
**NHS HINCKLEY & DISTRICT HOSPITAL,
MOUNT ROAD,
HINKLEY**

PROPOSED HIGHWAY ACCESS

STAGE 1

ROAD SAFETY AUDIT REPORT

REQUESTED BY:

MARKIDES ASSOCIATES

AUGUST 2023



RKS
Associates

Project: NHS Hinckley & District Hospital, Mount Road, Hinkley
Proposed Highway Works

Client: Markides Associates

Document: Stage 1 Road Safety Audit

RKS Associates Ref: VRP1619 - RSA 1

Issue date: 3rd August 2023

Status: Final

Authorised by: VP/WP

© Copyright RKS Associates 2023



RKS
Associates

11 Falconer Road
Bushey
Hertfordshire
WD23 3AQ

CONTENTS

1 Introduction1

2 Issues Raised at Stage 1 Road Safety Audit3

3 Audit Team Statement6

Appendices:

- Appendix A: Location of Problems Identified During Stage 1 Road Safety Audit
- Appendix B: Designers Response



1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit carried out on the proposed highway works associated with the redevelopment proposals at Hinckley & District Hospital, Mount Road, Hinckley in Leicestershire. The proposals seek to redevelop part of the site to provide modern buildings that will better serve the community and the needs of the NHS in Hinckley.

1.2 The highway works involve improvements to the existing access serving the site located on Argents Mead. The proposed improvements include localised widening along Argents Mead and internal reconfiguration of the car park to create an improved turning facility for servicing vehicles.

1.3 Argents Mead is a single two-way cul-de-sac providing access to the hospital staff car park and the servicing area for Hinckley Leisure Centre. The carriageway is lit with continuous pedestrian footways along both sides apart from a short section along the western side where the footway reverts to the carriageway as it passes an electrical substation. Argents Mead continues south where it connects with Mount Road and Hurst Road at a four arm crossroads junction where Argents Mead and Hurst Road form the minor arms.

1.4 Markides Associates has supplied the following information upon which this Stage 1 RSA is based:

- Transport Statement prepared by Markides Associates Reference: 23013-TS1 (July 2023);
- The Design Buro Drawing Number: 1782-DBC-ZZ-00-DR-A-0100 Revision P06 – Proposed Site Plan;
- Markides Associates Drawing Number: 23013-MA-XX-XX-DR-C-0001 Revision P02 – Draft Refuse Swept Path Phase 1; and
- Markides Associates Drawing Number: 23013-MA-XX-XX-DR-C-0020 Revision P02 – DB32 Fire Vehicle Swept Path Tracking.

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

Road Safety Audit Team Leader	Vimal Patel BEng (Hons), GMICE, FIHE, HE Cert Comp, Reg RSA (IHE)
Road Safety Audit Team Member	Wendy Palmer MCIHT, FIHE, MSoRSA, HE Cert Comp
Overseeing Organisation	Leicestershire County Council
Design Organisation	Markides Associates

1.6 The Audit was undertaken following examination of the submitted documents, including site visit undertaken on Wednesday 5th July 2023 between the hours of 11am and midday. The weather was sunny, and the road surface was dry, traffic flows were moderate and a low number of pedestrians and cyclists were observed travelling along Argents Mead.



Terms of Reference

- 1.7** 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).
- 1.8** 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. 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.
- 1.9** 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.
- 1.10** 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.

Trip Generation Data

- 1.11** The Transport Statement provided by the design engineers indicates that the proposed Phase 1 redevelopment would generate no more than additional 20 two-way vehicle per hour when compared to the existing use.

Collision Data

- 1.12** Publicly available collision information obtained from the Crashmap website for the three-year period up to December 2021 indicates that no collisions have occurred along Argents Mead. However, one collision recorded in January 2020 has occurred on Mount Road eastbound approach to Argents Mead junction, the collision involved one vehicle and resulted in one slight injury.



2 ISSUES RAISED AT STAGE 1 ROAD SAFETY AUDIT

2.1 **Problem:**

Summary: Potential collisions due to standing water or service covers

Location: *Throughout*

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

Recommendation:

Ensure that surface water drainage is provided, any new drainage should be relocated away from pedestrian and cycle desire lines.

2.2 **Problem:**

Summary: Potential risk of collisions associated with obstruction in visibility

Location: *Proposed development access*

No details in respect of visibility splays to and from the proposed development access have been provided. It is therefore not possible to ascertain whether or not there will be any safety implications. Poor visibility may increase the risk of turning collisions between vehicles exiting the development and other road users traveling along Argents Mead.

Recommendation:

Ensure that visibility splays to and from the proposed development access are provided to confirm that the appropriate vehicle and pedestrian visibility splays can be achieved.

2.3 **Problem:**

Summary: Potential risk of collisions between large vehicles entering and exiting development

Location: *Entry/Egress to proposed development*

The vehicle swept path analysis confirms that large service vehicles can safely enter, exit and turnaround within the development. However, there is concern that multiple servicing vehicles accessing the site simultaneously may cause an obstruction which may lead to vehicles overrunning footways/verge to safely pass each other or reversing an excessive distance. This may increase the risk of collision with other road users accessing the proposed development.

Recommendation:

Ensure that a service management plan is adopted, where possible servicing by large vehicles should be undertaken during off peak periods.



2.4 Problem:

Summary: Potential risk of vehicle collisions associated with unclear road layout

Location: *Argents Mead approach to proposed development access*

The proposal retains the existing layout along Argents Mead where the access to the proposed development forms the minor arm of a priority junction. Observations during the site inspection noted that the northern section of Argents Mead provides access to Hinkley Leisure Centre servicing area. It is anticipated that the main movements along Argents Mead would be to and from the proposed development, consequently there is a greater risk of vehicles exiting the development failing to give way to vehicles traveling south along Argents Mead from Hinkley Leisure Centre servicing area.

Recommendation:

Review the layout, it may be more appropriate to reconfigure the development access such that it forms the major arm with the northern section of Argents Mead (access to Hinkley Leisure Centre servicing area) forming the minor arm.

2.5 Problem:

Summary: Potential risk of pedestrians struck by passing traffic

Location: *Footway along western side of Argents Mead*

Observations during the site inspection noted that a short section of footway along the western side of Argents Mead reverts to carriageway as it passes an electrical substation. It is unclear from the information provided if the layout of the short section of on-carriageway footway is to be retained. In addition the absence of a safe pedestrian crossing facility across Argents Mead for pedestrians traveling to and from Hinkley Leisure Centre car park to the proposed community facilities may encourage pedestrians to cross Argents Mead at unsafe locations where the risk of being struck by passing vehicles will be greater.

Recommendation:

Review the layout, if possible the short section of on-carriageway footway should be removed and a safe pedestrian crossing facility across Argents Mead should be provided.

2.6 Problem:

Summary: Potential risk of collisions associated with inadvertent vehicle manoeuvres

Location: *Proposed drop off layby on Argents Mead*

There is concern that that the proposed drop off layby on Argents Mead encourages northbound vehicles to drive across the southbound carriageway to enter the drop off layby. As a result vehicles exiting the drop off layby are encouraged to perform a U-turn on Argents Mead to access the local highway network. This may increase the risk of vehicle collisions associated with inadvertent vehicle manoeuvres.

Recommendation:

Review the layout, if possible the drop off layby should be relocated to an alternative location.



2.7

Problem

Summary: Potential collisions associated with poor pedestrian crossing facilities

Location: *Proposed development access*

No details relating to pedestrian crossing facilities across the development access have been provided. The absence of dropped kerbs and tactile paving may increase the risk of a pedestrian trip or fall.

Recommendation:

Ensure that dropped kerbs and tactile paving are provided across the development access.



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, RegRSA (IHE), HE Cert Comp

Signed:



Date: 3rd August 2023

Audit Team Member

Wendy Palmer
MCIHT, FIHE, MSoRSA, HE Cert Comp

Signed:



Date: 3rd August 2023



Appendix A



2.3

General Issues

[illegible]



Appendix B



Item No.	Audit Team Recommendation(s)	Designer's Response
2.1	Ensure that surface water drainage is provided, any new drainage should be relocated away from pedestrian and cycle desire lines.	
2.2	Ensure that visibility splays to and from the proposed development access are provided to confirm that the appropriate vehicle and pedestrian visibility splays can be achieved.	
2.3	Ensure that a service management plan is adopted, where possible servicing by large vehicles should be undertaken during off peak periods.	
2.4	Review the layout, it may be more appropriate to reconfigure the development access such that it forms the major arm with the northern section of Argents Mead (access to Hinkley Leisure Centre servicing area) forming the minor arm.	
2.5	Review the layout, if possible the short section of on-carriageway footway should be removed and a safe pedestrian crossing facility across Argents Mead should be provided.	
2.6	Review the layout, if possible the drop off layby should be relocated to an alternative location.	
2.7	Ensure that dropped kerbs and tactile paving is provided across the development access.	

Designer's Statement:

I certify that I have considered the items that have arisen in the Stage 1 Road Safety Audit Report and my response to its recommendations are set out above.

.....
Designer

Date:

Project Sponsor/ Client Organisation Statement:

I accept/do not accept the Designer's Response (please delete as appropriate)

.....

Date: