

AGRARIAN DEVELOPMENT HOLDINGS LTD

LAND SOUTH OF THE A5, HINCKLEY

BRIDGE LOWERING WORKS WITH FOOTWAY - STAGE 1 ROAD SAFETY AUDIT
RESPONSE REPORT

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project number: ADC1839				report reference: ADC1839-RP-AB-2
version	date	author	reviewer	comments
1	22/12/2023	Phil Walker	Stuart Dunhill	first draft

Introduction

1. ADC Infrastructure Ltd is commissioned by Mountpark to provide transport advice and the detailed design of the Section 278 Highways Works required to deliver their proposed employment development known as; Land south of the A5, Hinckley, or; the Land at Padge Hall Farm, Hinckley.
2. The development is for circa. 1.5million sqft of B8 distribution space, located to the south of Hinckley and the A5 in Leicestershire. The development has a resolution to grant planning permission, subject to signing of the S106. The approved traffic signal controlled site access junction and mitigation works at the nearby Dodwells Roundabout were subject to a Stage 1 RSA as part of the planning application process and the highway works are conditioned as part of the planning permission for the development.
3. The conditioned highway works package also includes works to lower the carriageway at the A5 Watling Street railway bridge. The existing railway bridge does not provide a DMRB compliant height clearance, with a posted height clearance of 4.6m. The bridge is struck by HGVs approximately once every two weeks, causing serious disruptions to traffic flow on the A5 and local areas as traffic is diverted. Hence, there is an inherent issue with regards to safety and journey time reliability which can have a major impact on the distribution industry. The approved highway works are to lower the A5 carriageway in the vicinity of and below the bridge to provide a compliant height clearance (5.11m). The highway works to lower the A5 carriageway at the railway bridge were also the subject of a Stage 1 RSA as part of the planning application process, and the lowering works are also conditioned as part of the planning permission for the development.
4. However, in addition, Leicestershire County Council, in consultation with National Highways, requested that the development provide a new section of footway on the northern side of the A5 between the new signal controlled site access junction and the railway bridge (where there is evidence of people using the highway verge). National Highways therefore recommended a condition to the local planning authority, who conditioned this footway (Condition 11) repeated in (5) below.
5. *"Prior to commencement of any development, detailed plans for the provision of a pedestrian footway along the northern side of the A5 between the Nutts Lane Rail Bridge to a point directly opposite the site access must be submitted and supported by a Road Safety Audit Stage 1 and Walking, Cycling and Horse-Riding Assessment, and approved in writing by the Local Planning Authority, in consultation with National Highways and Leicestershire County Council."*
6. The Design Team consider that the provision of the new section of footway would warrant the detailing of a pedestrian guard rail for the section of footway as it passes beneath the railway bridge. Given this change, the Design Team consider it appropriate to update the previous Stage 1 RSA for the A5 lowering works to include for the changes associated with the footway and expand the scope of the audit to include the length of the new footway. Hence the RSA should be an update of the previous Stage 1 RSA undertaken as part of the planning application for the A5 lowering works in combination with a review of the proposed new section of footway between the site access junction and the railway bridge.
7. This required Stage 1 RSA was carried out on 5 December 2023 by Auditors from Midlands Road Safety Ltd.
8. **Appendix A** contains the above Stage 1 Road Safety Audit report, reference; **23-1045-02-RSA1** covering the scope of reviewing the provision of the footway alongside the A5 in addition to the proposed mitigation works to lower the A5 carriageway at the existing low railway bridge. The audit report includes background information about the location and extent of the works proposed. The audit brief was agreed with the project sponsor, Russell Gray, acting on behalf of National

Highways. This document is the Road Safety Audit Response Report. It has been prepared with reference to DMRB GG 119.

9. Drawings **ADC1839-DR-100-P03, ADC1839-DR-693-P4, ADC1839-DR-Z01-0641-P1, and ADC1839-DR-Z01-0120-P1** were the subject of the Road Safety Audit.
10. The representatives from the design organisation who prepared this RSA Response Report are named on the front sheet and in the statement below.

Key personnel

11. GG 119 requires the Design Organisation to prepare a road safety audit response report in collaboration with the Overseeing Organisation. The key personnel are as follows:

Overseeing Organisation	National Highways	Russell Gray
RSA team	Midlands Road Safety Ltd	Chris Berry
Design organisation	ADC Infrastructure Ltd	Phil Walker

Decision Log

12. The Road Safety Audit report noted two safety issues within the report to be addressed. These are listed in the Decision Log appended to this report, which also details the Designers response and actions to address the issues. The report also makes reference to the original RSA and its recommendations which were addressed at the time. These are included for reference in the Decision Log to show that all relevant points from both Audits have been addressed. Additionally, observations were provided within a covering letter reference; **23-1045-02-CL**. These observations are not identified safety problems, but generalised comments to assist in the design and safety audit process. Again, these have been noted and addressed within the Decision Log.

Revised Drawings as a result of the Audit

13. As a result of revisiting the design to address the issues raised by the audit, the following revised drawings have been prepared;
 - a) **ADC1839-DR-100-P04** General Arrangement
 - b) **ADC1839-DR-693-P05** Typical Bridge Section at Bridge Centre – Trief kerbing
 - c) **ADC1839-DR-Z01-0641-P02** Highway Long Section
 - d) **ADC1839-DR-Z01-0120-P02** A5 Footway Connection Improvement Works

Copies of these drawings are enclosed at **Appendix B**.

Design organisation and Overseeing Organisation statement

14. On behalf of the design organisation I certify that:
 - a) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation

name	Phil Walker
signed	<i>P. Walker</i>
position	Technical Director
organisation	ADC Infrastructure Limited
date	21/12/2023

15. On behalf of the Overseeing Organisation I certify that:

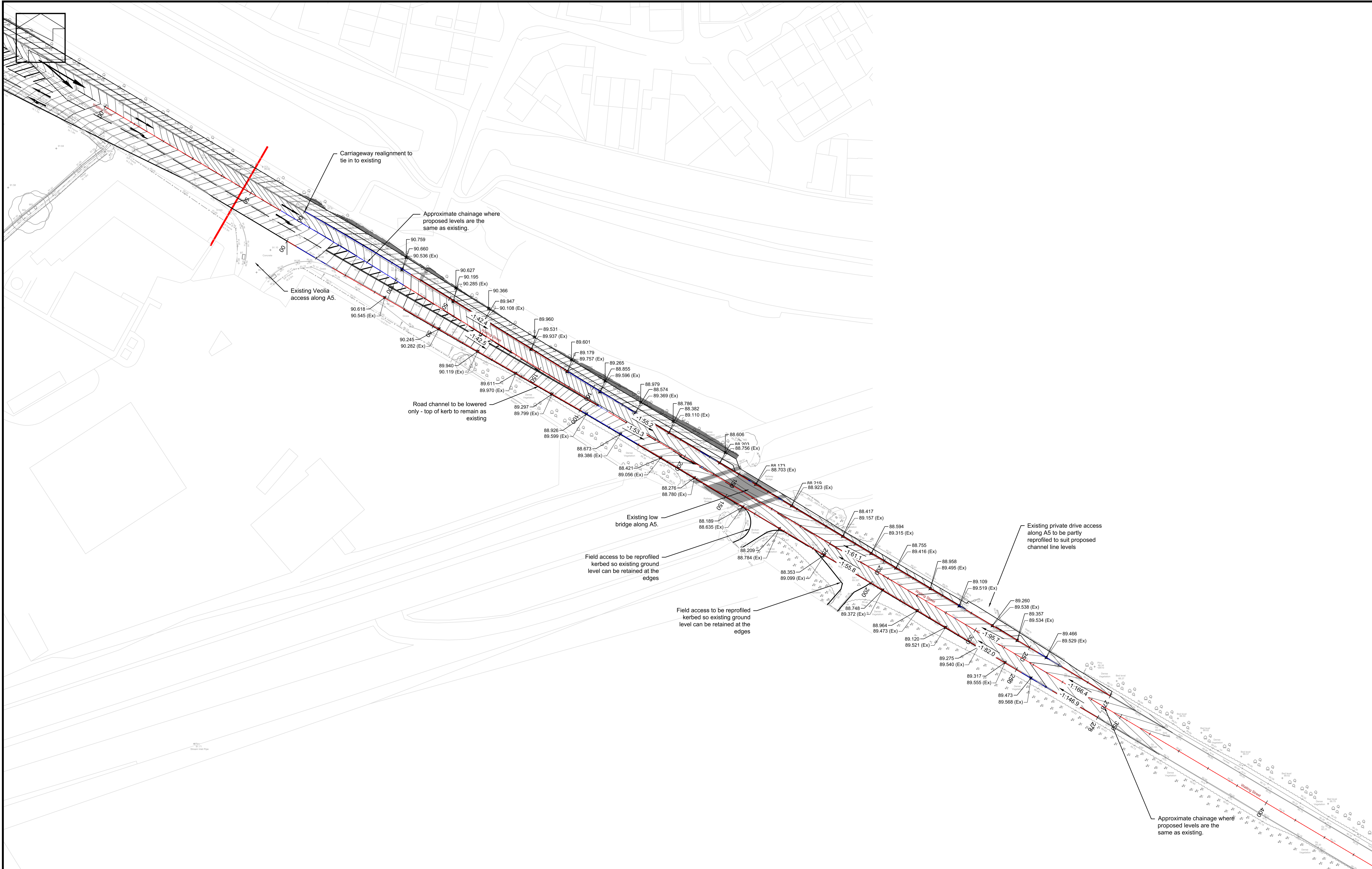
- a) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and
- b) the agreed RSA actions will be progressed.

name	Martin Seldon
signed	
position	Spatial Planner
organisation	National Highways
date	22/01/24

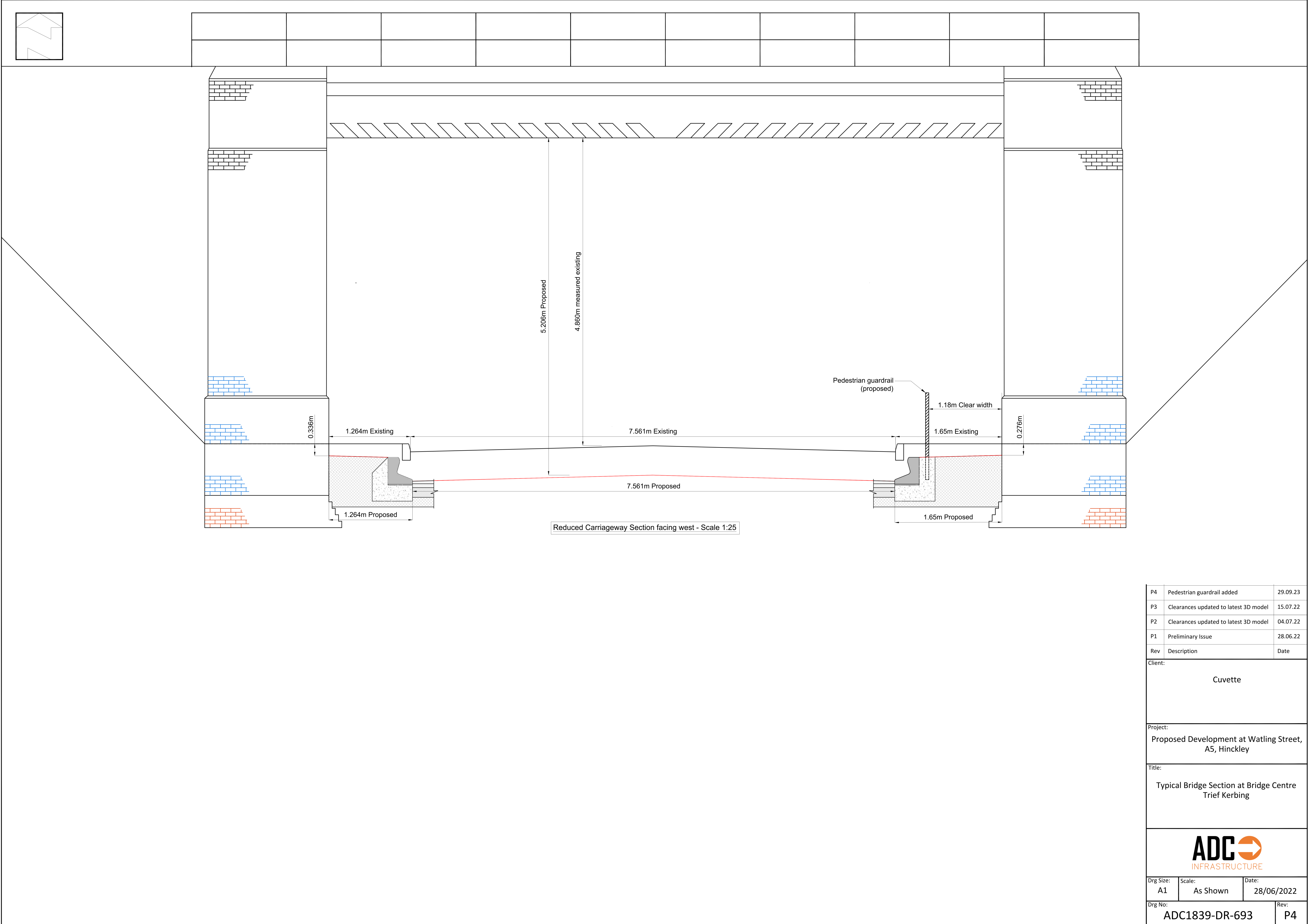
DECISION LOG

problem/issue		Design Organisation Response	Overseeing Organisation response	Agreed RSA Action
3.2 Summer 2022	PROBLEM 1	Agreed. The drainage requirements will be reviewed and appropriate drainage incorporated into the design and agreed with National Highways during the detailed design phase of the process.	Accepted	Drainage arrangements to be agreed during detailed design
	Location – Low point beneath the bridge.			
	Summary: Removal of drainage kerbs may lead to ponding and wet weather collisions.			
	The “typical bridge section” drawing provided shows Trief kerbs are to be used to replace the existing Beany Block drainage kerbs beneath the bridge. At this stage it is unclear what the amended drainage provision will be, however should the drainage be insufficient there is a risk of loss of control collisions, especially during wet or wintery conditions.			
	RECOMMENDATION			
	It is recommended, as part of the Detailed Design, the drainage requirements are reviewed and appropriate drainage incorporated into the design.			
3.3 Summer 2022	PROBLEM 2	Agreed. An appropriate signage scheme to advise Highway Users of the lack footway at this location would be considered and agreed with National Highways during the detailed design phase of the process. Please note that the lack of footway beneath the bridge has been considered in detail as part of the WCHAR, Transport Assessment and RSA for the site access and Dodwells roundabout mitigation.	Accepted	Appropriate signing to be agreed during detailed design
	Location – Footway beneath the bridge.			
	Summary: Reduction in footway width poses a risk of pedestrian collisions.			
	The footway beneath the bridge is currently approximately 1.6m in width. However, whilst the running lanes will be unaffected by the proposed changes the footway will effectively be narrowed to approximately 1.44m through the introduction of the Trief kerb. There is therefore an increased risk of pedestrian collisions through this section.			
	RECOMMENDATION			
	It is recommended, as part of the Detailed Design, signage warning drivers of the lack of a footway, alongside a distance plate, are provided at the northern end of the footway and prior to the bridge at the southern end of the footway to warn drivers of the potential for pedestrians walking in the carriageway.			
3.2 Dec 2023	PROBLEM 1	Agreed. The levels of the southwestern verge and kerb have been revisited and lowered to more closely match the proposed carriageway level, as indicated on revised drawing ADC1839-DR-100-P04. The level differences of this section will now be limited to a maximum kerb face height of 125mm for the main part, with a short section of 325mm high kerb face on the Trief kerb adjacent to and around the Bridge Abutment. behind the kerb line	Accepted	Scheme drawing has been amended in line with recommendation
	Location –Southwest side of Watling Street - Existing retained kerb / verge			
	Summary: Level differences between the carriageway and kerb / verge risk increased severity of injury in the event of a collision.			
	It is proposed to lower only the road channel on the southwest side of the carriageway. This will leave a 'stepped' level difference between the carriageway and kerb / verge of approximately 0.5m in places. There is a risk that this will result in an increased risk of severe injury in the event of a collision or loss of control incident			
	RECOMMENDATION			
	It is recommended that the level of the southwestern kerb and verge is amended so as not to provide a severe vertical difference at the edge of the carriageway			
3.3 Dec 2023	PROBLEM 2	Agreed. As with the south western kerb/verge, the northern side has been amended so that a verge of maximum 2.5% (1 in 40) crossfall sits directly behind a 125mm kerb face generally, with a short section of 325mm kerb face adjacent to the bridge abutment. The pedestrian guardrail proposed for below the bridge will be extended to cover the full length of the proposed Trief kerb protecting trips/falls from the high kerb face. the revised levels are as shown on drawing ADC1839-DR-100-P04.	Accepted	Scheme drawing has been amended in line with recommendation
	Location – Northern side of Watling Street - proposed verge between the new footway and carriageway.			
	Summary: Gradient between the footway and carriageway risks vehicle to pedestrian collisions.			
	There are some sections of verge where a steep gradient (potentially up to 1:4)will be created in the verge between the edge of the footway and southeastbound carriageway. Should a pedestrian step off the footway in error there is a risk that they may fall toward the carriageway, risking being struck by a passing vehicle.			
	RECOMMENDATION			
	It is recommended that the levels are amended such that a steep gradient between the edge of the footway and the edge of the carriageway is not created. Should this not be practicable, it is recommended that a post and rail fence is provided where a steep gradient is created.			
Covering Letter 12/12/23	ADDITIONAL COMMENTS	Agreed. As part of the detailed design, appropriate tactile paving and signing will be provided to forewarn users that they are entering / exiting a shared footway.	Accepted	Appropriate tactile paving and signing to be agreed during detailed design
	Location –North side of A5 at proposed Site Access Junction - Footway tie-in			
	Summary: In addition to the problems raised within the report the Audit Team have observed the following point outside of the scope of the audit to bring to the attention of the designer and / or Overseeing Organisation:			
	The footway links into a proposed 3m wide shared footway / cycleway at the new site access junction. It is recommended that, as part of the detailed design, appropriate tactile paving and signing is provided to forewarn users that they are entering / exiting a shared footway			
	RECOMMENDATION			
	It is recommended that, as part of the detailed design, appropriate tactile paving and signing is provided to forewarn users that they are entering / exiting a shared footway.			

AUDIT DRAWINGS



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Reduced Carriageway Section facing west - Scale 1:25

P4	Pedestrian guardrail added	29.09.23
P3	Clearances updated to latest 3D model	15.07.22
P2	Clearances updated to latest 3D model	04.07.22
P1	Preliminary Issue	28.06.22
Rev	Description	Date

Client:

Cuvette

Project:

Proposed Development at Watling Street,
A5, Hinckley

Title:

Typical Bridge Section at Bridge Centre
Trief Kerbing

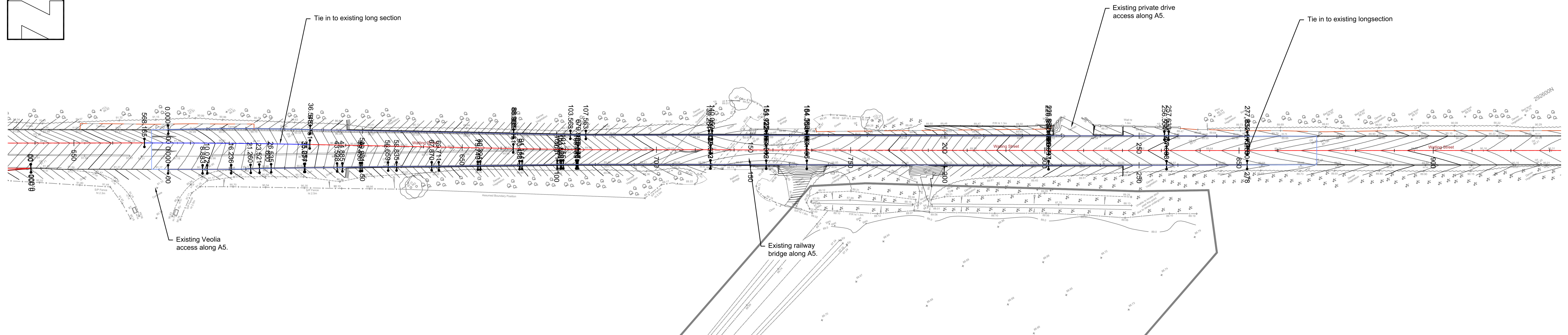
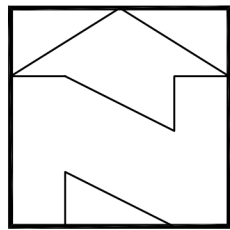


Drg Size:	Scale:	Date:
A1	As Shown	28/06/2022

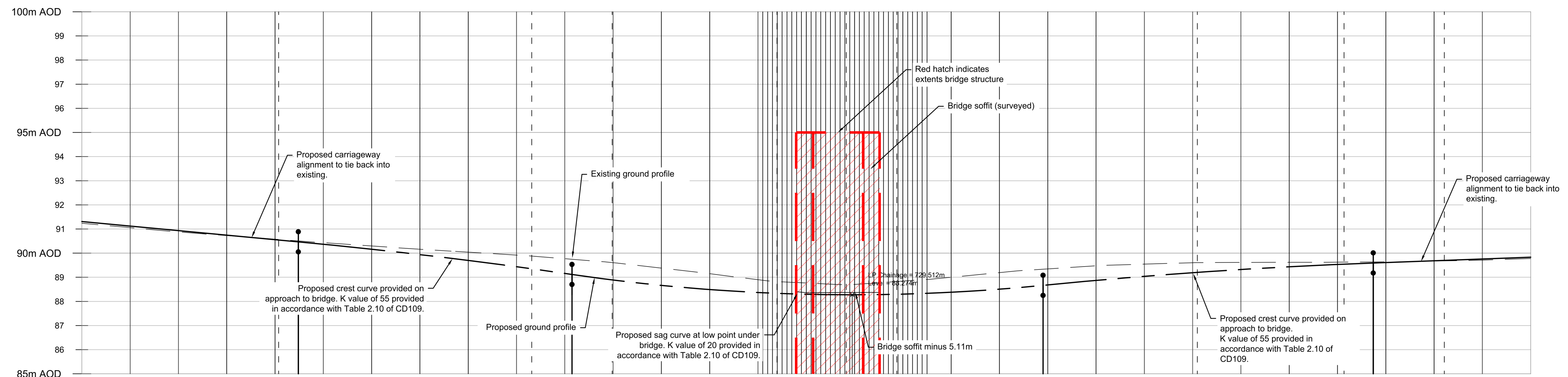
Drg No:	Rev:
ADC1839-DR-693	P4



Notes									
1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.									
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.									
3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.									
4. Any discrepancies noted on site are to be reported to the engineer immediately.									
5. Topographical survey reference is Greenhatch Group 32726_T Rev. 2 dated 07/08/02/19.									
6. Proposed signalled junction adjacent to these works is approved under the following planning consents:- - R21/0985 Rugby Borough Council 21/01191/HYB Hinckley and Bosworth Borough Council									
Zone References									
Zone	Description								
Z01	A5 Lowering Works								
Z02	Site Access Junction								
Z03	Dodwells Roundabout Improvements								
Key									
	Asphalt footway (proposed)								
	Vehicular crossing (proposed)								
	Grass verge (proposed)								
	Extent of existing rail bridge								
	Indicative extent of carriageway lowering works								
	Pedestrian guardrail (proposed)								
	Highway boundary								
Location shown is indicative only. It is based on .pdf data received from highways authorities, topographical survey data and Ordnance Survey mapping									
P01	29_09_23	First Issue						LMC	PW
Rev	Date	Description						Dr	Rev
Client:									
Mountpark									
Project: Land at Pudge Hall Farm, Hinckley									
Title: A5 Footway Connection Improvement Works Discharge of Planning Condition 11									
Drawn: L. Campbell		Reviewed: P. Walker							
Size: A0	Scale: 1:500			Date: 29/ 09 / 2023					
Status: FOR PLANNING									
Project Reference	Type	Zone	Number	Revision					
ADC1820 DB Z01			0120	001					



Alignment - CL01
SCALE: H 1:250,V 1:50.



Chainage	570	580	590	600	610	620	630	640	650	660	663.151	670	680	690	700	710	713.932	720	730	740	750	760	770	780	790	800	810	820	830	840	850	860	870										
Existing Levels		91.057	90.580	90.727	90.581	90.435	90.297	90.163	90.040	89.920	89.865	89.769	89.605	89.380	89.150	88.901	88.763	88.641	88.544	88.411	88.201	88.194	88.347	88.271	88.493	88.614	88.619	88.625	88.639	88.671	88.709												
Proposed Levels	91.307	91.120	90.953	90.746	90.524	90.468	90.369	90.163	89.897	89.637	89.352	89.153	88.892	88.605	88.492	88.369	88.335	88.295	88.271	88.246	88.379	88.507	88.635	88.691	88.744	88.792	88.832	88.869	88.891	88.939	88.959	88.989											
Level Difference	0.07	0.06	0.05	0.02	-0.02	-0.04	-0.07	-0.13	-0.34	-0.48	-0.53	-0.61	-0.63	-0.72	-0.66	-0.53	-0.49	-0.46	-0.42	-0.53	-0.62	-0.69	-0.67	-0.60	-0.50	-0.40	-0.37	-0.29	-0.18	-0.03	0.01	0.02											
Horizontal Geometry	R: 2040.000 L: 42.587				L =52.400							L =16.655				L =34.126				L =14.357				L =10.448				L =62.238				L =30.370				L =20.771				L =97.294			
Vertical Geometry	R =5500.000 K =55.000 L =170.097				R =5500.000 K =55.000 L =56.650							R =2000.000 K =20.000 L =97.550							R =5500.000 K =55.000 L =68.378							R =5500.000 K =55.000 L =111.995							G =0.733%										

Notes																	Client:						Title:						ADC											
1. Do not scale this drawing. All dimensions must be checked/verified on site. If in doubt ask. 2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications. 3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise. 4. Any discrepancies noted on site are to be reported to the engineer immediately.	Zone References				CDM Regulations Designer's Risk Schedule																		Cuvette						Highway Longsection Low Bridge Vertical Alignment For Compliant Headroom						Drawn: A. Robbins Reviewed: P. Walker					
	Zone		Description		This schedule aims to highlight abnormal hazards and risks, associated with this particular drawing, that have not been eliminated during the design process.												Size: A1 Scale: 1:500 Date: 18 / 07 / 2022																							
	Z01		Overall Site Works																																					
					Item Reference		Hazard or Risk identified				Date added														Padge Hall Farm Hinckley South, A5						PRELIMINARY ISSUE									
					001		Description				00.00.00																													
													P01 18.07.22 Preliminary Issue AR PW																											
													Rev Date Description Dr Rev																											

APPENDIX A

ROAD SAFETY AUDIT REPORT

12 December 2023
Our Ref: 23-1045-02-CL
Your Ref: N/A



Midlands Road Safety Ltd

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National Highways
The Cube
199 Wharfside Street
Birmingham
B1 1RN

BY EMAIL ONLY

To Whom it May Concern,

RE: A5 WATLING STREET – CARRIAGEWAY LOWERING AND NEW FOOTWAY – STAGE 1 ROAD SAFETY AUDIT

Please find enclosed our Stage 1 Road Safety Audit in relation to the proposed lowering of the carriageway at the A5 Hinckley low rail bridge and a proposed new footway provision associated with an application for a new development at Padge Farm to the northwest.

In addition to the problems raised within the report the Audit Team have observed the following point outside of the scope of the audit to bring to the attention of the designer and / or Overseeing Organisation.

Additional Comments

Footway tie-in at the proposed new junction

- The footway links into a proposed 3m wide shared footway / cycleway to at a new junction. It is recommended that, as part of the detailed design, appropriate tactile paving and signing is provided to forewarn users that they are entering / exiting a shared footway.

If you have any questions with regard to the above or the attached report please do not hesitate to contact me.

Yours sincerely,

**Chris Berry MSc, HE Cert Comp
Director**

Chris.Berry@midlandsroadsafety.co.uk

Enc. Stage 1 RSA 23-1045-02-RSA1

*Midlands Road Safety Ltd - Design Safer, Build Smarter
Registered in England No. 12151914*

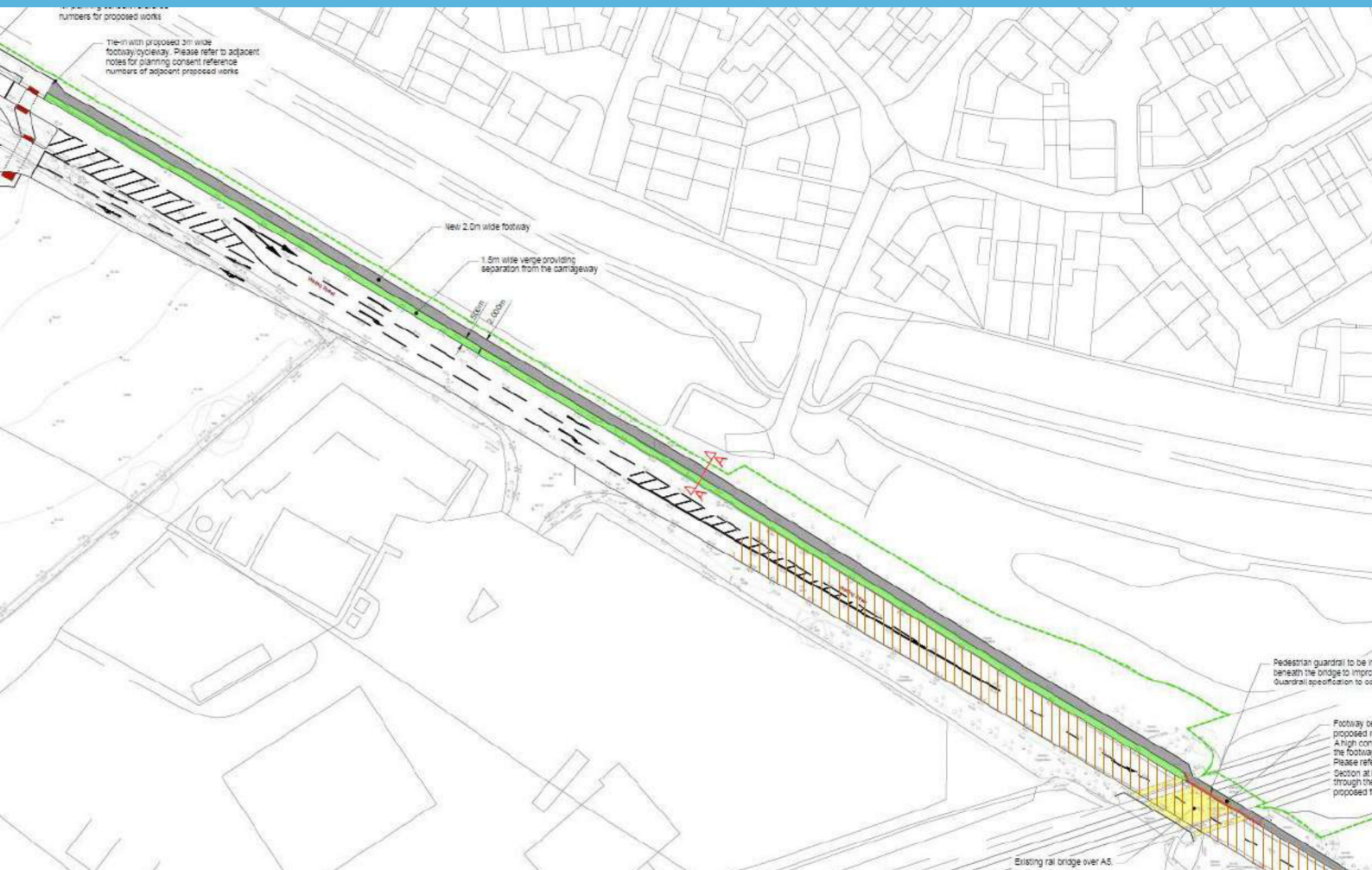


A5 WATLING STREET, HINCKLEY, LEICESTERSHIRE

STAGE 1 – ROAD SAFETY AUDIT

DECEMBER 2023

REPORT REF: 23-1045-02-RSA1



PROPOSED CARRIAGEWAY LOWERING & FOOTWAY EXTENSION

A5 WATLING STREET, HINCKLEY, LEICESTERSHIRE

STAGE 1 ROAD SAFETY AUDIT

DECEMBER 2023

REPORT REF: 23-1045-02-RSA1

CLIENT: ADC Infrastructure Limited

ENGINEER: Midlands Road Safety Ltd

TEL: 0779 112 1104

EMAIL: chris.berry@midlandsroadsafety.co.uk

Revision	Date of Issue	Author	Checked
First Issue	12.12.2023	CB	CVL
Draft (External)	08.12.2023	CB	CVL

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APPENDICES	
A.	DRAWINGS AND DOCUMENTS REVIEWED
B.	SITE LOCATION AND PROBLEM IDENTIFICATION PLANS

1. INTRODUCTION

- 1.1 This report comprises a Stage 1 Road Safety Audit (RSA) on the proposed lowering of a section of the A5 Watling Street carriageway, for a distance of approximately 278m, and the creation of a new footway along the northeastern side of the carriageway linking the existing footway provision to that proposed as part of the new junction associated with the site and considered under separate cover. The works are arising from a proposed new 1.5million sqft development for B8 distribution use in order to mitigate the additional large vehicle use of the route, specifically beneath an existing low railway bridge which currently has a posted height clearance of 4.6m. Following the proposed works, a compliant height clearance of 5.11m is to be provided.
- 1.2 The report was requested by ADC Infrastructure Limited on behalf of Mountpark. The Overseeing Organisation is National Highways. The Project Sponsor, who approved the Road Safety Audit Brief, is Russell Gray, acting on behalf of National Highways.
- 1.3 The Audit Team Membership was as follows:
- Audit Team Leader
Chris Berry, MSc Transport Planning, MSoRSA, NH RSA Certificate of Competency
- Audit Team Member
Chris Van Lottum, MEng (Hons), MCIHT, MSoRSA, NH RSA Certificate of Competency
- 1.4 A site inspection was carried out by the Audit Team together on Tuesday 5th December 2023 between the hours of 10:10 and 11:05. During the site visit the weather conditions were raining and the road surface was wet. Traffic flows were observed as being heavy with queuing traffic in a southbound direction as a result of roadworks at the junction of the A5 Watling Street and Wolvey Road. No pedestrians and no cycle movements were observed.
- 1.5 The Area 7 Safety Improvement Team from National Highways were invited to attend the site visit but were unable to do so. A draft of the report was provided and reviewed prior to issuing.
- 1.6 The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. A list of these can be found in Appendix A.

- 1.7 The audit has been carried out in accordance with the principles of the National Highways document GG 119 'Road Safety Audit'. The Audit Team have examined and reported solely on the road safety implications of the scheme as presented and not examined or verified the compliance to any alternate criteria. The auditors have been made aware that provisional agreement has been given to the following departures from design standards as submitted to National Highways via the DAS system.
- i. PHF/A5/02 ID 103640
 - ii. PHF/A5/03 ID 103641
 - iii. PHF/A5/04 ID 103642
 - iv. PHF/A5/05 ID 103645
 - v. PHF/A5/06 ID 103646
 - vi. PHF/A5010 ID 103650
 - vii. PhF/A5/11 (in draft)
 - viii. PhF/A5/12 (in draft)
- 1.8 Details of these departures are contained within the Road Safety Audit Brief.
- 1.9 All comments and recommendations in this report are referenced to the Audit Brief where provided, and detailed drawings supplied. A list of observations are provided within the covering letter reference 23-1045-02-CL. These are not identified safety problems but generalised comments to assist in the design and safety audit process.
- 1.10 Midlands Road Safety Ltd has ensured that this report has been carried out independently with no member of the Audit Team membership directly linked to the scheme design.

2. SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

- 2.1. The safety aspects of the scheme were the subject to comment in a Stage 1 Road Safety Audit (Ref 23-1045.01-RSA1) carried out by Midlands Road Safety Ltd in August 2022. This report raised two safety problems, with regard to the removal of the existing kerb drainage beneath the bridge and reduction in footway with arising from the changes.
- 2.2. These problems are addressed within the Decision Log (ref. ADC1839-RP-AB) contained within the Road Safety Audit Brief and are to be mitigated through the detailed design stage. They are therefore not repeated within this report.

3. SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT

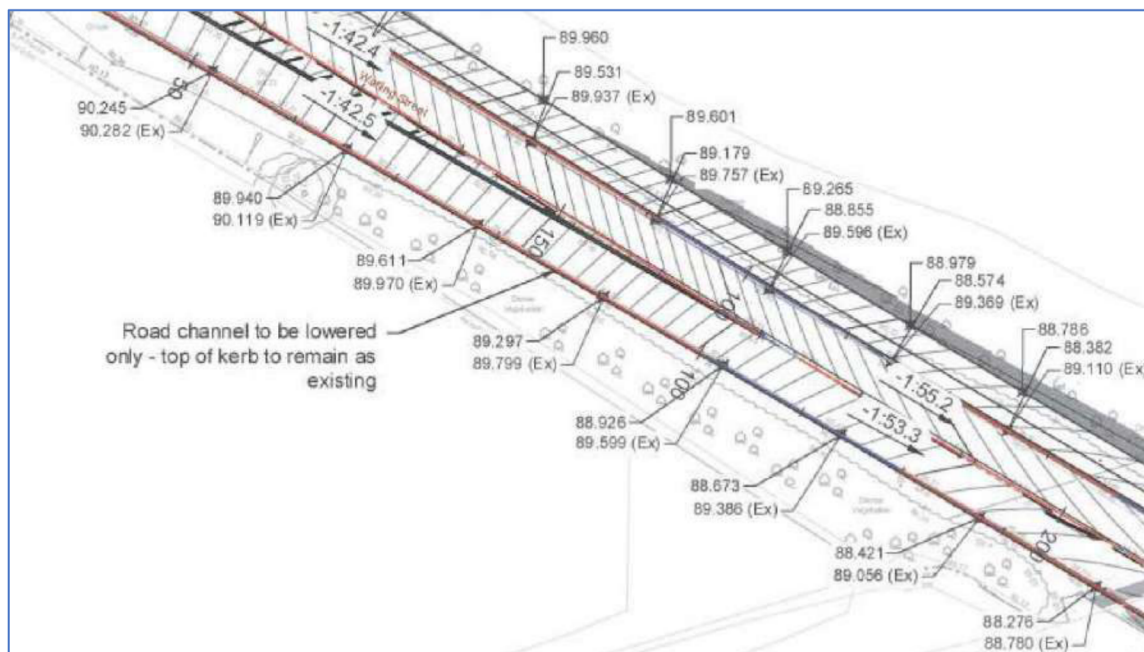
3.1. The Audit Team has identified two safety problems to be addressed.

3.2. Problem 1

Location: Southwest side of Watling Street – existing retained kerb / verge.

Summary: Level differences between the carriageway and kerb / verge risk increased severity of injury in the event of a collision.

It is proposed to lower only the road channel on the southwest side of the carriageway. This will leave a 'stepped' level difference between the carriageway and kerb / verge of approximately 0.5m in places. There is a risk that this will result in an increased risk of severe injury in the event of a collision or loss of control incident.



Recommendation:

It is recommended that the level of the southwestern kerb and verge is amended so as not to provide a severe vertical difference at the edge of the carriageway.

4. AUDIT STATEMENT

4.1. We certify that the terms of reference of the audit are as described in GG 119 and that no member of the Audit Team was directly linked to the scheme design.

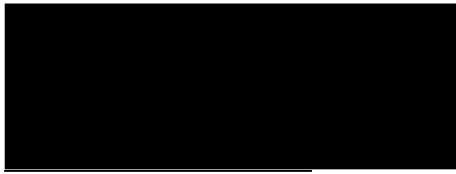
4.2. AUDIT TEAM LEADER:

Chris Berry – MSc, MSoRSA, NH RSA Certificate of Competency

Director

Midlands Road Safety Ltd

Signed:



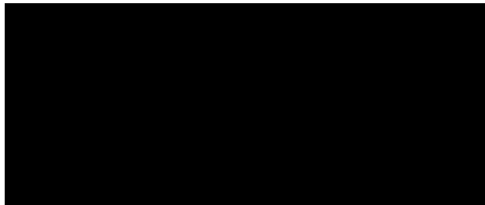
Date: 12.12.2023

4.3. AUDIT TEAM MEMBER:

Chris Van Lottum, MEng (Hons), MCIHT, MSoRSA, NH RSA Certificate of Competency

Road Safety Consultant working on behalf of Midlands Road Safety Ltd

Signed:



Date: 12.12.2023

APPENDIX A

The following documents and drawings were provided for the purposes of this road safety audit.

Drawings

Number	Title	Rev
ADC1839-DR-100	General Arrangement	P3
ADC1839-DR-693	Typical Bridge Section at Bridge Centre – Trief Kerbing	P4
ADC1839-DR-Z01-0641	Highway Long Section	P1
ADC1839-DR-Z01-0120	A5 Footway Connection Improvement Works	P1

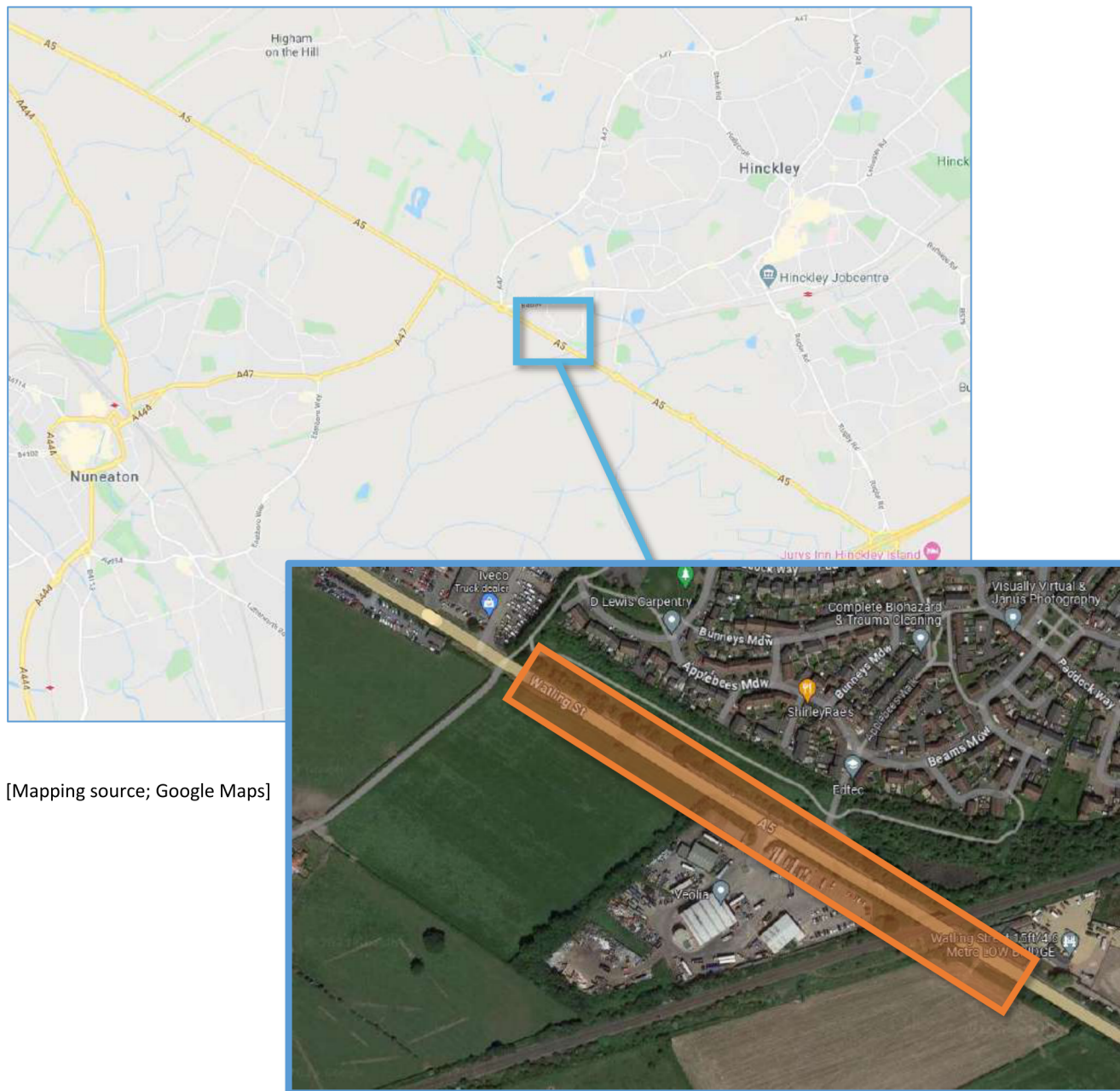
Documents

Author	Title	Rev	Date
ADC Infrastructure	Road Safety Audit Brief	-	24.11.2023
ADC Infrastructure	RSA Decision Log DC1839-RP-AB	-	16.08.2022
Midlands Road Safety Ltd	Stage 1 Road Safety Audit	-	15.08.2022

APPENDIX B

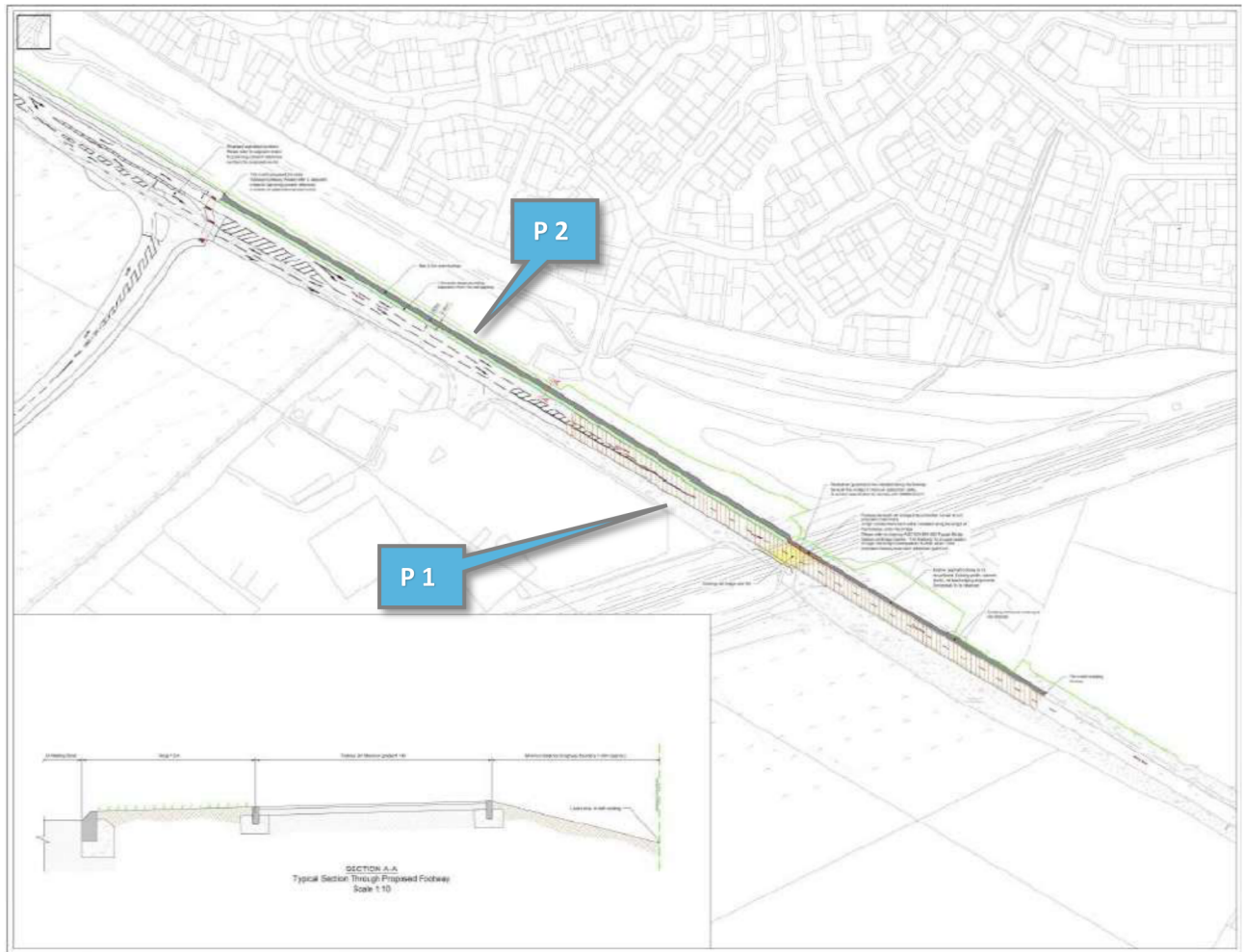
The location of any problems/observations that have been identified in Section 3 of this report can be seen on the extracts of the drawings supplied to the Audit Team, as listed in Appendix A.

Figure 1 – Site Location



[Mapping source; Google Maps]

Figure 2 – Problem Location Plan





Midlands Road Safety Ltd

29 Arboretum Street, Nottingham NG1 4JA

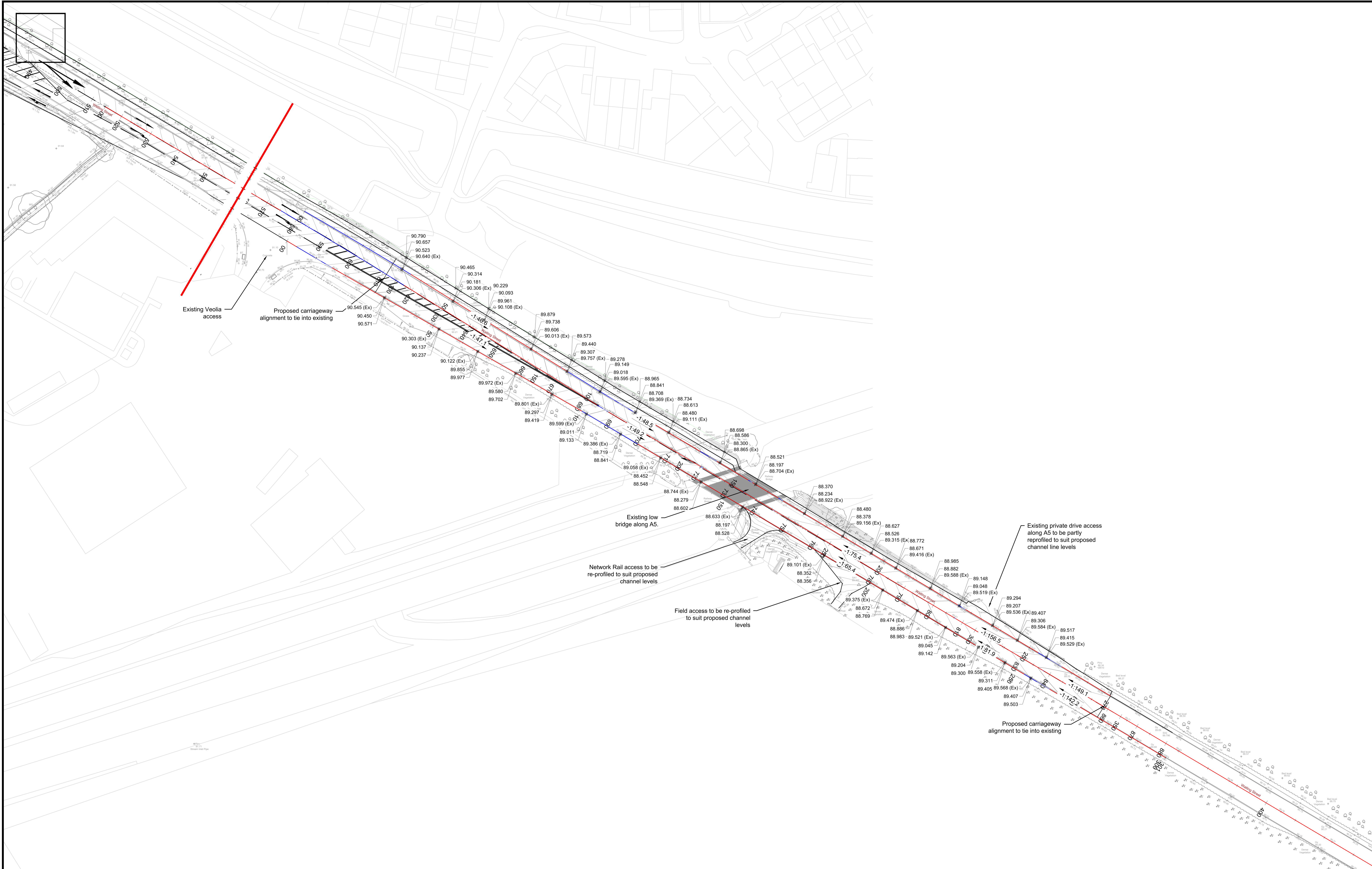
T: +44 (0) 7791121104

E: enquiries@midlandsroadsafety.co.uk

W: www.midlandsroadsafety.co.uk

APPENDIX B

DRAWINGS REVISED AS A RESULT OF THE AUDIT



04/04/2022

Key			
1:XX	Proposed Gradient		
XX.XXX XX.XXX (Ex)	Proposed Spot Level Existing Spot Level		

Rev	Description	Date
P04	Carriageway 3D model updated to remove large steps	22.12.23
P03	Amended to suit new footway arrangement	02.10.23
P02	Surface and Alignments amended	15.07.22

Project:	Hinckley South. A5
Title:	General Arrangement

Client:	Cuvette
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ADC

INFRASTRUCTURE

Drg Size:

A1

Scale:

1:500

Date:

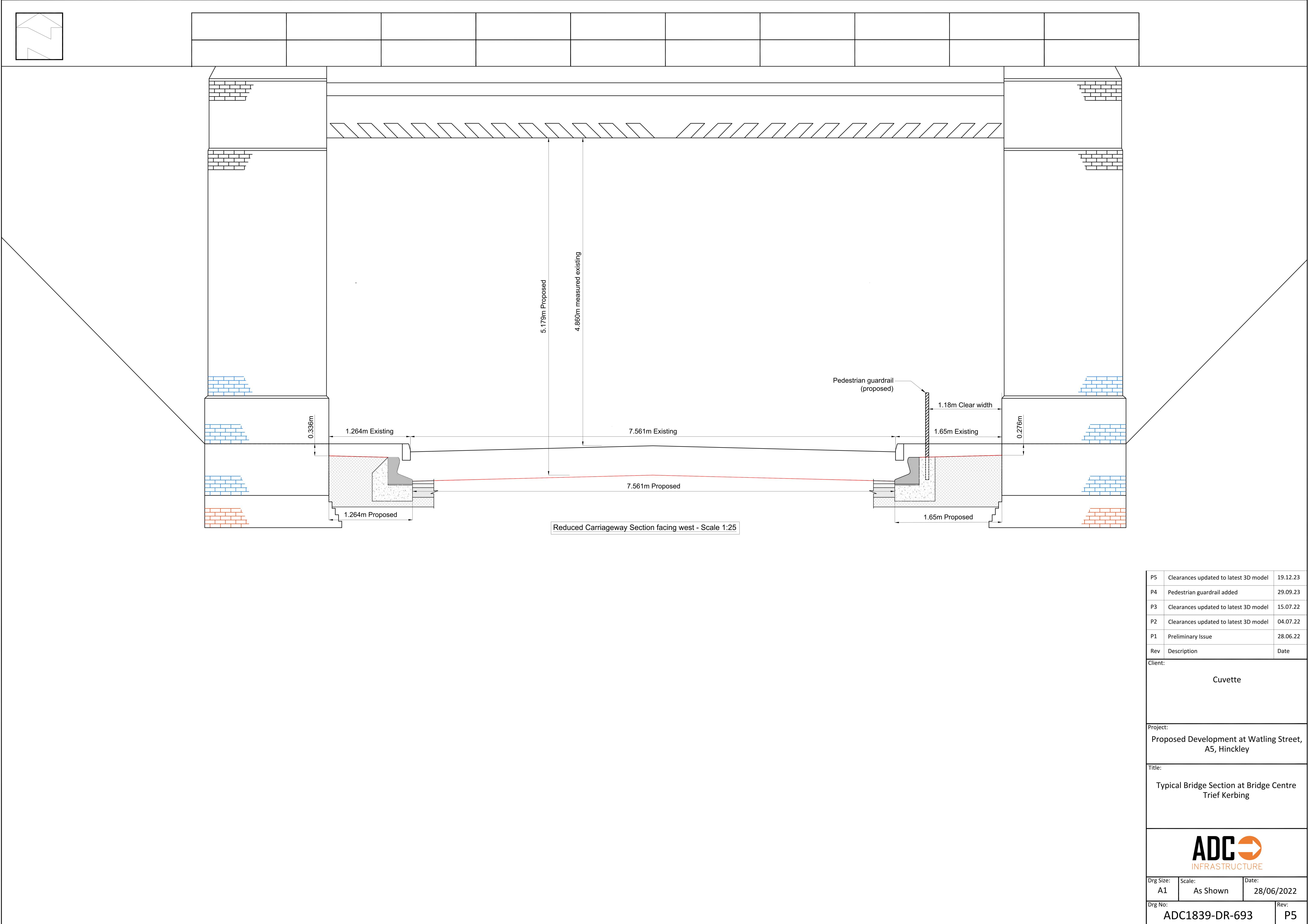
01/04/2022

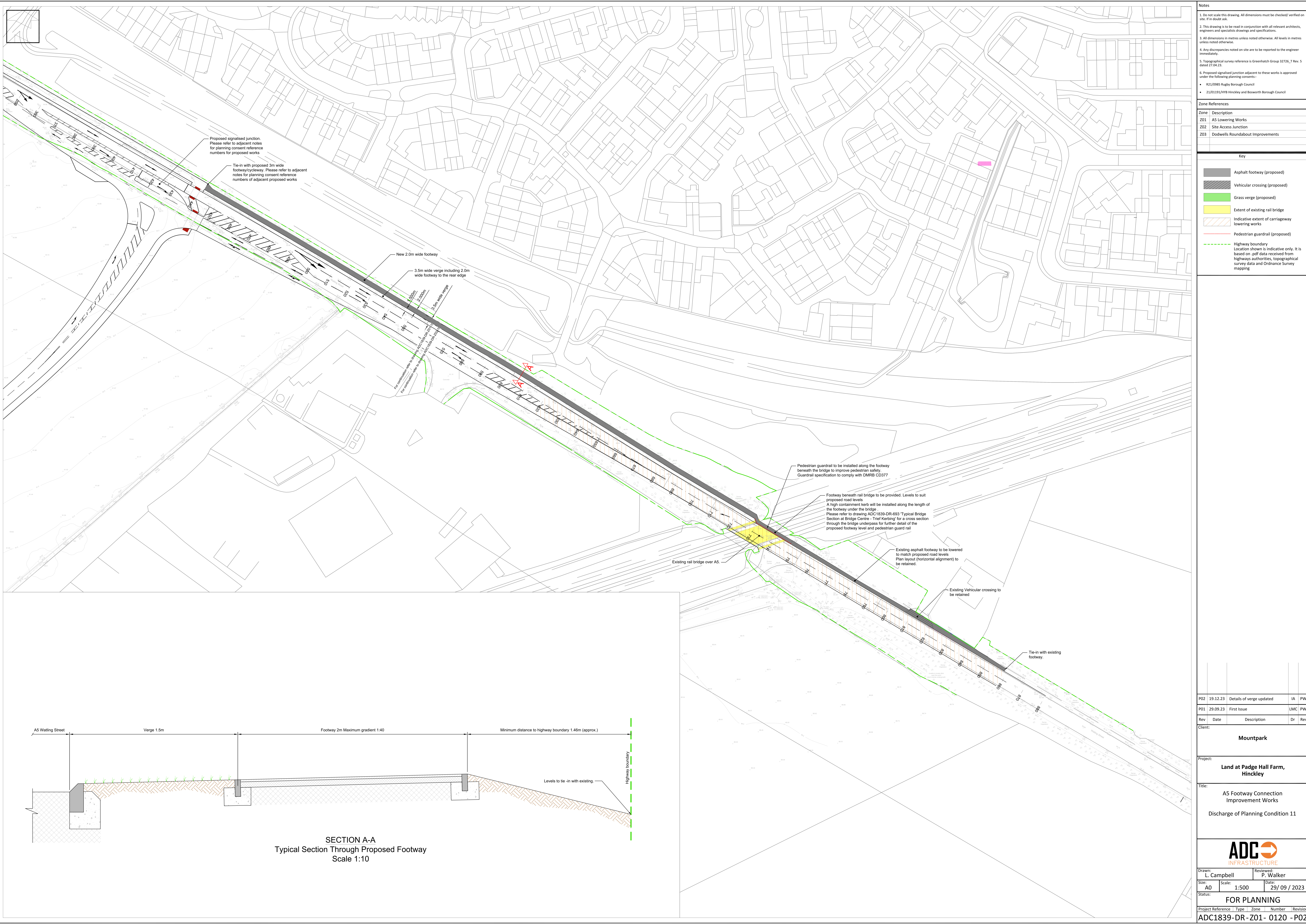
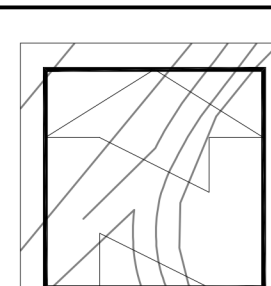
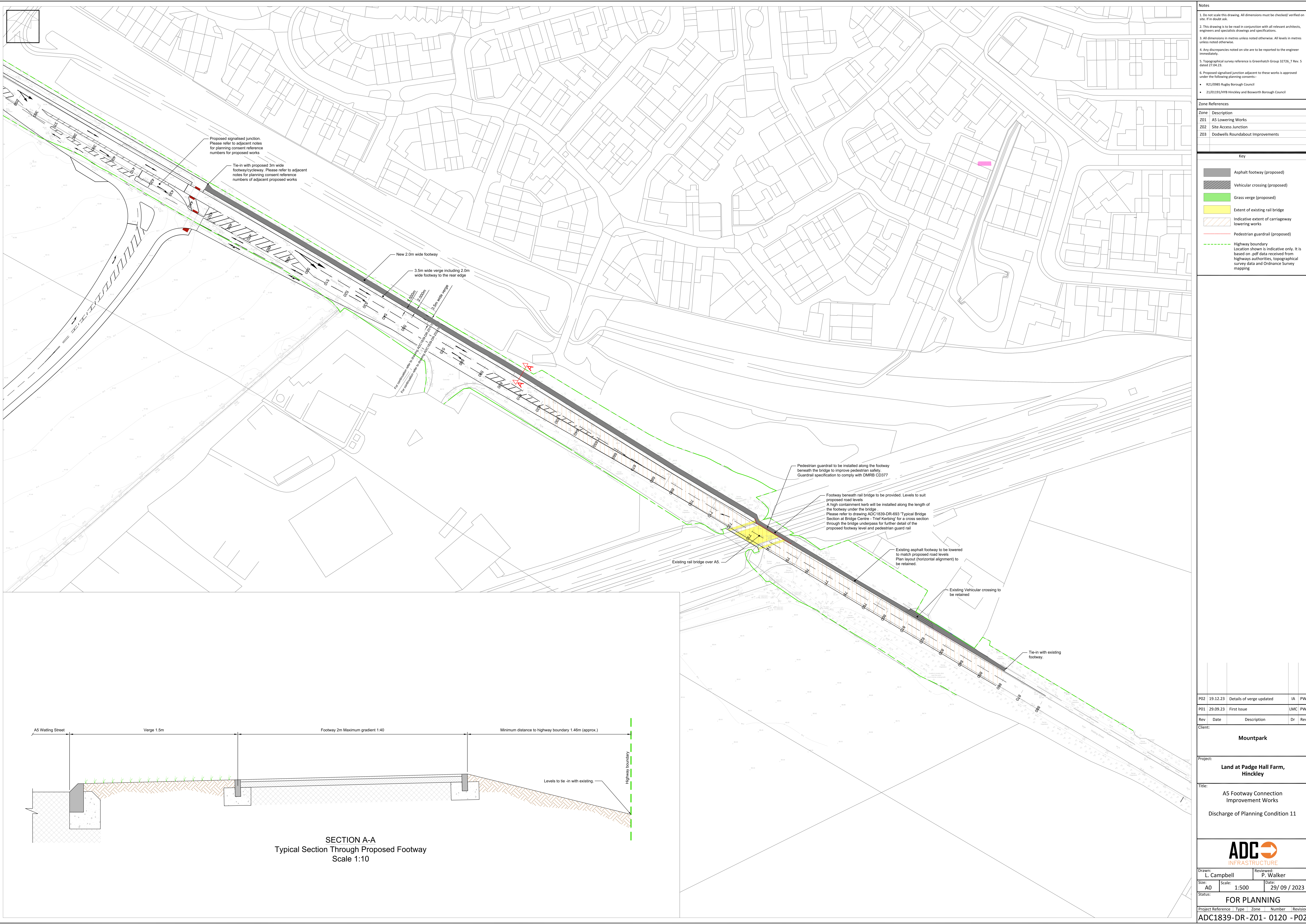
Drg No:

ADC1839/DR/100

Rev:

P04





- Notes
1. Do not scale this drawing. All dimensions must be checked/ verified on site, if in doubt ask.
 2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
 3. All dimensions in metres unless noted otherwise. All levels in metres unless noted otherwise.
 4. Any discrepancies noted on site are to be reported to the engineer immediately.
 5. Topographical survey reference is Greenhatch Group 32726_T Rev. 5 dated 27.04.23.
 6. Proposed signalised junction adjacent to these works is approved under the following planning consents:-
 - R21/0985 Rugby Borough Council
 - 21/01191/HYB Hinckley and Bosworth Borough Council

Zone References	
Zone	Description
201	A5 Lowering Works
202	Site Access Junction
203	Dodwells Roundabout Improvements

Key	
	Asphalt footway (proposed)
	Vehicular crossing (proposed)
	Grass verge (proposed)
	Extent of existing rail bridge
	Indicative extent of carriageway lowering works
	Pedestrian guardrail (proposed)
	Highway boundary
Location shown is indicative only. It is based on .pdf data received from highways authorities, topographical survey data and Ordnance Survey mapping	

PO2	19.12.23	Details of verge updated	IA	PW
PO1	29.09.23	First Issue	LMC	PW
Rev	Date	Description	Dr	Rev

Client:				
Mountpark				
Project:				
Land at Padge Hall Farm, Hinckley				
Title:				
A5 Footway Connection Improvement Works				
Discharge of Planning Condition 11				

ADC INFRASTRUCTURE				
Drawn: L. Campbell			Reviewed: P. Walker	
Size: A0	Scale: 1:500	Date: 29/ 09 / 2023		
Status: FOR PLANNING				
Project Reference	Type	Zone	Number	Revision
ADC1839-DR- Z01- 0120 - P02				