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Prepared on behalf of

Radcliffe Developments (Farnley) Limited

Proposed Residential Development
The Village, Farnley Tyas, Huddersfield

Stage 1 Road Safety Audit

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Acknowledgements:

Disclaimer

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

Any information provided by third parties and referred to herein has not been checked or verified by Sanderson Associates (Consulting Engineers) Ltd, unless otherwise expressly stated within this report.

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Author:	David Colley MCIHT	**Date:**	28th May 2021

Contents

Page No

1 Introduction..... 5

2 Items Raised for the Stage 1 Audit..... 8

3 Audit Team Statement.....10

Appendices

APPENDIX A

Marked up drawing

1 Introduction

1.1 Sanderson Associates (Consulting Engineers) Ltd have been appointed by Radcliffe Developments (Farnley) Limited to carry out a Stage 1 Road Safety Audit (RSA) of the highway works comprising of the development access on to The Village and the internal access road serving a mixture of existing and proposed dwellings together with conversion of existing farm buildings to residential dwellings.

1.2 The Audit Team have been requested to consider the access junction and internal access road as shown on the architects drawing ref ODS_20/294 - (20) 001 rev A dated 3/4/21. The access has been provided with 2.4m x 43m visibility splays on both sides and the internal access road is shown with a typical carriageway width of 5.5m with a 2m wide pedestrian footway on the western side up to plot 12 together with a 0.6m wide hard surfaced margin on the eastern side which wraps around the proposed turning head and joins to the end of the footway. The following drawing and information were provided to the Audit Team and the problems listed in Section 2 relate to these drawings and information:

- ODS_20/294 - (20) 001 rev A dated 3/4/21
- Email dated 19th May 2021 indicating the audit brief

1.3 This Stage 1 Road Safety Audit has been instructed by Sanderson Associates for Radcliffe Developments (Farnley) Limited on the 19th of May 2021 and has been undertaken in accordance with the Audit Brief contained in the email of the same date 19th May 2021 provided to the Audit Team.

1.4 The Audit Team members were as follows:

- Audit Team Leader - David Colley MCIHT, Associate Director at Sanderson Associates
- Audit Team Member – Ashley Armitage MIHE, Assistant Engineer at Sanderson Associates

1.5 The Audit took place on site on Monday 24th May 2021 and was discussed further by the Audit team. During the site visit the weather was overcast and the road surface was damp following rain fall with no standing surface water observed.

1.6 Reference to the website Crashmap.co.uk indicates that there are no accidents on The Village in the 5-year period 2016 to 2020 immediately adjacent to the site. or Dean Avenue from which it takes access. The nearest incident is on Honley Road some distance from the site.

1.7 The terms of reference of the Road Safety Audit are as described in GG119 and the Audit Brief. The Audit 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.

1.8 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.

1.9 A marked-up plan is included in **Appendix A**, which identifies the general location of problems that have been raised. General problems or those with multiple locations have not all been shown.

1.10 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.

Further information to assist 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.

2 Items Raised for the Stage 1 Audit

Problem 1.1:

Location: Eastern side of the internal access adjacent to the parking area serving new plots 1 to 4 and existing house.

Summary: Drawing ODS_20/294 - (20) 001 rev A shows a proposed footway around the eastern access radius terminating adjacent to the proposed ramp and before the vehicle crossover serving the parking area. Pedestrians using the footway would have to step on to the shared surface carriageway in the vicinity of the proposed ramp which could lead to pedestrian slip and trip hazards on the ramp. Alternatively, pedestrians could walk across the vehicle crossover serving the parking area where the priority between pedestrians and vehicles is unclear leading to potential conflict between pedestrians and vehicles.

Recommendation: Extend the footway provision to the southern side of the drive and chamfered to join the shared surface or pedestrians could cross to the proposed footway on the west side.

Problem 1.2:

Location: Eastern side of the site access junction on to The Village.

Summary: There are two existing gullies on the channel of The Village which would be situated in the new junction bellmouth and in the wheel track of vehicles turning left into the access if they are not repositioned. This could lead to vehicles skidding on the gulley covers in an area where vehicles would be breaking to manoeuvre into access and where pedestrians would be crossing the junction bellmouth.

Recommendation: Relocate the gullies against the proposed kerb in a location where the carriageway would be adequately drained.

Problem 1.3:

Location: Site access junction on to The Village.

Summary: No information about proposed carriageway / footway levels or drainage have been provided at this stage but appropriate levels and drainage should be provided to prevent surface water run-off from the site access on to The

Village and also for the new internal access. Inadequate drainage and levels could lead to vehicles skidding and loss of control on the downhill approach to the give way line during inclement weather conditions.

Recommendation: Provide appropriate levels and drainage for the proposed site access to prevent surface water discharging on to The Village and standing water in the junction bellmouth area.

Problem 1.4:

Location: Site access junction on to The Village.

Summary: Drawing ODS_20/294 - (20) 001 rev A does not show if dropped kerbs and tactile paving would be provided for pedestrians walking along The Village. Pedestrians and persons with pushchairs or wheelchairs using the footway on The Village would have to step on to the carriageway or otherwise negotiate the kerb to cross to the other side of the access and then also negotiate the kerb on that side to re-join the footway. This would increase the time needed for pedestrians to cross and also the time spent in the carriageway with the potential for conflict with vehicles that would be braking to stop at the give way line or turning to enter the site access.

Recommendation: Provide appropriate dropped kerbs and tactile paving for visually impaired persons on the pedestrian desire line.

3 Audit Team Statement

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

AUDIT TEAM LEADER:

Name: David Colley MCIHT
Highways England Approved RSA Certificate of Competency

Position: Associate Director at Sanderson Associates (Consulting Engineers) Ltd

Sanderson Associates (Consulting Engineers) Ltd

Signed: REDACTED Date: 28th May 2021

AUDIT TEAM MEMBER:

Name Ashley Armitage MIHE

Position: Assistant Engineer at Sanderson Associates (Consulting Engineers) Ltd

Sanderson Associates (Consulting Engineers) Ltd

Signed: REDACTED Date: 28th May 2021

APPENDIX A

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