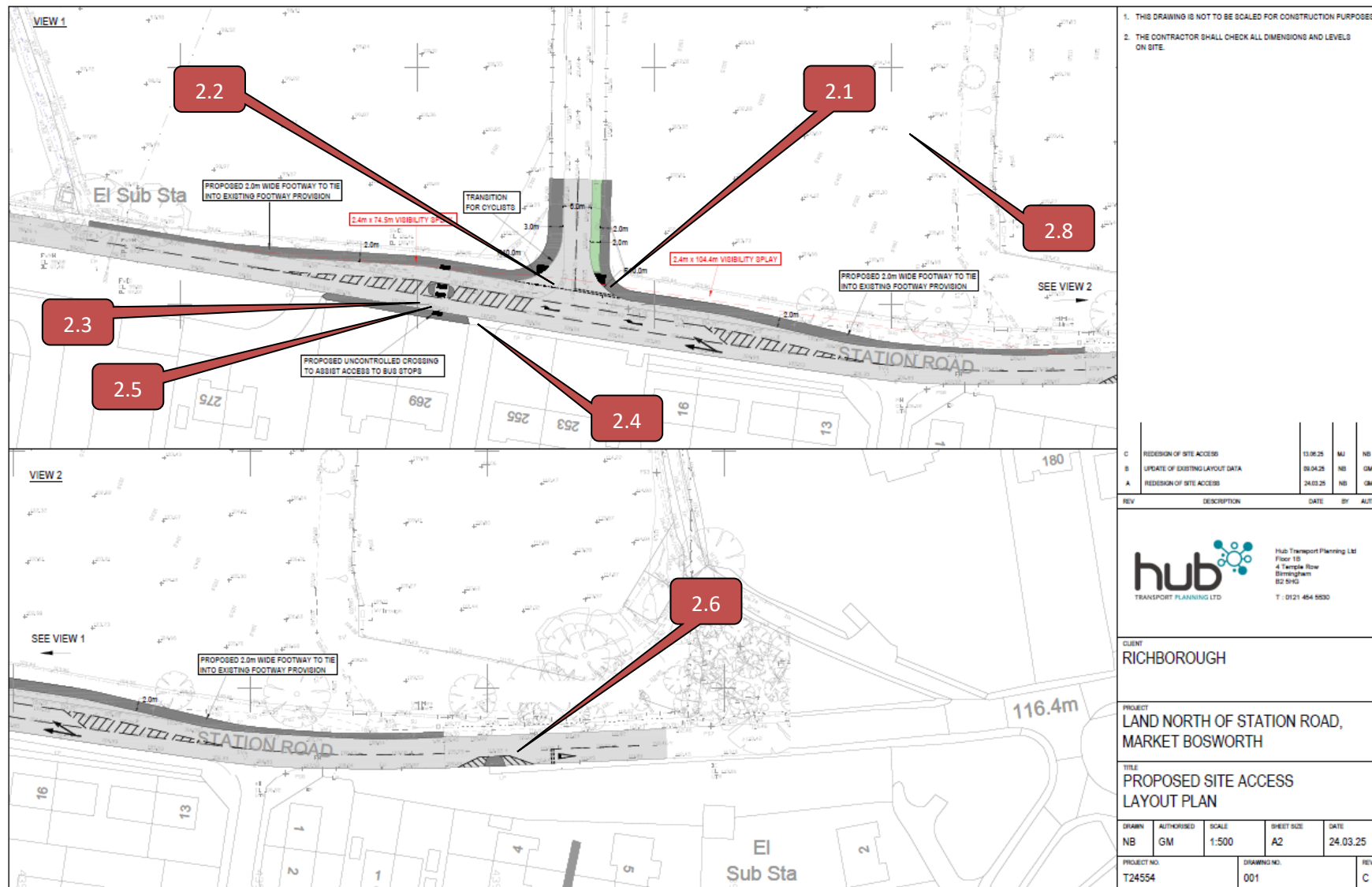
Beth Newiss
MCIHT, MSoRSA, NH Cert Comp

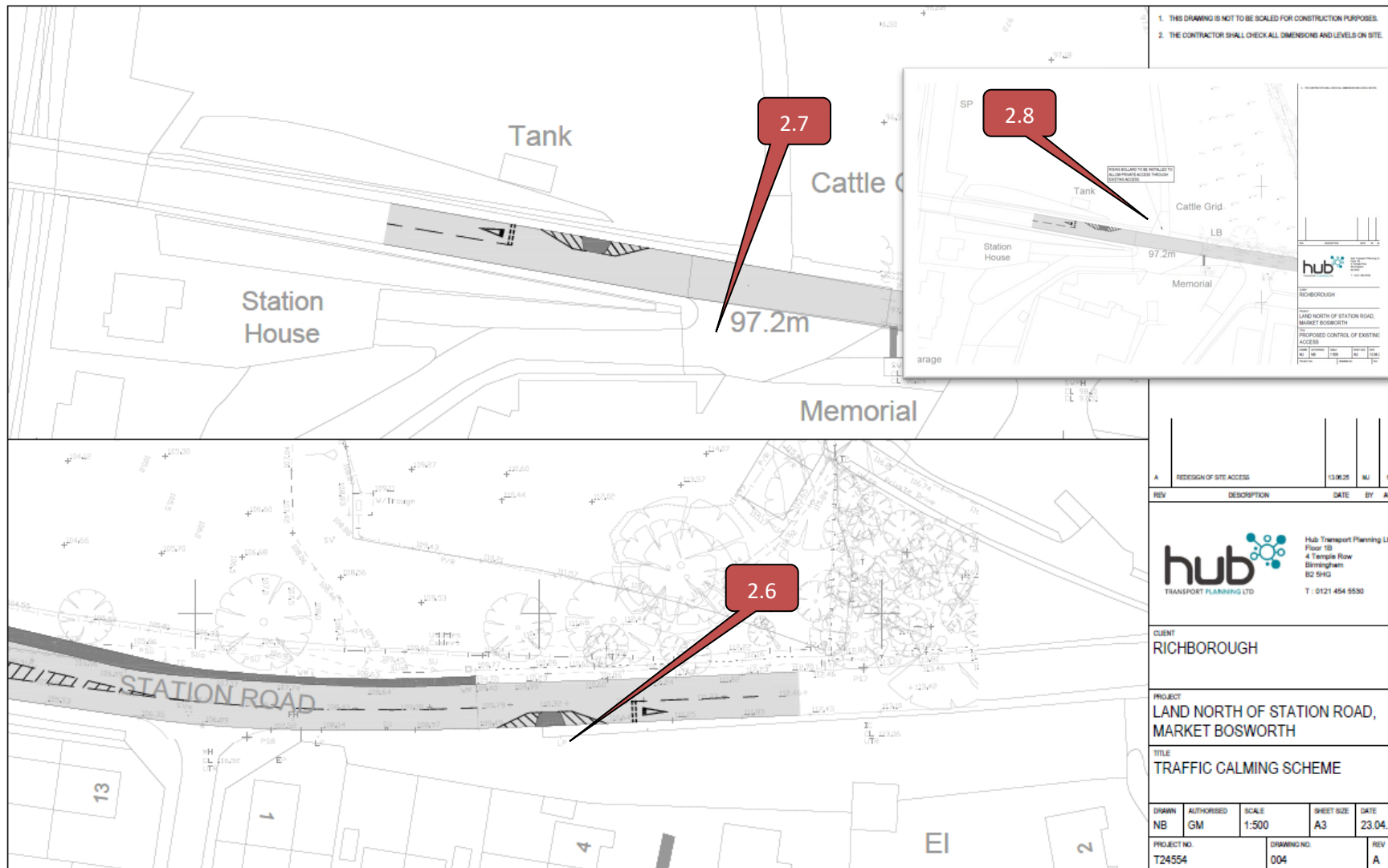
Signed:

Date: 26th June 2025



Appendix A







Appendix B



Issue N°	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	No details have been provided in respect of surface water drainage or other services and it is therefore not possible to ascertain whether there will be any safety implications. Observations during the site inspection noted that an existing surface water drainage gulley is located on the eastern side of the development access, if this gulley is retained then there is concern that it may cause a hazard for cyclists and powered two-wheelers leading to a greater risk of loss of control collisions.	Ensure that the existing surface water drainage gulley located on the eastern side of the development access is relocated away from the wheel tracks of cyclists and powered two-wheelers, if necessary, provide additional drainage.	Recommendation accepted. This issue will be addressed at the detailed design stage.		
2.2	It is noted that the proposed site access road has been designed in accordance with Leicestershire County Council Design Guide. The vehicle swept path assessments provided indicate large vehicles entering and exiting the development access simultaneously may be at greater risk of side-swipe collisions or may encourage large vehicles to overrun the footway putting pedestrians waiting on the footway to cross the development access at risk of being struck turning vehicles.	Ensure that inter-visibility splays between vehicles entering and exiting the development are provided to mitigate the risk of collisions associated with large vehicles accessing the development simultaneously.	The largest vehicles expected to visit site will (i.e. refuse lorries) will do so on an infrequent basis. The carriageway widths meet the LCC design guidance which, by inference, acknowledge the use of such residential accesses by larger vehicles and this part of the recommendation is not accepted. Details of junction intervisibility will be provided at the detailed design stage.		



2.3	Observations during the site inspection noted that an existing surface water drainage gully is located on the southern side of Station Road in the vicinity of the proposed uncontrolled crossing facility. Consequently, the retention of the drainage gully may fall within the uncontrolled pedestrian crossing facility which may cause a hazard and create a trip/fall hazard for pedestrians using the crossing facility.	Ensure that the existing surface water drainage gully is located away from the proposed uncontrolled pedestrian crossing facility.	Recommendation accepted. Relocation of gully will be addressed at the detailed design stage.		
2.4	No details relating the vehicle swept path assessments for vehicle accessing properties 255-269 Station Road located on the southern side of Station Road have been provided. There is concern that insufficient carriageway space may increase the risk of collisions associated with vehicles accessing 255-269 Station Road colliding into the proposed central pedestrian refuge island or perform multiple vehicle manoeuvres to negotiate the turning manoeuvre.	Ensure that vehicle swept path assessments for vehicle accessing properties 255-269 Station Road are undertake, if necessary, amend the layout.	Recommendation accepted. Redesign of refuge island location has been undertaken, and tracking of vehicle egressing the road to 255-269 is shown in drawing 006		
2.5	The existing eastbound bus stop on Station Road is located within the proposed uncontrolled pedestrian crossing facility and as a result a stationary bus will restrict access for pedestrians using the crossing facility. In addition, there is concern that a stationary bus at the bus stop may encourage eastbound traffic to overtake on the opposite side of the proposed central refuge island where the risk of head on collisions will be greater.	The eastbound bus stop should be relocated further away from the proposed uncontrolled pedestrian crossing facility across Station Road.	Recommendation accepted. Relocation of stop will be addressed at the detailed design stage.		



2.6	Observations during the site inspection noted that vegetation in the vicinity of the proposed kerb build-out on Station Road (eastern extent) restricts lighting from the adjacent lighting column. This may result in the kerb build-out becoming less conspicuous during hours of darkness which may lead to a greater risk of loss of control collisions associated with vehicles inadvertently striking kerb build-out.	Ensure vegetation in the vicinity of the proposed kerb build-out on Station Road (eastern extent) is cut back and regularly maintained.	Recommendation accepted. Vegetation should be cut back on installation, and ongoing maintenance by the local highway authority to avoid overgrowth. The build out design originates with another approved development, so location and form are outside our control		
2.7	There is concern that the proposed kerb build-out on Station Road (western extent) is located adjacent to an access serving commercial units where the visibility to and from the access is restricted by vegetation. The introduction of the proposed traffic calming kerb build-out measure will result in eastbound vehicles traveling on the westbound carriageway having to traverse the traffic calming measure. Consequently, there is a greater risk of turning/failing to give way collisions between vehicles manoeuvring out of the commercial unit's access and traffic travelling east along Station Road.	The proposed kerb build-out on Station Road (western extent) should be relocated away from the existing access serving the commercial units.	The build out design originates with another approved development, so location and form are outside our control, as they are for a consented development to the south of Station Road.		



2.8	It is unclear from the information provided if sufficient clearance has been provided between the proposed rising bollard serving the private access and Station Road. Insufficient set back of the rising bollard may result in vehicles waiting to enter the private access protruding on Station Road. This may lead to an increased risk of collision between traffic travelling along Station Road and a vehicle waiting to enter the private access.	Ensure that the proposed rising bollard serving the private access is set back to mitigate the risk of a vehicle waiting to enter from protruding on Station Road.	Recommendation accepted.		
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