

BELLWAY HOMES DEVELOPMENT
DESFORD LANE, RATBY
SECTION 278 WORKS
STAGE 2 ROAD SAFETY AUDIT

SA 4774
December 2024



Waterman Aspen
1st Floor French's Gate
18-22 Springfield Road
Chelmsford
Essex
CM2 6FA
T: +44 (0)1245 203333
roadsafetyaudits@watermanaspen.co.uk
RSAquotes@watermanaspen.co.uk
watermanaspen.co.uk

REV	ISSUE STATUS	PREPARED BY/DATE	CHECKED BY/DATE	APPROVED BY/DATE
1	DRAFT	JC 10 December 2024	AD 10 December 2024	
2	FINAL	JC 11 December 2024	AD 11 December 2024	ASD 12 December 2024

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.

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1.0 INTRODUCTION

- 1.1 This report is for a Stage 2 Road Safety Audit (RSA) carried out on the highway works proposed on Desford Lane, Ratby in Leicestershire to facilitate access to a new residential development on an adjacent site. This report was requested by Bellway Homes.
- 1.2 The RSA team, staff members from Waterman Aspen, present at the RSA were:
- Joe Clarbour
Audit Team Leader
- Adrian Dawson
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, 05 December 2024 during the daytime. The weather during the visit was overcast and the carriageway surface wet following recent rain.
- 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 alterations to Desford Lane to the south-west of Ratby to facilitate access to a proposed residential development on open land adjacent to it. The works include delivery of a new vehicular access on the south-east side of the road to form a new priority “Give Way” access junction, a ghost right-turn island into the site together with a new pedestrian/cycle crossing facility plus delivery of a shared footway/cycleway predominantly along the south-east side of the road connecting the proposed site access to Ratby village centre approximately 500m to the north-east. The works also include proposals for a stand-alone signal-controlled Toucan crossing of Desford Lane just to the south-west of the access to Pear Tree Business Park.

3.0 RECORDED INJURY COLLISION HISTORY

- 3.1 No recorded injury accident data was provided within the Audit Brief.

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:
- Signs & lines plans
 - Lighting plans
 - Surface materials plan
 - Visibility splays drawings
 - Drainage plans
 - Kerbing plan

6.0 MATTERS ARISING FROM THIS STAGE 2 ROAD SAFETY AUDIT

6.1 Problem

Location: Looking north from the proposed Toucan crossing near to the Pear Tree Business Park access.

Summary: **Risk of vehicles colliding with pedestrians on the crossing**

The position of the crossing location is immediately to the south-west of a relatively tight left-hand bend on Desford Lane for traffic heading south-westbound out of Ratby village centre. As such, the visibility splay for drivers of vehicles approaching the bend and crossing is reduced as is the visibility north along Desford Lane for pedestrians on the eastern side of the road waiting to cross the road. This visibility issue is exacerbated by the presence of a mature hedgerow to the rear of the highway corridor and a telegraph pole as well as existing traffic signs in the verge on the eastern side of the road in this location. If drivers cannot fully observe the crossing on their approach to it, there is a risk of them failing to see it in time to stop at a red signal and/or if a pedestrian is on the crossing, resulting in a risk of vehicles overshooting and potentially colliding with pedestrians crossing the road.



Recommendation

It is recommended that measures to improve visibility of the crossing and associated signal heads is improved for vehicles approaching it from the north. This could be achieved by moving the proposed position of the crossing or implementing measures to improve sightlines along the approach.

6.2 Problem

Location: At the proposed site access junction

Summary: **Risk of side on collisions**

The Audit Team is concerned that the position of the proposed site access junction on the south-east side of Desford Lane is situated on a slight curve and at the brow of a hill. The resulting topography means that the land drops away to either side on Desford Lane so that visibility of oncoming vehicles in both directions is partially obscured by the cresting of the road in each direction. This issue is exacerbated by quite dense vegetation growing to the rear of the highway corridor, particularly to the north of the junction.



View looking south-west: note curve in road alignment and cresting issue



View looking north-east: similar issues with alignment and cresting

Recommendation

It is recommended that measures be implemented to ensure that visibility of oncoming vehicles in each direction from the site access is not obscured by limitations imposed by the existing horizontal or vertical alignment of the road and/or vegetation growth.

6.3 Problem

Location: Proposed central kerbed island at start of ghost right turn taper

Summary: **Risk of cyclists being struck by vehicles**

There are proposals for a kerbed central island in the centre of the carriageway at the start of the ghost right-turn taper to the south of the proposed access junction. It has been proposed to assist the crossing movements of pedestrians and cyclists from the northern side of the road to the southern side to allow them access to the shared footway/cycleway. The Audit Team are concerned that the width of the central island may not be sufficient to accommodate the length of a typical bicycle fully. Consequently, if a cyclist uses the facility to cross Desford Lane in two stages, there is a risk that part of the bicycle will protrude into the carriageway where it would be at risk of being struck by passing vehicles. This could lead to serious injury to the cyclist on the island and/or potentially a loss of control of the vehicle.

Recommendation

It is recommended that the central island is sufficiently wide to accommodate the length of a bicycle without it protruding into the carriageway.

6.4 Problem

Location: Proposed termination point of shared footway/cycleway on southern side of Desford Lane

Summary: **Risk of cyclists being struck by vehicles**

There appears to be no mechanism to integrate southbound cyclists safely on Desford Lane off the shared footway/cycleway into the carriageway at the termination point of the shared footway/cycleway on the southern side of Desford Lane to the south of the proposed site access. The proposed arrangement as it stands could result in cyclists swerving out into the carriageway in order to navigate their way onto the carriageway, potentially into the path of oncoming vehicles where they would be at risk of being struck and injured.

Recommendation

It is recommended that measures to integrate cyclists safely into the carriageway in this location be included in the design.

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

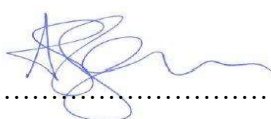
Joe Clarbour MSc BA Hons
Senior Traffic Engineer
Waterman Aspen
5th Floor
1 Cornwall Street
Birmingham
B3 2DX

Signed.....

Date: 12 December 2024

AUDIT TEAM MEMBER

Adrian Dawson MCIHT MSoRSA
Senior Traffic Engineer
Waterman Aspen
5th Floor
1 Cornwall Street
Birmingham
B3 2DX

Signed.....

Date: 12 December 2024

APPENDIX TWO

8.0 LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

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Drawings

- (24161 S278) Issue Sheet
- S278 - 901 - General Arrangement
- S278 - 907 - Site Location Plan

APPENDIX THREE

9.0 PROBLEM LOCATION PLAN



