



# **TUTUM** CONSULTING

CHANGING TIMES, UNCHANGING PRINCIPLES

**PROJECT:** A47, NORMANDY WAY, LEICESTERSHIRE.

**PROPOSAL:** PROPOSED PRIORITY JUNCTION AND ASSOCIATED WORKS  
STAGE 1 ROAD SAFETY AUDIT

**CLIENT:** LENNON TRANSPORT PLANNING  
**REPORT REF:** 2024\_003\_0322-01

Produced by:



STAGE 1 ROAD SAFETY AUDIT

PROPOSAL: PROPOSED PRIORITY JUNCTION & ASSOICATED WORKS

LOCATION: .A47 NORMANDY WAY, HINCKLEY, LECIESTERSHIRE.

CLIENT:



DOCUMENT CONTROL - REPORT REFERENCE: 2024/003/0322-01

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## 1.0 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit on proposals to introduce a proposed priority junction and associated works to support residential travellers accommodation on land off of the A47, Normandy Way, Hinckley, Leicestershire. The audit was requested by Lennon Transport Planning (Design Organisation) The Overseeing Organisation is Leicestershire County Council.

1.2 The Audit Team membership was as follows:

|                    |                                                                                                                |
|--------------------|----------------------------------------------------------------------------------------------------------------|
| Audit Team Leader: | Simon Prescott<br>MIHE, National Highways Certificate of Competence<br><br>Director – Tutum Consulting Limited |
| Audit Team Member: | Matt Cleggett<br>BEng (Hons) FCILT MCIHT<br><br>Consultant working on behalf of Tutum Consulting               |

1.3 The works subject to this audit report are concerned with a proposed priority junction located off the A47 Normandy Way in the outskirts of Hinckley, Leicestershire.

1.4 The report has been carried out in general accordance with the General Principles and Scheme Governance Information, GG119 'Road Safety Audit.

1.5 A site visit during the hours of daylight, was carried out by the Audit Team together on the 14 March 2024 between the hours of 16:35 and 17:15. Weather conditions during the site visit were overcast and the road surface was judged to be dry.

1.6 Traffic flows during the site visit were observed as being moderate. There were no pedestrian or cycling movements observed.

1.7 All plans and documents provided for the Audit Teams consideration; as listed in **Appendix A**, were subject to a desktop study prior to the site visit. The location of the site is presented in **Appendix B**.

1.8 The Audit Team has examined and reported solely on the scheme as presented and has not examined or verified the designs adherence or compliance to any alternate criteria or standards.

1.9 The Audit Team has been selected owing to their independence from the Design Team/Organisation, and whose knowledge, competency and experience are relevant and appropriate for the scheme proposals subject to this audit report.

1.10 Unless general to the scheme, each problem has been identified with reference to key features as well as being marked on the problem identification plan presented in **Appendix C**.

- 1.11 All recommendations are made and balanced in context with the information provided and observations made from the site visit. They should not be regarded as a direct instruction to include, remove, or amend any scheme element. Responsibility for designing the scheme rests with the Design Organisation and as such the Audit Team accepts no design responsibility for any changes made to a scheme following the completion of this audit report.
- 1.12 The Overseeing Organisation should satisfy themselves that their procedures and policies have been followed, in addition to maintaining a formal record of the Audit process.

## 2.0 DEPARTURES FROM STANDARDS

- 2.1 The Audit Team have not been made aware of any departures from standards.
- 2.2 This Road Safety Audit has been prepared in general accordance with GG119 'Road Safety Audit'. An exception has been applied concerning the preparation of an Audit Brief. The justification for this exception is explained below:

- The Audit Team has not been provided a formal Audit Brief, which has been substituted by way of an email and supporting documents. In the view of the Auditors, this information was sufficient in detail and content to allow appropriate consideration of the safety issues likely to be inherent in a scheme of this type, and for the stage of audit.

## 3.0 ITEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

- 3.1 It is understood that the proposals subject to this report have not been subject to any previous Road Safety Audit and/or Assessment.

## 4.0 ITEMS RAISED IN THIS ROAD SAFETY AUDIT

- 4.1 A total of four problems have been raised in connection with the scheme subject to this report and these are discussed below:

### Problem 1

Location: A47/proposed access

Summary: Risk of tail end and side swipe type collisions

It was noted that the volume of traffic travelling eastbound (away from Hinckley) on an unlit rural section of carriageway subject to the national speed limit, combined with occasional traffic turning right into the access could result in drivers travelling behind being caught unawares resulting in the collisions as summarised.

### Recommendation

It is recommended that additional dedicated right turn provision is provided.

## Problem 2

Location: Footway/cycle interface with proposed access

Summary: Risk of cycling and vehicle collisions

The proposed access will cross an existing segregated footway/cycleway. No details have been shown as to who has priority at the interface and arrangements for such. A lack of clear priority and any secondary measures to ensure cyclist safety is not compromised by turning and exiting vehicles is apparent.

### Recommendation

It is recommended that priority and measures for cyclists at the interface of the proposed access are confirmed.

## Problem 3

Location: Footway/cycle interface with proposed access (To be read in context with problem 2 above)

Summary: Risk of cycling and vehicle collisions.

A large traffic sign resides to the east of the access, the position of which will potentially compromise visibility for cyclists when heading westbound (towards Hinckley). This could manifest in collisions between exiting vehicles and cyclists. The location of the sign could also be misread with drivers thinking it relates to the proposed access, and not the access to Cornwall Way being circa 225m to the west. Drivers in that instance will not have forewarning of the site road as they enter Hinckley in a westbound direction which could result in vehicle to vehicle conflicts.

### Recommendation

It is recommended that this traffic sign is relocated to the west, and consideration of a new side road ahead warning sign relating to the proposed access

## Problem 4

Location: Proposed access westbound approach

Summary: Risk of tail end collisions

The access will be formed off 6.0m radii which are considered minimal minded of the high speeds/volume of traffic observed on the A47. Slow turning vehicles into the site access could manifest in tail end collisions with drivers travelling being caught unawares.

### Recommendation

It is recommended that the eastern radii is increased and/or access widened. Vehicle tracking should also be carried to confirm viability of the proposals.

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*"End of Safety Audit Comments"*

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## General Observations

- l) There is a gully located on the nearside channel line within the proposed access. Debris was observed on site indicating a potential flat spot on the road carriageway. Appropriate drainage design will need to manage surface water at the new access, so as to avoid water freezing in cold conditions at crossings that will create slip and loss of control type incidents, along with mitigation of the build up of deleterious materials at the crossing point or within the new access.

## 5.0 AUDIT TEAM STATEMENT

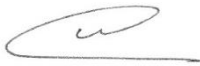
- 5.1 We, the undersigned, certify that the terms of reference of the audit are as described in GG 119 and that no member of the Audit Team was directly linked to the scheme design.

Audit Team Leader: Simon Prescott  
MIHE, National Highways Certificate of Competence  
Director – Tutum Consulting Limited



..... Dated: 20<sup>th</sup> March 2024

Audit Team Member: Matt Cleggett  
BEng (Hons) FCILT MCIHT  
Consultant working on behalf of Tutum Consulting

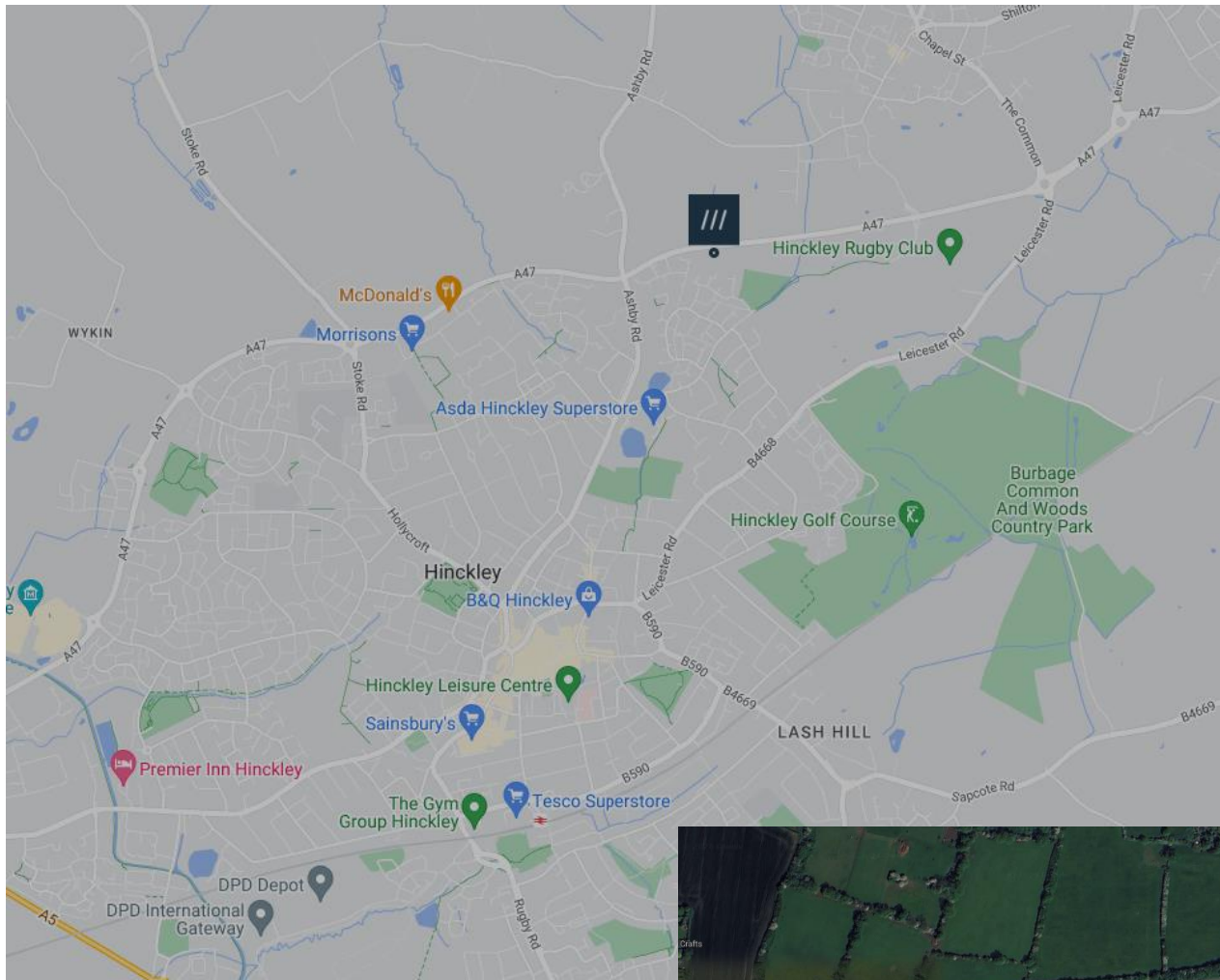


..... Dated: 24<sup>th</sup> March 2024

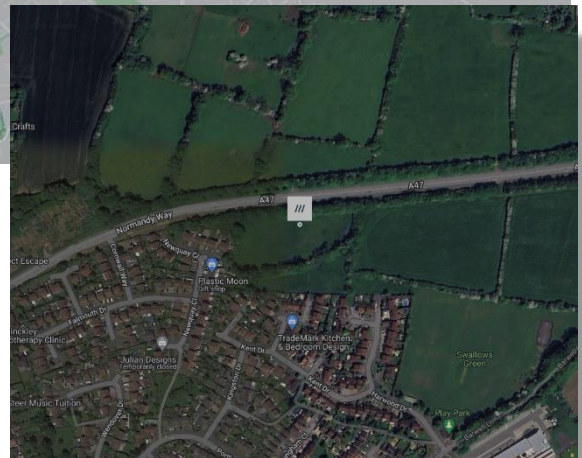
Appendix A – Register of Design Information

| Documents Reference | Title/Description |
|---------------------|-------------------|
| Drawing Reference   | Title/Description |
| MW/0346/AD/23       | Access Details    |

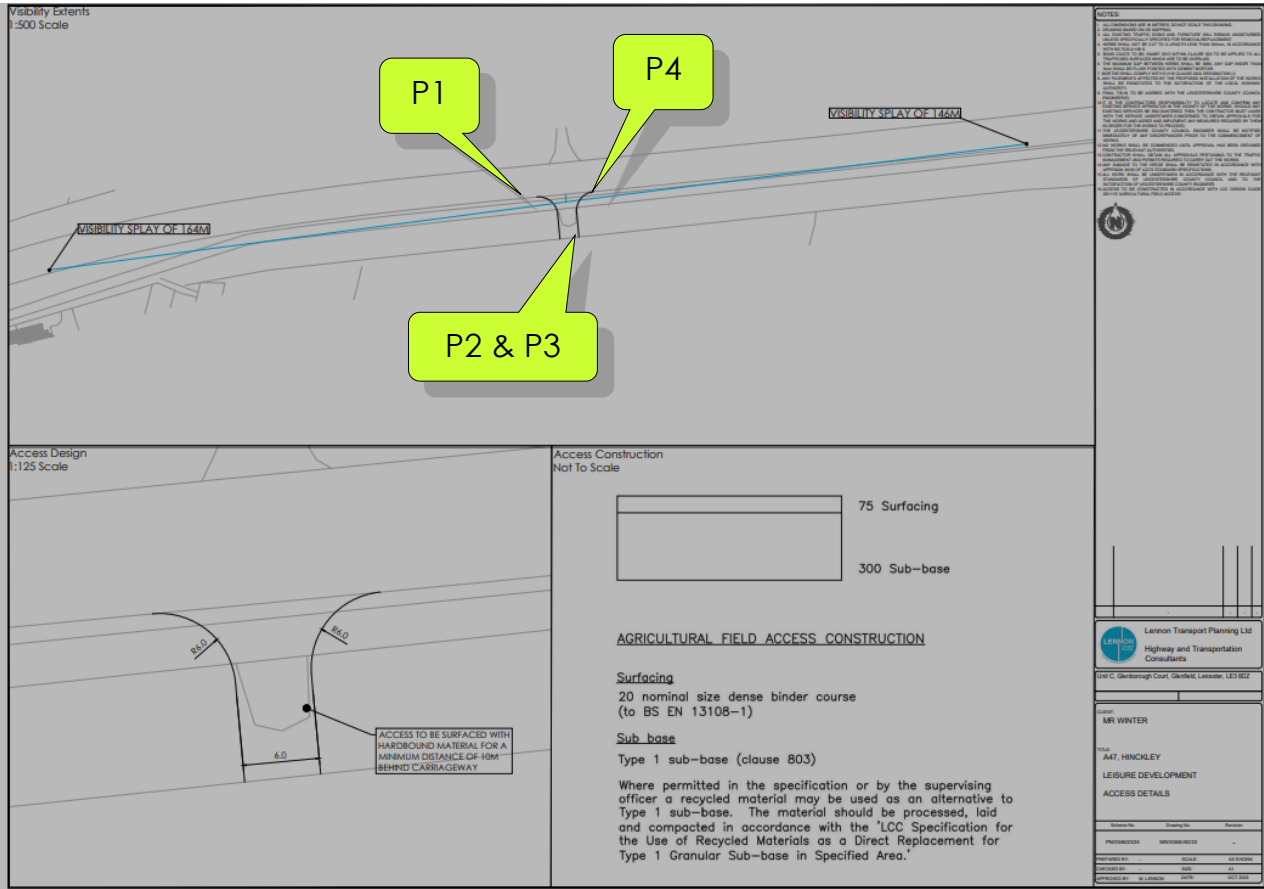
## Appendix B – Location Plan



Source: [what3words](https://www.what3words.com/) /// The simplest way to talk about location



Appendix C – Problem Identification Plan



TRANSPORT PLANNING | TRAVEL PLANNING | ROAD SAFETY | HIGHWAYS DESIGN

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