

Proposed Access Works, Horton Street, Heckmondwike Stage 1 Road Safety Audit

Prepared by



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1. Andrew Redmile – Vida Architects
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CONTACT

Naresh Madhavan
Highway Associates
International House
Aviation Park
Flint Road
Chester
CH4 0GZ

Tel: 07715109788

Email: Naresh@HighwayAssociates.co.uk
Web: www.HighwayAssociates.co.uk

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1 INTRODUCTION

1.1 This report results from a Stage 1 (Preliminary Design) Road Safety Audit carried out relating to a proposed access junction off Horton Street, Heckmondwike to facilitate a proposed residential development of 74 dwellings. The internal site is not included within this report and the proposed car parking provision has not been checked, and it is assumed adequate for the development size. The audit was carried out during October 2018.

1.2 The audit team consisted of:

Team Leader: Naresh Madhavan MCIHT, MSoRSA EU RSA Cert. Comp
Director
Highway Associates

Team Member: Robin Sawczyn BEng MCIHT MSoRSA
Senior Road Safety Engineer
Highway Associates

1.3 The audit took place at the offices of Highway Associates, Chester. The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief provided by Andrew Redmile of Vida Architects. The Road Safety Audit comprised an examination of the documents provided, and these are listed in Appendix A.

The site was visited at the following times/conditions:

Day/Date	Time	Weather Con	Traffic Flow
Tue 23rd Oct 2018	10:00 – 10:40hrs	Damp/Fine	Ave

1.4 The terms of reference for this audit are as given in HD 19/15, Design Manual for Roads and Bridges. The scheme has been examined and this report compiled only with regard to the safety implications for road users of the scheme as presented. It has not been examined or 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. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

- 1.5 If relevant within this report the generic term “pedestrians” can include walking pedestrians, wheelchair users, dismounted cyclists, the blind, partially sighted, mobility impaired and people with prams or pushchairs. Highway Maintenance Operatives are also included within this term. Where a problem is specific to one or more of these vulnerable groups then appropriate reference will be made in the report.
- 1.6 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems identified. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with HD 19/15, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 1.7 This Road Safety Audit makes allowance for the fact that strategic decisions on matters such as route choice, junction type, control, standard of provision and approved Departures from Standards already reflect an appropriate balance of a number of factors including road safety.
- 1.8 The Audit Team have not been made aware of any possible geometric departures or relaxations from standards.
- 1.9 The reader is reminded that a Road Safety Audit is not limited to the new works alone where there are features that are considered by the Audit Team to affect the general safety in the area (HD 19/15 para 2.26 refers). Section 3 of this report lists ‘Problems’ identified from the drawings and as a result of the site visit relating to the proposed changes to the highway layout that are directly, or indirectly, related to the area (e.g. features/matters within the proposed works or immediate surrounds which the Audit Team feel should be brought to the attention of the Designer or other organisations even though they might not pose an immediate risk associated with the proposed works), and which are considered by the Audit Team to warrant attention under the subject proposals, generally by the maintaining authority. On occasions there are more sensitive issues or issues that fall outside the audit brief but which are of such a nature that Auditors feel should be specifically brought to the attention of the authorities - such issues, if they arise, are usually dealt with in detail in separate correspondence.

2 ITEMS RAISED BY PREVIOUS AUDITS AND REPORTS

- 2.1 It is understood that no previous road safety audits have been undertaken in relation to this scheme.

3 ITEMS RAISED BY THIS AUDIT

3.1 General

No comments at this stage

3.2 Non Motorised Road User Provision

3.2.1 PROBLEM

LOCATION: Proposed junction

SUMMARY: Location of uncontrolled crossing could result in pedestrian conflicts

It is noted that the proposed uncontrolled pedestrian crossing has been inset somewhat from the junction and as such is unlikely to be used by pedestrians travelling along Horton Street who may instead cross within the junction bellmouth risking trips or falls whilst negotiating a full height kerb face.

RECOMMENDATION

Relocate the crossing point to the likely pedestrian desire line paying particular attention to maximum crossing widths and visibility requirements.

3.3 Road Signs and Markings

No comments at this stage

3.4 Lighting and Signals

No comments at this stage

3.5 Landscaping

No comments at this stage

3.6 Protective Aids

3.6.1 PROBLEM

LOCATION: Horton Street

SUMMARY: Insufficient containment could increase the potential for high severity casualties

No level information has been supplied for audit however it is noted that there is a substantial embankment adjacent to Horton Street in this location currently protected by a vehicle restraint

system. Should a vehicle lose control as a result of a right turn movement into or out of the site, concern is expressed that the errant vehicle may leave the carriageway and travel down the embankment within the unprotected area of the junction increasing the risk of high severity injuries.

RECOMMENDATION

Carry out a risk assessment in accordance with guidance with DfT publication - *Provision of Road Restraint Systems on Local Authority Roads* to identify the exact nature of the problem. If necessary, an additional restraint system to protect the hazard should be installed as part of the scheme.

3.7 Surface Characteristics and Drainage

No comments at this stage

4 AUDIT TEAM STATEMENT

We certify that this Audit has been carried out in accordance with the guidelines in HD 19/15.

AUDIT TEAM LEADER

Naresh Madhavan MCIHT MSoRSA EU RSA Cert. Comp
Director
Highway Associates
International House
Aviation Park
Flint Road
Chester
CH4 0GZ

Signed: 

Date: 25/10/18

AUDIT TEAM MEMBER

Robin Sawczyn BEng MCIHT MSoRSA
Senior Road Safety Engineer
Highway Associates
International House
Aviation Park
Flint Road
Chester
CH4 0GZ

Signed: 

Date: 25/10/18

APPENDIX A

DRAWINGS AND DOCUMENTS PROVIDED

DRAWING NUMBER OR REFERENCE	TITLE	DATE
-	RSA1 Brief	12/10/18
PL200	Location Plan	26/04/18
PL201	Existing Site Plan	26/04/18
PL230	Proposed Site Plan	07/09/18
PL231	Proposed Junction Layout	07/09/18
18047	Transport Statement	May 2018

APPENDIX B
PLAN OF ITEMS RAISED BY THIS AUDIT

