
**LAND NORTHEAST OF M1
JUNCTION 22,
MARKFIELD,
LEICESTERSHIRE**

**PROPOSED WHITWICK ROAD
EGRESS**

STAGE 1

ROAD SAFETY AUDIT REPORT

REQUESTED BY:

HUB TRANSPORT PLANNING

SEPTEMBER 2025



RKS
Associates

Project: Land Northeast of M1 Junction 22, Markfield, Leicestershire
Proposed Whitwick Road Egress

Client: Hub Transport Planning

Document: Stage 1 Road Safety Audit

RKS Associates Ref: VRP2015-02- RSA 1

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RKS
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Appendix A:	Location of Problems Identified During Stage 1 Road Safety Audit
Appendix B:	Road Safety Audit Decision Log

1 INTRODUCTION

- 1.1 This report results from a Stage 1 Road Safety Audit carried out on the highway works associated with a proposed Industria/Storage (B2/B8) development on land located to the northeast of M1 Junction 22, Markfield in Leicestershire.
- 1.2 The proposed development provides a total of 65,000m² Gross Internal Floor Area (GFA) arranged as six units with accesses taken from the A50 via an on and off slip road arrangement and a separate egress only on to Whitwick Road. The proposed site layout and respective accesses are shown in Figure 1.

Figure 1: Proposed Site Layout Master Plan



- 1.3 The highway works subject to this Stage 1 Road Safety Audit include a new access (egress only) onto the Whitwick Road providing and the provision of a footway along the western side of Whitwick Road that extends southwards from the proposed development access to the overbridge across the A50.
- 1.4 The proposed development is bounded to the east by Whitwick Road a single two-way carriageway aligned in a north-to-south direction. The carriageway is unlit, and it is subject to a national speed limit with a grass verge along the western side of the carriageway. A footpath is located on the eastern side of the carriageway which commences south of Priory Lane and continues in a southerly direction where it crosses the A50 eastbound slip road and terminates at the southern extent of the A50 overbridge where a footway is also provided along the western side of Whitwick Road.
- 1.5 Hub Transport Planning has supplied the following information upon which this Stage 1 RSA is based:
- UMC Architects Drawing Number: 24473-UMC-ZZZZ-SI-DR-A 0112 Revision P02 – Site Layout Plan;
 - Traffic Survey data undertaken in May 2025 on the local highway network;
 - Hub Transport Planning Drawing Numbers:
 - T22523-004 Revision D - Proposed Whitwick Road Site Access Junction

1.6 The main parties to this Road Safety Audit include the following:

Road Safety Audit Team Leader	Vimal Patel BEng (Hons), GMICE, FIHE, NH Cert Comp
Road Safety Audit Team Member	Beth Newiss MCIHT, MSoRSA, NH Cert Comp
Local Highway Authority	Leicestershire County Council
Design Organisation	Hub Transport Planning

1.7 The Audit was undertaken following examination of the submitted documents, including reference to a site visit undertaken on Thursday 21st August 2025 between the hours of 10am and 1pm. The weather during the site inspection was sunny and the carriageway dry with low traffic flows and no pedestrian and cycle flows were observed along Whitwick Road.

Terms of Reference

1.8 The Audit Team is independent of the project design team and has no other involvement with the project. This Stage 1 RSA has been undertaken in accordance with the relevant sections of GG-119, part of the Design Manual for Roads and Bridges (DMRB).

1.9 The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. The Audit Team has not been made aware of any Departures from Standard or any previous Road Safety Audits conducted on the highway works.

1.10 All of the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users. The location of the problems identified in this Safety Audit is shown in **Appendix A** where the reference numbers relate to the problems identified in this report.

1.11 The recommendations in this report are aimed at addressing the identified road safety problems; however, there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities. The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit and would encourage the Designer to consult them on this matter.

1.12 The LHA response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the As-Built design pack to be provided and retained by the Local Highway Authority on completion.

1.13 For ease the Road Safety Audit Decision Log template is included in **Appendix B**. This enables the Designers and Overseeing Organisations Response to the Audit to be documented along with an agreed RSA Action.

Collision Data

- 1.14** Publicly available Personal Injury Collision (PIC) information obtained from the Crashmap UK website (www.crashmap.co.uk) for the 5-year period up to December 2023 has been reviewed within the vicinity of the highway works. The collision data indicates that a total of 5 collisions have occurred on the local highway network in the vicinity of the highway works. Two collisions have been recorded at the Whitwick Road/Priory Lane junction, both collisions involved vehicles and resulted in two slight injuries. Two collisions were recorded at the Whitwick Road/A50 eastbound slip road junction, both collisions involved two vehicles with one collision recorded one serious injury, the second collision resulted in two slight injuries. The final collision occurred on the A eastbound carriageway a short distance west of Whitwick Road overbridge, the collision involved four vehicles and resulted in one slight injury.

Trip Generation/Traffic Flow Data

- 1.15** The Design Engineers Hub Transport Planning have provided details of the likely trip generation associated with the proposed development via an email. The trip generation assessment indicates that the proposed development is likely to generate 531 and 348 two-way vehicle trips during the AM and PM peak hour periods respectively.

2 ISSUES IDENTIFIED DURING STAGE 1 ROAD SAFETY AUDIT

2.1 **Problem:**

Summary: Potential risk of collisions associated with poor drainage

Location: *General.*

No details have been provided in respect of surface water drainage or other services, and it is therefore not possible to ascertain whether there will be any safety implications. The absence of surface water drainage may result in the collection of surface water which could increase the risk of loss of control collisions.

Recommendation:

Ensure that the detailed design incorporates surface water drainage to mitigate localised flooding/ponding.

2.2 **Problem:**

Summary: Potential risk of vehicle collisions associated with obstruction to visibility

Location: *Development Access/Whitwick Road*

Observations during the site inspection noted that vegetation behind the visibility splays may restrict visibility for vehicles exiting the site. This may increase the risk of vehicular collisions between traffic turning out of the site and vehicles travelling along Whitwick Road.

Recommendation:

Vegetation behind the visibility splays should be cut back and regularly maintained.

2.3 **Problem:**

Summary: Potential risk of collisions associated with poor unclear signs

Location: *Proposed development egress*

No details have been provided in respect of road signs at this stage, and it is therefore not possible to ascertain whether there will be any safety implications. However, it is noted that the proposed development access is to operate as egress only. The absence of appropriate signs to inform users that the access is egress only may increase the risk of collisions associated with inadvertent vehicle manoeuvres or result in vehicles reversing out onto Whitwick Road where the risk of collisions with other road users travelling along Whitwick Road may increase.

Recommendation:

Ensure that the detailed design that appropriate signs are provide to inform road users that the proposed access is egress only.

2.4 Problem

Summary: Potential risk of collisions associated with wide carriageway space

Location: *Proposed development egress*

The proposed layout of the development egress onto Whitwick Road has been designed to accommodate HGV movements and consequently results in a wide bell-mouth. There is concern that the wide bell-mouth may encourage two vehicles (one turning left and the other turning right) to exit the development simultaneously (side by side) this may restrict visibility for vehicles turning out of the development. In addition the wide bell-mouth may also encourage vehicles to inadvertently turn into the egress only access as per problem identified above.

Recommendation

Review the layout, if possible, reduce the width of the egress road if this is not possible then hatch markings and/or over-runable areas or similar could be used to reduce the effective width of the egress.



3 AUDIT TEAM STATEMENT

- 3.1** We certify that this audit has been carried out in accordance with GG-119 of Design Manual for Roads & Bridges Volume 5 Section 2 - Road Safety Audits. Its sole purpose being to identify features of the scheme that could be removed or modified to improve safety. No member of the Audit Team has been involved in the scheme design.

Audit Team Leader

Vimal Patel
BEng (Hons), GMICE, FIHE, NH Cert Comp

Signed:

Date: 4th September 2025

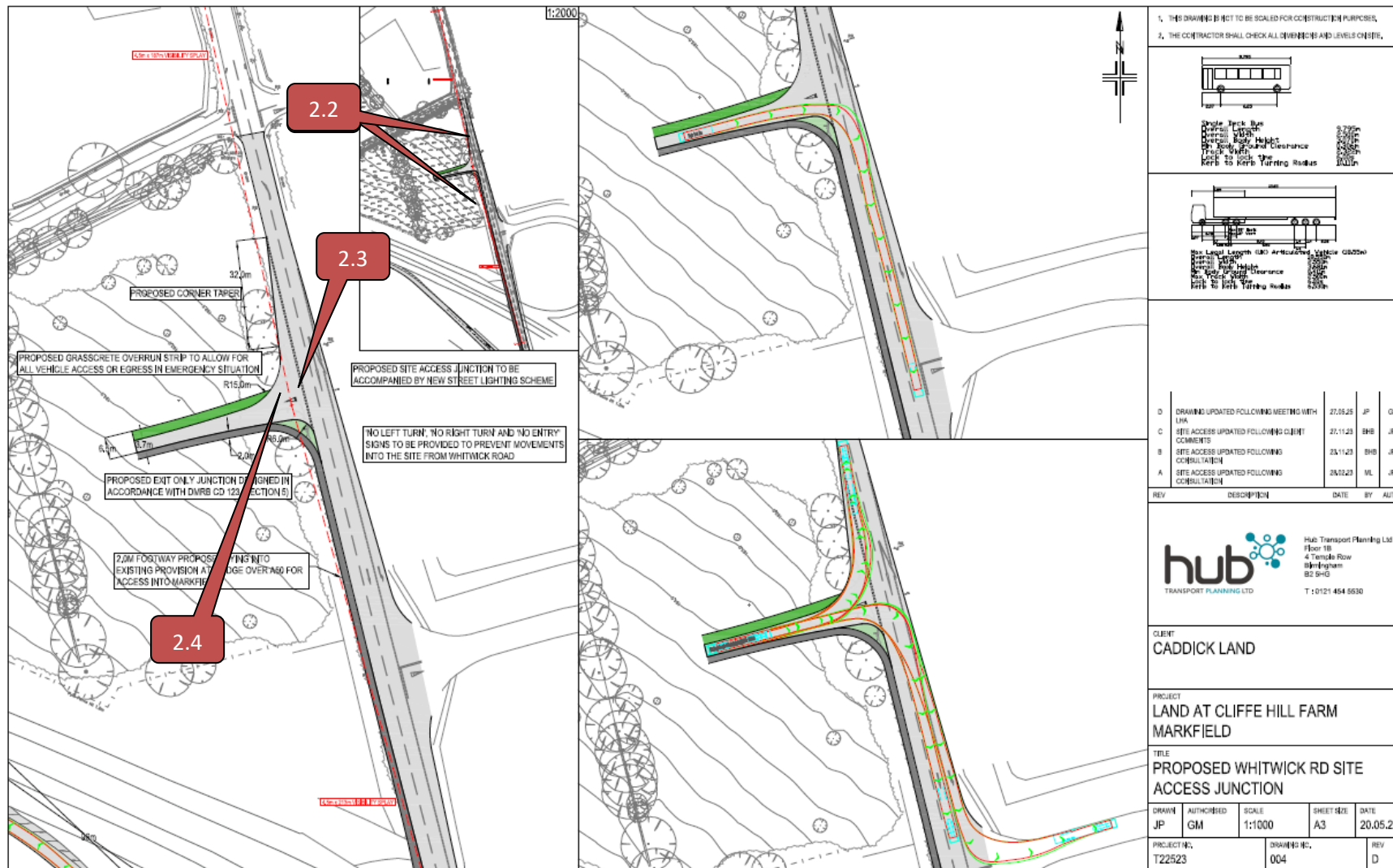
Audit Team Member

Beth Newiss
MCIHT, MSoRSA, NH Cert Comp

Signed:

Date: 4th September 2025

Appendix A



2.1

General
Issue



Appendix B



Issue N°	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1	No details have been provided in respect of surface water drainage or other services, and it is therefore not possible to ascertain whether there will be any safety implications. The absence of surface water drainage may result in the collection of surface water which could increase the risk of loss of control collisions.	Ensure that the detailed design incorporates surface water drainage to mitigate localised flooding/ponding.	Recommendation Accepted. Drainage will be dealt with as part of the detailed design of the scheme.		
2.2	Observations during the site inspection noted that vegetation behind the visibility splays may restrict visibility for vehicles exiting the site. This may increase the risk of vehicular collisions between traffic turning out of the site and vehicles travelling along Whitwick Road.	Vegetation behind the visibility splays should be cut back and regularly maintained.	Recommendation Accepted. Vegetation will be cut back and thereafter maintained by the highway authority within the extent of the adopted highway.		
2.3	No details have been provided in respect of road signs at this stage, and it is therefore not possible to ascertain whether there will be any safety implications. However, it is noted that the proposed development access is to operate as egress only. The absence of appropriate signs to inform users that the access is egress only may increase the risk of collisions associated with inadvertent vehicle manoeuvres or result in vehicles reversing out onto Whitwick Road where the risk of collisions with other road users travelling along Whitwick Road may increase.	Ensure that the detailed design that appropriate signs are provide to inform road users that the proposed access is egress only.	Recommendation Accepted. Drawing T22523.004 noted that signage will be provided; the precise details and location will be agreed with the highway authority as part of the detailed design of the scheme.		



2.4	The proposed layout of the development egress onto Whitwick Road has been designed to accommodate HGV movements and consequently results in a wide bell-mouth. There is concern that the wide bell-mouth may encourage two vehicles (one turning left and the other turning right) to exit the development simultaneously (side by side) this may restrict visibility for vehicles turning out of the development. In addition the wide bell-mouth may also encourage vehicles to inadvertently turn into the egress only access as per problem identified above.	Review the layout, if possible, reduce the width of the egress road if this is not possible then hatch markings and/or over-runable areas or similar could be used to reduce the effective width of the egress.	Recommendation Accepted. Drawing T22523.004 has been updated (rev E) to reduce the effective width of the egress road using hatching.		
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