

AMA Designer's Response

Site Location – Northorpe Lane, Mirfield

17th June 2021

Introduction

Andrew Moseley Associates (AMA) have instructed an independent road safety specialist to assess the suitability of the proposed site access arrangements associated with the proposed 42 unit residential development on Northorpe Lane in Mirfield.

The proposals have now been subject to a Stage 1 Road Safety Audit (RSA1) carried out by Jonathan Birkett of Meraki Alliance on Monday 14th June 2021. The 'Problems' and Recommendations' from that RSA1 are included in this Designer's Response report for ease of reference.

Items Raised in Stage 1 Road Safety Audit

Problem 1: *A lack of suitable uncontrolled crossings will increase both the risk of pedestrian trips and falls as well as pedestrian-vehicle collisions.*

Location: *Site access.*

Summary:

The drawings provided do not show any crossing facilities across the new site access onto Northorpe Lane. There is an existing footway along the eastern side of Northorpe Lane that the new access will bisect.

A lack of suitable uncontrolled crossings will increase both the risk of pedestrian trips and falls as well as pedestrian-vehicle collisions.

Recommendation

Ensure that appropriate tactile paving layouts and dropped crossing points are provide in accordance with Guidance on the Use of Tactile Paving Surfaces [DfT].

Designer's Response

Uncontrolled pedestrian crossing across the site access will be included at detailed design.

Problem 2: *Inappropriate drainage may lead to ponding water resulting in loss of control type collisions.*

Location: *Site access and parking bay.*

Summary:

A new priority-controlled access and parking bay will be constructed as part of the development. Ponding water can result in an increased risk of loss of control type collisions and at certain times of year standing water will freeze resulting in ice, vehicles manoeuvring in the turning could lose control resulting in an increased risk of collisions as well as pedestrians slipping and falling.

Recommendation

Provide appropriate drainage at all locations where changes to the existing road layout is proposed.

Designer's Response

The detailed design of the road layout will include for drainage.

Problem 3: *Inappropriate levels of lighting can lead to an increased collision risk.*

Location: *Site access and parking bay.*

Summary:

The drawing provided does not clearly show if alterations to the existing street lighting is proposed. The scheme will include a new access junction and changes to include a parking bay. The development will increase both the night-time usage and the number of vehicles/NMUs using the proposed road network once constructed.

This may result in the new access junction and parking bays being in shadow leading to possible conflicts during the hours of darkness.

Recommendation

Ensure that suitable lighting provision is provided.

Designer's Response

The detailed design of the accesses will include for street lighting facilities.

Problem 4: *Details of vehicle tracked movements are not provided on the drawings. Inappropriate carriageway widths and turning radii can result in increased vehicle collisions as well as pedestrian-vehicle collisions.*

Location: *Site access.*

Summary: *Details of the swept paths of vehicles, are not provided on the drawings. Inappropriate carriageway widths and junction radii can result in vehicles failing to safely negotiate the new junction arrangement increasing the risk of vehicle collisions and pedestrian-vehicle collisions.*

Recommendation

Provide swept path movements the new site access.

Designer's Response

Vehicle tracking will be undertaken as part of the detailed design to ensure the road layout is safe and functional.