
**LAND EAST OF BRASCOTE LANE,
NEWBOLD VERNON, LEICESTERSHIRE**

PROPOSED HIGHWAY ACCESES

STAGE 1

ROAD SAFETY AUDIT REPORT

**REQUESTED BY:
HUB TRANSPORT PLANNING**

DECEMBER 2021



RKS
Associates

Project: Land East of Brascote Lane, Newbold Vernon, Leicestershire
Proposed Highway Accesses

Client: Hub Transport Planning

Document: Stage 1 Road Safety Audit

RKS Associates Ref: VRP1353-01

Issue date: 2nd December 2021

Status: Final

Authorised by: VP/WP

© Copyright RKS Associates 2022



RKS
Associates

11 Falconer Road
Bushey
Hertfordshire
WD23 3AQ



CONTENTS

1	Introduction	1
2	Local Alignment.....	3
3	Junctions	4
4	Walking, Cycling & Horse Riding	5
5	Traffic Signs, Carriageway Markings & Lighting.....	6
6	Audit Team Statement.....	7

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 highway accesses serving a proposed residential development located on land to the east of Brascote Lane, Newbold Verdon in Leicestershire. The development proposals seek to provide up to 260 residential dwellings.

1.2 The highway works include the provision of two new accesses located on the eastern side of Brascote Lane to serve the proposed residential development. The new accesses take form of priority junctions facilitating all movements into and out of the development. The width of both proposed development accesses is 5.5m wide with 6m kerbed junction radii. Additional highway works include the extension of the existing footway along the eastern side of Brascote Lane into the development and the relocation of the existing 30mph speed limit to approximately 150m south of the proposed southern development access.

1.3 Brascote Lane is a single two-way carriageway aligned in a north to south direction, the carriageway is lit, and is subject to a national speed limit that reduces to 30mph speed limit on its entry to Newbold Verdon approximately 100m north of the proposed northern development access. A new pedestrian footway is located along the eastern side of Brascote Lane fronting the proposed development and a grass verge is located along the western side.

1.4 Hub Transport Planning has supplied the following information upon which this Stage 1 RSA is based:

- Draft Transport Assessment prepared by Hub Transport Planning Reference: T20517 (November 2021) ; and
- Hub Transport Planning Drawing Number 20517.001 – Proposed Site Access Layout.

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
Local Highway Authority	Leicestershire County Council
Design Organisation	Hub Transport Planning

1.6 The Audit was undertaken following examination of the submitted documents, including site visit undertaken on Tuesday 30th November 2021 between the hours of 12pm and 1pm. The weather was overcast, and the road surface was dry, traffic, cycle and pedestrian flows along Brascote Lane were low.



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 Draft Transport Assessment provided by the design engineers indicate that the proposed development would generate approximately 177 two-way trips during the AM peak hour and 179 two-way vehicle trips during the PM peak hour. The Automated Traffic Counts undertaken in July 2021 contained in the Draft Transport Assessment indicate that the 85%tile traffic speeds along Brascote Lane are 47.8mph and 49mph in the northbound and southbound direction respectively.

Collision Data

- 1.12** Personal Injury Collision (PIC) obtained from Leicestershire County Council contained in the Draft Transport Assessment for the five-year period up to 30th April 2020 indicates that a total of 18 collisions have occurred on the wider highway network. A closer examination of the collision data identifies that no collisions have occurred on Brascote Lane in the immediate vicinity of the highway works.



2 LOCAL ALIGNMENT

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 which could increase the risk of loss of control collisions.

Recommendation:

Ensure that adequate surface water drainage is provided ensuring that it is located away from pedestrian and cycle desire lines.



3 JUNCTIONS

3.1 **Problem:**

Summary: Potential risk of vehicle turning collisions

Location: *Development Accesses/Brascote Lane junctions*

No details of vehicle track plots have been provided, it is therefore not possible to ascertain whether or not there will be any safety implications. Insufficient carriageway width may result in vehicles overrunning footway/verge or performing multiple manoeuvres to negotiate the development accesses.

Recommendation:

Undertake vehicle swept path analysis to ensure that the anticipated vehicles using the proposed development accesses can safely negotiate the junctions within the carriageway, and if necessary, amend the layout of the junctions.



4 WALKING, CYCLING & HORSE RIDING

4.1 Problem:

Summary: Potential risk of pedestrian trip or fall

Location: *Proposed development accesses*

No details of dropped kerbs and tactile paving have been provided across the northern and southern development accesses. The absence of dropped kerbs and tactile paving may increase the risk of pedestrian trips or falls as a result of pedestrians negotiating full height kerbs.

Recommendation:

Ensure that dropped kerbs and tactile paving are provided across the northern and southern development accesses.



5 TRAFFIC SIGNS, CARRIAGEWAY MARKINGS & LIGHTING

- 5.1** The Audit Team raise no concerns at this Stage 1 RSA in respect of traffic signs, carriageway markings and lighting, however full details should be provided at the detailed design stage.



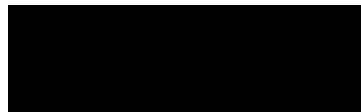
6 AUDIT TEAM STATEMENT

- 6.1** 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: 2nd December 2021

Audit Team Member

Wendy Palmer
MCIHT, FIHE, MSoRSA, HE Cert Comp

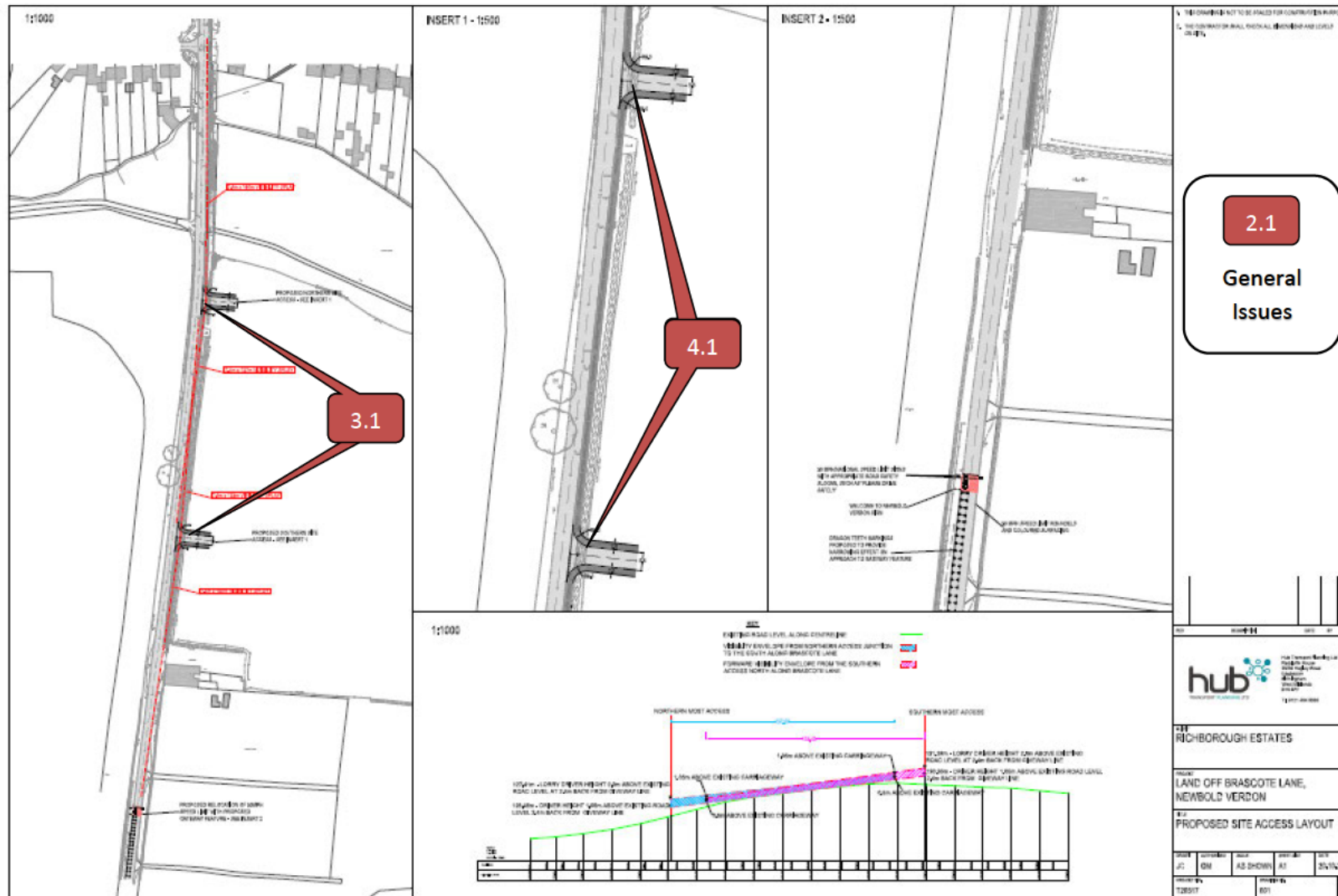
Signed:

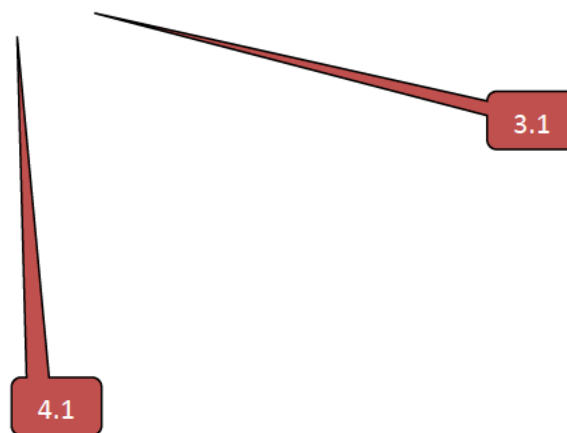


Date: 2nd December 2021



Appendix A







Appendix B

