

DESIGNERS RESPONSE

November 2023



Shop Lane, Kirkheaton, Kirklees

Road Safety Audit Stage 1

November 2023



Document Control

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Shop Lane, Kirkheaton, Kirklees – Road Safety Audit Stage 1

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On behalf of

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Highway Authority / Overseeing Organisation

Kirklees Council

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Introduction

Commissioning and Scope

This report results from a Stage 1 Road Safety Audit carried out at the site of a residential development off Shop Lane in Kirkheaton, Kirklees. The audit was carried out at the request of Leigh Ogden, Managing Director, Paragon Highways, on behalf of the developer of the site.

The Road Safety Audit team membership 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 Vernals BAHonsQTS NPQH, Road Safety Team Member in accordance with GG119
Audit Observers	None

A site visit took place comprising of the RSA team on Friday 17th November 2023 between 09:30 and 10:00 hours during which the weather was sunny and the road surface dry. Traffic conditions were light and free flowing, with a small number of pedestrians and no cyclists observed.

The main project comprises of residential development providing 41 new homes as well as one renovated existing property. Highway works include the internal road network for the development. The scope of this Road Safety Audit is to review the internal estate roads and footway links.

The audit has been carried out in accordance with the principals of the National Highways document GG 119 Road Safety Audit. A formal Road Safety Audit Brief was not provided to the Audit Team. However, information regarding the site was provided via email alongside the relevant scheme documents and drawings. This was considered by the Audit Team to provide sufficient detail to undertake the appropriate stage of audit.

The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. 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
- P09-4266-01 - PLANNING LAYOUT (REV P) - 23.10.23

Terms of Reference

The terms of reference of this Road Safety Audit are as described in the National Highways document 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. No member of the Audit Team has been directly linked to the scheme design.

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.

Previous Road Safety Audits

The audit team have not been made aware of any previous Road Safety Audits.

Problems Raised at this Stage 1 RSA

PROBLEM – A-01

Location: Proposed Estate Road

Summary: Drainage – Ineffective surface water drainage may increase the risk of skidding type collisions

At this early stage, no details have been provided on the proposed surface water drainage arrangements other than an indication of grade on the general arrangement. It was noted that the site graded upwards from the access point on Shop Lane. This may increase the risk of excessive surface water entering Shop Lane. Insufficient surface water drainage may also increase the slips and falls by pedestrians or skidding type collisions due to excessive surface water, especially in wintery conditions.

RECOMMENDATION

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

DESIGNERS RESPONSE

Accepted – drainage details will be provided as part of the detailed design stage

PROBLEM – A-02

Location: Including but not limited to;

- Across Estate Road – Between Plot 1 and Plot 2a
- Across Estate Road – Between Plot 6 and Plot 18
- Across Estate Road – Between Plot 6 and Plot 38
- Across Estate Road – Between Plot 19 and Plot 31

Summary: Specific Road Users – Lack of dropped crossing on a desire line may increase the risk of collisions involving users with mobility issues.

There is a desire line for pedestrians between footways which have no provision for pedestrians with mobility issues, specifically those users with prams, wheelchairs or mobility scooters. The alternatives for these users may require them to use drop kerbs provided for driveways or to cross at locations where visibility to approaching vehicles may be otherwise compromised. This lack of dropped crossing on a desire line may increase the risk of collisions involving users with mobility issues.

RECOMMENDATION

It is recommended that a dropped pedestrian crossing with (ideally) tactile paving should be provided at these locations. Specific locations will need to consider the risk of vehicle overrun damage to the tactile paving by large vehicles, in particular refuse collection vehicles.

DESIGNERS RESPONSE

Accepted – dropped tactile crossings will be provided as part of the detailed design. Indicative locations are shown on the latest layout plan

PROBLEM – A-03

Location: Proposed Play Park to North West

Summary: Fences – Ineffective enclosure of play area may increase the risk of collisions involving young children

A play area is proposed to the northwest end of the site. This appears to be fenced in part to the southeast edge however nothing appears to be provided on the boundary to Bankfield Lane to the northwest. This area looks likely to attract both young children supervised by parents/guardians as well as older independent primary age children who may not have sufficient levels of road proficiency. Ineffective enclosure of play area may increase the risk of collisions involving young children.

RECOMMENDATION

It is recommended that the play area is enclosed, and appropriate gated access is provided for through access of other active modes, i.e. pedestrians on mobility scooters.

DESIGNERS RESPONSE

Accepted – this area will be enclosed and gated as appropriate. Details are to be agreed with the LPA at detailed design stage

PROBLEM – A-04

Location: Footway adjacent to Plot 9

Summary: Pedestrians – Unclear use may increase the risk of collisions involving pedestrians or other active modes.

This is a gated access for vehicles adjacent to Plot 9. This appears to have been an access to the premises that previously occupied the development site and appears to be retained in some form in the proposals. It is unclear as to the intended use but, given the previous use as access to the area behind numbers 1 to 6 Shop Lane, it could be reinstated for use by vehicles. There is a risk

here that a pedestrian or other active mode user may encounter a motor vehicle in this access resulting in a potential collision involving these user types.

RECOMMENDATION

It is recommended that use by vehicles is physically prevented. This could be by means of a non-passive bollard at each end or staggered gateway type arrangement.

DESIGNERS RESPONSE

Accepted – bollards are to be provided at both ends of the pedestrian link as shown on the latest layout plan. Further details will be provided at detailed design stage

PROBLEM – A-05

Location: Proposed Estate Road and pedestrian links to adjacent roads.

Summary: Lighting – Lack of or insufficient carriageway lighting may increase the risk of collisions, trips and falls during the hours of darkness.

It is unclear from the information provided if any carriageway lighting is to be provided either on the development road or on the footways linking the development to other adjacent roads. A lack of carriageway, footway lighting or insufficient levels of illumination may increase the risk of collisions between vehicles and active mode users as well as trips and falls by pedestrians during the hours of darkness.

RECOMMENDATION

It is recommended that carriageway lighting is provided on both the development road and the footway link.

It is also recommended that any carriageway lighting provided within the development is located such that columns are clear of being a hazard for manoeuvring vehicles. i.e. not placed between adjacent parking spaces.

DESIGNERS RESPONSE

Accepted – street lighting will be provided to meet KMC adoptable standards and identified as part of the detailed road design

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

Date: 21st November 2023

Sevenairs Consulting Ltd
20 High Bank, Thurlstone, Sheffield,
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Road Safety Audit Team Member

Signed:

Sarah Vernals BAHonsQTS NPQH

Date: 21st November 2023

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Problem Location Plan

