



New Hey Road Outlane

Road Safety Audit

Stage 1

January 2019

Project No:

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Quality Management

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Date: 16th January 2019

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Remarks

Contents

1.	Introduction	4
1.1.	Request for Road Safety Audit.....	4
1.2.	Scheme Description	5
1.3.	Description of Locality.....	5
1.4.	Supporting Information.....	5
1.5.	Departures from Standard.....	5
1.5.1.	The Audit Team are not aware of any departures from standard.	5
2.	Matters Raised at Previous Road Safety Audits	7
2.1.	Previous Audits	7
3	Items identified at this Stage 1 Road Safety Audit	8
	LOCAL ALIGNMENT	8
3.1.1	PROBLEM 1	8
	GENERAL.....	9
3.1.2	PROBLEM 2	9
	JUNCTIONS	10
3.1.3	PROBLEM 3	10
3.1.4	PROBLEM 4	10
	WALKING, CYCLING & HORSE RIDING.....	11
3.1.5	PROBLEM 5	11
	TRAFFIC SIGNS, CARRIAGEWAY MARKINGS & LIGHTING.....	11
3.1.6	PROBLEM 6	11
	APPENDIX A – LIST OF DOCUMENTS PROVIDED.....	12
	APPENDIX B – PROBLEM LOCATION PLAN	13

1. Introduction

1.1. Request for Road Safety Audit

1.1.1. AC Road Safety Audits have been asked on behalf of Paragon Highways to carry out a Stage 1 Road Safety Audit on the access arrangements for a proposed residential development off the A640, New Hey Road, Outlane, Huddersfield.

1.1.2. The overseeing Local Authority for the scheme is Kirklees Metropolitan Council.

1.1.3. The Audit Team comprised:

Alison Cockayne	[Audit Team Leader for this Audit]
MIHE, BSc (Hons) Civil Engineering HE Cert. Comp	Principal Road Safety Engineer
Kevin P Moran	[Audit Team Member for this Audit]
	Senior Engineer

1.1.4. This Audit was undertaken mainly in accordance with GG119 'Road Safety Audit', which forms part of Volume 5 of the Design Manual for Roads and Bridges (formerly HD19/15). It comprised an examination of the drawings and documents as provided with the audit brief; details of which are listed at **Appendix A**.

1.1.5. Alison Cockayne holds a Road Safety Certificate of Competency meeting the requirements of the European Directive 2008/96 EC and GG119.

1.1.6. The Audit Team has examined and reported only on the road safety implications for the scheme as presented and has not examined or verified the compliance of the designs to any other standards or criteria. The comments and suggestions for road safety improvements made in this report are aimed to address matters that might have an adverse effect on road safety in the context of the chosen design. To clearly explain a safety problem or recommendation to resolve a problem, the Audit Team may refer to a Design Standard.

1.1.7. A site visit was carried out on Sunday 13th January 2019 at 11:00 hrs. The weather was overcast with heavy clouds and it was raining at the time making the road surface wet. Visibility was good. Vehicle and pedestrian volumes were low.

1.1.8. Any safety related issues resulting from the Stage 1 Road Safety Audit identified on the scheme are reported in **Section 3**. Problem locations have been marked on the Problem Location plan given at **Appendix B** or as listed on drawings accompanying each individual identified problem.

- 1.1.9. Where the Audit Team has identified potential existing road safety design problems within this area, that fall outside the scope of the audit brief, these matters are reported under **Section 4** of this report. The Design Organisation and Contracting Authority should give due regard to the matters raised.

1.2. Scheme Description

- 1.2.1. The residential development is proposed on the site of a former garage off the A640 New Hey Road at Outlane, north-west of the town of Huddersfield. It comprises 20+ dwellings and includes the following;

- A new junction arrangement at New Hey Road into the site;
- Footway Improvements;
- Parking including visitors;
- Landscaping;
- A new internal residential access road and private driveways.

1.3. Description of Locality

- 1.3.1. General Description

The potential development is proposed on land, off the A640 which is a classified road that runs through Outlane from junction 23 of the M62 leading to Saddleworth Moor and Rochdale in the Greater Manchester District. The area is semi-rural with residential and commercial properties on both sides of the road. The A640 is a single carriageway road with footways on both sides; it is a bus route and there are bus stops opposite and adjacent the site. There is a junction opposite which is a cul-de-sac leading to residential properties and an old school which is now an early learning centre.

1.4. Supporting Information

- 1.4.1. No additional information was supplied to assist this audit.

1.5. Departures from Standard

- 1.5.1. The Audit Team are not aware of any departures from standard.

Figure 1 indicates the extents of the scheme considered under this Stage 1 Road Safety Audit in accordance with the Audit Brief.



2. Matters Raised at Previous Road Safety Audits

2.1. Previous Audits

- 2.1.1. The Audit Team are not aware of any previous Road Safety Audits that have been carried out on this scheme.

3 Items identified at this Stage 1 Road Safety Audit

LOCAL ALIGNMENT

3.1.1 PROBLEM 1

Location: New Access Road at junction with New Hey Road

Summary: Risk of collisions at new junction due to speed of traffic on New Hey Road and alignment.

Detail: New Hey Road in a south-westerly direction is downhill and there is right hand bend immediately prior to the new junction. The road approaching the site appears rural and it is only as you approach the new development site that the environment changes. The speed limit on New Hey Road is 40 mph and changes to 30, approximately 30 metres north-east of the proposed development access. It was observed on site that traffic appears to be travelling more than this as they approach the speed limit change. As the new junction is positioned on the bend, the factors outlined above may not give vehicles enough time to exit the new junction and there will be an increased risk of a collision.

Recommendation: Provide warning of the new junction and relocate the speed limit change further away in a north-easterly direction as shown in image below.



Design Team Response (1):

Vehicle Speed Survey has been carried, the visibility splays from the access roads are more than adequate for the speeds of cars travelling on the road. The forward visibility of the junction is suitable for the speed of cars travelling on the road.

Road Safety Audit Team Response (1):

GENERAL

3.1.2 PROBLEM 2

Location: New Access Road at junction with New Hey Road.

Summary: Risk of flooding / standing water resulting in vehicles losing control.

Detail: The proposals do not show any indication of new drainage provision at the new junction. It was observed on site that water does collect in this area (see image below) and failure to provide adequate drainage could result in vehicles losing control in standing water especially during inclement weather conditions.



Recommendation: Ensure there is adequate drainage especially at the junction and at any low spots within the highway.

Design Team Response (1):

Accepted. This issue can be dealt with as part of the detailed design scheme at the reserved matters stage.

Road Safety Audit Team Response (1):

JUNCTIONS

3.1.3 PROBLEM 3

Location:New Access Road / private drive at junction with New Hey Road.

Summary: Risk of collisions at the new junction and private drive due to inadequate visibility splays / access.

Detail:No detail has been provided showing that the largest vehicle likely to enter the new development will be able to do so safely without mounting the footway or over-running the kerbs. No dimensions have been shown of the junction radii and although the visibility splays are adequate it is unclear if the vegetation to the north-east of the site is being cleared. If these are not adequate there is a risk of a collision with other vehicles exiting and entering the site or with pedestrians if vehicles cannot manoeuvre safely in and out of the junction.

Recommendation: Ensure all movements are safe in and out of the junction especially for larger vehicles and the design meets current guidelines regarding junction radii and visibility splays.

Design Team Response (1):

Tracking for large refuse collection vehicle has demonstrated that vehicles can safely and easily enter and exit the site. Vehicles Speed Survey has been carried, the visibility splay from the access roads are more than adequate for the speeds of cars travelling on the road

Road Safety Audit Team Response (1):

3.1.4 PROBLEM 4

Location:New Hey Road at new junction.

Summary: Risk of shunts at new junction / private drive due to lack of right turn facility.

Detail:As outlined in problem 1 the new access road and private drive are positioned after a bend on a downhill approach. Given that the site will generate more traffic and the proximity of the junction opposite there is a risk that vehicles approaching the junction may not have time to slow for right turning traffic. At present there is narrow central hatching on New Hey Road (see image below) that separates the carriageway into two lanes. If vehicles are waiting to turn right into the new site there is limited space for passing vehicles on the main road without encroaching into the bus lay-by.



Recommendation: Alter the lining on New Hey Road and provide a right turn pocket within the central hatching if possible.

Design Team Response (1): Development of this size does not warrant a right turn lane. Queues for traffic turning right will be negligible due to the small numbers of houses in the development.

Road Safety Audit Team Response (1):

WALKING, CYCLING & HORSE RIDING

3.1.5 PROBLEM 5

Location: New Hey Road at new access road / private drive.

Summary: Risk of pedestrian / vehicle collisions and / or pedestrian trips and falls.

Detail: There are no details shown of dropped crossings at the new junction. Failure to provide them could lead to pedestrians walking in the carriageway, using a less desirable location to cross or tripping and falling whilst negotiating full height kerbs.

Recommendation: Provide adequate and safe provision for pedestrians at the new junction and across the private driveway.

Design Team Response (1): Accepted. Dropped crossings will be provided and highlighted as part of the detailed design.

Road Safety Audit Team Response (1):

TRAFFIC SIGNS, CARRIAGEWAY MARKINGS & LIGHTING

3.1.6 PROBLEM 6

Location: New access road at junction with New Hey Road.

Summary: Risk of vehicle / pedestrian collisions due to lack of adequate lighting.

Detail: There is no lighting detail shown and although there is existing street lighting on New Hey Road it is on the south side in the vicinity of the site. A lack of adequate street lighting could lead to vehicle collisions and / or collisions with pedestrians especially if there is no footway provision within the development. There is also the risk of pedestrians tripping and falling if they are unable to see any street furniture

Recommendation: Provide adequate street lighting to current guidelines.

Design Team Response (1): Accepted. Street lighting to adoptable standard will be highlighted as part of the detailed design.

Road Safety Audit Team Response (1):

APPENDIX A – LIST OF DOCUMENTS PROVIDED

Drawing Number	Revision	Title
2554– 02B		Residential Development at Former Gees Garage, New Hey Road, Outlane– Master Plan

APPENDIX B – PROBLEM LOCATION PLAN

