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Highways, Transportation & Safety Consulting

A16 Low Road and A151 Holbeach Road,
Spalding – Proposed Site Access Works

Stage 1 Road Safety Audit

A16 Low Road and A151 Holbeach Road, Spalding – Proposed Site Access Works

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Report Title:	A16 Low Road and A151 Holbeach Road, Spalding – Proposed Site Access Works
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On behalf of:	Andrew Moseley Associates

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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 Andrew Moseley Associates (AMA), on behalf of Lincolnshire County Council. The scheme submitted for Audit is highway improvement works and access junctions, to access a new development located to the south of the A151 Holbeach Road, Spalding. This is an updated RSA 1 which incorporates a new entry only access located to the south of the main roundabout on the A16 Low Road.

A151 Holbeach Road where the primary access will be located is subject to a 40mph speed limit and is a wide two-way single carriageway road with footway along its northern side. There is also a narrow footway along the southern side between the existing hotel access and the roundabout with the A16 (Springfields Roundabout).

A16 Low Road where the entry only will be located is subject to a 60mph speed limit and is a wide two-way single carriageway road with footways along either side. The A16 approaches to the roundabout and circulatory have recently been improved which primarily provides capacity improvements. There is a two-lane southbound exit from the roundabout which reduces to a single lane within 70m of the roundabout. The A16 northbound at this location has been widened to three lanes for approximately 100m in advance of the Springfields Roundabout.

The site is on the edge of Spalding and is bounded by the A16 to the west, the A151 to the north and open fields to the south and east.

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

- Construction of a new limited movement access onto the A151 (all movements are permitted except right turns out which must utilise the roundabout);
- Introduction of a entry only parallel diverge junction on the A16 south of the Springfields Roundabout;
- Extended central reservation;
- New footway along the site frontage and alterations to the existing footway along the eastern side of the A16;
- Localised widening of the residential access to the south of the development;
- Alterations and localised widening to the current A151 eastern arm of the roundabout; and
- New uncontrolled crossing over the new site access junction.

The documents submitted for consideration as part of the audit, were made available to the Road Safety Audit Team by Alex McGarrell of Andrew Moseley Associates. 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: Lincolnshire County Council

Client: Rothstone Estates Ltd

Design Organisation: Andrew Moseley Associates

1.2 Road Safety Audit Team

The Road Safety Audit Team membership approved was:

Audit Team Leader: **Jonathan Birkett** IEng, MICE, FIHE, MSoRSA
Holder of HE RSA Certificate of Competency

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

1.3 Personal Injury Collision Data

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

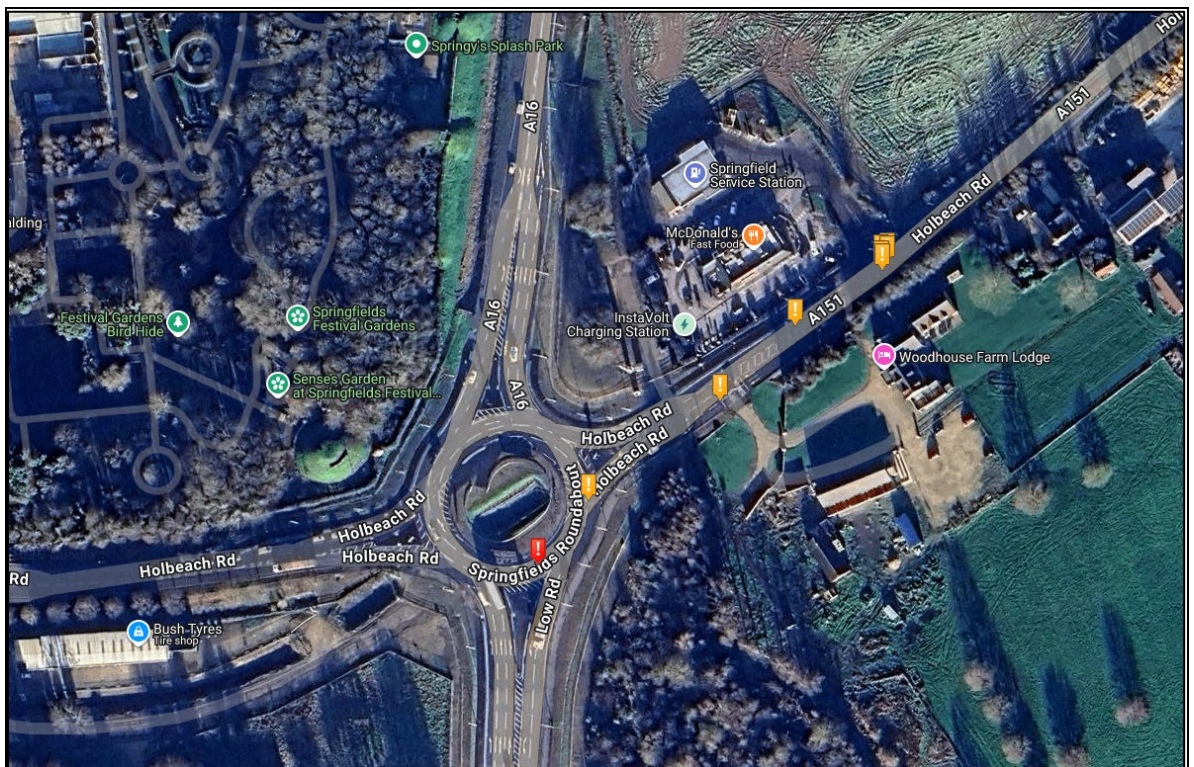


Figure 1: Collision data

Examination of the data indicates that there has been eight PICs recorded on the A151 Holbeach approach to the Springfields Roundabout and a single collision on the roundabout circulatory. This collision resulted in serious injuries and the collision involved a cyclist.

The eight collisions which all occurred within close proximity to the proposed works, were all recorded as slight in severity. Five occurred at the McDonald's access and were all related to vehicles turning at the access. The remaining three collisions occurred between McDonald's and the Springfields Roundabout with one located near to the existing ghost island right turn that will be altered to form an access into the new development.

1.4 Departures or Relaxations from Standards

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

1.5 Information not Provided at this Stage 1

It was considered that the information provided was sufficient for the purpose of carrying out the Road Safety Audit Stage 1 requested.

1.6 Details of Site Visit

A site visit was undertaken on the morning of Sunday 04 February 2026 between 07:20 hrs and 07:45 hrs. Whilst on site the weather was overcast, and cold. No incidents were noted. No pedestrian or cycle activity was observed during the site visit. Traffic flows were moderate and free flowing.

1.7 Items Outside the Scope of the Road Safety Audit

No issues outside the scope of this road safety audit were identified during the site visit.

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 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. The proposals include the alterations and widening of the A151 Holbeach Road and A16 Low Road and will introduce additional impermeable surface. 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 or loss of control.		
RECOMMENDATION		
Provide effective highway drainage to ensure A151 Holbeach Road can operate safely during wet weather conditions.		

PROBLEM		1-2
Location:	A16 and A151 Holbeach Road	
Summary:	Increase in collisions due to insufficient lighting levels	
The proposed junction will a number of the street lighting columns which if not relocated to an appropriate position will result in the accesses and vehicles using it being in shadow during the hours of darkness or low light conditions and could result in an increase in collisions associated with vehicle and pedestrian movements during the hours of darkness. There is also a risk of cyclists and pedestrians being unseen by drivers, as they cross the access junctions or cycle along Holbeach Road and Low Road, resulting in an increase in collisions.		
RECOMMENDATION		
Review the need for street lighting and, if appropriate, include at detailed design.		

PROBLEM		1-3
Location:	Site access junction	
Summary:	A lack of signing and lining will increase the risk of cross path collisions	
A new access junction will be created which allows all movements except right turn manoeuvres out of the new development onto Holbeach Road. The drawing provided does not show any signing or road markings that would reinforce this restricted turning movement which could in turn lead to vehicles making a right turn increasing the risk of cross path collisions and head on collisions.		
RECOMMENDATION		
At detailed design include appropriate signing and road markings to reinforce the restricted movements for vehicles exiting the development.		

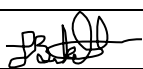
PROBLEM		1-4
Location:	Site access junction	
Summary:	A lack of suitable crossing points will increase the risk of collisions between pedestrians and vehicles on Holbeach Road	
A new uncontrolled crossing is proposed over the development access and a short section of footway around the eastern radius of the access junction. This footway terminates leaving pedestrians with two options, the first to walk in the verge increasing the risk of trips and falls and secondly to cross the A151 Holbeach Road. The drawings do not show any crossing facilities at the A151 and due to the busy nature of Holbeach Road pedestrians will likely have to wait within the central hatched area increasing the risk of being struck by a passing vehicle.		
RECOMMENDATION		
At detailed design carefully consider the need to provide a suitable crossing point of the A151 Holbeach Road to the east of the access junction. Alternatively, depending on demand and desire lines, omit the footway on the eastern radius as well as the proposed crossing point across the junction.		

PROBLEM		1-5
Location:	Site access junction A151 Holbeach Road.	
Summary:	Inappropriate carriageway widths and turning radii can result in increased vehicle collisions as well as pedestrian-vehicle collisions.	
Details of the swept paths of vehicles are not provided on the drawing of the A151 junction arrangements. Inappropriate carriageway widths and junction radii can result in vehicles failing to safely negotiate the new junction arrangements and will increase the risk of vehicle collisions and pedestrian-vehicle collisions.		
RECOMMENDATION		
Ensure that the proposed access junction is of sufficient size to accommodate the needs of the development.		

PROBLEM		1-6
Location:	Site access junction A16 Low Road.	
Summary:	A lack of separation between NMU's and vehicles will increase the risk of injury to NMU's.	
It is proposed to construct a new entry only junction off the A16 to the south of the Springfields Roundabout. Currently there is a 0.5m wide separation between NMU's and the existing shared use route. The proposed drawing does not show any separation. A lack of separation between NMU's and vehicles will increase the risk of injury to NMU's.		
RECOMMENDATION		
Retain the existing separation between vehicles and the MNU route along the new access junction.		

**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:	JONATHAN BIRKETT
SIGNED:	
POSITION:	DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	14 APRIL 2026
ROAD SAFETY AUDIT TEAM MEMBER	
NAME:	NAOMI COOK
SIGNED:	
POSITION:	ASSOCIATE DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	14 APRIL 2026

Appendix 1 – Audited Documents

Document / Drawing	Title	Revision
AMA-22428-SK-003 1.1	Proposed Site Access Holbeach Road	P04
AMA-22428-SK-008 1.1	Proposed Site Access Low Road	P02

Appendix 2 – Problem Location Plan

Problem Location Plan

Problem 1-1 Drainage

Problem 1-2 Lighting

Problem 1-5

TO TIE IN TO EXISTING ROAD MARKINGS

Problem 1-4

TO TIE IN TO EXISTING ROAD MARKINGS

Problem 1-3

2.4m BY 53m VISIBILITY SPLAY (TO JUNCTION)

20 no parking
(2.5m x 5m)

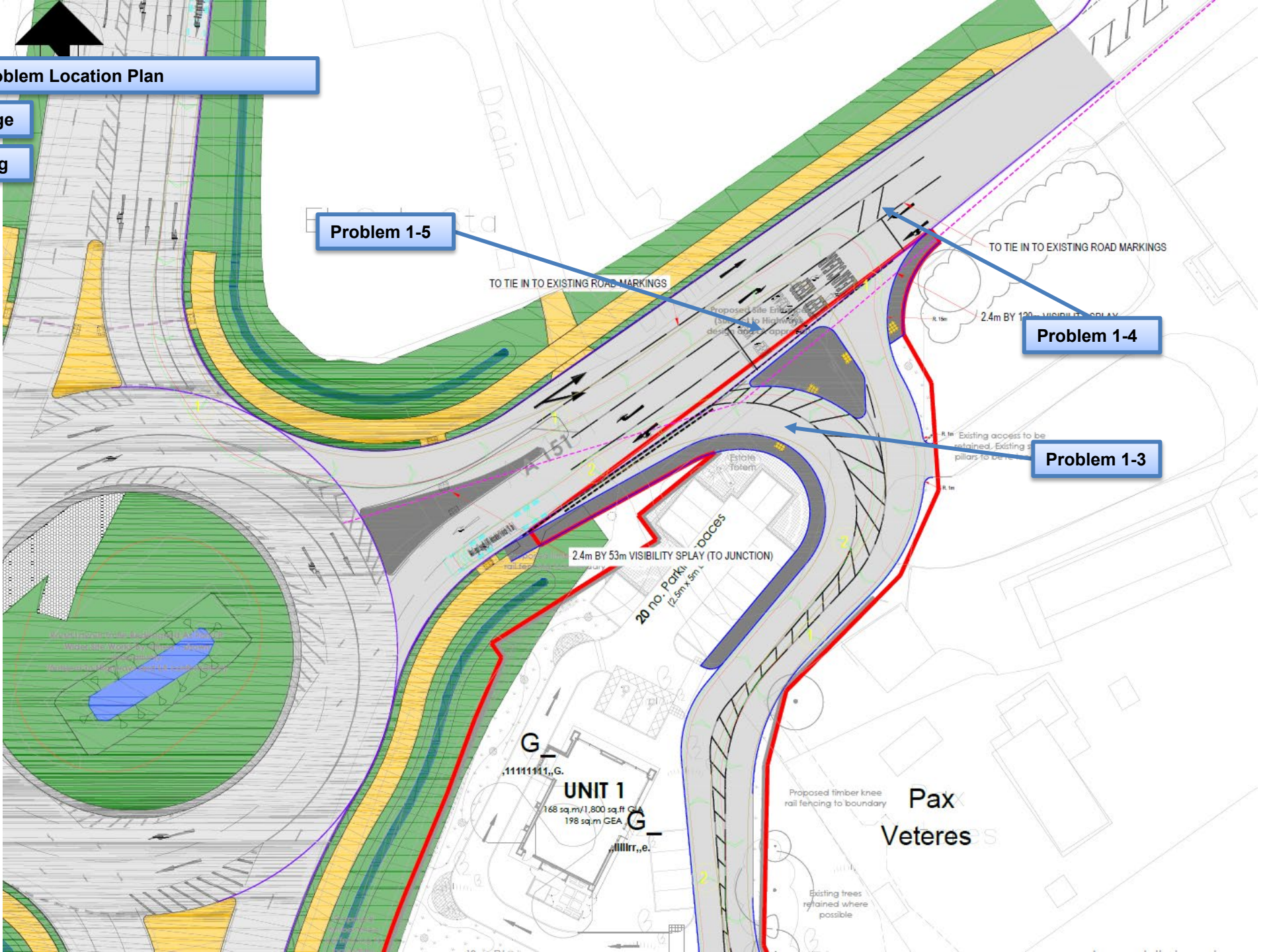
UNIT 1

168 sq.m/1,800 sq.ft G.A.
198 sq.m GEA

Pax
Veteres

Proposed timber knee
rail fencing to boundary

Existing trees
retained where
possible



Problem Location Plan

Problem 1-1 Drainage

Problem 1-2 Lighting

Problem 1-6

