

ROAD SAFETY AUDIT (RSA) DESIGNERS RESPONSE FORM

DYNAMIC
TRANSPORT
PLANNING

Project Details

Report Title:

Stretton Point, Hinckley

Date:

12 September 2024

RSA Reference Number:

TBL19/491

Prepared by:

Dynamic Transport Planning Ltd

On behalf of:

National Highways

RSA Stage :

1

Key Personnel

Overseeing Organisation:

National Highways - Catherine Townend

RSA Auditors:

Sarah Bowie - Audit Team Leader

Mario Gatti - Audit Team Member

Design Organisation:

Dynamic Transport Planning Ltd

Authorisation Sheet

Prepared by:

Name:

Rachael Lough

Position:

Transport Planner

Signed:

Organisation:

Dynamic Transport Planning Ltd

Date:

28/11/2024

Approved by:

Name:

Jordan Bell

Position:

Senior Transport Project Manager

Signed:

Organisation:

Dynamic Transport Planning Ltd

Date:

28/11/2024

Problem in RSA Report	RSA Recommendation	Designers Response	Overseeing Organisation Response	Agreed RSA Action
1 - General, throughout the scheme extents Insufficient lane widths may increase the risk of vehicle to vehicle side swipe type collisions	The Audit Team recommend that proposed lane widths on the A5 are appropriate for the alignment and speed environment to avoid side swipe type collisions.	Accept the problem and recommendation by the RSA Team. Appropriate lane widths are provided, whilst plans are already to scale additional information can be included at the design stage.	Accepted	
2 - Proposed Signalised Junction Proposed signalised junction phasing and layout may lead to traffic queuing back onto M69 Junction 1 with the increase risk of rear end shunt type collisions	The Audit Team recommend that traffic modelling is undertaken to ensure sufficient capacity is provided on the A5 to avoid A5 westbound traffic at the signals queuing back onto the M69 roundabout. Following this exercise, advance warning provision may be appropriate to raise driver awareness of the proximity of the junction.	Accept the problem and recommendation by the RSA Team. Traffic modelling has been undertaken within associated Transport Assessment and has been accepted by NH. Condition that signals will be linked with roundabout anticipated again. Advance warning signage will be detailed at design stage.	Accepted	
3 - Approaches to the Proposed Signalised Junction Insufficient surface skidding resistance approaching the proposed junction could increase the risk of single vehicle loss of control, rear end shunt or vehicle to pedestrian/cyclist collisions	The Audit Team recommend that the appropriate skidding resistance for a stress site is provided for the approaches to the signalised junction.	Accept the problem and recommendation by the RSA Team. Appropriate skidding resistance to be provided at signalised junction during detailed design stage.	Accepted	
4 - Proposed Signalised Junction No provision for a traffic signal maintenance engineer to stop in the immediate proximity to the proposed signalised junction could result in parked service vehicles being struck by other road users	The Audit Team recommend that a layby or hardstanding area should be provided in proximity to the proposed signalised junction.	Disagree with the problem and recommendation. Layby/hardstanding area not considered to be required given the presence of the adjacent roadside service facility. Can be added through discussions with NH if it is considered to be required, redundant layby space could be used.	required as use of the parking in the services is not suitable. Engineers may need to carry tools and equipment (including ladders) and the distance from the parking on the new site significantly increases the distances they would have to carry such kit, increasing manual handling risks. Moreover though, such sites typically have parking restrictions and this is likely to dissuade maintenance engineers from parking in the site and may then park on footways / verges with several resultant risks arising. No provision of a maintenance bay would only be acceptable at heavily constrained sites where there is no reasonable scope to provide such facilities, and even then usually where existing junctions are being refurbished or upgraded. As this is a new junction and the applicant land is directly adjacent to the highway as well as there being extensive open space around the junction provision should be included. The maintenance bay should be as close as possible to the location of the	Agree with the recommendation of the overseeing organisation to incorporate a maintenance bay, which will be dealt with at the detailed design stage, when further progress on the wider design is made and further information on the location of the signal controller is available to appropriately locate the bay.
5 - General, throughout the scheme extents Insufficient drainage may result in single vehicle loss of control or rear end shunt type collision or injury to pedestrian/cyclists	The Audit Team recommend that at the next stage of design, new drainage appropriate for the proposed highway works is incorporated into the scheme proposals.	Accept the problem and recommendation by the RSA Team. Drainage to be reviewed at detailed design stage.	Accepted	
6 - Adjacent to existing pylon Insufficient protection to the pylon may increase the severity of a collision involving an errant vehicle leaving the carriageway	The Audit Team recommend that any required changes to the VRS are investigated and incorporated into the next stage of design	Accept the problem and recommendation by the RSA Team. Amendments to VRS provision to be incorporated at detailed design stage as requested by audit team to ensure errant vehicles are protected.	Accepted	
7 - Proposed Junction at Wolvey Road (south) Reduced visibility splay may increase risk of vehicle pull type collisions	The Audit Team recommend that the required visibility splay is not compromised	Accept the problem and recommendation by the RSA Team. Any vegetation in the visibility splays will be maintained as part of the works.	Accepted	
8 - Proposed development site access/egress, southern arm of proposed signalised junction Potential vertical alignment issues could result in junction overshoots and rear end shunt type collisions	The Audit Team recommend that a dwell area/flat plateau is provided for the proposed development site access/egress junction (signalised junction southern arm) where it meets A5 Watling Street.	Accept the problem and recommendation by the RSA Team. Preliminary 3D design has been undertaken and submitted to NH as part of the planning submission showing appropriate approach gradients allowing for the level difference. The is will be developed further as part of the detailed design stage.	Accepted	
9 - General, throughout the scheme extents Lack of tactile paving to warn blind or partially sighted users of the presence of cyclists	The Audit Team recommend that the appropriate form of tactile paving is provided where required.	Accept the problem and recommendation by the RSA Team. Corduroy/tactile paving to be incorporated at detailed design stage where necessary.	Accepted	
10 - Cycle facility tie-in on eastbound approach to M69 Junction Lack of guidance for cyclists to gain access or egress to the off-road cycle facility may increase risk of cyclist to vehicle type collisions	The Audit Team recommend that sufficient guidance is provided to ensure cyclists can safely access the facility and also leave/rejoin the carriageway.	Accept the problem and recommendation by the RSA Team. Detailed design stage to incorporate provision, such as signage, for cyclists travelling eastbound upon approach to crossing facilities.	Accepted	
11 - Approaches to the proposed signalised junction Lack of advance signing could increase the risk of vehicle to vehicle side swipe and/or rear end shunt type collisions	The Audit Team recommend that at the design stage, appropriate signing is incorporated into the design. This may also include lane destination markings to guide drivers	Accept the problem and recommendation by the RSA Team. Appropriate signage to be incorporated at detailed design stage.	Accepted	
12 - General, throughout the scheme extents Conspicuity of the proposed highway works throughout the hours of darkness	The Audit Team recommend that checks are undertaken at detailed design to ensure the lighting levels on the approaches to and in the vicinity of the proposed junctions are sufficient and that appropriate lighting is included as part of the junction proposals	Accept the problem and recommendation by the RSA Team. Assess lighting levels on approaches/junction vicinity and incorporate appropriate lighting as part of the proposals during detailed design, as requested by audit team.	Accepted	
13 - General, throughout the scheme extents Existing signage may be vulnerable to vehicular strikes due to insufficient lateral clearance	The Audit Team recommend that at the detailed design stage that signs are sited appropriately. Furthermore, their content should reflect the revised road layout.	Accept the problem and recommendation by the RSA Team. Signs to be sited appropriately during detailed design stage with a review of content, as requested by audit team.	Accepted	
14 - General, throughout the scheme extents Road markings could lead to driver confusion and increase risk of head-on, rear-end shunt or side swipe type collisions	The Audit Team recommend that gaps within the hatched markings are only provided in areas of right-turn ghost island facilities	Accept the problem and recommendation by the RSA Team. Full details of appropriate markings will be provided at the detailed design stage.	Accepted	
15 - Approaches to the proposed signalised junction Injudicious U-turn manoeuvres with increased risk of side impact type collisions	The Audit Team recommend that additional signage is incorporated into the scheme design to discourage mainline drivers from attempting to undertake u-turning at the proposed junction.	Accept the problem and recommendation by the RSA Team. Appropriate signage to be incorporated at detailed design stage.	Accepted	

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.

Overseeing Organisation Statement

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:

Rachael Lough

Position:

Transport Planner

Signed:

Organisation:

Dynamic Transport Planning

Date:

28/11/2024

Name:

Catherine Townend

Position:

Spatial Planner

Signed:

Organisation:

National Highways

Date:

28/11/2024