



MERAKI ALLIANCE
Highways, Transportation & Safety Consulting

Interchange 26 North Brierley S278 Works
All External Works Site Access Only

Road Safety Audit: Stage 2

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Road Safety Audit: Stage 2

Report Produced for:	Keyland Developments Ltd
Report Produced by:	Jonathan Birkett
Report Dated:	26 October 2020
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Road Safety Audit Team Leader:	Jonathan Birkett

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Executive Summary

This report has been prepared in response to a request to undertake a Stage 2 Road Safety Audit (i.e. carried out prior to construction) by Keyland Developments Ltd. The scheme submitted for Audit is the proposed new development Interchange 26 North Brierley.

The scope of the proposed highway works being undertaken in this Stage 2 RSA includes:

- Site access only.

The items raised in the RSA are outlined within Section 2 of this report, together with recommendations for alterations or improvements to the proposals with the aim of improving highway safety and aiding accident prevention.

1 Introduction

1.1 General

This report has been prepared in response to a request to undertake a Stage 2 Road Safety Audit (i.e. carried out prior to construction) by Keyland Developments Ltd. The scheme submitted for Audit is the proposed new development Interchange 26 North Brierley. This Road Safety Audit covers the site access only.

The audit comprised an examination of documents forming the Audit Brief and an examination of the site.

1.2 Documents Forming the Brief

The documents were made available to the Road Safety Audit Team by Adam Watson (FLJ Ltd) on the instructions of Keyland Developments Ltd on behalf of the Highway Authority Bradford City Council. The total documents forming the Audit Brief are listed in Appendix A:

Generally, the Brief comprised:

- Brief.
- RSA Stage 1 (LKLEASINGWOLD2.6).
- Drawings.

1.3 Collision Traffic and Speed Data

The audit team examined "Crashmap" and determined that over the last 5 years of data (2015-2019 inclusive) 6 personal injury collisions have taken place within the extents of the scheme.

One of collisions was fatal and the remaining five were slight. None of the collisions involved non-motorised users. Two collisions occurred on Cliff Hollins Lane, one just to the north of the Mill Carr Hill Road junction with Bradford Road and the remaining three were at the priority junction of Wyke Lane and Bradford Road (this included the fatal).

Traffic count data was not available.

Traffic speed data was not available.

1.4 Details of Site Visit

A site inspection was undertaken on Tuesday 23rd June 2020 between 14:15 and 15:00. The RSA team arrived separately on site to ensure that social distancing was observed as part of the Coronavirus Pandemic and guidance provided by Public Health England. The Audit Team spent 45 minutes on site understanding the proposed works and their interaction with the local road network.

During the daylight visit the weather was fine and sunny and the carriageway was dry. All roads were relatively lightly trafficked. No incidents were noted during the site visit.

1.5 RSA Team and Format

It was considered that the information provided was sufficient for the purpose of carrying out the Road Safety Audit Stage 2 requested.

The Road Safety Audit Team membership approved was:

JONATHAN BIRKETT IENG MICE FIHE MSORSA

Holder of Certificate of Competency

Road Safety Audit Team Leader

G KIDD BSc (HONS) MIHE

Road Safety Audit Team Member

The Road Safety Audit comprised an examination of the documents and drawings supplied to the Road Safety Audit Team (referenced in Appendix A of this report). No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

The Terms of Reference are as described in the Highways England Design Manual for Roads and Bridges document GG119 'Road Safety Audit'. The scheme has been examined and this report compiled only with regard to safety implications to road users of the scheme as presented. It has not been 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. However, any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

Furthermore, any recommendations included within this report should not be regarded as being prescriptive design solution to the problem raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, as stipulated in GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which should be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

It is the Project Sponsor's responsibility to ensure that all problems raised by the Road Safety Audit Team are given due consideration.

In the event of a collision and any resulting legal action, Meraki Alliance Ltd would have to defend its actions on the basis that it took such care, as in all circumstances was reasonably required, to ensure that the highway was not dangerous to road

users. It is important therefore that recommendations contained in the report are acted upon wherever possible.

1.6 Departures or Relaxations from Standards

No Departures or Relaxations from Standard were submitted to the Road Safety Audit Team.

2 Items Raised at Previous Stage 1 Road Safety Audit

This section details the findings of the previous Stage 1 Road Safety Audit. No previous Road Safety problems were associated with the site access, all problems related to the Mill Carr Hill/Bradford Road junction and Mill Carr Hill Road / Cliff Hollins Junction.

**END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN
PREVIOUS STAGE 1 ROAD SAFETY AUDIT**

3 Items Raised at Stage 2 Road Safety Audit

This section details the findings of this Stage 2 Road Safety Audit. All locations of identified problems are illustrated on the plan included at **Appendix 2**.

3.1 RSA Problems Site Access

PROBLEM		1
Location:	Approaches to new road layout	
Summary:	Inappropriate signing can increase the risk of drivers failing to give way.	
There are major changes proposed as part of the scheme which includes new road layouts and altered priority. The drawings provided do not show any advanced temporary warning signs associated with the scheme. It is a requirement that temporary signs to Diag. 7014 should be erected on the approach to new road layouts providing drivers with adequate advanced notice of the altered road layout especially where priority at existing junctions is altered. A lack a suitable signing will increase the risk of drivers failing to give way increasing the likelihood of vehicle collisions.		
RECOMMENDATION		
Provide suitable signs to Diag. 7014 on all approaches to where changes to the road layout are proposed.		

END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN THIS STAGE 2 ROAD SAFETY AUDIT

4 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119	
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	JONATHAN BIRKETT
SIGNED:	
POSITION:	DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	26 OCT 2020
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	GILLIAN KIDD
SIGNED:	
POSITION:	AUDIT TEAM MEMBER
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	26 OCT 2020

Appendix 1 – Audited Drawings

065646-CUR-ZZ-ZZ-DR-C-95001-PO1	S278 Works Sheet 1
065646-CUR-ZZ-ZZ-DR-C-95002-PO1	S278 Works Sheet 2

Appendix 2 – Problem Location Plans



