

# Sevenairs Consulting Ltd

**New Mill Road, Holmfirth, West Yorkshire**

**Road Safety Audit Stage 1**

18th February 2020



# Document Control

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## Project Name:

New Mill Road, Holmfirth, West Yorkshire - Road Safety Audit Stage 1 – Revision 2

## Document Reference

2021-01 Holmfirth RSA1

## Report Prepared By:

Haydn Vernals FCIHT FIHE CMILT MSoRSA, Sevenairs Consulting Ltd

## Address:

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

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## Document History:

Revision	Date	Description	By
0	26.02.2020	For Issue	HV
1	18.11.2020	Revision - Site layout update	HV
2	26.01.2021	Revision - Site layout update	HV

# Introduction

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## Commissioning and Scope

This report results from a Stage 1 Road Safety Audit carried out at the site a proposed access and access road off New Mill Road, Holmfirth, West Yorkshire, 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 Limited on behalf of the developer.

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

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

<b>The Audit Team</b>	Haydn Vernals 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)
<b>Audit Observers</b>	None

A site visit took place comprising of the RSA team on Tuesday 18th February 2020 between 17:00 and 17:30 hours during which the weather was cloudy, with some light rain and the road surface was wet. Traffic conditions were moderate and free flowing, with a small number of pedestrians observed, but no cyclists observed.

The project comprises of the provision of a new access onto New Mill Road, with an access road servicing all properties on the development. Off road parking is provided for all the properties.

The RSA took place in February 2020 at the Sevenairs Consulting Office in Sheffield and was undertaken in accordance with the RSA brief provided by Paul Howarth, Director, Paragon Highways Limited 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. An updated drawing was provided in November 2020, which was reviewed by the audit team, this drawing indicated a revised layout to the house types and general arrangement, but little in the way of changes to the main access spine road. Amendments were made to the report where necessary to reflect the updated drawing. A second updated drawing was provided in January 2021, again, this was reviewed and the report updated accordingly.

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

## Documents Supplied

- 1766-101 rev C – Proposed Site Plan

## 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

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### PROBLEM – A-01

**Location:** New Mill Road

**Summary:** Visibility – Poor junction visibility may increase the risk of junction related collisions.

There is an existing bus stop to the northern side of the proposed access, the shelter provided is a cantilever type with minimal obstruction to the junction visibility splay. However, there is a concern that when pedestrians are waiting for a bus service, there may be a risk of obstruction by waiting pedestrians, this may increase the risk of junction related collisions.

### RECOMMENDATION

It is recommended that the bus stop and waiting area for pedestrians is relocated to a point outside of the junction visibility splay. This may require the bus stop to be inset into the site at the back of the footway.

### PROBLEM – A-02

**Location:** Proposed estate road and shared use areas

**Summary:** Drainage – Poor drainage may increase the risk of skid and loss of control type collisions.

No details have been provided of the surface water drainage in terms of crossfall and gully locations. Poor surface water drainage may lead to ponding water and detritus in the carriageway, this may increase the risk of skidding and loss of control type collisions for motorised and non-motorised users, especially in wintery conditions due to freezing.

### RECOMMENDATION

It is recommended that a positive means of surface water drainage is provided for all public areas of the estate infrastructure.

### **PROBLEM – A-03**

**Location:** Proposed estate road and shared use areas

**Summary:** Skidding Resistance – Insufficient construction details may compromise road safety in terms of skidding resistance.

No details have been provided of the polished stone values (PSV) of the bituminous materials, especially with consideration of the anticipated estate road gradient. In addition, there are likely to be inspection chamber covers on gradients and near junctions. Inappropriate carriageway construction with low PSV values or covers with a low PSV may increase the risk of overshoot, rear shunt or pedestrian accidents, and may also increase the risk of skid/loss of control type collisions for powered two-wheel users.

### **RECOMMENDATION**

It is recommended that a minimum 55 PSV is provided and that inspection chamber covers provide a similar level of skidding resistance to the surrounding carriageway surface.

### **PROBLEM – A-04**

**Location:** Proposed estate road and shared use areas

**Summary:** Parking Layout – Poor provision for parking may increase the risk of collisions involving reversing vehicles.

Some of the parking places indicated on the drawing, would require a significant distance of reversing in order to either access or leave the parking space. This may increase the risk of NMUs being struck by a reversing vehicle, especially in the parking cul-de-sac areas where children are most likely to be playing.

### **RECOMMENDATION**

It is recommended that a swept path analysis is undertaken of the parking spaces to inform the next stage of design.

#### **PROBLEM – A-05**

**Location:** Proposed estate road and shared use areas

**Summary:** Pedestrians – Lack of segregation between NMUs and vehicles may increase the risk of collisions involving NMUs, especially young children playing.

NMUs appear to be accommodated within a shared use area for all users, this creates an ambiguity of priority for users, in that vehicles entering the shared use area may not expect to encounter NMUs, in particular children playing in what they may perceive as a safe area. This may increase the risk of collisions on the share area between pedestrians and moving vehicles.

#### **RECOMMENDATION**

It is recommended that a pair of “share space” signs to TSRGD 2016 Diag. 886 are placed at the entrance to the development. It is also recommended that where no other hard paved area is provided, a hard-paved verge strip of at least 600mm is provided either side of the access to give a safety margin for pedestrians to side step any approaching vehicle on the access.

#### **PROBLEM – A-06**

**Location:** Proposed estate road and shared use areas

**Summary:** Lighting – Poor road illumination may increase the risk of collisions during the hours of darkness.

The drawings supplied do not indicate any road illumination provision. Poor levels of road surface and user illumination may increase the risk of collisions during the hours of darkness.

#### **RECOMMENDATION**

It is recommended that carriageway surface illumination is provided.

## **PROBLEM – A-07**

**Location:** Proposed estate road

**Summary:** Gradients – Poor gradient interface design may increase the risk of junction related collisions due to failed hill starts

The drawings supplied do not indicate any gradients on the design. The nature of the site suggests that gradients inside the site may exceed 4%, as such, there may be a risk that vehicles setting off from the side road are at risk from hill start type stalls. DMRB CD123 gives recommendations in terms of a “level” of no more than 4% in advance of the interface with the major road, although given the use will not be typically by large goods vehicles the recommended distance of 15m may over generous in this location. Lack of a “level” approach to the major road may increase the risk of junction related collisions due to failed hill starts.

## **RECOMMENDATION**

It is recommended that a “level” area is provided on the approach to the major road in the spirit of the requirements of CD123.

# Audit Team Statement

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

Road Safety Audit Team Leader

Signed:

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

Date: 26th January 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: 26th January 2021

# Problem Location Plan

