

LAND ADJACENT TO 18 BURTON ROAD
(A444), TWYXCROSS, LEICESTERSHIRE
Stage 1 Road Safety Audit
J190644

Luke Elphick

22nd January 2026



GR 119

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Land adjacent to 18 Burton Road (A444), Twycross, Leicestershire

Stage 1 Road Safety Audit
J190644

January 2026

Client: Highgate Transportation

Scheme:	Land adjacent to 18 Burton Road (A444), Twycross, Leicestershire		
Issue Date:	22.01.26		
Document reference and Revision:	260122_J190644_Twycross_RSA1_V1.1_Final.docx Rev 1.1		
Prepared by:	Wing Lee	Date:	16.01.26
Checked by:	Ian Medd	Date:	17.01.26
Overseeing Organisation:	Leicestershire County Council		
Status:	For Issue	Date:	22.01.26

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CONTENTS

1. Introduction	1
1.1 General	1
1.2 Site Location	1
1.3 Strategic Decisions	1
1.4 Highway Description	1
1.5 Previous Road Safety Audits	2
1.6 Scheme Proposals / Objectives	2
1.7 Departures From Standards	3
1.8 Road Safety Audit	3
2. Problems Identified From This Audit	4
2.1 A444 Burton Road	4
3. Audit Team Statement	6
4. Comments	7
Appendix A Site Location Plan	
Appendix B Documents Provided For Audit	
Appendix C Problem Location Plan	



1. Introduction

1.1 General

1.1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on Friday 16 January 2026. The audit was undertaken on behalf of Luke Elphick, in regard to the site accessing proposals associated with a single residential dwelling from Burton Road in Twycross, Leicestershire.

1.1.2 The audit has been requested by Darren Cox of Highgate Transportation. The Audit Brief was approved by Suraj Dave of Leicestershire County Council (Overseeing Organisation) and subsequently provided to the Audit Team, who accepted its content. The Audit Team were approved by Suraj Dave of Leicestershire County Council.

1.1.3 The Road Safety Audit team comprised of the following individuals:

Wing Lee BEng(Hons), PGCert, MSoRSA, HE Cert Comp, MCIHT, MIHE
Audit Team Leader

Ian Medd MCIHT, FSoRSA
Audit Team Member

1.1.4 A site visit was undertaken by the Audit Team on Friday 16 January 2026, between the hours of 14:00 and 14:30. The weather was sunny. The road surface was damp. Traffic and pedestrian levels were minimal. No cyclists were observed passing the site during the site visit.

1.2 Site Location

1.2.1 The development site comprises of a rectangular parcel of land to the east of the A444 Burton Road, at northern extent of Twycross Village. The site considered for this Stage 1 Road Safety Audit includes a section of Burton Road including the site frontage. A site location plan is shown at **Appendix A**.

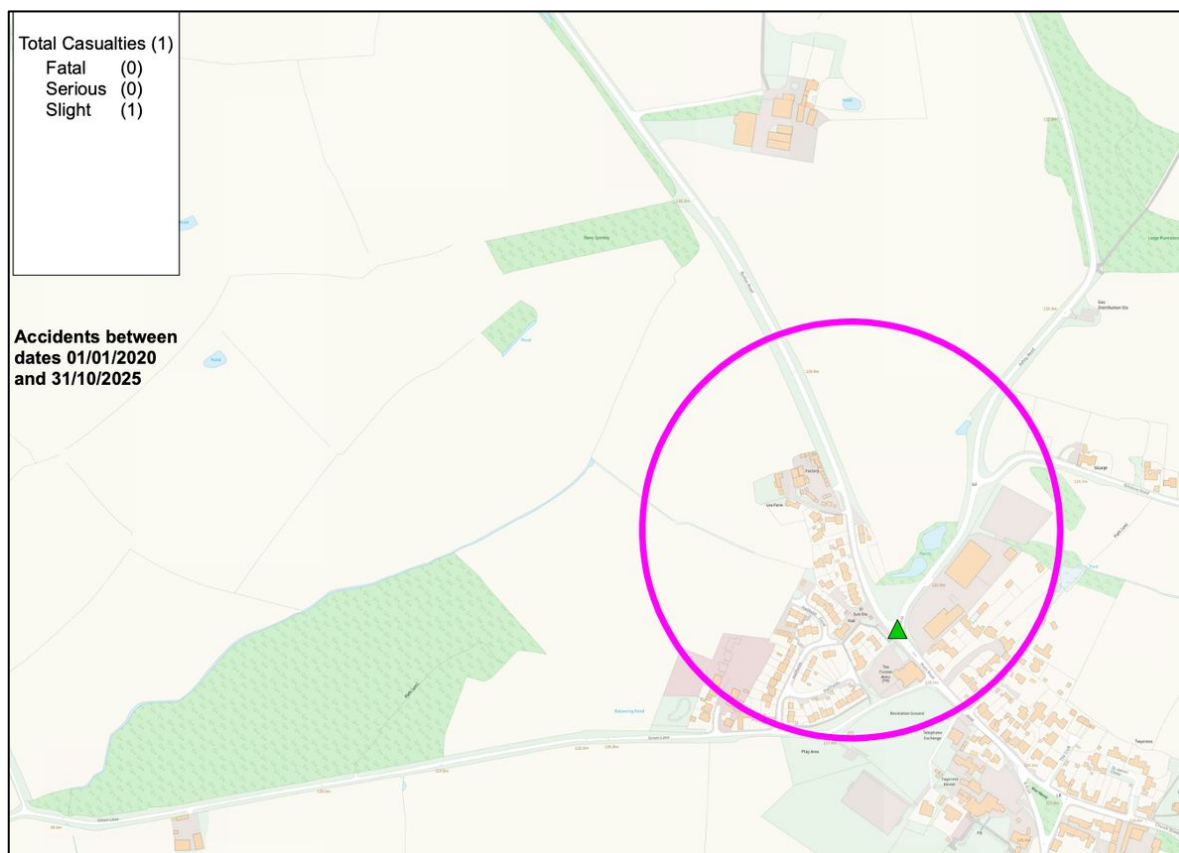
1.3 Strategic Decisions

1.3.1 The Audit Team understands that the council officer has requested the inclusion of a pedestrian crossing facility at the site/over Burton Road.

1.4 Highway description

1.4.1 The A444 Burton Road is a single carriageway road of an approximate width of 5.6 metres in the vicinity of the site. It is subject to a 30mph speed limit which increases to the national speed limit c. 95 metres north of the site. A footway and street lighting are provided on the western side.

1.4.2 In the vicinity of the site, the horizontal alignment of Burton Road is meandering, where there are gentle right-hand and left-hand bends. The vertical alignment has a gentle incline in the northbound direction.



1.4.3 The latest five-year collision data (obtained from Leicestershire County Council) has been provided to the Audit Team. This indicates that one collision has been recorded on the A444 Burton Road in the vicinity of the site.

1.4.4 One Slight severity collision occurred in March 2020 at the Burton Road / Ashby Road / Main Road roundabout, c.110 metres south of the site. The collision involved a car and a cycle both negotiating the roundabout.

1.5 Previous Road Safety Audits

1.5.1 The Audit Team has not been made aware of any previous Road Safety Audits carried out for the site access proposals.

1.6 Scheme proposals / Objectives

1.6.1 The proposals submitted for this Stage 1 Road Safety Audit relate only to the following site accessing proposals in association with the single residential dwelling development, as shown on the plans listed at **Appendix B**:

- New vehicle crossover and kerbing;
- New footway;
- New uncontrolled tactile paved pedestrian crossing facility;
- New bollard and the relocation of existing street lighting column;
- Swept path analysis; and
- Visibility splays.



1.7 Departures from Standards

- 1.7.1 The Audit Team has not been informed of any departure from standards relating to the designs submitted for audit.

1.8 Road Safety Audit

- 1.8.1 The terms of reference are described in the Design Manual for Roads and Bridges (DMRB) standard - GG119 Road Safety Audit, Rev. 2.0.1. The principals of this guidance have been used to undertake this Road Safety Audit, with the exception of the inclusion of a Comments chapter (if applicable) at the end of the report.
- 1.8.2 The Audit Team has examined and reported only on the road safety implications of the scheme as presented by Highgate Transportation, and has not examined / verified the compliance of the designs to any other criteria. The Audit Team may occasionally refer to design standards without touching on technical audit to clearly explain a safety problem or the recommendation to resolve a problem.
- 1.8.3 The Road Safety Audit includes a desktop study where all documents provided by the Design Team have been reviewed. A list of the documents and drawings submitted for this Stage 1 Road Safety Audit can be found at **Appendix B**.
- 1.8.4 The submitted design drawings have been annotated to show the location of problems identified during this Stage 1 Road Safety Audit, which are shown at **Appendix C**.
- 1.8.5 Recommendations offered within this report should not be regarded as prescriptive. There may be equally satisfactory or superior alternative solutions to the identified problems. The Audit Team will be pleased to consider any alternatives if required.

2. Problems identified from this audit

2.1 A444 Burton Road

2.1.1 The following provides details of the problems identified during this Stage 1 Road Safety Audit.

Problem 1	
Location	Site access
Summary	Risk of side swipe collisions
	
The visibility splays shown for the new crossover appear to encroach onto the boundary of No.18 (to the north) and vegetation to the south. There are no proposals to remove any vegetation within the visibility splays. This may cause approaching vehicles not to be detected by an exiting vehicle (and vice versa). This may result in side swipe collisions between passing and exiting vehicles.	
Recommendation	Cut back / maintain vegetation to be outside of visibility splays.

Problem 2

Location New footway

Summary Risk of pedestrian falls



A new footway is proposed to the north of the street light. There is a level difference between the carriageway and the site. The new footway may cause an increased level difference at the back of the footway when installed. This may result in pedestrian injury should they wander from the footway.

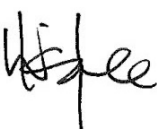
Recommendation Provide restraint feature or extend level surface at the back of the footway.



3. Audit Team Statement

- 3.1.1 We certify that the drawings listed at **Appendix B** have been examined, and that this Audit has been carried out following the principles of GG119, with the sole purpose of identifying road safety matters to be addressed in order to improve the safety of the scheme.

Road Safety Audit Team Leader

Signed: 

Name: Wing Lee

Date: 22.01.26

Road Safety Audit Team Member

Signed: 

Name: Ian Medd

Date: 22.01.26

4. Comments

- 4.1.1 This section of the report provides the following commentary on issues identified for the scheme proposals that are considered by the Audit Team not to be raised as a problem within the Stage 1 Road Safety Audit.
- 4.1.2 The new footway is proposed to have HB kerbs installed. It is noted that the existing kerbing along the eastern side of Burton Road are splayed kerbs. It would be prudent to amend the kerb type at the detailed design stage.



Appendix A Site Location Plan





Appendix B Documents provided for Audit

- **2452-01 Rev G**
Visibility Splays
- **2452-TR01 Rev C**
Car Swept Path Analysis (Sheet Number 1 of 2)
- **2452-TR01 Rev C**
Car Swept Path Analysis (Sheet Number 2 of 2)
- **2452-01**
Lagos Cottage, 18 Burton Road, Twycross – Stage 1 Road Safety Audit
- **Site location**
- **Site boundary**
- **Speed limits and vehicle speeds**
- **Traffic Flows**
- **Collision data**

Appendix C Problem Location Plan

