

Hammonds Way, Hinckley

Road Safety Audit Response Report

**F1 Project details**

Table F.1 Project Details

Report title:	Road Safety Audit Response Report (RSA1)
Date:	31 st March 2026
Document Reference and revision:	27339-05 RSA Response Report
Prepared by:	DTA Transportation
On behalf of:	Leicestershire County Council

Table F.2 Authorisation Sheet

Project:	Butt Lane, Ford
Report title:	Road Safety Audit Response Report (RSA1)
Prepared by:	
Name:	Rose Tinley
Position:	Consultant
Signed	
Organisation:	DTA Transportation
Date:	31 st March 2026

F2 Introduction

This report sets out the design organisation response to problems raised in the Stage 1 Road Safety Audit carried out by Meraki Alliance (reference MAL/HWHPDA/RSA1 Rev 0, 31st March 2026).

The audit brief was agreed with Leicestershire County Council as Local Highway Authority and is at **Appendix A**.

The received audit is attached as **Appendix B**.

**F3 Key personnel**

Table F.3 Key personnel

Overseeing Organisation:	<u>Leicestershire County Council</u>
RSA Team:	<u>Meraki Alliance Ltd</u> Naomi Cook – Audit Team Leader Neil Jones – Audit Team Member Riverside Court Wetherby LS22 6LE
Design organisation:	<u>DTA Transportation</u> Dave Neale (dn@dtatransportation.co.uk) Forester House, Doctors Lane, Henley in Arden, Warwickshire B95 5AW T: 01564 793598

**F4 Road Safety Audit Decision Log**

Table F.4 Road Safety Audit decision log

RSA Problem	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
Problem 1-1 Location: General to the scheme Summary: Increase in collisions resulting from ineffective surface water drainage No details of any proposed highway drainage works have been provided as part of the RSA information. If surface water cannot drain effectively there is a risk of surfacing water ponding and encroaching into the wheel paths of vehicles on the internal highway network. This can result in a loss of friction and subsequent collisions resulting from aquaplaning, skidding or loss of control.	Provide highway drainage within the development area	The problem and recommendation are accepted. The final drainage details will be provided within the S278.		

Hammonds Way, Hinckley

Road Safety Audit Response Report



Problem 1-2 Location: General to the scheme Summary: Increase in collisions during darkness or low light conditions Hammonds Way is currently street lit. Details of alterations to the street lighting were not provided as part of the RSA information. A proposed junction introduces an area of potential conflict, which if not lit sufficiently during the hours of darkness or low light conditions, could result in an increase in collisions associated with vehicle movements during the hours of darkness. There is also a risk of cyclists and pedestrians being unseen by drivers, as they approach of use the crossing, resulting in an increase in collisions.	Review the street lighting in the vicinity of the proposed junction to ensure sufficient lighting levels are achieved. Provide additional lighting at detailed design as required.	The problem and recommendation are accepted. The final lighting details will be provided within the S278.		
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Hammonds Way, Hinckley

Road Safety Audit Response Report



Problem 1-3 Location: Proposed development access Summary: Increase in cross path collisions or pedestrian collisions, due to obstructed visibility Proposed visibility splays at the junction indicated on the design drawings are achieved through third party land to the south. Details of proposed boundary treatments, landscaping and levels within this area have not been provided to the Audit team. If this area is planted, and boundary treatments are placed within it, or the levels within it are built up, this could impede intervisibility between users at the proposed access and vehicles on Hammonds Road. If intervisibility is impeded there is a risk of collisions resulting from vehicles pulling across the path of an approaching vehicle to enter or exit the access.	Ensure that the visibility splay is achieved and is kept free of obstructions, in perpetuity.	The problem and recommendation are accepted. The visibility splay will be kept clear and planting along the boundary will be under 600mm in height.		
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F5 Design organisation and Overseeing Organisation statements

Table F.5 Design organisation statement

On behalf of the design organisation I certify that:	
1) The RSA actions and other matters identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation; or	☐
2) The RSA actions and other matters identified in response to the road safety audit problems in this road safety audit cannot be agreed and I wish to proceed to an exception report	☐
Name:	Dave Neale
Signed:	
Position:	Director
Organisation:	DTA Transportation
Date:	31 st March 2026

Table F.6 Overseeing Organisation statement

On behalf of the Overseeing Organisation I certify that:	
1) The RSA actions and other matters identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation and will be progressed; or	☐
2) The RSA actions and other matters identified in response to the road safety audit problems in this road safety audit cannot be agreed and I wish to proceed to an exception report	☐
Name:	
Signed:	
Position:	
Organisation:	Leicestershire County Council
Date:	

Appendix A

Road Safety Audit Brief

1. Project Summary	
Date	16 th March 2026
Document Reference	27339-03a
Prepared by	DTA Transportation
On behalf of	Leicestershire County Council
Authorisation Sheet	
Project	Hammonds Way, Hinckley
Report Title	Stage 1 Road Safety Audit Brief
Prepared by	Rose Tinley
Signed	
Organisation	DTA Transportation
Date	16 th March 2026
I approve the RSA Brief and instruct the RSA to take place on behalf of the overseeing organisation	
Name	Suraj Dave
Signed	<i>Suraj Dave</i>
Organisation	Leicestershire County Council
Date	18 th March 2026

2. General Details	
Scheme Name	Hammonds Way, Hinckley
Type of scheme	Creation of new vehicular access
Stage of Audit required  (please indicate one – further stages require another brief form)	Stage 1 ☒ Completion of Preliminary Design Combined Stage 1 / 2 ☐ No Prelim Design - progressed straight to Detailed Design Stage 2 ☐ Completion of Detailed Design Stage 3 ☐ Completion of construction Stage 4 ☐ Monitoring at 12 or 36 months
Design Team contact details (Name, Address, Email, and Tel No.)	<u>DTA Transportation</u> Rose Tinley – rt@dtatransportation.co.uk Forester House, Doctors Lane, Henley in Arden, Warwickshire B95 5AW Tel : 01564 793598
Client / Project Sponsor contact details (Name, Address, Email, and Tel No.)	
Maintaining Agent contact details (Name, Address, Email, and Tel No.)	
Police contact details (Required for Stage 3 Road Safety Audit)	N/A
Terms of Reference (please stipulate which RSA standard is being applied to this Highway Improvement Scheme)	The RSA is to be conducted in accordance with the requirements of DMRB GG119, the content of this RSA Audit Brief and the Leicestershire Highway Design Guide (LHDG). The RSA Audit Team are to check the RSA Audit Brief and notify the Overseeing Organisations of any missing information prior to commencement of the RSA. When completing the RSA Report, safety problems are to be identified by the Overseeing Organisation affected.
Safety Audit Team Membership (CVs available on request)	
Team Leader	Naomi Cook
Team Member	Neil Jones
Team Member (2)	
Observer	
Specialist Advisor	

3. Scheme Description / Objective

General Description (include scheme purpose and construction start date)	Proposed industrial unit
Design Standards Applied to the Scheme Design (List any departures/relaxations from standard in Section 5)	Manual for Streets (1/2) CD123
Design Speeds (kph)	30mph 85 th percentile speeds
Speed Limits (State whether mandatory or advisory)	30mph
Existing Traffic Flows / Queues	
Forecast Traffic Flows	C43-50vph in the peaks
Pedestrian, cyclist and equestrian desire lines	Pedestrian and cycle access will be via the site access
Environmental Constraints	None known

4. Description of Locality (Please include an attached location plan)

General Description	The site is located to the north of Hammonds Way approximately 3km south-west of Hinckley Town Centre. Hammonds Way is a single lane carriageway and subject to a 30mph speed limit. Footway provision is provided on both sides of the carriageway Hammonds Way connects to the A5 via a three-arm roundabout. The A5 is subject to a 50mph speed limit and has a shared use footway/ cycleway on the northern side of the carriageway.
Factors Affecting Road Safety	Potential conflict between existing access, pedestrians, cyclists and motor vehicles.

5. Collision Data Analysis

PIC data details (analysis period, data range, area analysed etc)	No recorded collisions on Hammonds Way. 6 recorded collisions on the A5 in the study area. (Details presented in supporting Highways Response Note (DTA report 27339-04).
Summary of Collisions (narrative record and PIC location plot to be included)	No vulnerable road users were involved in any of the PICs shown above. Two of the PICs involved goods vehicles, both were classed as 'slight' in severity.

6. Departures and Relaxations from Standards

General (Please state if there are none)	None
List of Departures/Relaxations	

7. Previous Road Safety Audits, Design Team Responses and Exception Reports

(Please provide details, including Report title, Document ref, Date completed)

None

8. Strategic Decisions: Items outside the scope of this Road Safety Audit

N/A

9. List of Documents and Drawings provided for Audit

Documents (Include Title, Document Ref and Revision)	27339-01b Transport Assessment
Drawings (Include Title, Drawing No., Revision and Status)	27339-01 Swept Path Analysis 27339-02 Site Access Visibility Splays 27339-03 Footway/ Cycleway proposals

10. Checklist ☒ (provide reasons for those that have not been included/carried out)

Scale layout plans	☒	Site location plan	☒
Previous RSA reports	☐	Construction/typical details	☐
Traffic signal staging	☐	Previous Response Reports	☐
Road Traffic Collision Plot	☒	List of Departures and Relaxations	☐
Traffic Counts	☐	Items outside the scope of RSA	☐
Vehicle speed surveys	☐	Design Speeds/speed limits	☒
Walking, cycling and horse riding assessment and reviews	☐	Adjacent land uses	☐
Design standards used	☒	Other factors that may impact on safety	☒

Additional Comments:

Appendix B
Road Safety Audit

Hammonds Way, Hinckley – Proposed Development Access

Stage 1 Road Safety Audit

Hammonds Way, Hinckley – Proposed Development Access

Stage 1 Road Safety Audit

Report Title:	Hammonds Way, Hinckley – Proposed Development Access
Report Produced for:	Leicestershire County Council
Report Dated:	31 March 2026
Document Reference & Revision:	MAL/HWHPDA/RSA1 Rev 0
Report Produced by:	Meraki Alliance, Watkin Avenue, Old Colwyn, Conway LL29 9NN Naomi Cook - Tel:+44 (0) 7818026263
On behalf of:	DTA Transportation Ltd

Contents Amendment Record

This report has been issued & amended as follows:

Issue	Revision	Description	Date	Signed
1	0	Draft Report	31 Mar 2026	NC
1	0	FINAL REPORT	31 Mar 2026	NC/NJ

Report Circulation Record

This report has been circulated, as follows:

Person	Organisation	No. of Copies	Date
R Tinley	DTA	Electronic	31 Mar 2026
D Neale	DTA	Electronic	31 Mar 2026
N Jones	Meraki Alliance Ltd	Electronic	31 Mar 2026



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1 Introduction

1.1 General

This report has been prepared in response to a request to undertake a Stage 1 Road Safety Audit (RSA) (i.e. completion of preliminary design), by DTA Transportation, on behalf of Leicestershire County Council. The scheme submitted for audit is a new priority T-junction associated with a proposed industrial development on land adjacent to Hammonds Way, Hinckley.

The proposed development area is north of Hammonds Way and is bound by Nutts Lane to the north and west with commercial and industrial properties to the east and Hammonds Way to the south. The proposed development will be accessed from Hammonds Way which, at this location is a single two-way carriageway subject to a 30mph speed limit. Street lighting is present and footway is provided on both sides of the carriageway.

The proposed works included within this RSA Stage 1 consist of:

- A new priority T-junction on the north side of Hammonds Way

The documents submitted for consideration as part of the audit, were made available to the Road Safety Audit Team by Dave Neale of DTA Transportation. The documents forming this RSA are listed in **Appendix 1**. The audit comprised an examination of documents and an examination of the site.

Overseeing Organisation: Leicestershire County Council

Client: Hinckley Investment LLP

Design Organisation: DTA Transportation Ltd

1.2 Previous Road Safety Audits

The Audit Team has not been made aware of any previous audits undertaken on the proposed access.

1.3 Road Safety Audit Team

The Road Safety Audit Team membership approved was:

Audit Team Leader: **Naomi Cook** MSc FCIHT
Holder of HE RSA Certificate of Competency

Audit Team Member: **Neil Jones BA Dip FCIHT MSoRSA**
Holder of HE RSA Certificate of Competency

1.4 Personal Injury Collision Data

The Audit Team examined *Crashmap* for the most recent five-year period of personal injury collision (PIC) data (2020-2024) for the adjacent highway network, as shown in **Figure 1**.



Figure 1: Collision Data

Examination of the data indicates that there have been no PICs recorded at Hammonds Way, in the vicinity of the proposed access.

1.5 Departures or Relaxations from Standards

No Departures or Relaxations from Standard were submitted to the Road Safety Audit Team.

1.6 Details of Site Visit

A site visit was undertaken on the afternoon of Monday 30 March 2026 between 14:10 and 14:20 hrs. Whilst on site the weather and road surface was dry. No incidents were noted. No pedestrian or cycle movements were witnessed. Traffic flows were light and free flowing.

1.7 Items Outside the Scope of the Road Safety Audit

No issues outside the scope of the Road Safety Audit were identified.

1.8 Disclaimer

The Road Safety Audit comprised an examination of the documents and drawings supplied to the Road Safety Audit Team (referenced in **Appendix 1** of this report). No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

The Terms of Reference are as described in the National Highways Design Manual for Roads and Bridges document GG119 'Road Safety Audit'. The scheme has been examined and this report compiled only with regard to safety implications to road users of the scheme as presented. It has not been verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. However, any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

Furthermore, any recommendations included within this report should not be regarded as being prescriptive design solution to the problem raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, as stipulated in GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which should be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

It is the Project Sponsor's responsibility to ensure that all problems raised by the Road Safety Audit Team are given due consideration.

In the event of a collision and any resulting legal action, Meraki Alliance Ltd would have to defend its actions on the basis that it took such care, as in all circumstances was reasonably required, to ensure that the highway was not dangerous to road users. It is important therefore that recommendations contained in the report are acted upon wherever possible.

2 Items Raised at this Stage 1 Road Safety Audit

This section details the findings of this Stage 1 Road Safety Audit. All locations of identified problems are illustrated on the plan included at **Appendix 2**.

2.1 Road Safety Audit - Problems Stage 1

PROBLEM		1-1
Location:	General to the scheme	
Summary:	Increase in collisions resulting from ineffective surface water drainage	
No details of any proposed highway drainage works have been provided as part of the RSA information. If surface water cannot drain effectively there is a risk of surfacing water ponding and encroaching into the wheel paths of vehicles on the internal highway network. This can result in a loss of friction and subsequent collisions resulting from aquaplaning, skidding or loss of control.		
RECOMMENDATION		
Provide highway drainage within the development area.		

PROBLEM		1-2
Location:	General to the scheme	
Summary:	Increase in collisions during darkness or low light conditions	
Hammonds Way is currently street lit. Details of alterations to the street lighting were not provided as part of the RSA information. A proposed junction introduces an area of potential conflict, which if not lit sufficiently during the hours of darkness or low light conditions, could result in an increase in collisions associated with vehicle movements during the hours of darkness. There is also a risk of cyclists and pedestrians being unseen by drivers, as they approach or use the crossing, resulting in an increase in collisions.		
RECOMMENDATION		
Review the street lighting in the vicinity of the proposed junction to ensure sufficient lighting levels are achieved. Provide additional lighting at detailed design as required.		

PROBLEM		1-3
Location:	Proposed development access	
Summary:	Increase in cross path collisions or pedestrian collisions, due to obstructed visibility	
Proposed visibility splays at the junction indicated on the design drawings are achieved through third party land to the south. Details of proposed boundary treatments, landscaping and levels within this area have not been provided to the Audit team. If this area is planted, and boundary treatments are placed within it, or the levels within it are built up, this could impede intervisibility between users at the proposed access and vehicles on Hammonds Road. If intervisibility is impeded there is a risk of collisions resulting from vehicles pulling across the path of an approaching vehicle to enter or exit the access.		
RECOMMENDATION		
Ensure that the visibility splay is achieved and is kept free of obstructions, in perpetuity.		

END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN THIS STAGE 1 ROAD SAFETY AUDIT

3 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119	
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	NAOMI COOK
SIGNED:	
POSITION:	ASSOCIATE DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	31 MARCH 2026
ROAD SAFETY AUDIT TEAM MEMBER	
NAME:	NEIL JONES
SIGNED:	
POSITION:	PRINCIPAL ENGINEER
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	31 MARCH 2026

Appendix 1 – Audited Documents

Document / Drawing	Title	Revision
27339-01b	Transport Assessment	

Appendix 2 – Problem Location Plan

Problem Location Plan

Problems General to the Scheme:

Problem 1-1

Problem 1-2

Problem 1-3

95,000 sqft
(INC 12.5% OFFICE AT
1st & 2nd FLOOR)

CYCLES
(2x12 no total
24no)

Refuse Area
& AC Compounding

10 No Dock Doors
2 No Level Access Doors
9 No Lorry Parking
Spaces

Line of 20m
dia. lorry
turning
circle

10m No. Above Ground Build Line

Visibility Splay
4.5m x 47m

Hammonds Way

Sketchley Brook

National Grid Distribution

FB

REV	DATE	DESCRIPTION	INITIALS
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Project Name: Sketchley Lane
Project No: 27338-02
Date: 01/08/2025
www.dtaconsultants.co.uk

Location: Land at Hammonds Lane, Hockley
Client: Sketchley Investment LLP

Visibility Splays

Scale: 1/500 (A3) | Date: 01/08/2025 | Project No: 27338-02



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