



ODYSSEY

DEVELOPING JOURNEYS

**CNG FUELLING FACILITY, WATLING
STREET, HINCKLEY, LE10 3ED**

**DESIGNER'S RESPONSE TO STAGE 1
ROAD SAFETY AUDIT**



**CNG FUELLING FACILITY, WATLING STREET, HINCKLEY,
LE10 3ED**

**DESIGNER'S RESPONSE TO STAGE 1 ROAD SAFETY AUDIT
ON BEHALF OF CNG FUELS LTD.**

Prepared by
Odyssey

18-21 Morley Street
London
SE1 7QZ

Tel: 020 7620 2444

May 2024

SUMMARY SHEET

Title: Designer's Response to Stage 1 Road Safety Audit

Project: CNG Fuelling Facility, Watling Street, Hinckley

Report No.: 22-240-06

Date: May 2024

DOCUMENT CONTROL SHEET

Rev	Issue Purpose	Author	Checked	Reviewed	Approved	Date
-	Draft for Discussion	MJB	SRB	MJB	SRB	09/04/24
A	Final For Submission	MJB	SRB	MJB	SRB	14/05/24

DESIGNER'S STATEMENT

Odyssey have been appointed by CNG Fuels Ltd to provide highways and transport advice for a planning application relating to a proposed bio-gas vehicle fuelling facility on land to the south of the A5 Watling Street, Hinckley. As part of the application, a Stage 1 Road Safety Audit (RSA) has been undertaken by M&S Traffic Limited for the proposed site access onto the A5 Watling Street; this is contained in **Appendix A**. The auditors were provided with the following:

Drawing 22-240-007D Proposed left in/ right out access on A5 Watling Street; **Drawing 22-240-008C** Swept path analysis of 18.55m HGV using proposed left in/ right out site access; **Drawing 22-240-003F** Swept path analysis of 18.55m HGV using internal layout; 22-240-FIG1 Site location plan; 22-240-FIG2 Collision map; 22-240-03 Walking, Cycling and Horse Riding Assessment and Review; and 22-240-05 GG119 Road Safety Audit Brief.

I have considered the issues and problems raised in the Safety Audit and have appended my comments, which set out:

- the changes to the design which I propose to make, or
- the reasons why I do not propose to make any changes

Signed: _____



Date: 14th May 2024 _____

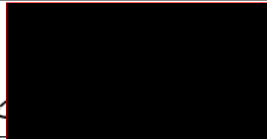
Audit Item No.	Audit Team Observation	Audit Team Recommendation	Odyssey Designer's Response	Overseeing Organisation Response	Agreed Road Safety Audit Action
2.1	Junctions				
2.1.1	Location: At the proposed access to the A5. Summary: Potential slope could lead to side impact collisions. The proposed access joins the A5 Watling Street where the surrounding land to the south drops away. No details have been provided as to how this change in levels is to be accommodated. A slope could give rise to hill starting issues which could lead to hesitation and require longer gaps in traffic to exit safely, particularly for HGVs or towing vehicles, and could lead to side impact collisions.	It is recommended that the access should be raised to meet the A5 Watling Street with a minimal slope, or that a dwell area should be provided, further, that vertical profile details should be provided at Safety Audit Stage 2.	This is agreed and would be discussed with National Highways/ Leicestershire County Council Highway Officers as part of the Stage 2 RSA.	National Highways agrees that this matter can be addressed by the designer at RSA 2 stage.	Vertical profile/ levels details to be reviewed/ designed as per the Stage 2 RSA, as agreed with National Highways.
3.1.2	Location: The development. Summary: Local attractor and lack of footway provision could lead to vehicle to pedestrian collisions. The development is adjacent to a fuel station with an associated shop; this may be an attractor for drivers using the CNG facility,	It is recommended that a suitable footway link should be provided between the developments.	Disagree. This issue was previously discussed with National Highways/ Leicestershire County Council Officers at the pre-application stage, whereby Odyssey advised that none of CNG's operational sites provide HGV vehicle waiting facilities	Further to consideration of the operation and monitoring proposed, National Highways agrees that introduction of a footway will introduce risk and therefore we	No footway link to be provided between the proposed CNG development and the existing BP garage, as agreed with National Highways.

Audit Item No.	Audit Team Observation	Audit Team Recommendation	Odyssey Designer's Response	Overseeing Organisation Response	Agreed Road Safety Audit Action
	however no details of a pedestrian link have been provided for assessment. Without the provision of an internal link between the two sites pedestrians may choose to walk to the shop, where it is unlikely that they will cross to the southern footway and recross. It is likely that pedestrians will attempt to use the overgrown verge/walk in the carriageway as this is a relatively short distance. This could lead to vehicle to pedestrian collisions.		(outside of refuelling), as this would impact the operation of the sites and could result in additional highway safety issues with vehicles potentially blocking the site access. For operational purposes, CNG operates a policy of not permitting any waiting on their sites, with the exclusion of refuelling. Any users found to be not adhering to this policy would be contacted and reminded of the policy. If repeat offences occur, the company and/ or specific HGV driver, would be banned from accessing CNG sites. Due to the operational requirements of the CNG station, and the lack of suitably sized parking spaces for HGV's (outside of maintenance purposes, including articulated vehicles),	do not seek provision of a link.	

Audit Item No.	Audit Team Observation	Audit Team Recommendation	Odyssey Designer's Response	Overseeing Organisation Response	Agreed Road Safety Audit Action
			encouraging drivers to go off-site to the neighbouring BP garage is not considered to be appropriate. On balance, the provision of a footway between the CNG site and the BP garage would, therefore, be detrimental to the operation of the CNG site and could lead to other safety issues.		

Design organisation and Overseeing Organisation statements

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:	Mark Bubb
Signed:	
Position:	Associate Director
Organisation:	Odyssey Consult LLP
Date:	14/05/2024

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:	Russell Gray
Signed:	
Position:	Spatial Planner
Organisation:	National Highways
Date:	20/05/2024

APPENDIX A

Stage 1 Road Safety Audit



BIO -CNG FUELING FACILITY

A5 WATLING STREET

HINCKLEY

LEICESTERSHIRE

FINAL STAGE 1 ROAD SAFETY AUDIT

M & S Traffic

MARCH 2024

Report title:	Bio- CNG Fueling Facility, A5 Watling Street, Hinckley Safety Audit Stage 1
Date:	28 th March 2024
Document reference and revision:	ODY/22-240/1/MM Final
Prepared by:	Martin Morris, M &S Traffic Ltd
On behalf of	National Highways

1. INTRODUCTION

- 1.1. This report results from a Stage 1 Road Safety Audit carried out on a priority junction access with restricted movements (left in right out) associated with a bio-CNG vehicle fuelling facility comprising fuel dispenser islands, plant compound, landscaping, a new access and associated development.

The Audit is at the request of Russell Gray, Spatial Planner, Operations Directorate (Midlands) National Highways, The Cube, 199 Wharfside Street, Birmingham B1 1RN, the Highway Authority. The Road Safety Audit was carried out during March 2024.

- 1.2. The Road Safety Audit Team membership approved by Russell Gray the Overseeing Organisation Project Sponsor was as follows:

Martin Morris, PGD, MCIHT, MSoRSA, Team Leader
M & S Traffic Limited
(Certificate of Competency in Road Safety Audit gained in April 2012)

Bryan Shawyer, BEng (Hons), MSc, MCIHT, MSoRSA, Team Member
M & S Traffic Limited
(Certificate of Competency in Road Safety Audit gained in July 2012)

- 1.3. The Road Safety Audit took place at the Gillingham Office of M & S Traffic during March 2024. The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief provided by Ben Boreham of Odyssey, 18-21 Morley Street, London, SE1 7QZ, as approved by Russell Gray, Project Sponsor for National Highways.

The Audit team was satisfied that the brief and subsequent documents provided were sufficient to undertake the Road Safety audit.

The Road Safety Audit comprised an examination of the documents provided, and these are listed in Annex A. The documents consisted of:

- Description of the scheme.
- Design plans including site location plan, and description of the local highway and adjacent land uses.
- Collision data and collision data analysis.
- Anticipated trip generation from the proposed development.
- Walking, cycling and horse-riding assessment and review.

The Audit Team visited the site together on the morning of the 27th of March between 9:30 and 10:00. During the site visit the weather was fine and the road and footway surfaces were dry. Traffic flows were moderate to high and free flowing vehicle speeds were moderate. No pedestrian flows and no cyclist movements were observed during the site visit.

- 1.4. The terms of reference of the Road Safety Audit are as described in GG119. The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

- 1.5. All comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the A3 plan supplied with the Road Safety Audit Brief in Annex B.
- 1.6. The proposals seek to provide a bio-CNG vehicle fuelling facility comprising fuel dispenser islands, plant compound, landscaping, alterations to access and associated development. The scheme would be the provision of a priority junction on the A5 Watling Street, to provide a left in / right out only access to the site.
- 1.7 No Departures from Standards were provided to the Audit Team.

2. ITEMS RAISED AT THE STAGE 1 ROAD SAFETY AUDIT

2.1. JUNCTIONS

2.1.1 PROBLEM

Location: A (Drawing 22-240-007D) – At the proposed access to the A5.

Summary: Potential slope could lead to side impact collisions.

The proposed access joins the A5 Watling Street where the surrounding land to the south drops away. No details have been provided as to how this change in levels is to be accommodated. A slope could give rise to hill starting issues which could lead to hesitation and require longer gaps in traffic to exit safely, particularly for HGVs or towing vehicles, and could lead to side impact collisions.

RECOMMENDATION

It is recommended that the access should be raised to meet the A5 Watling Street with a minimal slope, or that a dwell area should be provided, further, that vertical profile details should be provided at Safety Audit Stage 2.

2.2. NON-MOTORISED USERS (NMUs)

2.2.1 PROBLEM

Location: B – (Drawing 22-240-007D) The development.

Summary: Local attractor and lack of footway provision could lead to vehicle to pedestrian collisions.

The development is adjacent to a fuel station with an associated shop; this may be an attractor for drivers using the CNG facility, however no details of a pedestrian link have been provided for assessment. Without the provision of an internal link between the two sites pedestrians may choose to walk to the shop, where it is unlikely that they will cross to the southern footway and recross. It is likely that pedestrians will attempt to use the overgrown verge/walk in the carriageway as this is a relatively short distance. This could lead to vehicle to pedestrian collisions.

RECOMMENDATION

It is recommended that a suitable footway link should be provided between the developments.

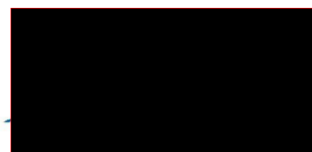
3. AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with GG119.

ROAD SAFETY AUDIT TEAM LEADER

Martin Morris
Managing Director
PGD, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed:

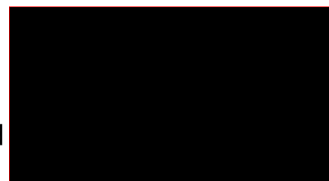


Date: 28/03/2024

ROAD SAFETY AUDIT TEAM MEMBER

Bryan Shawyer
Director
BEng (Hons), MSc, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
M & S Traffic Ltd
Aeolus House
32 Hamelin Road
Gillingham
Kent ME7 3EX

Signed



Date: 28/03/2024

Annex A - List of Drawings and other information submitted for auditing:

Drawings:

Drawing Number		Date
22-240-007 D	PROPOSED LEFT IN / RIGHT OUT ACCESS ON A5 WATLING STREET	SEPT 23
22-240-008 C	SWEPT PATH ANALYSIS OF 18.55m HGV USING PROPOSED LEFT IN / RIGHT OUT SITE ACCESS	SEPT 23
22-240-003 F	SWEPT PATH ANALYSIS OF A 18.55m HGV USING INTERNAL LAYOUT	SEPT 23
22-240-FIG1	SITE LOCATION PLAN	JAN 23
22-240-FIG2	COLLISION MAP	MARCH 23

Supporting documentation:

22-240 CNG HINCKLEY	ROAD SAFETY AUDIT BRIEF, ODYSSEY	FEB 2024
22-240 CNG HINCKLEY	WALKING CYCLING AND HORSE RIDING ASSESSMENT AND REVIEW, ODYSSEY FEBRUARY 2024	DEC 2022
	COLLISION REPORT 01/12/2017 to 30/11/2022	NOV 2022

Annex B - A3 Plan attached showing the locations of the problems identified as part of this audit.

