

**Prepared on behalf of**

**Accent Housing Ltd**

**Plane Street  
Huddersfield**

**Stage 1 Road Safety Audit**

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*The methodology adopted and the sources of information used by Sanderson Associates (Consulting Engineers) Ltd in providing its services are outlined within this Report.*

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Report Ref:	11294/AND/001/01	June 2020	
Author:	Adam Darwin		
Checked & Approved:	Simon Burkinshaw	Date:	24 <sup>th</sup> June 2020

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## Appendices

### APPENDIX A

*Marked up plan*

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## 1 Introduction

- 1.1 Sanderson Associates (Consulting Engineers) Ltd have been appointed by Accent Housing Ltd to carry out a Stage 1 Road Safety Audit (RSA) of the proposed site access road works associated with a residential development accessed from Plane Street, Huddersfield.
- 1.2 The works involve the creation of a new access junction on to an extended section of Plane Street; and the associated cul-de-sac that is proposed to serve the development. The works are shown on the following drawings that have been provided to the RSA Team:
- PLNST-WBA-XX-ZZ-DR-A-PL02\_P1 - Site Plan;
  - 11293-004 - Visibility Splays from Proposed Access.
  - 11293-003 – Swept Path Analysis of Proposed Site Layout
- 1.3 This Stage 1 Road Safety Audit has been instructed by John Turner of Sanderson Associates on behalf of the client by email on 22<sup>nd</sup> June 2020. As part of the instruction, the following information has been provided:
- Draft Transport Statement report, reference 11293/JT/001/01.
  - Confirmation that the development would generate fewer than 25 two-way vehicle trips during network peak hour periods;
  - Confirmation that there have been no recorded personal injury incidents on Plane Street within the last 5 years;
  - Confirmation that the 2.4x43m visibility splay shown on drawing 11293-004 will be provided.
- 1.4 The Audit Team membership is as follows:
- Audit Team Leader - Adam Darwin FIHE RegRSA (IHE), Associate at Sanderson Associates and holder of Highways England Approved RSA Certificate of Competency;
  - Audit Team Member - Simon Burkinshaw MIHE, Principal Engineer at Sanderson Associates.

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- 1.5 The Audit took place on site on Tuesday 23<sup>rd</sup> June 2020 at 11am. During the site visit the weather was fine and dry; and traffic conditions appeared to be normal.
- 1.6 The terms of reference of the Road Safety Audit are as described in GG119. The team has examined the works and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the works to any other criteria.
- 1.7 All of the problems described in Section 2 of this report are considered by the Audit Team to require action in order to improve the safety of the scheme. However, any recommendation included within this report should not be regarded as being a prescriptive design solution to the problem raised. They are intended only to indicate a proportionate means of eliminating or mitigating the identified problem. It is noted that there may be alternative methods of addressing a problem that would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 1.8 A marked up plan is included in **Appendix A**, which identifies the approximate location of problems that have been raised. General problems or those with multiple locations have not all been shown.
- 1.9 Following the completion of the Road Safety Audit, the design team should prepare a '*Road Safety Audit Response Report*' in collaboration with the Overseeing Organisation. The response report should incorporate the following:
- Decision Log spreadsheet, where each Problem and Recommendation in the Road Safety Audit report is reiterated;
  - In the Decision Log, a response should be provided by the Design Team and then by the Overseeing Organisation for each problem raised. This should then be followed by an agreed action.

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- 1.10 Further information to assist with the preparation of the Road Safety Audit Response Report is provided in **GG119 Sections 4.11 to 4.19 and Appendix F** (that includes a Road Safety Audit Response Report template). In accordance with GG119, the response report should be produced and finalised within one month of the issue of the Road Safety Audit report. A copy of the response report should be issued to the Road Safety Audit Team for information.

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## 2 Items raised for the Stage 1 Road Safety Audit

### **Problem 2.1**

**Location:** Site Access

**Summary:** The 2.4x43m visibility splay to the west of the site access is shown passing over the existing site boundary wall. Whilst it is assumed that that the wall will be set back behind the proposed visibility splay, this is not shown on the plans and the ability to do so may be affected by the proposed attenuation tank and easement. Should the wall not be set back, this may restrict visibility at the site access below acceptable minimum levels, which could result in turning type collisions at the junction.

**Recommendation:** It is recommended that the site access visibility splays are kept clear of any significant vertical obstructions, including walls and larger street furniture (e.g. the existing waste bin).

### **Problem 2.2**

**Location:** Site Access

**Summary:** There is only 1 visitor parking space provided towards the western end of the site access road, adjacent to the proposed turning head. As such, visitors or those residents within only 1 parking space may choose to park within the immediate vicinity of the turning head. Should this occur, this could prevent refuse vehicles and other larger vehicles from turning in the highway. This could then result in these large vehicles needing to reverse a long distance around a relatively tight bend and subsequent junction to exit the site, which could result in collisions with other roads users.

**Recommendation:** It is recommended that additional visitor parking spaces are provided towards the western end of the site access road, which appears possible by amending the single visitor parking bay in front of No. 19-20.

It is also recommended that the swept path analysis is undertaken to confirm that refuse vehicles can turn at the extended end of Plane Street next to the site access junction, in the event that the access road still becomes blocked and this area is required to allow a refuse vehicle to turn without reversing all the way back to Malvern Rise.



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**Problem 2.3**

**Location:** Site Access Road

**Summary:** There is a relatively tight bend on the site access road, where it would not be possible for a refuse vehicle to pass a car. Whilst this is not necessarily a significant issue on its own due to the low traffic flows that is expected along the road, it is unclear if there will be adequate forward visibility around the bend to allow drivers to give-way before they meet an oncoming vehicle at the bend. As such, this could lead to head on collisions at the bend.

**Recommendation:** It is recommended that adequate forward visibility is provided at the bend that allows drivers to observe an oncoming vehicle; and then wait as necessary before the bend to allow the oncoming vehicle to pass.

**Problem 2.4**

**Location:** East end of Plane Street

**Summary:** It is proposed to extend Plane Street to the east to allow the new site access to be formed on to it. However, there will be a significant level drop on the north side of this extended section of Plane Street opposite the site access, which would be hazardous to any errant road user. Should an eastbound vehicle travelling towards the site access lose control and leave the carriageway on the north side, there is a risk of a severe incident occurring due to the significant level drop.

**Recommendation:** It is recommended that restraint measures are incorporated on the northeast end of Plane Street to protect all road users from this hazard.

**Problem 2.5**

**Location:** Site Access

**Summary:** No dropped crossing or tactile paving is shown at the site access. The lack of adequate pedestrian crossing facilities at the site access could result in blind/partially sighted pedestrians being struck by turning traffic at the junction.

**Recommendation:** Pedestrian crossing facilities and associated tactile paving should be provided across the site access. These crossing facilities should be located such that adequate visibility is provided, to allow pedestrians to see and be seen passed the visitor parking bays on the site access road.

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### 3 Audit Team Statement

3.1 We certify that the terms of reference of the audit are as described in GG119.

**Audit Team Leader:**

Adam Darwin FIHE RegRSA (IHE)

Highways England Approved RSA Certificate of Competency

Associate at Sanderson Associates (Consulting Engineers) Ltd

Signed: 

Dated: 24<sup>th</sup> June 2020

**Audit Team Members:**

Simon Burkinshaw MIHE

Principal Engineer at Sanderson Associates (Consulting Engineers) Ltd

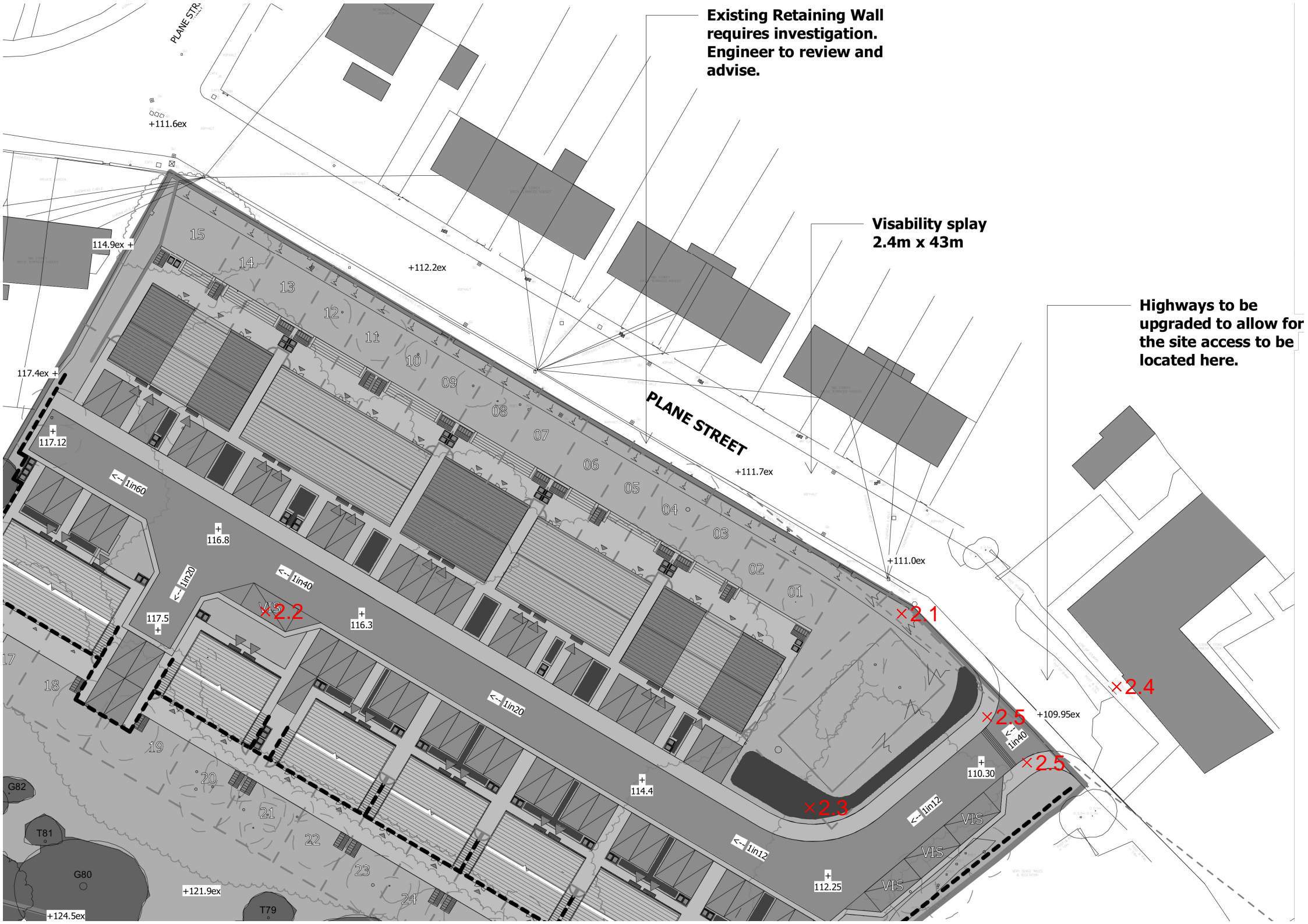
Signed: 

Dated: 24<sup>th</sup> June 2020

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***APPENDIX A***

***Marked up plan***



Existing Retaining Wall  
requires investigation.  
Engineer to review and  
advise.

Visability splay  
2.4m x 43m

Highways to be  
upgraded to allow for  
the site access to be  
located here.