

PAP/2025/0155

**LAND NORTH OF ORTON ROAD,
WARTON,
WARWICKSHIRE**

PROPOSED HIGHWAY WORKS

**STAGE 1
ROAD SAFETY AUDIT REPORT**

**REQUESTED BY:
HUB TRANSPORT PLANNING**

JUNE 2025

**NORTH WARWICKSHIRE
BOROUGH COUNCIL**

RECEIVED

14/07/2025

**PLANNING & DEVELOPMENT
DIVISION**



RKS
Associates

Project: Land North of Orton Road, Warton, Warwickshire
Proposed Highway Works

Client: Hub Transport Planning

Document: Stage 1 Road Safety Audit

RKS Associates Ref: VRP1982 - RSA 1

Issue date: 24th June 2025

Status: Final

Authorised by: VP/BN

© Copyright RKS Associates 2025



RKS
Associates

Contents

1 Introduction1

2 Issues Identified During Stage 1 Road Safety Audit.....4

3 Audit Team Statement.....6

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 a proposed residential development located on land to the north of Orton Road, Warton in Warwickshire. The development proposals are associated with an outline planning application for 110 residential dwellings, vehicular access, landscaping, sustainable drainage features, and associated infrastructure with all matters reserved except for the primary vehicular access taken from Church Road.

1.2 The highway works subject to this Stage 1 Road Safety Audit involve a new vehicle access in the form of a priority junction located on the eastern side of Church Road to serve the proposed development. The proposed access road is 5.5m wide, 6m junction radii and 3m wide shared pedestrian/cycleway on either side of the carriageway with an uncontrolled pedestrian crossing facility across the site access which is set back from Church Road junction. The highway works also include improvements to the existing Orton Road/Kisses Barn Lane/Stiper's Hil/Linden Lane crossroads junction and the provision of a separate pedestrian/cycle access serving the development located at the existing uncontrolled crossing facility across Church Road to the north of Orton Road junction.

1.3 Church Road in the vicinity of the proposed development access is a single two-way carriageway aligned in a southwest to northeast west direction, connecting with Orton Road to the southwest and Austrey Road/Maypole Road to the northeast. The carriageway is unlit, and it is subject to a 40mph limit with a continuous footway along the eastern side of the carriageway and a grass verge/hedgerow along the western side of the carriageway. Orton Road continues in a westerly direction where it connects with Kisses Barn Lane/Stiper's Hil/Linden Lane at a crossroad junction.

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

- Transport Assessment and Transport Assessment prepared by Hub Transport Reference: T24529 (March 2025);
- Stage 1 Road Safety Audit Brief prepared by Hub Transport Reference: T24529 (4th June 2025);
- Hub Transport Planning Drawing Number:
 - T24529-001 Rev. D – Proposed Site Access Arrangements – Site Context;
 - T24529-002 Rev. D – Proposed Site Access Arrangements – Detailed Context;
 - T24529-003 Rev. C – Proposed Site Access Large Car/WCC Refuse Vehicle Swept Paths.
 - T24529-004 Rev. B – Kisses Barn Lane & Linden Lane Proposed Traffic Sign.

1.5 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	Warwickshire County Council
Design Organisation	Hub Transport Planning



- 1.6 The Audit was undertaken following examination of the submitted documents, including reference to a site visit undertaken on Thursday 19th June 2025 between the hours of 3:30pm and 4:30pm. The weather was sunny, and the road surface was dry. Observations during the site inspection noted low traffic, pedestrian and cycle flows along the Church Road.

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 or previous road safety audits undertaken on the proposed highway works. The Audit Team have been informed that the proposed highway works have been designed in accordance with Design Manual for Roads and Bridges and The Warwickshire Design Guide (August 2024).
- 1.9 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.
- 1.10 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.
- 1.11 The Designer is advised to prepare a Road Safety Audit Decision Log, a template for which 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.

Trip Generation/Traffic Flow Data

- 1.12 The Transport Assessment prepared by Hub Transport Planning provides details of the likely trip generation associated with the proposed development. The trip generation assessment indicates that the proposed development is likely to generate 55 and 61 two-way vehicle trips during the AM and PM peak hour periods respectively. In addition, traffic surveys conducted along Church Road between 22nd and 28th January 2025 indicate that the 85th percentile speeds of 45.3mph northbound and 45.8mph southbound direction.



Collision Data

- 1.13** Personal Injury Accident (PIA) data obtained from Warwickshire County Council for the 5-year period up to 14th January 2025 contained in the Transport Assessment indicates 15 collisions have occurred on the wider highway network. A closer examination of the collision data indicates that a cluster of seven collisions have been recorded at the Orton Road/Kisses Barn Lane/Stiper's Hill junction and five at the Barn End Road/Orton Road junction. No collisions have been recorded along Church Road in the vicinity of the proposed highway works.



2 ISSUES IDENTIFIED DURING STAGE 1 ROAD SAFETY AUDIT

2.1 Problem:

Summary: Potential collisions due to standing water or service covers

Location: *General - Throughout*

No details have been provided in respect of surface water drainage or other services, 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 on the local highway, which could increase the risk of loss of control collisions.

Recommendation:

Ensure that surface water drainage is provided to mitigate the risk of collection of surface water on the carriageway.

2.2 Problem:

Summary: Potential risk of collisions associated with obstruction in visibility

Location: *Proposed development access*

Visibility splays to and from the proposed development access have been provided and accord with highway standards. However, there is concern that vegetation behind and overhanging the visibility splays may over time restrict visibility for motorists accessing the development. Poor visibility may increase the risk of turning collisions between vehicles accessing the development and traffic travelling along Church Road.

Recommendation:

Ensure that vegetation behind and overhanging the visibility splays should be cut back and regularly maintained or replaced with a low-level variety to ensure that it does not restrict visibility to and from the proposed development access.

2.3 Problem

Summary: Potential vehicle collisions due to inadequate road space or visibility

Location: *Proposed development access*

It is noted that the proposed site access road has been designed in accordance with Warwickshire County Council Design Guide. However, vehicle swept path plots associated with refuse vehicles negotiating the development access indicate that the refuse vehicle will overrun the opposing carriageway of the access road to complete the turning manoeuvre. Insufficient carriageway space may increase the risk of collision between vehicles entering and exiting the development access simultaneously or may encourage large vehicles to overrun the footway putting pedestrians waiting on the footway of being struck turning vehicles.

Recommendation

Review the layout, it may be necessary to modify the layout of development access to minimise the risk of collisions associated with vehicles overrunning the opposing traffic lane/footway. Alternatively ensure that forward visibility is provided at development access to enable motorists approaching the junction to observe on-coming traffic.



2.4

Problem:

Summary: Potential risk of non-motorised users struck by turning traffic

Location: *Proposed crossing facility across development access*

No details relating to the visibility splays to and from the tactile landings at the proposed uncontrolled crossing facilities across the proposed development access have been provided. There is concern that visibility to and from the proposed tactile landings may be compromised by vegetation and as a result poor visibility may lead to non-motorised users entering the carriageway to observe oncoming traffic leading to an increased risk of them being struck by vehicles.

Recommendation:

Ensure visibility splays to and from the tactile landings at the proposed uncontrolled crossing facility across the development access are provided, any vegetation within/behind the visibility splays should be cut back and regularly maintained, alternatively move the crossing facilities closer towards Church Road.

2.5

Problem:

Summary: Potential risk of pedestrian/cycle collisions associated with poor visibility

Location: *Pedestrian crossing on Church Road north of Orton Road junction*

No details relating to the visibility splays to and from the tactile landings at the proposed uncontrolled crossing facility across Church Road to the north of Orton Road have been provided. Observations during the site inspection noted that vegetation along Church Road on its approach to the crossing may compromise visibility to and from the tactile landings, this may to users of the crossing to step out onto the carriageway to observe oncoming traffic leading to an increased risk of them being struck by passing vehicles.

Recommendation:

Ensure visibility splays to and from the tactile landings of the proposed uncontrolled crossing facility across Church Road provided, any vegetation within/behind the visibility splays that restrict visibility should be cut back and regularly maintained.

2.6

Problem:

Summary: Potential risk of collisions associated with users of the crossing inadvertently entering carriageway

Location: *Pedestrian crossing on Church Road north of Orton Road junction*

The alignment of the footway link from the development to the proposed uncontrolled crossing facility across Church Road to the north of Orton Road guides pedestrian users directly onto the carriageway. Consequently, there is a greater risk that users of the crossing facility may fail to stop and observe on-coming traffic before proceeding to cross the carriageway. This may result in a greater risk of pedestrians inadvertently entering the carriageway where the risk of them being struck by passing vehicles will be greater.

Recommendation:

Amend the arrangement of the footway link from the development connection to the proposed uncontrolled crossing facility across Church Road to the north of Orton Road to mitigate the risk of pedestrians inadvertently entering the carriageway directly from the footpath.



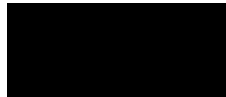
3 AUDIT TEAM STATEMENT

- 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:

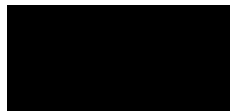


Date: 24th June 2025

Audit Team Member

Beth Newiss
MCIHT, MSoRSA, NH Cert Comp

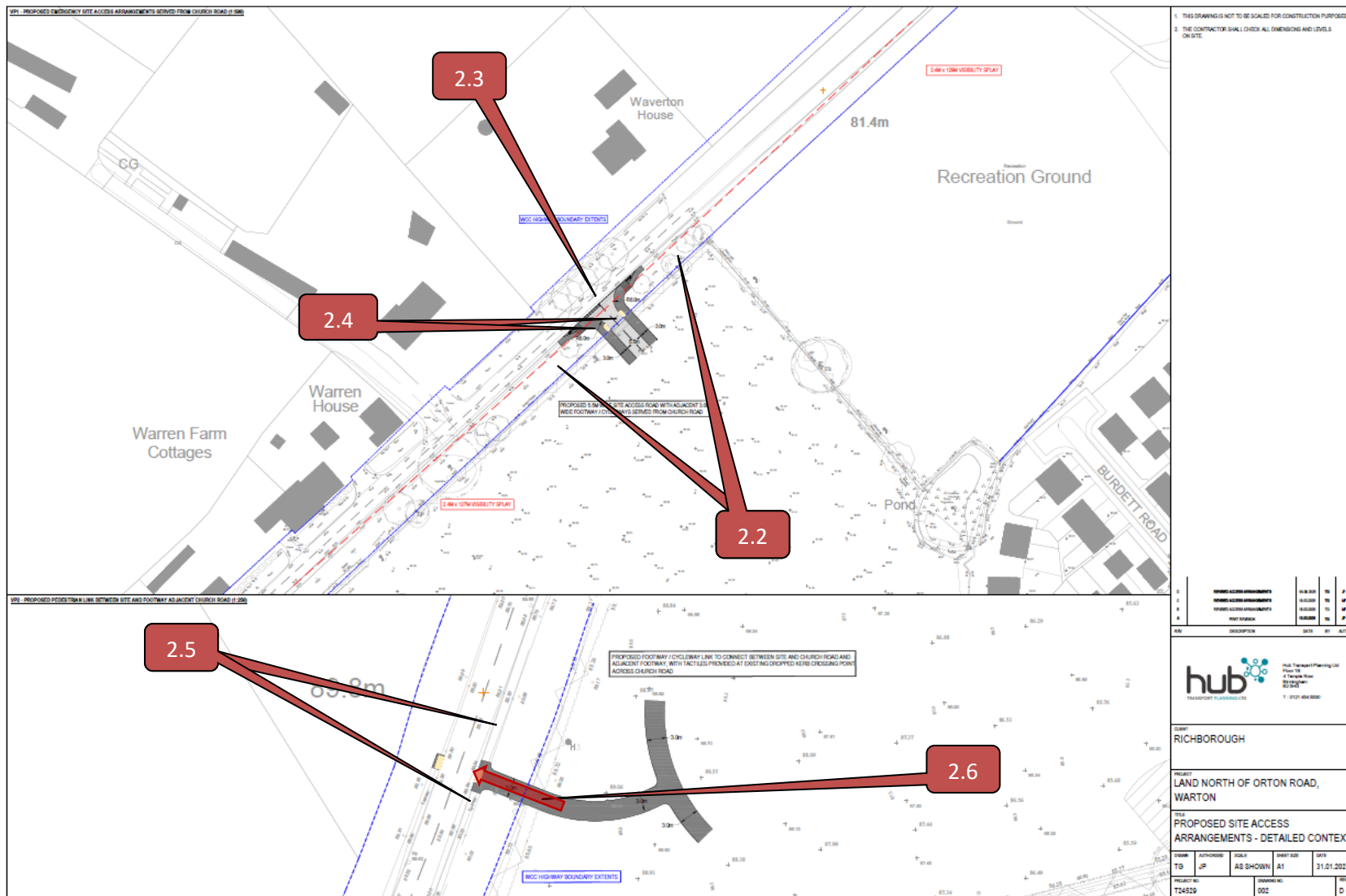
Signed:



Date: 24th June 2025



Appendix A



2.1

General Issues



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, 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 on the local highway, which could increase the risk of loss of control collisions.	Ensure that surface water drainage is provided to mitigate the risk of collection of surface water on the carriageway.	Agree - surface water drainage strategy will be provided at the detailed design stage post-planning.		
2.2	Visibility splays to and from the proposed development access have been provided and accord with highway standards. However, there is concern that vegetation behind and overhanging the visibility splays may over time restrict visibility for motorists accessing the development. Poor visibility may increase the risk of turning collisions between vehicles accessing the development and traffic travelling along Church Road.	Ensure that vegetation behind and overhanging the visibility splays should be cut back and regularly maintained or replaced with a low-level variety to ensure that it does not restrict visibility to and from the proposed development access.	Agree – vegetation is to be trimmed back and maintained to prevent any obstructions to the visibility splays shown in Drawings T24529 001 - 003		



2.3	It is noted that the proposed site access road has been designed in accordance with Warwickshire County Council Design Guide. However, vehicle swept path plots associated with refuse vehicles negotiating the development access indicate that the refuse vehicle will overrun the opposing carriageway of the access road to complete the turning manoeuvre. Insufficient carriageway space may increase the risk of collision between vehicles entering and exiting the development access simultaneously or may encourage large vehicles to overrun the footway putting pedestrians waiting on the footway of being struck turning vehicles.	Review the layout, it may be necessary to modify the layout of development access to minimise the risk of collisions associated with vehicles overrunning the opposing traffic lane/footway. Alternatively ensure that forward visibility is provided at development access to enable motorists approaching the junction to observe on-coming traffic.	Partially Agree – The site access road has been designed in accordance with the Warwickshire Design Guide and is able to accommodate the WCC Refuse Vehicle. Although this vehicle does require to utilise the majority of the roadspace within the junction when turning into / out of the site, this movement is to occur once per week. Drawing T24529.003 has been revised to Revision D to demonstrate that 25m forward visibility splays can be provided between a refuse vehicle at the site access and car on Church Road where two-way movements can be accommodated.		
-----	--	---	---	--	--



			Drawing T24529.002 has been revised to Revision E to include forward visibility splays based on the design speeds of Church Road.		
2.4	No details relating to the visibility splays to and from the tactile landings at the proposed uncontrolled crossing facilities across the proposed development access have been provided. There is concern that visibility to and from the proposed tactile landings may be compromised by vegetation and as a result poor visibility may lead to non-motorised users entering the carriageway to observe oncoming traffic leading to an increased risk of them being struck by vehicles.	Ensure visibility splays to and from the tactile landings at the proposed uncontrolled crossing facility across the development access are provided, any vegetation within/behind the visibility splays should be cut back and regularly maintained, alternatively move the crossing facilities closer towards Church Road.	Agree - Drawing T24529.002 has been revised to Revision E to include 2m x 17m pedestrian visibility splays each side of the proposed crossing point across the site access road, based on 15mph design speeds in accordance with MfS Guidance. These pedestrian visibility splays will be kept clear of any obstructions, with any overgrown hedge to be trimmed back and maintained behind the splays.		



2.5	No details relating to the visibility splays to and from the tactile landings at the proposed uncontrolled crossing facility across Church Road to the north of Orton Road have been provided. Observations during the site inspection noted that vegetation along Church Road on its approach to the crossing may compromise visibility to and from the tactile landings, this may to users of the crossing to step out onto the carriageway to observe oncoming traffic leading to an increased risk of them being struck by passing vehicles.	Ensure visibility splays to and from the tactile landings of the proposed uncontrolled crossing facility across Church Road provided, any vegetation within/behind the visibility splays that restrict visibility should be cut back and regularly maintained.	Agree - Drawing T24529.002 has been revised to Revision E to include 2m / back of footway x 43m pedestrian visibility splays to the south and 59m visibility splays to the north based on 30mph and 37mph speeds to the south and north respectively in accordance with MfS Guidance. Given the location of the crossing points, these vehicular speeds are not expected to be exceeded given the short distance from the Church Road / Orton Road junction. These pedestrian visibility splays will be kept clear of any obstructions, with any overgrown hedge to be trimmed back and maintained behind the splays.		
-----	---	---	--	--	--



2..6	The alignment of the footway link from the development to the proposed uncontrolled crossing facility across Church Road to the north of Orton Road guides pedestrian users directly onto the carriageway. Consequently, there is a greater risk that users of the crossing facility may fail to stop and observe on-coming traffic before proceeding to cross the carriageway. This may result in a greater risk of pedestrians inadvertently entering the carriageway where the risk of them being struck by passing vehicles will be greater.	Amend the arrangement of the footway link from the development connection to the proposed uncontrolled crossing facility across Church Road to the north of Orton Road to mitigate the risk of pedestrians inadvertently entering the carriageway directly from the footpath.	Partially Agree - Drawing T24529.002 has been revised to Revision F to show a cycle barrier approximately 8m east of the crossing point to reduce pedestrian / cycle speeds on approach to Church Road. This, along with the implementation of tactiles each side of the existing crossing point across Church Road will ensure all pedestrians and cyclists are able to identify the crossing point on approach and slow down accordingly.		
------	---	--	---	--	--