

DESIGNER'S RESPONSE

1ST NOVEMBER 2021

Sevenairs Consulting Ltd

Crossley Lane, Dalton, Kirklees

Road Safety Audit Stage 1

October 2021



Document Control

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Crossley Lane, Dalton, Kirklees - Road Safety Audit Stage 1

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On behalf of

Paragon Highways – Office 20/21 The Rear Walled Garden, Nostell Estate, Wakefield WF4 1AB

Highway Authority / Overseeing Organisation

Kirklees Council

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Document History:

Revision	Date	Description	By
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Introduction

Commissioning and Scope

This report results from a Stage 1 Road Safety Audit carried out at the site a proposed development access off Crossley Lane at Dalton, Kirklees, at the request of Paragon Highways Limited on behalf of the developer of the site.

The Road Safety Audit Brief was supplied by Leigh Ogden, Director, Paragon Highways on behalf of the developer.

The Road Safety Audit Brief was approved by Leigh Ogden, Director, Paragon Highways on behalf of the developer.

The Road Safety Audit team membership approved by Leigh Ogden, Director, Paragon Highways on behalf of the developer, and was as follows:

The Audit Team	Haydn Vernal FCIHT FIHE CMILT MSoRSA, Road Safety Team Leader in accordance with GG119 and Directive 2008/96/EC (Certificate of Competency)
	Colin Blue, Road Safety Team Member in accordance with GG119 and Directive 2008/96/EC (Certificate of Competency)
Audit Observers	None

A site visit took place comprising of the RSA team on Wednesday 27th October 2021 between 13:00 and 13:30 hours during which the weather was cloudy and the road surface was dry. Traffic conditions were moderate but free flowing, with no pedestrians or cyclists observed.

The main project comprises of a development of two sites either side of Crossley Lane for new homes with associated access points onto Crossley Lane and Cold Royd Lane. The scope of this Road Safety Audit is to review the vehicular access and internal roads for the development.

The RSA took place in October 2021 at the Sevenairs Consulting Office in Sheffield and was undertaken in accordance with the RSA brief provided by Leigh Ogden, Director, Paragon Highways on behalf of the developer. The audit comprised of an examination of the documents provided as outlined in the audit brief and the scheme as proposed on site.

No departures from standard have been brought to the attention of the RSA team with regard to the scheme as designed.

Documents Supplied

- E-mail proposal background
- 102b Crossley Lane, Dalton - Tracking & Vis

Terms of Reference

The terms of reference of this Road Safety Audit are as described in GG119 Road Safety Audit. The 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 designs to any other criteria.

Each of the auditors' responses is classified as a 'Problem' that is likely to result in a significant road safety hazard. All comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the plan at the end of the report.

Where recommendations are made, these do not comprise design decisions, and it remains the responsibility of the Design Team to incorporate any changes into the scheme, and consider any interactions between design elements.

Problems Raised at this Stage 1 RSA

PROBLEM – A-01

Location: Locations on Crossley Lane, Cold Royd Lane and on the internal estate roads

Summary: Landscaping – Height of kerbside landscaping may increase the risk of collisions at junctions or involving pedestrians.

No details have been provided of the type and height of the planting to be provided as part of the landscaping proposals. There appears to be a number of locations, in particular near junctions where a circular element indicates a shrub, bush or tree. These soft landscaping features could impact upon junction visibility if the chosen plants grow to a height that could screen junction visibility, increasing the risk of junction related collisions and also screen pedestrians, especially younger children, who may be crossing or playing in these residential streets, increasing the risk of vehicle to pedestrian collisions.

RECOMMENDATION

It is recommended that the proposed landscaping accommodates the required visibility standards as outlined in Manual for Streets. i.e. when mature should not exceed 600mm from the adjoining carriageway surface or the underside of any tree canopy to be above 2000mm.

DESIGNERS RESPONSE

Accepted – landscaping within visibility splays shall not exceed 600mm in height as recommended.

PROBLEM – A-02

Location: Locations on Crossley Lane, Cold Royd Lane and on the internal estate roads

Summary: Drainage – Poor surface water drainage may increase the risk of skidding type collisions, and also slips and falls by pedestrians

At this early stage, no details have been provided on the proposed drainage arrangements. It was noted that the development site was relatively level, as such, this may require measures to manage surface water around junction and on the internal estate roads, to reduce the risk of standing water and detritus that may consequently cause skidding type collisions or slips and falls by pedestrians crossing in this area

RECOMMENDATION

It is recommended that drainage details are provided at the next stage of road safety audit including locations of gully locations, levels and contours.

DESIGNERS RESPONSE

Accepted – full drainage proposals shall be provided as part of the detailed design as recommended.

PROBLEM – A-03

Location: Locations on Crossley Lane, Cold Royd Lane and on the internal estate roads

Summary: Surfacing – Poor skidding resistance may increase the risk of collisions involving skidding

At this early stage, no details have been provided on the proposed surfacing. Poor provision, especially in higher risk areas such as the approaches to crossing points and access points may increase the risk that collisions involving skidding occur.

RECOMMENDATION

It is recommended that appropriate levels of skidding resistance are provided in the higher risk areas such as the approaches to any crossing points and the approaches to access points. This may require resurfacing on the existing roads

DESIGNERS RESPONSE

Partially Accepted – as part of the detailed design the skid resistance at higher risk areas shall be appraised and improved where considered necessary in liaison with the Local Highway Authority.

PROBLEM – A-04

Location: Locations on Crossley Lane

Summary: Basic Design Principles – Multiple access points may increase the risk of junction related collisions along Crossley Lane

Crossley Lane although not classified, forms a key “bypass” route to the eastern side of Huddersfield, linking the A642 Penistone Road at Waterloo with the A62 Leeds Road at Bradley. The volume of traffic, especially at peak times may make access from the development difficult and with the significant change in frontage development, access points may have junction visibility

obscured by residents on street parking. This may increase the risk of junction related collisions along Crossley Lane.

RECOMMENDATION

It is recommended that the number of residential direct access points is reduced and that junction protection is provided either side of the main access points, i.e. in the current design, at Cold Royd Lane and the two main access points to the development on Crossley Lane.

DESIGNERS RESPONSE

Partially Accepted – the route along Crossley Lane and Long Lane are mostly residential in nature with direct access points to individually served residential properties generally meeting the scope within Manual for Streets and Manual for Streets 2. The proposals merely expand the current residential area providing a similar street scene. Each proposed access point provides suitable visibility onto Crossley Lane, and suitable parking provision for residents and visitors are to be provided within the site. As part of the detailed design, it is proposed to provide protection at the 2 main junctions in the form of an appropriate Traffic Regulation Order, which would be agreed with the Local Highway/ Traffic Authority.

PROBLEM – A-05

Location: Locations on Crossley Lane

Summary: Junction Visibility – Insufficient junction visibility may increase the risk of junction related collisions

Standard junction visibility distances from MfS have been indicated on the drawings for all access points on the existing road network, there is a concern especially on Crossley Lane that a basic assumption of 30mph may not be appropriate and that vehicle speeds are likely to be in excess of this. This assumption may increase the risk of junction related collisions related to insufficient junction visibility.

RECOMMENDATION

It is recommended that speed surveys are completed on Crossley Lane to inform the next stage of design in terms of junction visibility requirements.

A useful SSD calculator is available here - <https://pja.co.uk/stopping-distance-calculator/>

DESIGNERS RESPONSE

Not Accepted – as part of the development it is proposed to provide a traffic scheme along Crossley Lane in the form of a raised junction, a speed table and speed cushions. The scheme should reduce speeds to an appropriate level at or below the current 30mph speed limit. A separate Stage 2 Road Safety Audit has been carried out for the proposed traffic calming scheme.

PROBLEM – A-06

Location: Locations on Crossley Lane

Summary: Pedestrians – Poor facilities for pedestrians may increase the risk of collisions involving this user type

No specific facilities are indicated on the drawings for crossing facilities on Crossley Lane. There will be a requirement for pedestrians living in the development to access schools and shops to the south and west of the development and also to access bus stops on both sides of Crossley Lane. Without suitable facilities for pedestrians there may be an increased risk of collisions involving this user type.

RECOMMENDATION

It is recommended that walking routes to key local facilities such as schools, shops and bus are reviewed to inform the next stage of design in terms of footway provision. It is also recommended that a refuge type facility is provided towards the western end of the development near Cold Royd Lane and also towards the eastern end of the development to facilitate access to Albany Road and School Lane, this could potentially be an improvement to the existing refuge at the mini-roundabout.

DESIGNERS RESPONSE

Partially Accepted – the proposed traffic calming scheme includes a raise junction with crossing points at the Crossley Lane/ Sutton Avenue junction and a pedestrian refuge island to the west. A kerb to kerb speed table is also proposed to the east of the Cold Royd Lane/ Crossley Lane junction. There is an existing pedestrian refuge island at the School Lane/ Albany Road junction. Therefore, the proposed and existing facilities for pedestrians are considered to be suitable.

DESIGNERS RESPONSE

BY LEIGH OGDEN MCIHT MIHE

DATE 1ST NOVEMBER 2021

Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119.

Road Safety Audit Team Leader

Signed:



Haydn Vernal FCIHT FIHE CMILT MSoRSA, Directive
2008/96/EC (Certificate of Competency)

Date: 28th October 2021

Sevenairs Consulting Ltd
59 Sevenairs Road, Beighton, Sheffield
South Yorkshire, S20 1NY

Road Safety Audit Team Member

Signed:



Colin Blue, Road Safety Team Member in accordance
with GG119 and Directive 2008/96/EC (Certificate of
Competency)

Date: 28th October 2021

Problem Location Plan

