Springwell Solar Farm

Environmental Statement

Volume 8
A15 Road Safety Audit
& Designer Response

EN010149/APP/8.18
Deadline 1
June 2025
Springwell Energyfarm Ltd

APFP Regulation 5(2)(a)
Planning Act 2008
Infrastructure Planning
(Applications: Prescribed Forms
and Procedure) Regulations 2009

Pell Frischmann

Springwell Solar Farms – A15 Access Works

Stage 1 Road Safety Audit

May 2025

Report Ref.	**110046-PEF-XX-SL-TAU-O-0001**	
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Rev	Suit	Description	Date	Originator	Checker	Approver
A	-	Final	07/05/2025	DH	DS	SDB

Prepared for

Lincolnshire County Council

Prepared by

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Contents

Tables

Figures

Appendices

1 Project Details

Table 1: Project Details

Project Details	
Project Title:	Springwell Solar Farms – A15 Access Works Stage 1 Road Safety Audit
Date:	7th May 2025
Document and revision:	110046-PEF-XX-SL-TAU-O-0001
Prepared by:	Pell Frischmann
On behalf of:	Lincolnshire County Council

2 Introduction

Lincolnshire County Council have appointed Pell Frischmann to undertake a Stage 1 Road Safety Audit of proposed highway alterations relating to access enhancements to existing junctions to enable the construction and operation of Springwell Solar Farm. The extent of the Road Safety Audit is shown on **Figure 1** of this report.

The Road Safety Audit relates to proposed junction upgrades along A15 at its junctions with Gorse Hill Lane and B1191, including widening the existing carriageway to facilitate vehicle swept paths for the construction and operation of Springwell Solar Farm.

The Audit Team were appointed by Ian Field of Lincolnshire County Council, via Gordon Buchan of Pell Frischmann, and are fully compliant with the requirements of GG 119[1] and was as follows:

- Steve Bibb, MCIHT, MSoRSA
  Associate, Pell Frischmann, Birmingham
  Certificate of Competency in Road Safety Audit gained in 2012

- Daniel Susans, BSc (Hons) Civil Engineering, MCIHT, MSoRSA, EngTech MICE
  Transport Planner, Pell Frischmann, Birmingham
  Certificate of Competency in Road Safety Audit gained in 2020

- Daniel Hounsell, BA (Hons) Geography, MCIHT, MSoRSA
  Senior Transport Planner, Pell Frischmann, Birmingham
  Certificate of Competency in Road Safety Audit gained in 2025

The Road Safety Audit team undertook the desktop audit between Tuesday 7th and Wednesday 7th May 2025. The Audit Team visited the site together on Tuesday 6th May 2025, visiting the Gorse Hill Lane junction between 12:30 and 13:00 and the B1191 junction between 13:15 and 14:00. Weather conditions during the site visit were overcast and the road surface was dry. Traffic conditions were observed to be quiet relative to the location.

The Road Safety Audit comprised an examination of the information, listed in **Appendix A**. No previous Road Safety Audits were provided to the Audit Team for review. All comments and recommendations are referenced to the drawings provided and the locations have been indicated on **Figure 2 & 3** of this report.

Personal Injury Collision (PIC) data along the local highway network relevant to this scheme has been provided to the Audit Team. An overview of collisions shows that at the Gorse Hill Lane junction, no collisions were reported and at the B1191 junction, 2 slight collisions were reported. No discernible pattern of collisions were identified at the B1191 junction.

This audit has been undertaken in line with the terms of reference in GG 119. The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

[1] Design Manual for Roads and Bridges, GG 119 Road Safety Audit (Revision 2.0.1), April 2025

3 Items raised at this Stage 1 Road Safety Audit

A1 Local Alignment

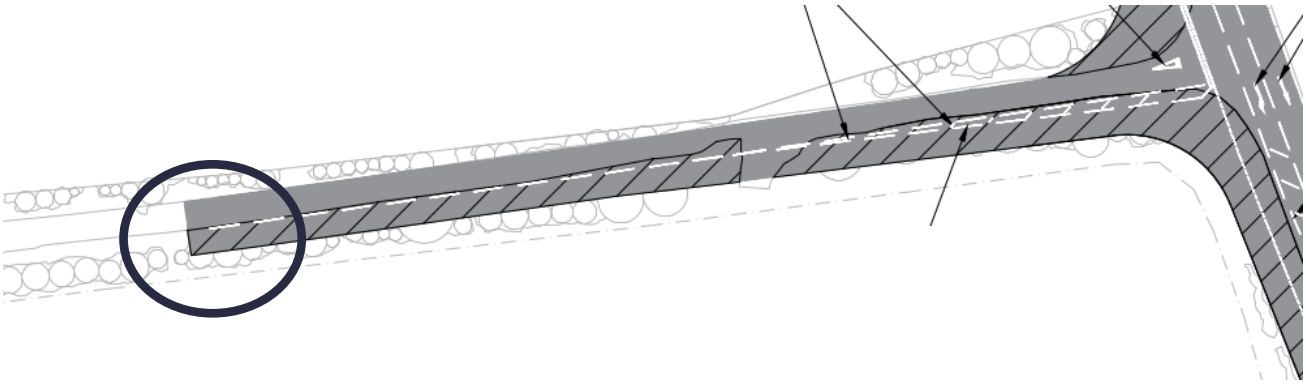
A1.1 New/ existing road interface

A1.1.1 Problem 1

Location: Gorse Hill Lane, tie-in to existing track.

Summary: Abrupt tie-in detail directs westbound traffic into verge, landscaping and trees, with potential for collision with landscaping/ trees and loss of control collisions.

Description: The proposed arrangement ties-in abruptly with the existing carriageway/ track width, with no taper or road markings to direct westbound traffic back into the existing track. Subsequently, westbound traffic is directed into the existing verge area, landscaping and trees with potential for collisions with these features and loss of control collisions, particularly during the hours of darkness when visibility is reduced.



Gorse Hill Lane: Proposed tie-in to the existing arrangement is unclear

RECOMMENDATION

Taper the proposed carriageway into the existing carriageway extents, providing a centre line where width allows.

A2.2.2 Problem 2

Location: Gorse Hill Lane, existing interface.

Summary: Existing carriageway surface is worn and uneven, and appears unsuitable for heavy/ abnormal vehicles or increased traffic flows, which could result in loss of control collisions or potential for vehicles to shed their loads.

Description: The proposed development is predicted to provide an additional 405 vehicles utilising Gorse Hill Lane in both directions daily. The existing road surface is significantly uneven along its extents and additional vehicles, particular heavy goods and abnormal loads, using the route will result in further degradation to the carriageway surface. The unsuitable carriageway surface could lead to loss of control collisions, in addition to potential for vehicles to shed their loads.

Gorse Hill Lane: Existing road surface appears unsuitable for increased demand

RECOMMENDATION

Undertake assessment of existing carriageway conditions to determine suitability and resurface where applicable.

A2 General

A2.1 Departures from Standards

The Audit Team have not been advised of any departures from standards.

A2.2 Adjacent Development

A2.2.1 Problem 3

Location: Gorse Hill Lane back of verges.

Summary: Levels difference between proposed carriageway extents and adjacent field could lead to carriageway failing to support the weight of larger vehicles, which could lead to loss of control collisions or vehicles shedding their loads.

Description: Gorse Hill lane is upgraded to provide one lane in each direction to accommodate the development traffic. There is an existing level difference between the carriageway and adjacent land. Large/ abnormal vehicles will add strain with potential for landslides resulting in loss of control collisions, vehicle toppling/ destabilisation and potential for vehicles to shed their loads.

Gorse Hill Lane: Significant levels difference between existing carriageway and adjacent field

RECOMMENDATION

Earthworks to be detailed to provide sufficient construction base for carriageway and expected vehicle loadings. Furthermore, where a levels difference is identified at the edge of the carriageway, the designer will need to undertake a Road Restraint Risk Assessment Process (RRRAP) to understand whether a VRS (vehicle restraint system) is required.

A3 Junctions

The Audit Team identified no Junctions related road safety problems at this Stage 1 Road Safety Audit.

A4 Walking, Cycling and Horse Riding

A4.1 Pedestrians

A4.1.1 Problem 4

Location: A15, proposed uncontrolled crossing c.40 metres north of B1191.

Summary: Proposed uncontrolled crossing may encourage pedestrian movements within carriageway at location with no footway connections, with potential for conflict and collision with vehicular traffic.

Description: An uncontrolled pedestrian crossing with refuge is proposed on the A15, to the north of B1191. The proposed crossing location does not correspond with any existing pedestrian infrastructure or Public Rights of Way. Provision of the crossing could encourage pedestrians to walk within the carriageway in conflict with vehicular traffic, with potential for collisions between these users.

RECOMMENDATION

Remove the pedestrian refuge from the scheme. Should the refuge be provided to deter overtaking on the A15, a splitter island may be provided as an alternative.

A5 Traffic Signs, Carriageway Markings and Lighting

A5.1 Lighting

A5.1.1 Problem 5

Location: A15, proposed uncontrolled crossing c.40 metres north of B1191.

Summary: The absence of street lighting at the proposed uncontrolled pedestrian crossing may result in poor visibility of pedestrians, in particular during the hours of darkness, increasing the risk of collisions between vehicles and pedestrians.

Description: A new uncontrolled pedestrian crossing has been introduced to facilitate pedestrian movement across the carriageway. However, there is no existing or proposed street lighting in the vicinity of the crossing. During hours of darkness, drivers may fail to observe pedestrians. The lack of visibility may result in collisions between vehicles and pedestrians, or sudden breaking for vehicles resulting in rear shunts.

RECOMMENDATION

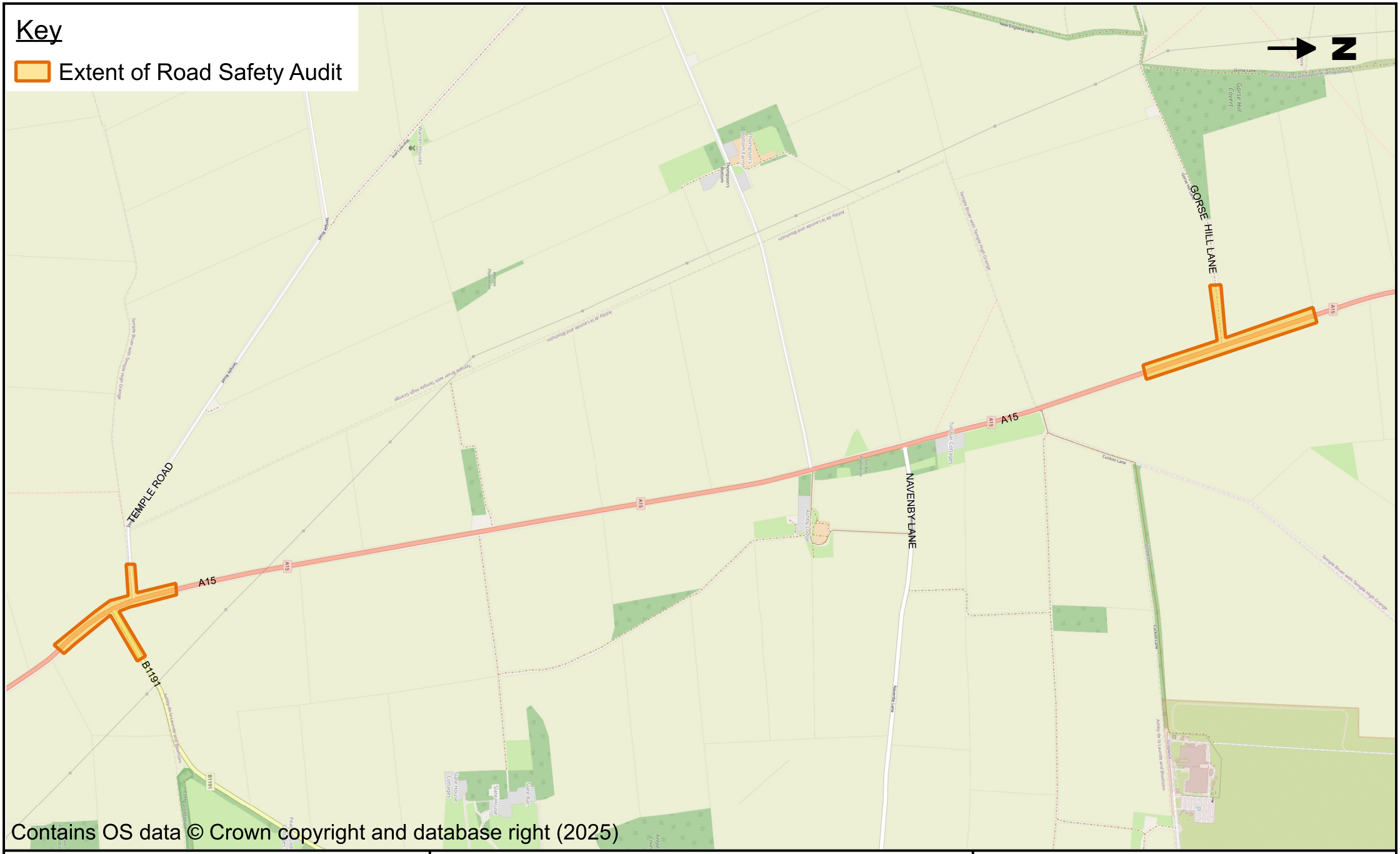
Should pedestrian crossing be required, provide an illuminated beacon within the refuge. However, the Audit Team do question the purpose of the refuge and have recommended its removal.

4 Audit Team Statement

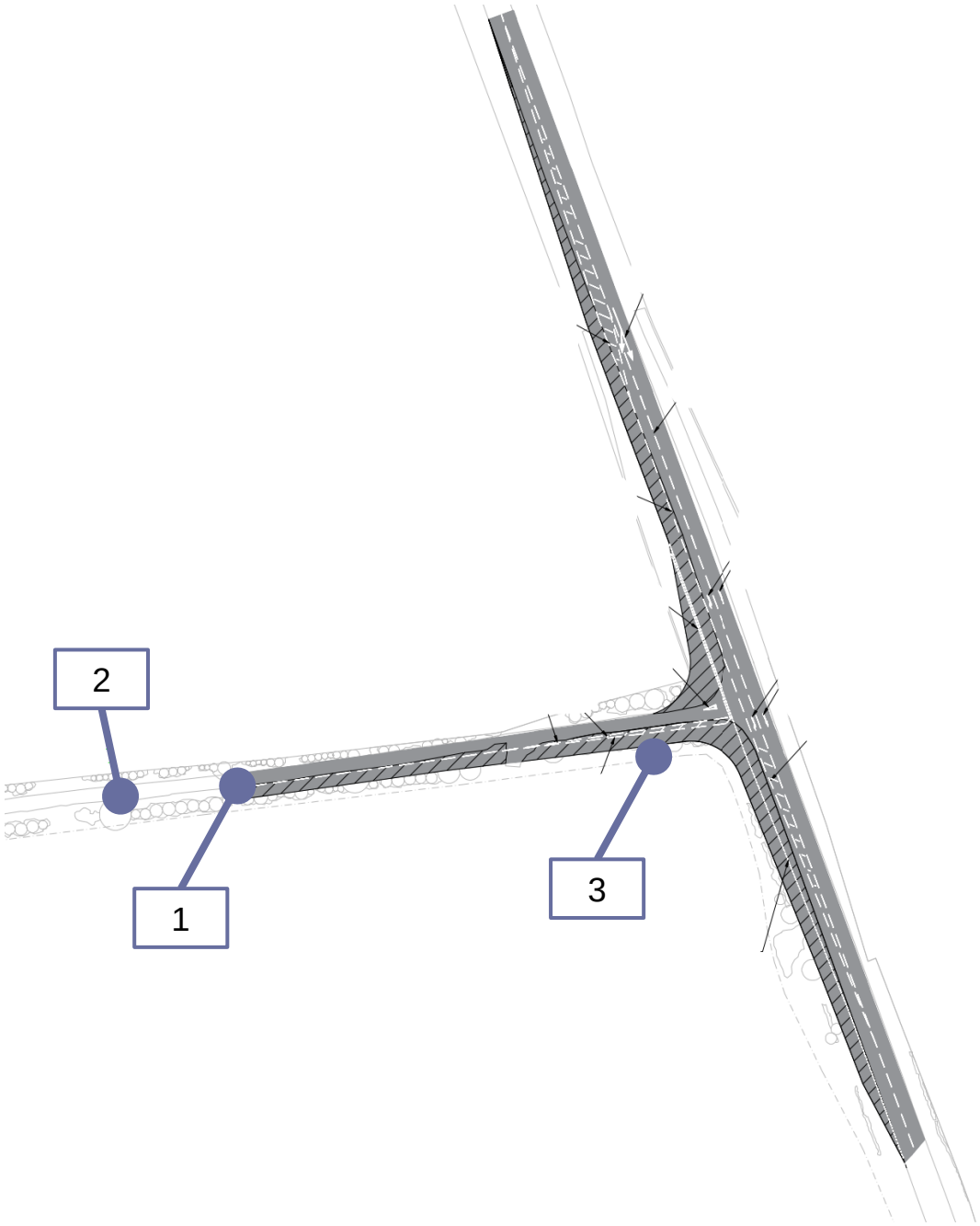
Table 2: Audit Team Statement

We certify that this road safety audit has been carried out in accordance with GG 119.	
Road Safety Audit Team Leader	
Name:	[redacted] MCIHT, MSoRSA
Signed:	[redacted]
Position:	Associate
Organisation:	[redacted]
Date:	7th May 2025
Road Safety Audit Team Member	
Name:	[redacted] BSc (Hons) Civil Engineering, MCIHT, MSoRSA, EngTech MICE
Signed:	[redacted]
Position:	Transport Planner
Organisation:	[redacted]
Date:	7th May 2025
Road Safety Audit Team Member	
Name:	Daniel Hounsell, BA (Hons) Geography, MCIHT, MSoRSA
Signed:	[redacted]
Position:	Senior Transport Planner
Organisation:	[redacted]
Date:	7th May 2025

Figures



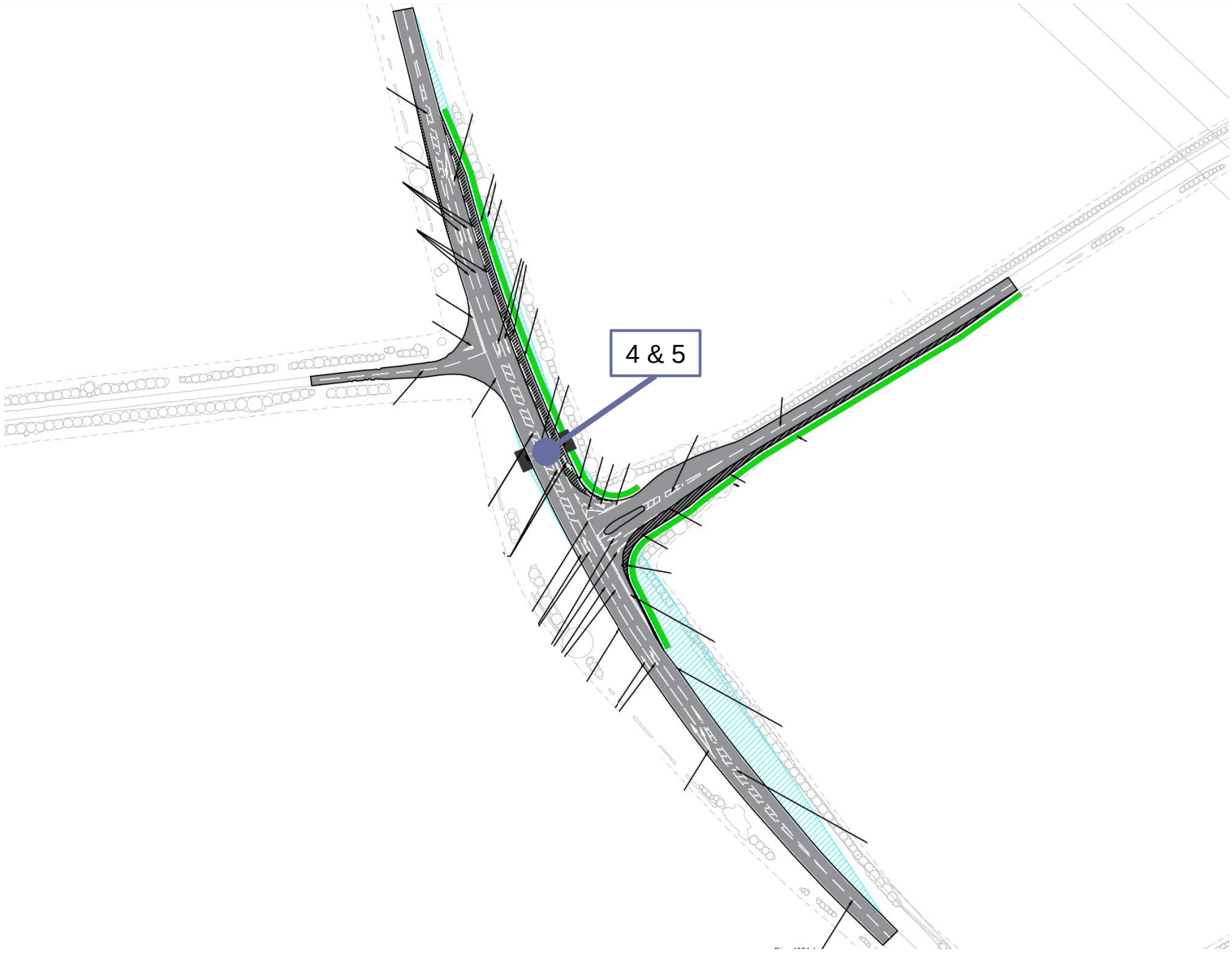
Springwell Solar Farms – A15 Access Works Stage 1 Road Safety Audit	**Figure 1** Site Location Plan	Pell Frischmann



Springwell Solar Farms – A15 Access Works
Stage 1 Road Safety Audit

Figure 2
Problem Location Plan

Pell Frischmann



Springwell Solar Farms – A15 Access Works
Stage 1 Road Safety Audit

Figure 3
Problem Location Plan

Pell Frischmann

Appendix A Incoming Audit Information

Document/ Drawing No.	Rev	Title/ Description	Scale	Date
10110046	-	Road Safety Audit Brief	N/A	01.05.25
SPRI-05-DR-0208	P01	A15/ Gorse Hill Lane Junction General Arrangement	1:1000 @ A1	05/.3.24
SPRI-01-DR-00162	P02	A15/ B1191 General Arrangement	1:1000 @ A1	18.04.24

Road safety audit: Designer Response

Project Summary

Date:	07/05/2025
Document reference:	250507 Springwell SF RSA DR
Prepared by:	Pell Frischmann Consultants Limited
On behalf of:	Lincolnshire County Council
AUTHORISATION SHEET	
Project:	Springwell Solar Farm A15 Junctions
Report title:	RSA Stage 1 Designers Response
PREPARED BY:	
Name:	Gordon Buchan
Signed:	
Organisation:	Pell Frischmann Consultants Limited
Date:	07/05/2025
APPROVED BY:	
Name:	
Signed:	
Organisation:	Lincolnshire County Council
Date:	Insert date

Introduction

The designers response supplements the report results from a Stage 1 Road Safety Audit carried out by Pell Frischmann on the proposed A15 junctions for the Springwell Solar Farm development scheme.

The designers response was produced by Pell Frischmann Consultants Limited, the designers of the proposed road scheme.

Key Personnel

Overseeing Organisation	Ian Field, Lincolnshire County Council
Design Organisation	Gordon Buchan, Pell Frischmann
RSA Organisation	Steve Bibb, Dan Susans, Pell Frischmann

Road safety audit log

RSA Issue	RSA Recommendation	Designer Response	Overseeing Organisation Response	Agreed Action
A1.1.1	Taper the proposed carriageway into the existing carriageway extents, providing a centre line where width allows.	Agreed. A suitable taper will be provided to allow the road width to return to existing width. The design of this feature will be undertaken at the detailed design stage, secured under the CTMP and for the approval of LCC.		
A2.2.2	Undertake assessment of existing carriageway conditions to determine suitability and resurface where applicable.	Noted. It is proposed that the track leading from the A15 though to the proposed site access junction and beyond to the proposed taper will be in a metalled surface to adoptable standards. The design of the road makeup will be undertaken at the detailed design stage, secured under the CTMP and for the approval of LCC.		
A2.2.1	Earthworks to be detailed to provide sufficient construction base for carriageway and expected vehicle loadings. Furthermore, where a levels difference is identified at the edge of the carriageway, the designer will need to undertake a Road Restraint Risk Assessment Process (RRRAP) to understand whether a	Noted. The earthworks design and an RRRAP assessment will be prepared at the detailed design stage, secured under the CTMP and for the approval of LCC.		

	VRS (vehicle restraint system) is required.			
A4.1.1	Remove the pedestrian refuge from the scheme. Should the refuge be provided to deter overtaking on the A15, a splitter island may be provided as an alternative.	A new Public Right of Way (PRoW) is proposed to cross the A15 at this location (EN010149-000149-2.4 Streets, Rights of Way and Access Plans.pdf). It is proposed that the island is retained.		
A5.1.1	Should pedestrian crossing be required, provide an illuminated beacon within the refuge. However, the Audit Team do question the purpose of the refuge and have recommended its removal.	A new Public Right of Way (PRoW) is proposed to cross the A15 at this location (EN010149-000149-2.4 Streets, Rights of Way and Access Plans.pdf). It is proposed that the island is retained. An illuminated bollard will be provided. The design of this feature will be undertaken at the detailed design stage, secured under the CTMP and for the approval of LCC.		

Conclusion Statements

Design organisation statement

On behalf of the design organisation I certify that: 1) the RSA actions identified in response to the road safety audit problems in this roadsafety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	[redacted]
Signed	
Position:	Sector Director - Energy
Organisation:	Pell Frischmann
Date:	O07/05/2025

Overseeing organisation statement

On behalf of the Overseeing Organisation I certify that: 1) 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 2) the agreed RSA actions will be progressed.	
Name:	[redacted]
Signed	
Position:	
Organisation:	Lincolnshire County Council
Date:	

Springwell
Solar Farm

springwellsolarfarm.co.uk

Application Document Ref: EN010149/APP/8.18
Planning Inspectorate Scheme Ref: EN010149