

Technical note:

Stage 1 Road Safety Audit Designers Response Report

1. Project Details

In accordance with DMRB GG119 Road Safety Audit, a Stage 1 Road Safety Audit Response Report has been prepared. The Audit Response Report sets out the response to the issues raised by auditors and the template set out in Appendix F of the guidance has been used to provide a structure consistent with the requirements.

Table 1.1 Project Details

Report Title	Stage 1 RSA Designers Response
Date:	14 th September 2023
Documents Reference and Revision	210777 -01 Stage 1 RSA Designers Response
Prepared by:	The Transportation Consultancy Ltd
On Behalf of:	Witherslack Group

Table 1.2 Authorisation Sheet

Project:	210777 The Old Rectory, Market Bosworth, Nuneaton, Warwickshire
Report Title:	Stage 1 Road Safety Audit Designers Response
Prepared By:	
Name:	Luke Ford
Position:	Principal Consultant
Signed:	
Organisation:	The Transportation Consultancy Ltd
Date:	14 th September 2023
Approved By:	
Name:	James McGavin
Position:	Director
Signed:	
Organisation:	The Transportation Consultancy
Date:	14 th September 2023

2. Introduction

This Stage 1 RSA Response Report has been prepared by The Transportation Consultancy Ltd in accordance with the Design Manual for Roads and Bridges (DMRB) GG 119 Road Safety Audit.

The representatives of the Design Organisation are:

Luke Ford

Luke has over 9 years' consultancy experience in transportation planning, having delivered a variety of projects on behalf of both private and public sector clients. He is experienced in the writing of Transport Assessments and Travel Plans, junction capacity assessments using modelling software packages Junctions 9 / LinSig, and design work taking projects from preliminary design through to construction.

James McGavin

James has over 18 years' experience of working within the highways and transportation sector. He has extensive experience in the production of preliminary highway designs, Transport Assessments, Travel Plan Frameworks, Access Appraisals, Environmental Statements and Road Safety Audits for a range of public and private sector development types, including use class developments, data centres, renewable energy sites, waste transfer stations, goldmines and national infrastructure projects.

He is also competent in the use of Traffic Modelling software packages, which include junction capacity assessment tools (JUNCTIONS 9), signal controlled junction design software (LinSig v3) and network modelling software (S-Paramics).

3. Background

A Stage 1 RSA has been conducted by TMS Consultancy, for a new school access arrangement at The Old Rectory, Market Bosworth, Nuneaton, Warwickshire, on behalf of Witherslack Group. The audit was carried out on 1st September 2023. The weather was overcast and dry. Traffic flows were moderate. Pedestrian flows were low and cycle flows were not observed.

A full copy of the Stage 1 RSA report is included in **Appendix A**.

4. Key Personnel

Table 4.1 Key Personnel

Overseeing Organisation	Leicestershire County Council (LCC)
RSA Team:	<u>Audit Team Leader</u> Lee Williams, BSc (Hons), (MIHE), Highways England Approved RSA Certificate of Competency, Principal Engineer, TM Consultancy <u>Audit Team Member</u> Harinder Aulak, BSc (Hons), (IEng, FIHE, RegRSA (IHE)), Highways England Approved RSA Certificate of Competency, Technical Director – Engineering Services, TMS Consultancy
Design Organisation	Luke Ford, BSc (Hons) MCIHT, Principal Consultant, The Transportation Consultancy Ltd James McGavin, BA (Hons) MSc (Eng) FCIHT, Director, The Transportation Consultancy Ltd

5. Road Safety Audit Decision Log

Table 5.1 Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<u>Problem 1: Pull out type collisions at access</u> At the existing boundary wall at the access, hedges and foliage were overgrowing this, which obscured the visibility splay to the right. Road users exiting the access might not view the one-way oncoming traffic, increasing the risk of pull-out type collisions	The hedges / foliage should be cut back, ensuring a clear visibility splay to the right.	Agree – The designer takes on board the recommendation. All vegetation will be tidied, trimmed and cleared to ensure the required SSD (43m) is achieved. The annotated design is provided in Appendix B .		
<u>Problem 2: Pull out type collisions</u> To the right of the existing access, it was noted that there were numerous parked vehicles in the carriageway (as per the photo in Problem 2.1). These could obscure the visibility splay when exiting the access, further increasing the risk of pull-out type collisions.	Suitable parking restrictions should be installed to the right of the access, to ensure a clear visibility splay for the speed of the road	Agree – The designer takes on board the recommendation. A single yellow line will be installed. These will enable the achievement of visibility in the eastbound direction. Details of the TRO will be agreed at the Detailed Design stage. The annotated design is provided in Appendix B .		
<u>Problem 3: Collisions in the hours of darkness</u> It was noted from the site inspection that the nearest lighting column to the access was heavily buried in the tree canopy. This could result in poor illumination or shadowing at the access in the hours of darkness, increasing the risk of collisions.	The lighting at the access should be reviewed, where the tree canopy should be cut back or the street lighting should be upgraded, ensuring the access is clearly illuminated in the hours of darkness	Agree – The designer takes on board the recommendation. Canopy trimming will be trimmed in vicinity of the site access. The extent and level of trimming required will be determined at the Detailed Design stage with Arboriculture input. The annotated design is provided in Appendix B .		

6. Design Organisation and Overseeing Organisation Statements

Table 6.1 Design Organisation Statement

On behalf of the Design Organisation I certify that:	
1) 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:	
Signed:	
Position:	
Organisation:	
Date:	

Table 6.2 Overseeing Organisation Statement

On behalf of the Overseeing Organisation, I certify that:	
1) 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	
2) the agreed RSA actions will be progressed..	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

Appendix A

TMS Consultancy RSA



safer roads for everyone

**The Old Rectory, Market Bosworth,
Nuneaton, Warwickshire**

Road Safety Audit Stage 1

on behalf of
The Transportation Consultancy

TMS reference no: 17990
Date: 1st September 2023

The Old Rectory, Market Bosworth, Nuneaton, Warwickshire

Road Safety Audit Stage 1

1. Introduction

- 1.1 This report describes a Stage 1 Road Safety Audit carried out for a new school access arrangements at The Old Rectory, Market Bosworth, Nuneaton, Warwickshire, on behalf of The Transportation Consultancy. The audit was carried out on 1st September 2023 in the offices of TMS Consultancy.

- 1.2 The audit team members were as follows:

Audit Team Leader

Lee Williams – BSc (Hons), MIHE
Highways England Approved RSA Certificate of Competency
Principal Engineer, TMS Consultancy

Audit Team Member

Harinder Aulak – BSc (Hons), IEng, FIHE, RegRSA (IHE)
Highways England Approved RSA Certificate of Competency
Technical Director – Engineering Services, TMS Consultancy

- 1.3 The audit comprised an examination of the documents listed in **Appendix A**. The Road Safety Audit was undertaken in accordance with the Brief provided by Adrian Simms of The Transportation Consultancy.
- 1.4 The site was visited by the Audit Team on Thursday 31st August 2023 at 2pm. The weather was overcast and dry. Traffic flows were moderate. Pedestrian flows were low and cycle flows were not observed.
- 1.5 The terms of reference of the Road Safety Audit are as described in GG 119. The 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 design to any other criteria.
- 1.6 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise collision occurrence.

- 1.7 A scheme drawing is included in **Appendix B**, where the locations of specific problems are referenced. A location plan of the scheme is also included in this Appendix.
- 1.8 The scheme consists of new access arrangements for a Change of Use Planning Application of 'The Old Rectory' from a single dwelling house (Class C3) to a Specialist Education Needs School (Class F1). This includes the erection of two single storey external classrooms; a multi-use gaming area; a revised parking layout; replacement boundary fencing; and external landscaping with associated works to trees. Rectory Lane is a one-way road and is subject to a 30mph limit by virtue of street lighting.
- 1.9 **Road Safety Audit Response Report**

Following the completion of the road safety audit, the design team should prepare a road safety audit response report in collaboration with the Overseeing Organisation.

The response report should incorporate the following:

- **Decision Log** spreadsheet, where each Problem and Recommendation in the Safety Audit report is reiterated
- In the Decision Log, a response should be provided by the Design Team and Overseeing Organisation for each problem raised in the RSA report, together with an agreed action

Further information is provided in **GG 119 Sections 4.11 to 4.19** and **Appendix F** (where a road safety audit response report template is available).

The response report should be produced and finalised within *one month* of the issue of the RSA report. A copy of the response report should be issued to the Safety Audit Team for information.

2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location – The Old Rectory access

Summary: Pull out type collisions at access

At the existing boundary wall at the access, hedges and foliage were overgrowing this, which obscured the visibility splay to the right. Road users exiting the access might not view the one-way oncoming traffic, increasing the risk of pull-out type collisions.



RECOMMENDATION

The hedges / foliage should be cut back, ensuring a clear visibility splay to the right.

2.2 PROBLEM

Location – Rectory Road near to the access

Summary: Pull out type collisions

To the right of the existing access, it was noted that there were numerous parked vehicles in the carriageway (as per the photo in Problem 2.1). These could obscure the visibility splay when exiting the access, further increasing the risk of pull-out type collisions.

RECOMMENDATION

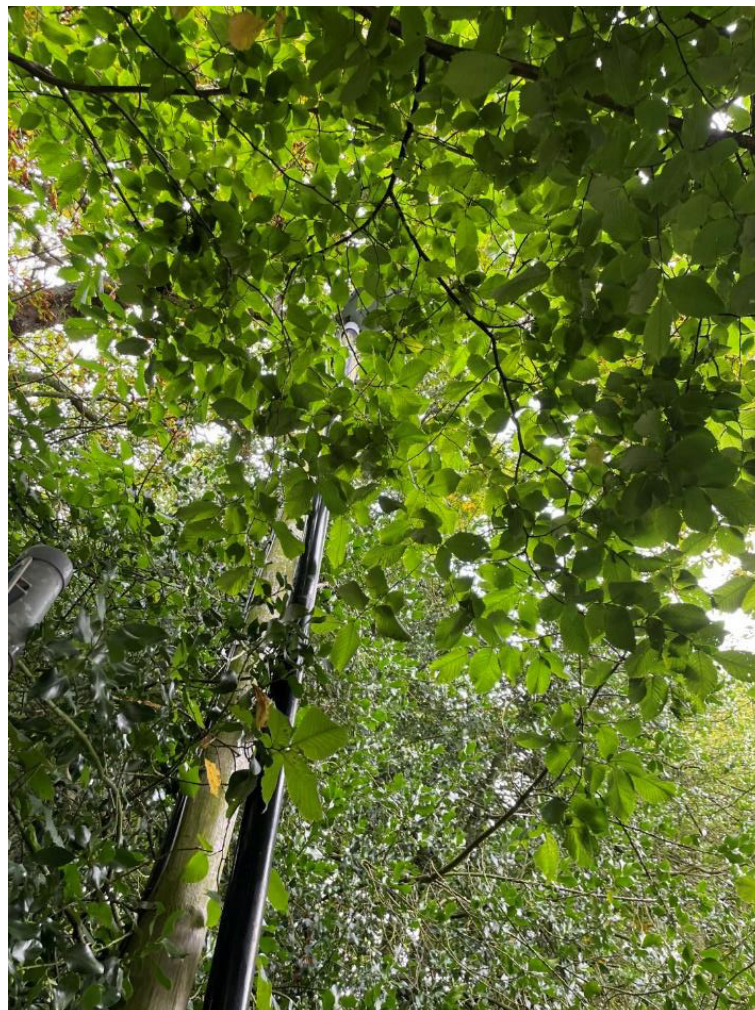
Suitable parking restrictions should be installed to the right of the access, to ensure a clear visibility splay for the speed of the road.

2.3 PROBLEM

Location – Rectory Road lighting column near to the access

Summary: Collisions in the hours of darkness

It was noted from the site inspection that the nearest lighting column to the access was heavily buried in the tree canopy. This could result in poor illumination or shadowing at the access in the hours of darkness, increasing the risk of collisions.



RECOMMENDATION

The lighting at the access should be reviewed, where the tree canopy should be cut back or the street lighting should be upgraded, ensuring the access is clearly illuminated in the hours of darkness.

3. Audit Team Statement

We certify that the terms of reference of the road safety audit are as described in GG 119.

Audit Team Leader

Lee Williams – BSc (Hons), MIHE
Highways England Approved RSA Certificate of Competency
Principal Engineer, TMS Consultancy

Signed 

Date 1st September 2023

Audit Team Member

Harinder Aulak – BSc (Hons), IEng, FIHE, RegRSA (IHE)
Highways England Approved RSA Certificate of Competency
Technical Director – Engineering Services, TMS Consultancy

Signed 

Date 1st September 2023

TMS Consultancy

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Appendix A

Documents Examined:

- Drawing No. 210777-01-S1
- Drawing No. 210777-01-S2
- Drawing No. 210777-01-S3

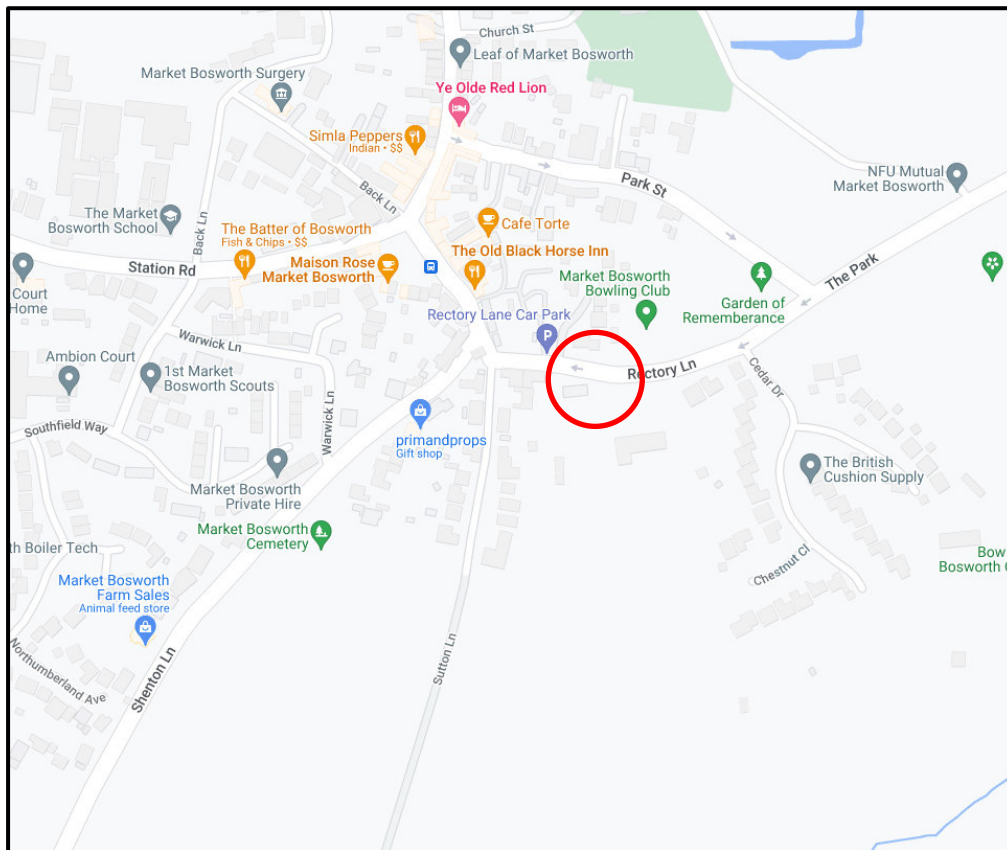
Other Information Provided:

- RSA1 - Checklist of Information Required

Appendix B

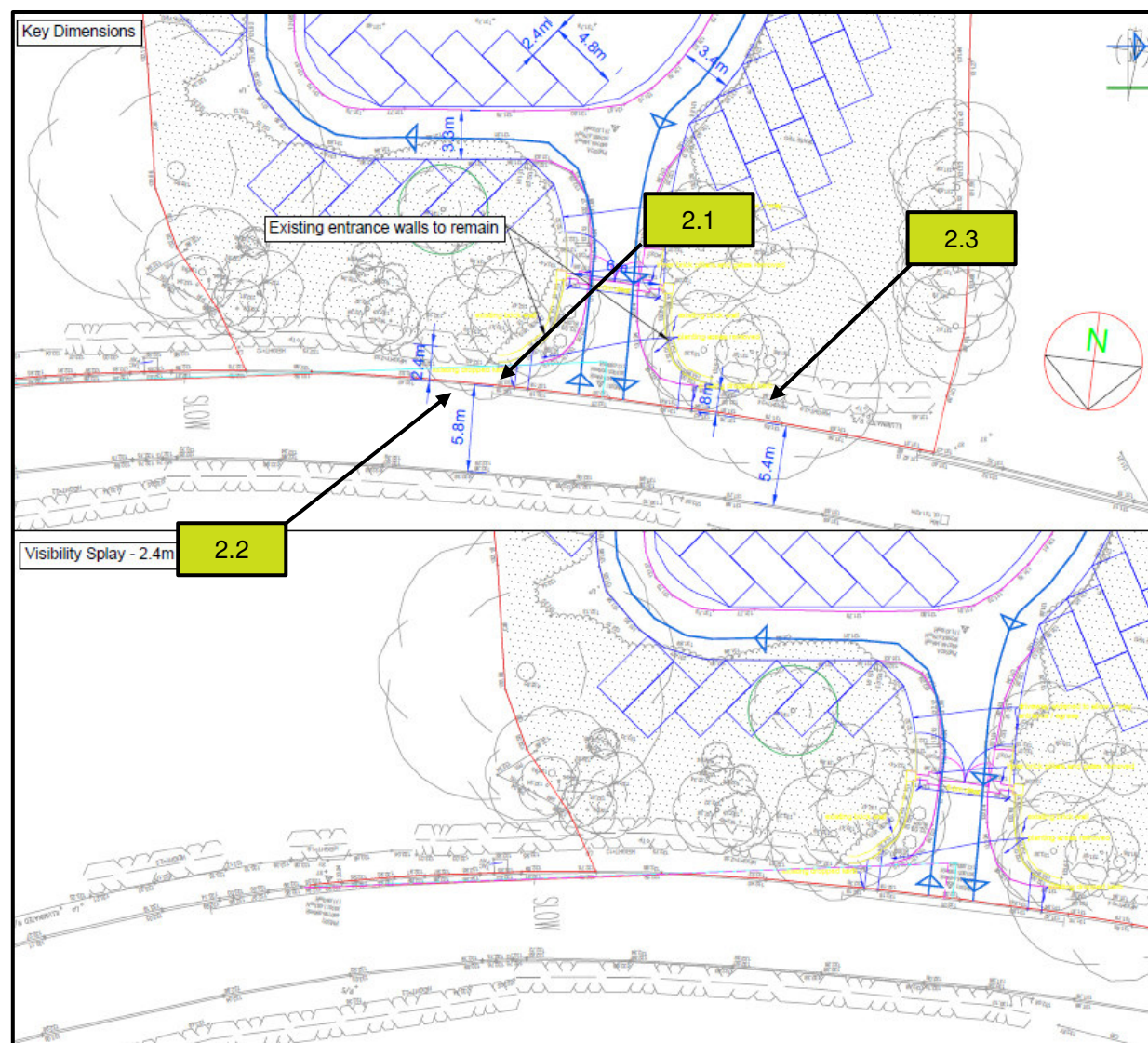
Please refer to the following page for a plan illustrating the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

The location of the scheme is shown below:



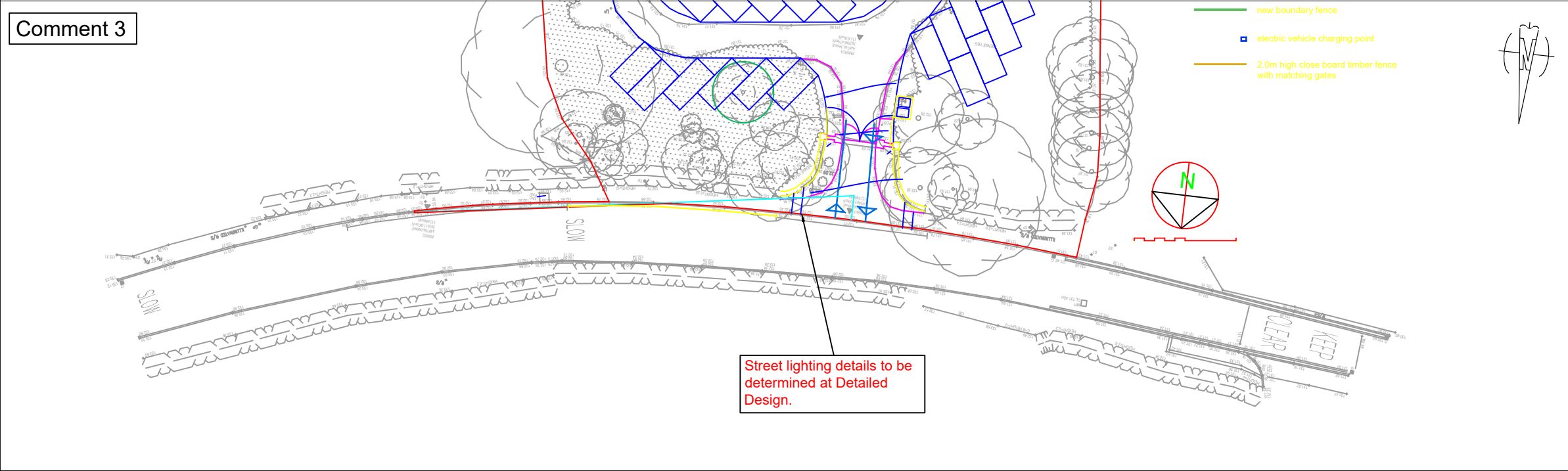
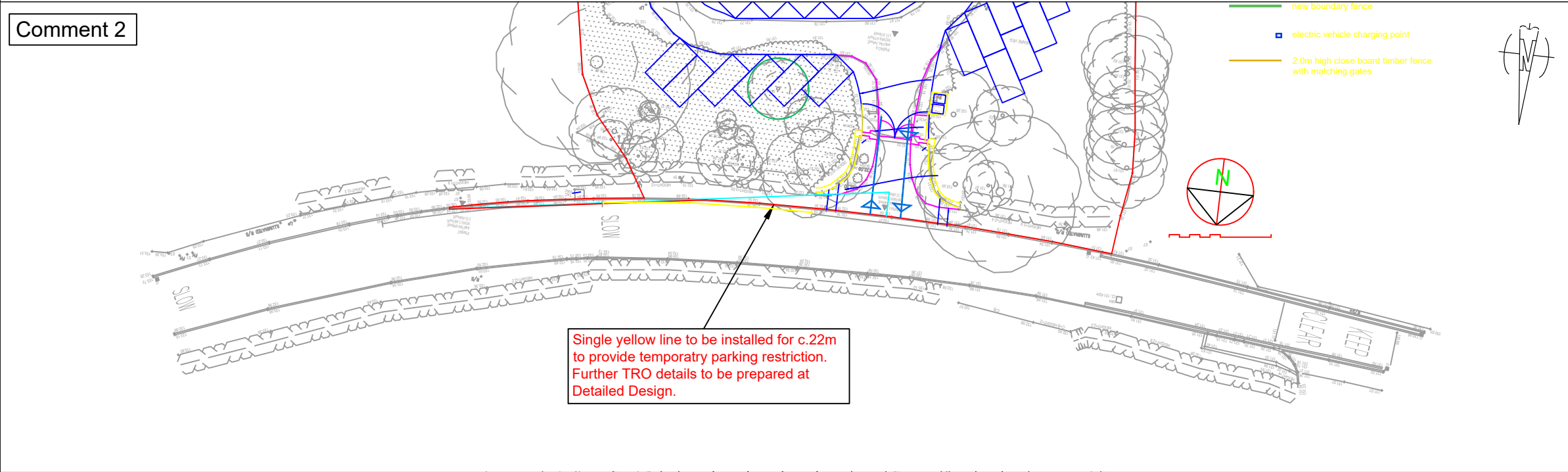
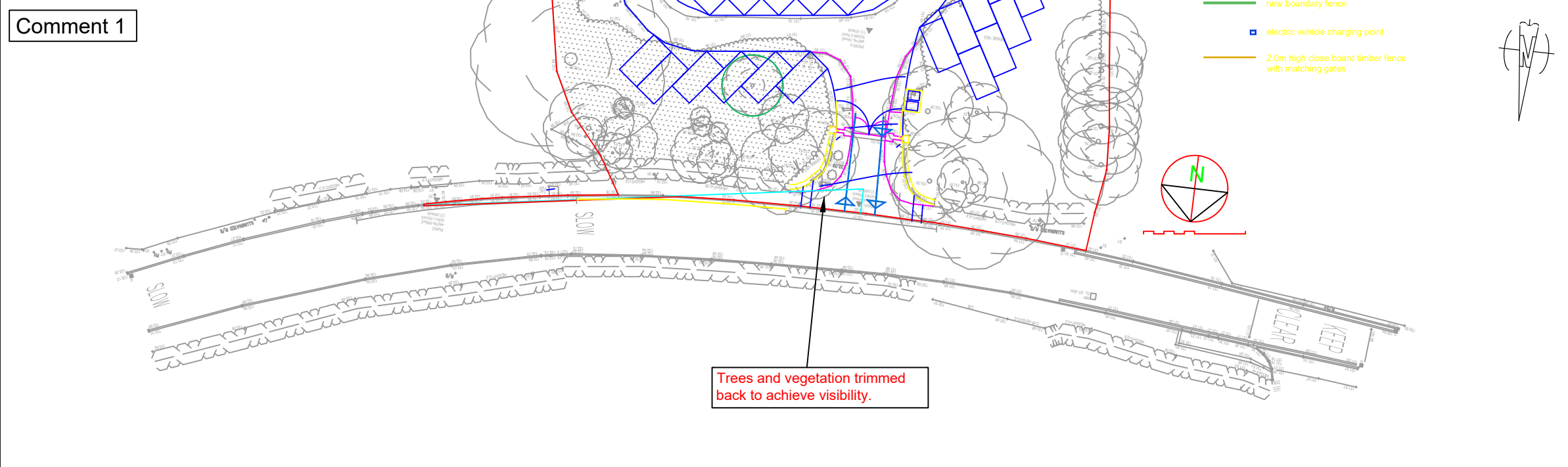
Client: The Transportation Consultancy

Scheme: The Old Rectory, Market Bosworth, Nuneaton, Warwickshire



Appendix B

General Arrangement (with agreed actions)



Date of 1st Issue 14/09/23	Description FIRST	Drawn by OH	Checked by AS
Key: OS Mastermap/Internal Design			
Notes: 1. Drawing based on topographical survey and design provided by Space Architecture. 2. No changes to existing kerblines are proposed. 3. Entrance walls to be retained and pillars to be widened to 6m access width. 4. Visibility splays based on 30mph signed speed.			
A3 SCALE 1:500			
Drawing Title The Old Rectory, Market Bosworth			
Designers Response Sheet 1 of 1			
Architect			
Drawing Status RSA - Designers Response			
27 Park Street Leamington Spa CV32 4QN E: info@ttc-transportplanning.com ttc the transportation consultancy			
Drawing Number 210777-02			Revision