

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> Harminder 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

Overseeing Organisation	Leicestershire County Council (LCC)
	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

Appendix B

General Arrangement (with agreed actions)