

New Mill Road, Holmfirth Proposed S38 Works Stage 1&2 Road Safety Audit

Prepared by



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1. Rob Thacker – Topping Engineers
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1 INTRODUCTION

1.1 This report results from a Stage 1&2 Road Safety Audit carried out relating to proposed S38 works relating to a residential development off the A635 New Mill Road, Holmfirth. The audit was carried out during June 2020.

1.2 The audit team consisted of:

Team Leader: Naresh Madhavan MCIHT, MSoRSA EU RSA Cert. Comp
Director
Highway Associates

Team Member: Robin Sawczyn BEng MCIHT MSoRSA
Senior Road Safety Engineer
Highway Associates

1.3 The audit took place at the offices of Highway Associates, Chester. The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief provided by Rob Thacker of Topping Engineers. The Road Safety Audit comprised an examination of the documents provided and these are listed in Appendix A.

The site was visited at the following times/conditions:

| Day/Date | Time | Weather Con | Traffic Flow |
|-------------------------------|------------------|-------------|--------------|
| Tues 8 th Jun 2020 | 15:30 – 16:20hrs | Dry/Cloudy | Below Ave |

1.4 The terms of reference for this audit are as given in GG119, Design Manual for Roads and Bridges. The scheme has been examined and this report compiled only with regard to the safety implications for road users of the scheme as presented. It has not been examined or 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. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

1.5 If relevant within this report the generic term “pedestrians” can include walking pedestrians, wheelchair users, dismounted cyclists, the blind, partially sighted, mobility impaired and people

with prams or pushchairs. Highway Maintenance Operatives are also included within this term. Where a problem is specific to one or more of these vulnerable groups then appropriate reference will be made in the report.

- 1.6 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems identified. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 1.7 This Road Safety Audit makes allowance for the fact that strategic decisions on matters such as route choice, junction type, control, standard of provision and approved Departures from Standards already reflect an appropriate balance of a number of factors including road safety.
- 1.8 The Audit Team have not been made aware of any possible geometric departures or relaxations from standards.
- 1.9 The reader is reminded that a Road Safety Audit is not limited to the new works alone where there are features that are considered by the Audit Team to affect the general safety in the area. Section 3 of this report lists 'Problems' identified from the drawings and as a result of the site visit relating to the proposed changes to the highway layout that are directly, or indirectly, related to the area (e.g. features/matters within the proposed works or immediate surrounds which the Audit Team feel should be brought to the attention of the Designer or other organisations even though they might not pose an immediate risk associated with the proposed works), and which are considered by the Audit Team to warrant attention under the subject proposals, generally by the maintaining authority. On occasions there are more sensitive issues or issues that fall outside the audit brief but which are of such a nature that Auditors feel should be specifically brought to the attention of the authorities - such issues, if they arise, are usually dealt with in detail in separate correspondence.
- 1.10 Street lighting details have not been supplied for audit and are therefore excluded from this review.

2 ITEMS RAISED BY PREVIOUS AUDITS AND REPORTS

- 2.1 It is understood that no previous road safety audits have been undertaken in relation to this scheme.

3 ITEMS RAISED BY THIS AUDIT

3.1 General

3.1.1 PROBLEM

LOCATION: Spine Road

SUMMARY: Access to tennis club not clear

It appears that access to the existing tennis club will be from the proposed cul-de-sac in the north east corner. Concern is expressed that there are not sufficient visual cues for drivers unfamiliar with the road layout that this will be the formal access, which could confuse drivers and lead to hazardous reversing or U-turn manoeuvres within the spine road.

RECOMMENDATION

Suitable signage should be provided to direct drivers to the entrance point.

Designers Response 22.06.20

Access to the tennis court will be provided by a separate entrance on New Mill Road, tennis members will be informed of this from the club. As it is a private club, I would envisage no members will be unaware of this.

3.2 Non Motorised Road User Provision

3.2.1 PROBLEM

LOCATION: New Mill Road – Junction with development site access

SUMMARY: Insufficient pedestrian crossing measures could increase the potential for pedestrian confusion

Only dropped kerbs have been proposed to allow pedestrians to cross the proposed development site access junction.

Without suitable crossing facilities including tactile paving, pedestrians, particularly those who are visually impaired may become confused as to the nature, location and orientation of the crossing and could be encouraged to cross in unsafe locations risking conflicts with passing traffic or risk trips or falls negotiating a full height kerb.

RECOMMENDATION

Suitable uncontrolled crossing facilities in the way of tactile paving with flush transitions should be installed at the junction interface.

Designers Response 22.06.20

The radius for the junction will be set back to the back of footway and the existing dropped footway will still remain, the footway is graded as to avoid any trips from wheelchair users etc. there is a similar development at brambles bank which has a similar layout with no tactile paving.

3.3 **Road Signs and Markings**

No comments at this stage

3.4 **Lighting and Signals**

No comments at this stage

3.5 **Landscaping**

No comments at this stage

3.6 **Protective Aids**

No comments at this stage

3.7 **Surface Characteristics and Drainage**

3.7.1 PROBLEM

LOCATION: Private driveway crossing identified on plan

SUMMARY: Drainage gully location could cause loss of control

A drainage gully appears to be located within the channel adjacent to the proposed vehicular crossing. Due to the inherent lack of skid resistance afforded by cast iron gulleys particularly when wet, concern is expressed that should it be struck particularly by powered or unpowered two wheelers whilst turning into the private driveway that it could increase the risk of loss of control.

RECOMMENDATION

The gully should be relocated to suitable positions along the kerb line outside of any dropped kerb area.

Designers Response 22.06.20

Gully moved away from the channel.

4 AUDIT TEAM STATEMENT

We certify that this Audit has been carried out in accordance with the guidelines in GG119.

AUDIT TEAM LEADER

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Director

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Signed:

Date: 09/06/20

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Date: 09/06/20

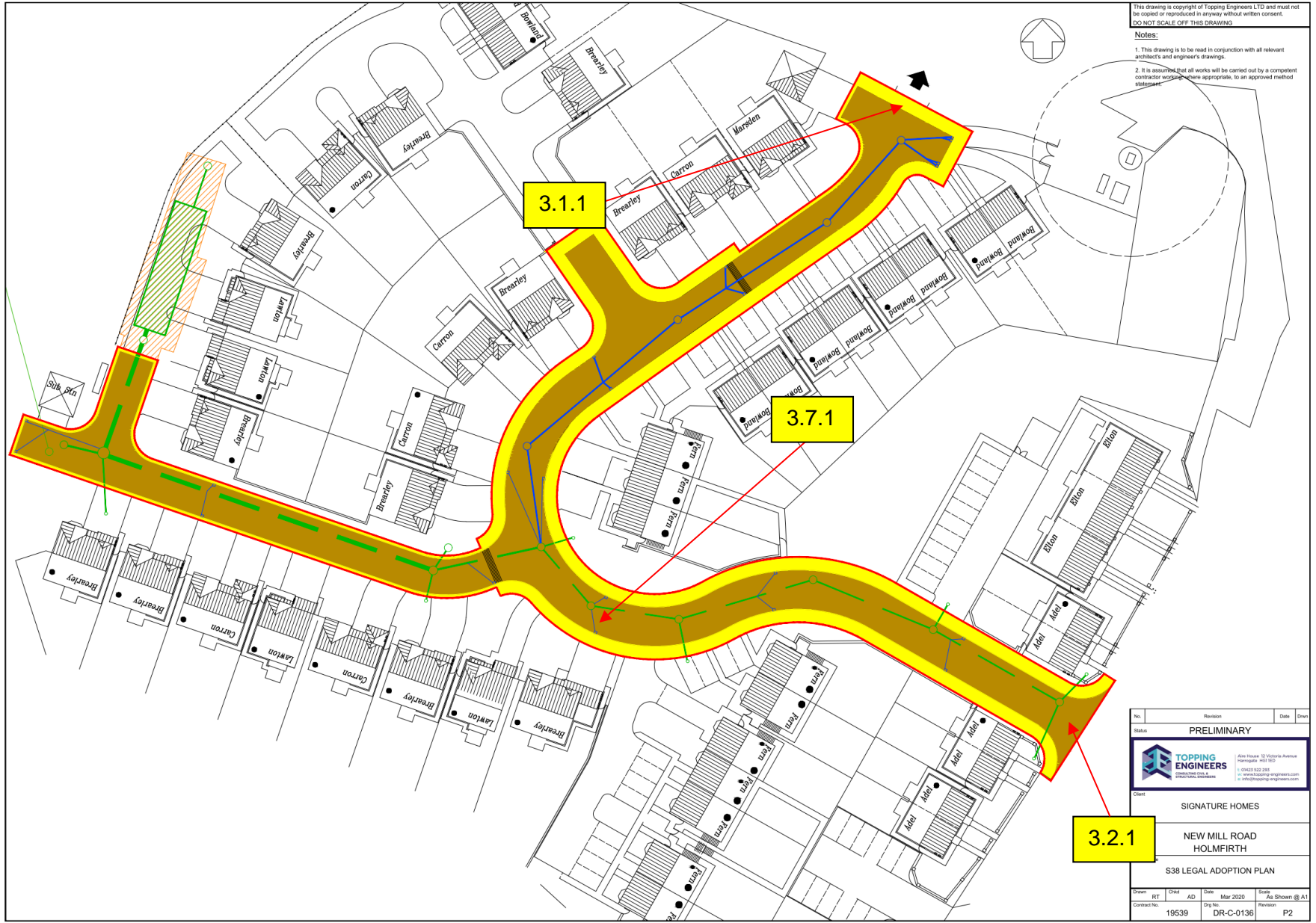
APPENDIX A

DRAWINGS AND DOCUMENTS PROVIDED

| DRAWING NUMBER OR REFERENCE | TITLE |
|--------------------------------|-------------------------------------|
| - | RSA1&2 Brief |
| DR-C-0130 P1 | S38 Existing Topographical Survey |
| DR-C-0131 P1 | S38 Construction and Kerbing Layout |
| DR-C-0132 P1 | S38 Contours |
| DR-C-0133 P1 | S38 Horizontal Alignment |
| DR-C-0134 P1 | S38 Vertical Alignment |
| DR-C-0135 P1 | S38 Construction Details |
| DR-C-0136 P2 | S38 Legal Adoption Plan |
| DR-C-0137 P1 | S38 Vehicle Swept Path Tracking |
| DR-C-0140 P1 | S38 Road Markings |

APPENDIX B

PLAN OF ITEMS RAISED BY THIS AUDIT



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DO NOT SCALE OFF THIS DRAWING

- Notes:**
1. This drawing is to be read in conjunction with all relevant architect's and engineer's drawings.
 2. It is assumed that all works will be carried out by a competent contractor working, where appropriate, to an approved method statement.

| No. | Revision | Date | Drawn |
|-------------|----------|------|-------|
| PRELIMINARY | | | |

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Client: SIGNATURE HOMES
 PROJECT: NEW MILL ROAD HOLMFIRTH
 DRAWING: S38 LEGAL ADOPTION PLAN

| Drawn | RT | Check | AD | Date | Mar 2020 | Scale | As Shown @ A1 |
|--------------|-------|----------|-----------|----------|----------|-------|---------------|
| Contract No. | 19539 | Draw No. | DR-C-0136 | Revision | P2 | | |