

Normandy Way, Hinckley
Stage 1 Road Safety Audit – Response Report
September 2026
Our Ref: 29480-TRAN-0803 Rev A

Table 1: Project Details

Report Title:	Stage 1 Road Safety Audit Response Report
Date:	September 2026
Document Reference and Revision:	29480-TRAN-0803
Prepared By:	Dave Godber
On Behalf Of:	MEC Consulting Group Ltd

Table 2: Authorisation Sheet

Project:	Normandy Way, Hinckley
Report Title:	RSA1 Response Report
Prepared By:	MEC Consulting Group Ltd
Name:	Dave Godber
Position:	Senior Transport Engineer
Signed:	<i>DK Godber</i>
Organisation:	MEC Consulting Group Ltd
Date:	08/09/2026
Approved by:	Chris Heaney
Position:	Associate Director
Signed:	<i>C Heaney</i>
Organisation:	MEC Consulting Group Ltd
Date:	14/09/2026

Introduction

MEC Consulting Group Ltd (MEC) has been commissioned by Morro Partnerships (hereafter referred to as 'the Client') to prepare a Stage 1 Road Safety Audit Response Report (RSARR) for a proposed residential development at Normandy Way, Hinckley (hereafter referred to as 'the Site').

The site is currently subject to planning application reference 25/00199/FUL and a Stage 1 Road Safety Audit (RSA1) was requested by the local highway authority – Leicestershire County Council (LCC) – on 3rd August 2026 in response in support of revisions to the access strategy to the site.

An RSA1 brief was submitted to LCC to support the audit, and subsequently approved on 17th August 2026.

The audit was conducted by Midlands Road Safety Ltd (MRS) on 27th August 2026, as included in **Appendix A**.

This report provides the Designer's Response to the audit in accordance with the Design Manual for Roads and Bridges (DMRB) GG 119, to enable agreement to be reached with LCC Highways to the revised access proposals to the development.

Development Proposals

The development proposals comprise:

A full planning application for a residential development of 25 dwellings under planning Use Class C3 on the northern side of Normandy Way served by a new priority-controlled junction with right turn lane.

The development proposals were assessed by MEC in a Transport Statement (TS) dated March 2025.

The access arrangements were revised from those set out in Transport Statement further to discussions with LCC in August 2026. The scheme submitted for audit is set out on MEC Drawing No. 29480_08_020_04 Rev B in **Appendix B** and comprises minor carriageway widening on the southern side of Normandy Way to accommodate a right turn lane priority-controlled access junction along with an uncontrolled pedestrian crossing to the east of the proposed access.

Table 3: Key Personnel

Overseeing Organisation:	Leicestershire County Council
RSA Team:	Chris Berry (MRS), Sarah Cook (MRS)
Design Organisation:	Dave Godber (MEC), Chris Heaney (MEC)

Table 4: Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<i>Location: Proposed ghost right turn lane.</i> <i>Summary: Short deceleration lane risks shunt type collisions.</i> <i>The Transport Statement shows westbound 85th percentile speeds of over 40mph. However, the design includes a deceleration lane of 15m, below the minimum standard shown within CD123. This is likely to result in right turners slowing significantly within the westbound lane, risking shunt type collisions either on the approach or potentially within the right turn facility.</i>	<i>It is recommended that a deceleration lane in line with the design standards is provided.</i>	It is not feasible to provide a right-turn deceleration lane of the length recommended by the Audit Team whilst maintaining both the 100m eastbound merge length from the signal-controlled Normandy Way / Ashby Road junction and the existing right-turn lane serving Cornwall Way, as required by LCC. The proposed access has therefore been positioned as far west as practicable. Drawing No. 29480_08_020_04 Revision D shows the resulting arrangement. The proposed development is forecast to generate 3 and 7 No. right turn arrivals during the AM and PM peak hours respectively. At the higher forecast flow, this equates to approximately 1 No. right-turning vehicle every 9 No. minutes on average. Vehicles are currently required to turn right into the site without the benefit of a dedicated right-turn facility. The proposed arrangement would therefore provide an improvement over the existing situation whilst increasing deceleration length currently available for these manoeuvres. On balance, the Design Organisation considers that the proposed arrangement represents the best practicable solution within the identified highway constraints. This response and any associated departure from standard are submitted to the Overseeing		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
		Organisation for consideration and agreement.		
<i>Location: Site access.</i> <i>Summary: Exiting refuse vehicles oversailing the right turn lane risk shunts / offside collisions.</i> <i>The swept path analysis shows that left turning refuse vehicles will oversail the right turn lane when exiting the site. Should a right turner be present or approaching the junction there is a risk of sudden braking, resulting in shunt type collisions, or in offside to offside collisions.</i>	<i>It is recommended that the junction radius is amended so that exiting vehicles do not oversail the right turn lane on exiting the site.</i>	Accepted: The eastern side junction radius has been increased to 10.0m along with a 1-in-5 taper to allow an exiting 11.220m length refuse vehicle not to oversail the proposed right-turn lane, as shown on Drawing No 29480_08_020_04 Revision D in Appendix C. This is proposed for agreement with the Overseeing Organisation.		
<i>Location: Site access.</i> <i>Summary: Overhanging refuse vehicle risks shunt type collisions.</i> <i>When entering the right turn lane, the refuse vehicle passes close to the amended refuge. Should the driver shy away from the kerbed feature, which is likely, there is a risk that the vehicle will overhang the westbound lane risking being struck by following westbound vehicles.</i>	<i>It is recommended that the refuge is amended to allow the refuse vehicle to sit within the right turn lane.</i>	Accepted: The refuge has been narrowed at the western end to provide additional space for a refuse to fully enter the right-turn lane while waiting to turn right into the development without overhanging the westbound carriageway lane, as shown on Drawing No. 29480_08_020_04 Revision D in Appendix C. This is proposed for agreement with the Overseeing Organisation.		
<i>Location: Site access.</i> <i>Summary: Slow / delayed left turning vehicles risk shunt type collisions.</i> <i>It was noted that eastbound 85th percentile speeds are around 40mph, and that the access is located at the end of the eastbound merge from the signalised junction to the west. Should drivers have to decelerate to a significantly slow speed in order to enter the junction, especially in the</i>	<i>It is recommended that a swept path analysis is undertaken for a typical large car in the presence of a vehicle waiting at the give way line, checking that it is able to pass uninhibited. Should this not be the case it is recommended that the dimensions of the junction are amended.</i>	Accepted: Additional tracking has been undertaken to demonstrate that a large estate car turning left into the site can pass another large estate car waiting at the give way line to turn right out of the site, as shown on Drawing No. 29480_08_020_04 Revision D in Appendix C. This is proposed for agreement with the Overseeing Organisation.		

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
presence of a vehicle waiting to exit from the site, there is an increased risk of shunt type collisions here.				

Additional Observations

The audit also raised the following 1 No. additional observation which is acknowledged in this response, as follows.

“Observation 1: Whilst it is appreciated that the design is in a preliminary phase, it was observed that tactile paving to a depth of 800mm is shown on the approaches to the proposed pedestrian crossing to the east of the junction. As the crossing is inline with the approaching footways on both sides, it is recommended that tactile paving to a depth of 1,200mm is provided through the detailed design.”

Response: The depth of the tactile paving has been increased to 1200mm as shown on Drawing No. 29480_08_020_04 Revision D in Appendix C.

Table 5: Design Organisation Statement

On behalf of the Design Organisation, I certify that:	
The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and proposed for agreement with the Overseeing Organisation.	
Name:	Dave Godber
Signed:	<i>DK Godber</i>
Position:	Senior Transport Engineer
Organisation:	MEC Consulting Group Limited
Date:	08/09/2026
Approved by:	Chris Heaney
Signed:	<i>C Heaney</i>
Position:	Associate Director
Organisation:	MEC Consulting Group Limited
Date:	14/09/2026

The following declaration is to be completed by the Overseeing Organisation.

Table 6: Overseeing Organisation Statement

On behalf of the Overseeing Organisation, I certify that:	
The RSA actions identified in this report in response to the RSA1 have been discussed and agreed with the Design Organisation.	
Name:	
Signed:	
Position:	
Organisation:	Leicestershire County Council
Date:	

REGISTRATION OF AMENDMENTS

Date	Rev	Comment	Prepared By	Checked By	Approved By
September 2026	-	First issue	Dave Godber MCIHT Senior Transport Engineer	Laura Gregson BSc (Hons) GradCIHT Graduate Transport Planner	Chris Heaney BSc (Hons) MCIHT MTPS Associate Director
September 2026	A	Updated for Client comments	Chris Heaney BSc (Hons) MCIHT MTPS Associate Director		

APPENDICES

- A. RSA1 Report (Midland Road Safety Limited)
- B. MEC Drawing No. 29480_08_020_04 Rev B
- C. MEC Drawing No. 29480_08_020_04 Rev D

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APPENDICES

Appendix A





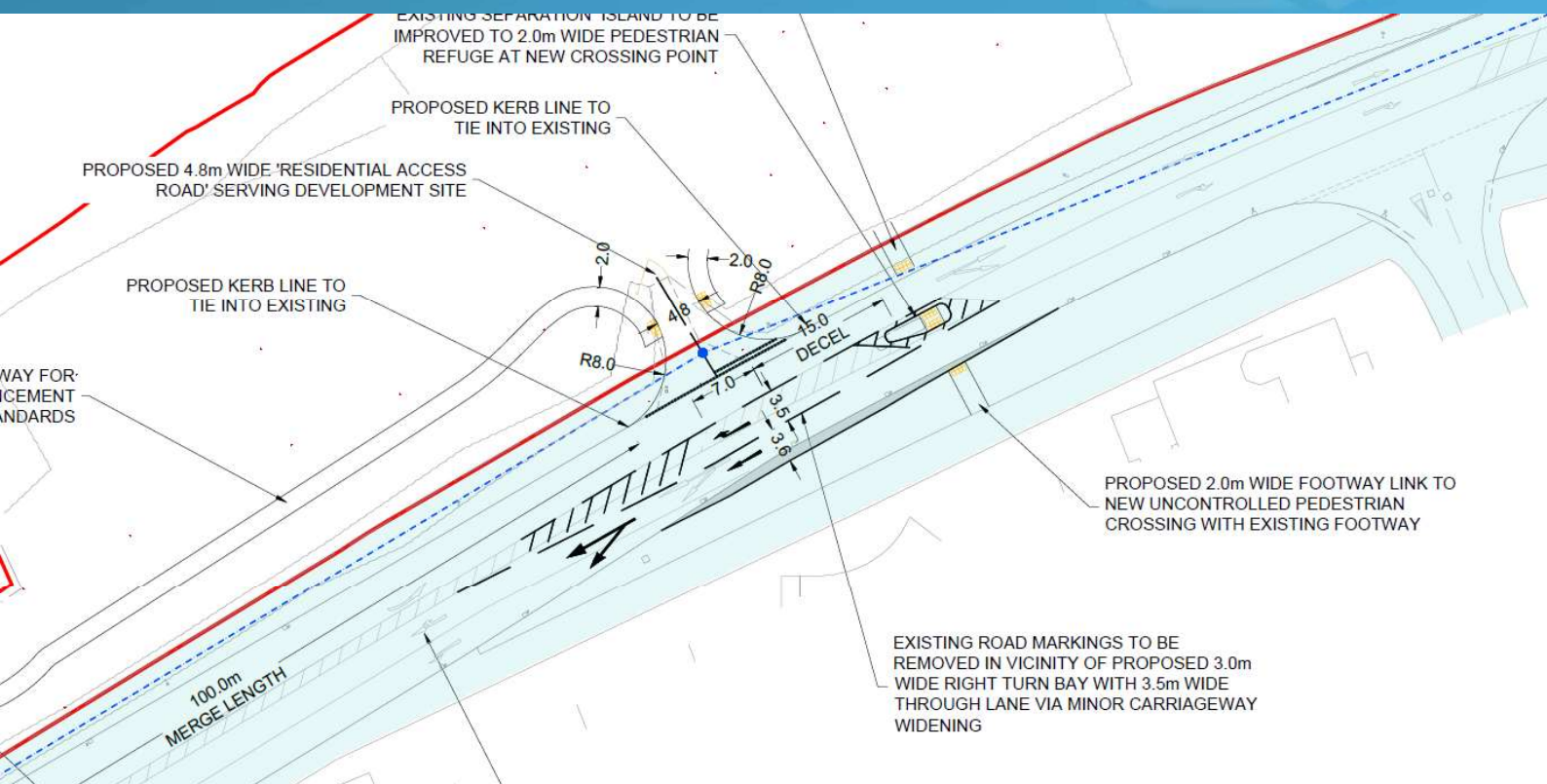
Midlands Road Safety Ltd

PROPOSED RESIDENTIAL DEVELOPMENT ACCESS A47 NORMANDY WAY, HINCKLEY

STAGE 1 – ROAD SAFETY AUDIT

AUGUST 2026

REPORT REF: 26-2400-RSA1



PROPOSED RESIDENTIAL DEVELOPMENT ACCESS

A47 NORMANDY WAY, HINCKLEY

STAGE 1 ROAD SAFETY AUDIT

AUGUST 2026

REPORT REF: 26-2400-RSA1

CLIENT: MEC Consulting Group

ENGINEER: Midlands Road Safety Ltd

TEL: 0779 112 1104

EMAIL: chris.berry@midlandsroadsafety.co.uk

Revision	Date of Issue	Author	Checked
-	27.08.2026	CB	MD
Draft	26.08.2026	CB	MD

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3.	SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT	4
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APPENDICES	
A.	DRAWINGS AND DOCUMENTS REVIEWED
B.	SITE LOCATION AND PROBLEM IDENTIFICATION PLANS

1. INTRODUCTION

1.1 This report comprises a Stage 1 Road Safety Audit (RSA) on a proposed priority junction with ghost right turn lane. The works are proposed in order to access a residential development of 25 dwellings on land to the north of the A47 Normandy Way in Hinckley, Leicestershire. The report was requested by MEC Consulting Group on behalf of Morro Partnerships. The Overseeing Organisation is Leicestershire County Council, who approved the Road Safety Audit Brief.

1.2 The Audit Team Membership was as follows:

Audit Team Leader

Chris Berry, MSc Transport Planning, MCIHT, NH RSA Certificate of Competency

Audit Team Member

M Dutton BA (Hons) MPlan

1.3 A site inspection was carried out by the Audit Team together on Thursday 20th August 2026 between the hours of 12:55 and 13:25. During the site visit the weather conditions were overcast with rain showers and the road surface was damp. Traffic flows were observed as being light, with no pedestrians and no cycle movements being observed.

1.4 The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. A list of these can be found in Appendix A. The auditors have not been made aware of any departures from design standards.

1.5 The audit has been carried out in accordance with the principles of the National Highways document GG 119 'Road Safety Audit' (version 2.0.1).

1.6 The Audit Team have examined and reported solely on the road safety implications of the scheme as presented and not examined or verified the compliance to any alternate criteria.

1.7 All comments and recommendations in this report are referenced to the Audit Brief where provided, and detailed drawings supplied. Where appropriate a list of "Additional Observations" will follow from any safety problems raised. These are not identified safety problems but generalised observations, outside of the scope of the relevant stage of audit, that may highlight potential safety problems that could arise at future stages of the safety audit process.

1.8 Midlands Road Safety Ltd has ensured that this report has been carried out independently with no member of the Audit Team membership directly linked to the scheme design.

2. SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

- 2.1. It is understood that no previous Road Safety Audits have been undertaken for the proposals subject to this report.

3. SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT

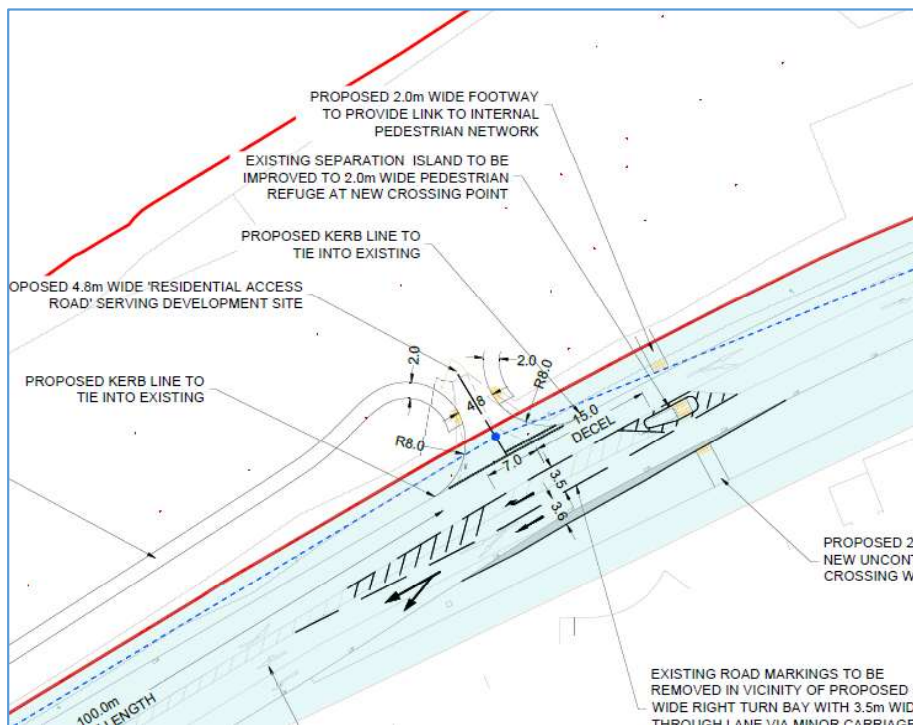
3.1. The Audit Team has identified four safety problems to be addressed.

3.2. Problem 1

Location: Proposed ghost right turn lane.

Summary: Short deceleration lane risks shunt type collisions.

The Transport Statement shows westbound 85th percentile speeds of over 40mph. However, the design includes a deceleration lane of 15m, below the minimum standard shown within CD123. This is likely to result in right turners slowing significantly within the westbound lane, risking shunt type collisions either on the approach or potentially within the right turn facility.



Recommendation:

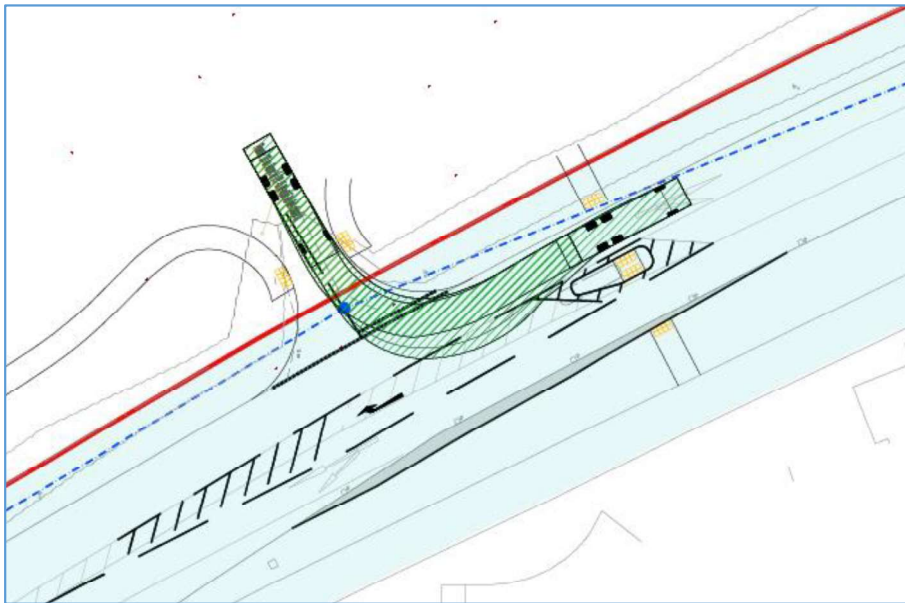
It is recommended that a deceleration lane in line with the design standards is provided.

3.3. Problem 2

Location: Site access.

Summary: Exiting refuse vehicles oversailing the right turn lane risk shunts / offside collisions.

The swept path analysis shows that left turning refuse vehicles will oversail the right turn lane when exiting the site. Should a right turner be present or approaching the junction there is a risk of sudden braking, resulting in shunt type collisions, or in offside to offside collisions.



Recommendation:

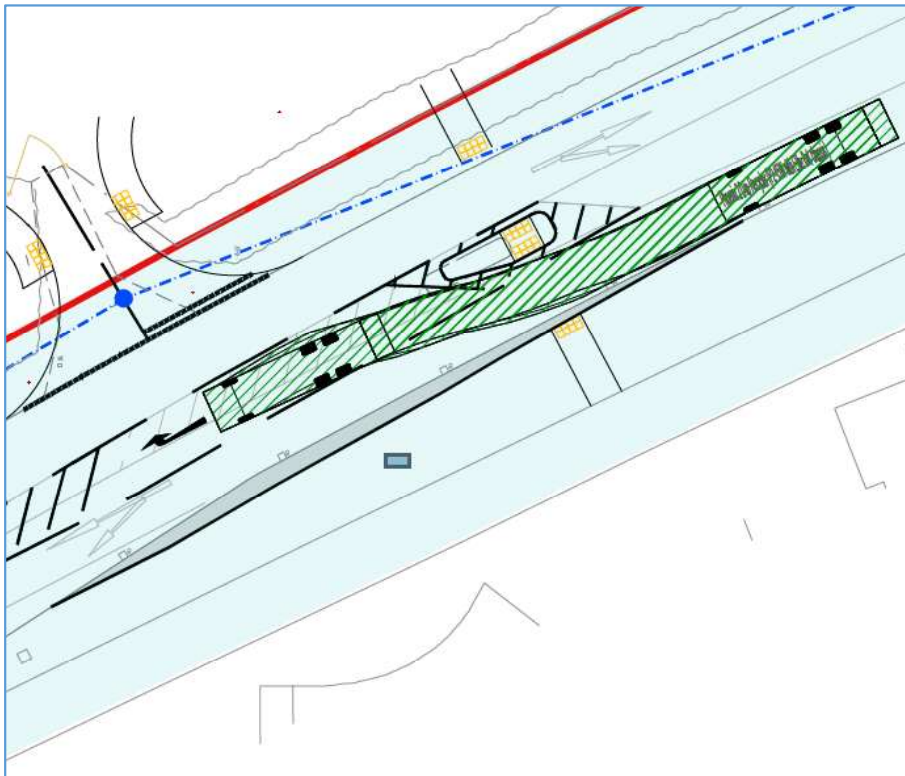
It is recommended that the junction radius is amended so that exiting vehicles do not oversail the right turn lane on exiting the site.

3.4. Problem 3

Location: Site access.

Summary: Overhanging refuse vehicle risks shunt type collisions.

When entering the right turn lane, the refuse vehicle passes close to the amended refuge. Should the driver shy away from the kerbed feature, which is likely, there is a risk that the vehicle will overhang the westbound lane risking being struck by following westbound vehicles.



Recommendation:

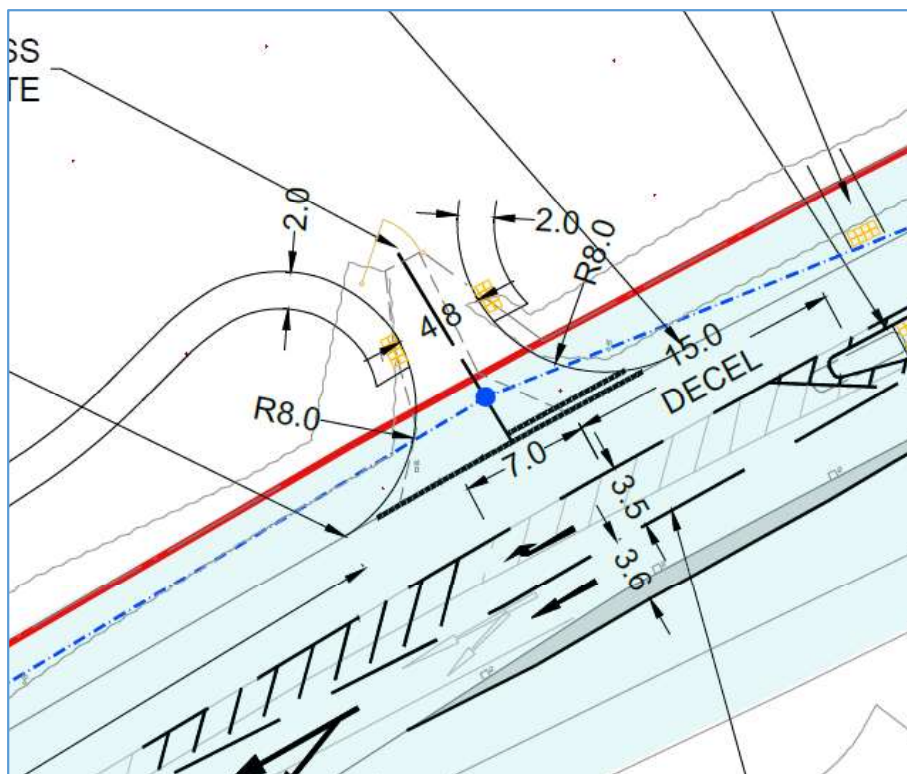
It is recommended that the refuge is amended to allow the refuse vehicle to sit within the right turn lane.

3.5. Problem 4

Location: Site access.

Summary: Slow / delayed left turning vehicles risk shunt type collisions.

It was noted that eastbound 85th percentile speeds are around 40mph, and that the access is located at the end of the eastbound merge from the signalised junction to the west. Should drivers have to decelerate to a significantly slow speed in order to enter the junction, especially in the presence of a vehicle waiting to exit from the site, there is an increased risk of shunt type collisions here.



Recommendation:

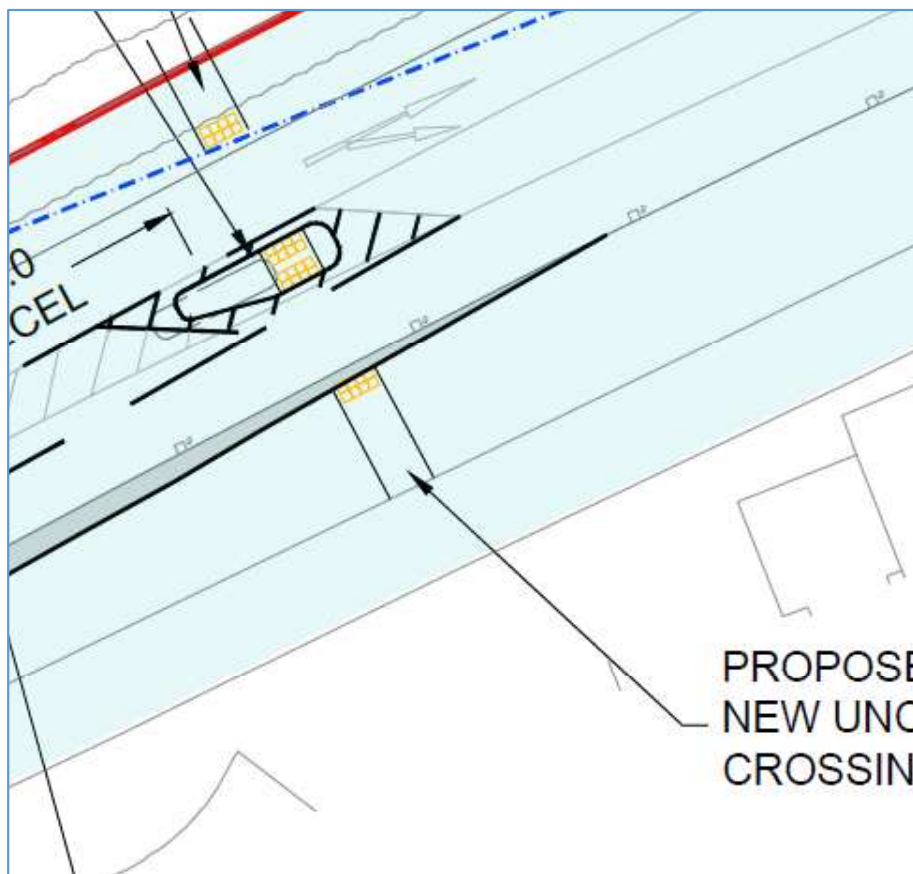
It is recommended that a swept path analysis is undertaken for a typical large car in the presence of a vehicle waiting at the give way line, checking that it is able to pass uninhibited. Should this not be the case it is recommended that the dimensions of the junction are amended.

End of the 'Safety Problems' in this Section of the Report

4. ADDITIONAL OBSERVATIONS

4.1. Additional Observation 1

Whilst it is appreciated that the design is in a preliminary phase, it was observed that tactile paving to a depth of 800mm is shown on the approaches to the proposed pedestrian crossing to the east of the junction. As the crossing is inline with the approaching footways on both sides, it is recommended that tactile paving to a depth of 1,200mm is provided through the detailed design.



5. AUDIT STATEMENT

5.1. We certify that the terms of reference of the audit are as described in GG 119 and that no member of the Audit Team was directly linked to the scheme design.

5.2. **AUDIT TEAM LEADER:**

Chris Berry, MSc Transport Planning, MCIHT, NH RSA Certificate of Competency

Director

Midlands Road Safety Ltd



Signed: _____

Date: 27.08.2026

5.3. **AUDIT TEAM MEMBER:**

M Dutton BA (Hons) MPlan

Road Safety Consultant working on behalf of Midlands Road Safety Ltd



Signed: _____

Date: 27.08.2026

APPENDIX A

The following documents and drawings were provided for the purposes of this road safety audit.

Drawings

Number	Title	Rev
29480_08_020_04	Right turn lane access design	B

Documents

Author	Title	Rev	Date
MEC	Road Safety Audit Brief	-	05.08.2026
MEC	Transport Statement		03.2025

APPENDIX B

The location of any problems/observations that have been identified in Section 3 of this report can be seen on the extracts of the drawings supplied to the Audit Team, as listed in Appendix A.

Figure 1 – Site Location



[Mapping source; Google Maps]



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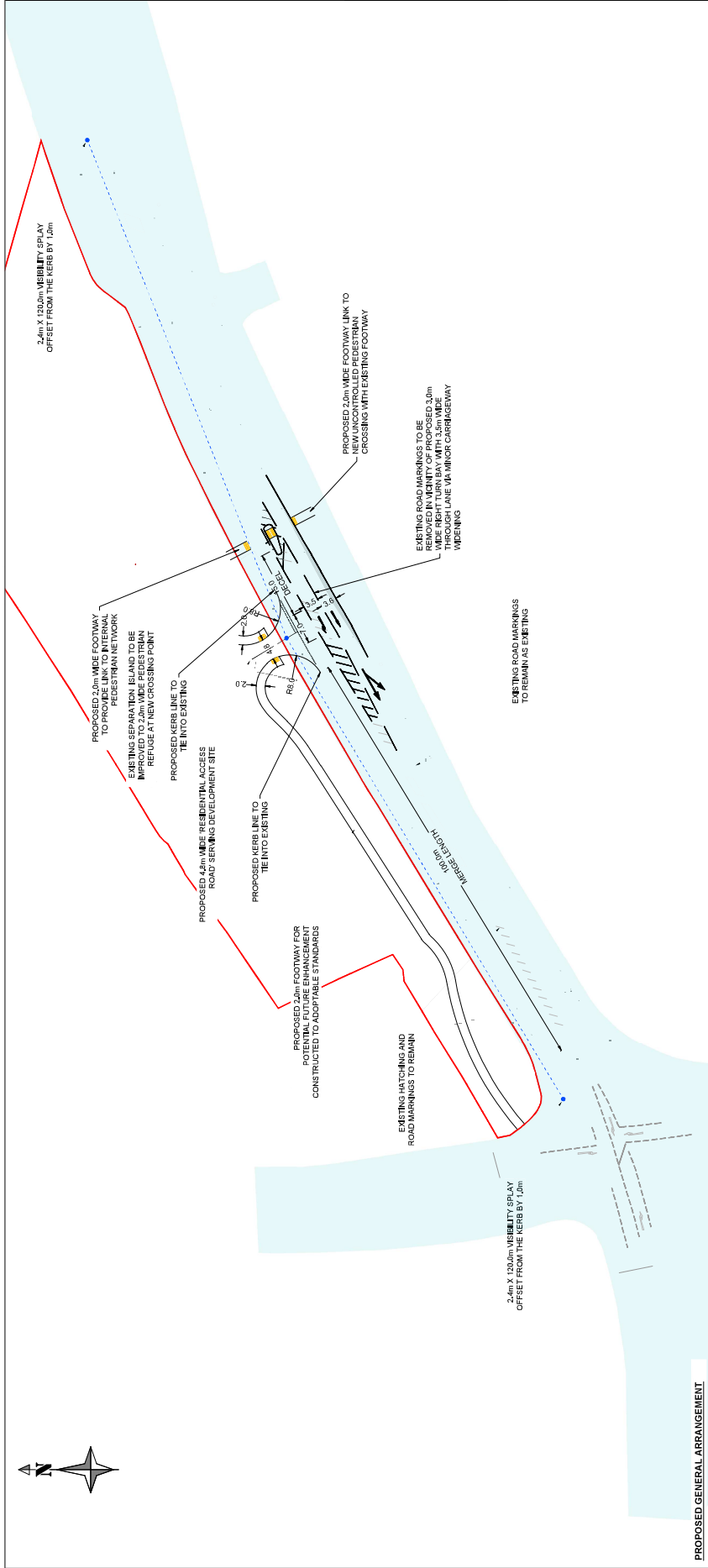


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APPENDICES

Appendix B

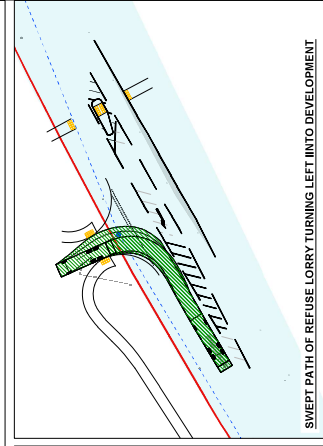
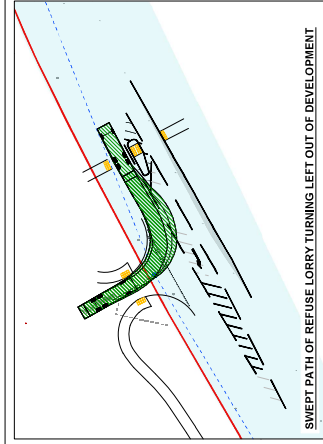




The diagrams illustrate the swept path of a refuse lorry in three scenarios:

- Left Turn:** The lorry is shown turning left from a straight path into a development. The swept path is indicated by a green hatched area, showing the vehicle's trajectory and the area it occupies during the turn.
- Right Turn:** The lorry is shown turning right from a straight path into a development. The swept path is indicated by a green hatched area, showing the vehicle's trajectory and the area it occupies during the turn.
- Left Turn into Development:** The lorry is shown turning left from a straight path into a development. The swept path is indicated by a green hatched area, showing the vehicle's trajectory and the area it occupies during the turn.

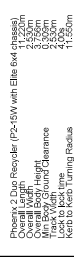
SWEPT PATH OF REFUSE LORRY TURNING LEFT INTO DEVELOPMENT



SWEPT PATH OF REFUSE LORRY TURNING INTO RIGHT TURN LANE

1. **VISIBILITY SPLAYS DESIGNED IN ACCORDANCE WITH RECORDED A.T.C SPEEDS AGAINST DMRB, CD 723 FIGURE 6.24 / TABLE 5.22 / TABLE 6.1.1.**
2. **ACCESSES DESIGNED IN ACCORDANCE TO DMRB CD 723 FIGURE 6.24 / TABLE 5.22 / TABLE 6.1.1.**
3. **HIGHWAYS BOUNDARY DATA PROVIDED BY LEICESTERSHIRE COUNTY COUNCIL ON 20/02/25.**
4. **SWEPT PATHS CARRIED OUT USING AUTODESK SOFTWARE / AUTOBACK BASED ON AN ESTATE CAR AT A SPEED OF 15mph.**

 PROPOSED MARKINGS AND KERBS
 EXISTING RETAINED MARKINGS
 HIGHWAY BOUNDARY
 RED LINE BOUNDARY
 AREA OF CARRIAGEWAY WIDENING



VEHICLE PROFILE

B	CLIENT COMMENTS AND ISSUED TO LOC	DG	CH	CH	28/07/28
A	REFUSE VEHICLE UPDATED	DG	CH	CH	27/07/28
-	FIRST ISSUE	DG	CH	CH	27/05/28
REV	AMENDMENTS	DGN	CHK	APP	DATE

NORMANDY WAY HICKLEY

COLLEGE LIFE

CLIENT: MORRO PARTNERSHIPS

DRAWING NUMBER: 00400 00 000 04

REVISION:	SHEET SIZE:	SCALE:
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STATUS:	FOR INFORMATION / APPROVAL
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WLC

WLP
Consulting Group

Birmingham	Brighton	Leicester	101055385
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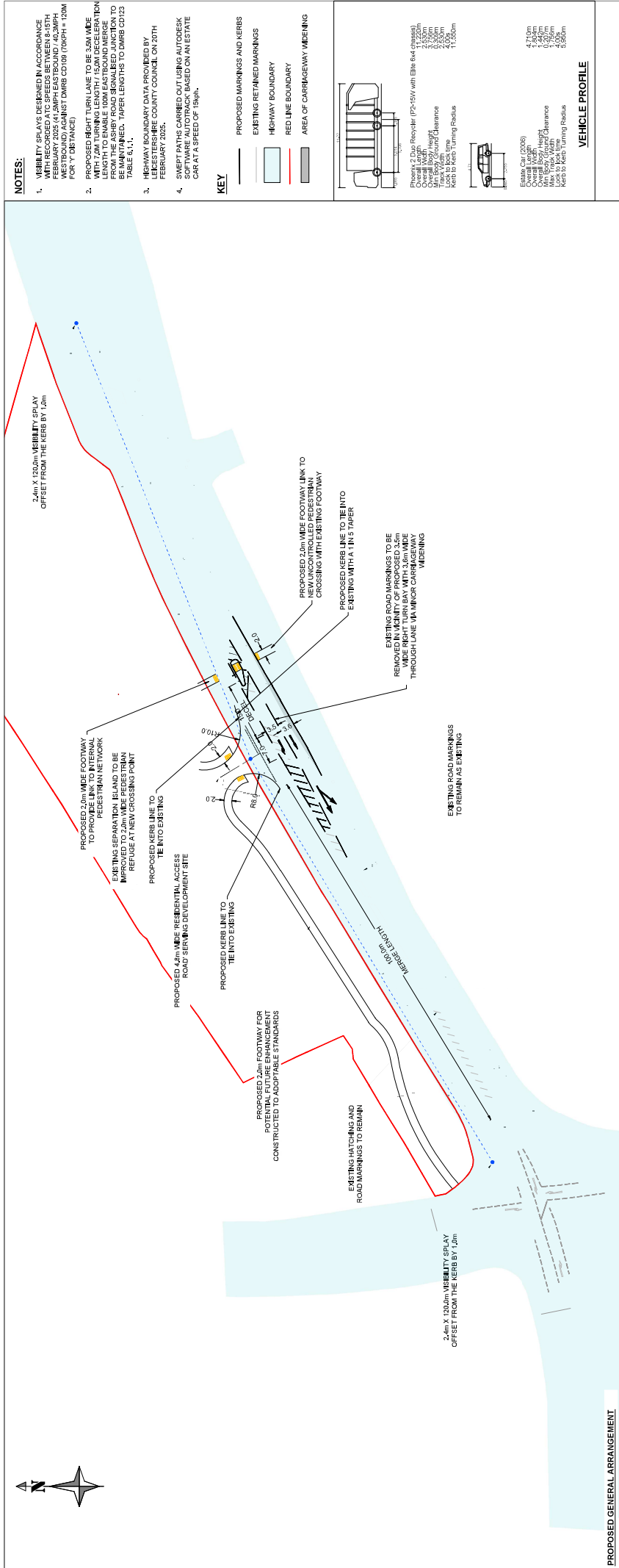


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APPENDICES

Appendix C





The diagrams illustrate the swept path of a refuse lorry during a turn. The top diagram shows the lorry turning left, with the path sweeping into the development area. The middle diagram shows the lorry turning right, with the path sweeping out of the development area. The bottom diagram shows the lorry turning left, with the path sweeping out of the development area. The diagrams use a red line to represent the development boundary and a blue dashed line to represent the road edge. The lorry is shown in a green color, and its path is indicated by a series of curved lines.

Technical drawings of the Elara car showing side and front views with dimensions.

Side View Dimensions:

- Overall Length: 11,520 mm
- Overall Width: 1,520 mm
- Overall Body Height: 1,240 mm
- Min Body Ground Clearance: 170 mm
- Track Width: 1,520 mm
- Turn In Time: 11,520 mm
- Kerb to Kerb Turning Radius: 4,700 mm

Front View Dimensions:

- Overall Width: 1,520 mm
- Overall Body Height: 1,240 mm
- Min Body Ground Clearance: 170 mm
- Track Width: 1,520 mm
- Turn In Time: 11,520 mm
- Kerb to Kerb Turning Radius: 4,700 mm

REV.	AMENDMENTS	DRN	CHK	APP	DATE
1	UPDATED FOR CLIENT COMMENTS	06	CH	CH	1/10/2024
2	REVISION	06	CH	CH	09/09/2024
3	REVISION	06	CH	CH	09/09/2024
4	CLIENT COMMENTS AND ISSUED TO LCC	06	CH	CH	20/01/2025
5	REFUSE UNAMPLE UPDATED	06	CH	CH	27/07/2026
6	FIRST ISSUE	06	CH	CH	27/05/2026

 Springer

MORRO PARTNERSHIPS

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CIVIL ENGINEERING



TRANSPORT



FLOOD RISK & DRAINAGE



STRUCTURES



GEO-ENVIRONMENTAL



ACOUSTIC AIR



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GEOMATICS



LIGHTING



EXPERT WITNESS