



Sevenairs Consulting Ltd

Lingards Road, Slaithwaite, Kirklees

Road Safety Audit Stage 1

September 2022



Document Control

Report Title:

Lingards Road, Slaithwaite, Kirklees – Road Safety Audit Stage 1

Date of Site Visit

13th September 2022

Document Reference

2022-09 Slaithwaite RSA1 – Revision 0

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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
0	14.07.2022	For Issue	HV

Introduction

Commissioning and Scope

This report results from a Stage 1 Road Safety Audit carried out at the site a proposed development access off Lingards Road in Slaithwaite, 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 Vernals FCIHT FIHE CMILT MSoRSA Directive 2008/96/EC (Certificate of Competency), Road Safety Team Leader in accordance with GG119 Sarah Stewart BAHonsQTS NPQH, Road Safety Team Member in accordance with GG119
Audit Observers	None

A site visit took place comprising of the RSA team on Tuesday 13th September 2022 between 12:00 and 12:30 hours during which the weather was sunny and the road surface was dry. Traffic conditions were light and free flowing, with a small number of pedestrians observed but no cyclists observed.

The main project is the development of the site for residential use, with 42 new homes, with a single point of access onto Lingard Hill for 33 of these new homes, the reminder accesses directly from Lingard Hill. The scope of this audit is to review the site access, internal access road, access points for works on Lingard Hill and a dropped crossing nearby on Springfield Avenue.

The RSA took place in September 2022 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
- 1804 202 - Springfield Avenue Improvements
- 7567_000E Planning Layout
- 7567_034B Vehicle Tracking 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

PROBLEM – A-01

Location: Junctions and bends on the internal estate roads

Summary: Visibility – Insufficient forward visibility into side roads and around bends may increase the risk of collisions involving pedestrians.

Although junction visibility has been provided at the main access onto Lingards Road, there are locations across the development where the forward visibility when turning around the bend or into the turning heads may be obstructed by planting, fencing, walls, areas for parking etc. This is especially an issue for left turns where children could be crossing or playing in the street or shared space areas. Insufficient forward visibility around bends or into turning heads may increase the risk of collisions involving pedestrians.

RECOMMENDATION

It is recommended that forward around the inside of bends and into turning heads is assessed and that the visibility envelope is kept clear of obstructions such as planting, fencing, walls, areas for parking etc, in line with Manual for Streets. i.e. planting when mature should not exceed 600mm from the adjoining carriageway surface with the underside of any tree canopy to be above 2000mm. This is especially an issue on this particular development in terms of the steep gradients which may push the upper envelope of visibility above the 2000mm height.

PROBLEM – A-02

Location: Main access and internal estate roads

Summary: Drainage – Insufficient surface water drainage may increase the risk of skidding type collisions at the junction, 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 graded significantly down away from Lingards Road, as such, this may require measures to manage surface water towards the western end of Road 1 and the northern end of Road 2, to reduce the risk of standing water and detritus in the turning heads 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.

PROBLEM – A-03

Location: Lingards Road

Summary: Drainage – Insufficient surface water drainage may increase the risk of skidding type collisions at the junction, 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 Lingards Road graded steeply down towards the north east, and specifically to the frontage of plots 36 to 42, appeared to have crossfall towards an existing non-kerbed verge, where surface water is allowed to currently freely drain into the verge. It is assumed that a full height kerb will be provided on the north western edge of existing carriageway, as such, this may require measures to manage surface water to the high side of each driveway / direct access point, to reduce the risk of standing water and detritus in the vehicle crossing areas that may consequently cause skidding type collisions or slips and falls by pedestrians crossing in these areas.

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.

PROBLEM – A-04

Location: Internal development roads

Summary: Skidding Resistance – Insufficient skidding resistance may increase the risk of loss of control type collisions.

No details have been provided of the polished stone values (PSV) of the bituminous materials, especially with consideration of the proposed estate road gradient of 1 in 12 (8.33%). 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-05

Location: Existing Watercourse

Summary: Fences and Restraint System – A lack of protection to the watercourse may increase the risk of falls and errant vehicles entering the water.

Access to the site was not possible, so the scope of the watercourse could not be established. However, regardless of the general water levels, there may be a significantly increased risk of danger during and after heavy rainfall that is common in this area. The audit team note that no details have been indicated to the level difference to the watercourse or to any form of guardrail or vehicle restraint provided. There is a risk that in particular, during and after heavy rainfall, whilst the risk does not change, the severity outcome may increase significantly should a pedestrian fall into the watercourse or an errant vehicle enter the watercourse, i.e. from a driveway or the car port area. This lack of protection to the watercourse may increase the risk of falls and errant vehicles entering the water.

RECOMMENDATION

It is recommended that sufficient measures are in place to reduce the risk of pedestrians falling into the watercourse and also to reduce the risk of errant vehicles entering the watercourse.

PROBLEM – A-06

Location: Junction onto Lingards Road and the southern end of Road 2

Summary: Carriageway Markings – Lack of junction priority markings may increase the risk of junction related collisions

At this early stage, no details have been provided on the proposed road markings on the internal estate roads. The audit team felt that with the greater number of vehicles using the access than the southern end of Lands Beck Way, there was a risk that the side road traffic may adopt a “right of priority” over the existing road. A lack of junction priority markings may increase the risk of junction related collisions on the estate roads.

RECOMMENDATION

It is recommended that junction priority markings (give way markings) are provided.

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: 14th September 2022

Sevenairs Consulting Ltd
20 High Bank, Thurlstone, Sheffield,
South Yorkshire, S36 9QH

Road Safety Audit Team Member

Signed:



Sarah Stewart BAHonsQTS NPQH

Date: 14th September 2022

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Problem Location Plan

