



meraki alliance

Highways, Transportation & Safety Consulting

Residential Development: Station Road,
Skelmanthorpe - S38

Road Safety Audit: Stage 1/2

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Report Produced for:	Kirklees Council
Report Produced by:	Jonathan Birkett
Report Dated:	21 July 2021
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Road Safety Audit Team Leader:	Jonathan Birkett



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Contents Amendment Record

This report has been issued & amended as follows:

Issue	Revision	Description	Date	Signed
1	0	Draft Report	21 July 2021	JB
1	0	FINAL REPORT	21 July 2021	JB/GK

Report Circulation Record

This report has been circulated, as follows:

Person	Organisation	No. of Copies	Date
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H Hossanee	Haigh Huddleston	Electronic	21 July 2021
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1 Introduction

1.1 General

The proposed development is located on Station Road, Skelmanthorpe. Station Road is subject to a 30mph speed limit and is street lit.

The works included within this RSA Stage 1/2 S38 includes:

- Site access with Station Road
- Uncontrolled crossing
- Internal road layout

The audit comprised an examination of documents forming the Audit Brief and an examination of the site.

1.2 Documents Forming the Brief

The documents were made available to the Road Safety Audit Team by H Hossanee of Haigh Huddleston, on the instruction of Kirklees Council. The total documents forming the Audit Brief are listed in Appendix 1:

Generally, the Brief comprised:

- Verbal Brief
- Drawings

1.3 Collision, Traffic and Speed Data

Collision data was not available as part of the brief. Therefore, the Audit Team examined the most recent 5 years of data available 2016-2020 on CrashMap to determine if there have been any collisions. The data held indicates that there has been no collision close to the proposed site access.

Traffic data was not available.

Speed data was not available.

1.4 Details of Site Visit

A site inspection was undertaken on 20 July 2021. The Audit Team spent 30 minutes discussing the scheme and what impact it would have on the surrounding road network.

During the daylight visit the weather was fine and the carriageway was dry. Station Road was lightly trafficked, and no incidents or existing problems were identified.

1.5 RSA Team and Format

It was considered that the information provided was sufficient for the purpose of carrying out the Road Safety Audit Stage 1/2 requested.

The Road Safety Audit Team membership approved was:

JONATHAN BIRKETT IENG MICE FIHE MSORSA HE CERT COMP
Road Safety Audit Team Leader

G KIDD (HONS) MIHE
Road Safety Audit Team Member

The Road Safety Audit comprised an examination of the documents and drawings supplied to the Road Safety Audit Team (referenced in Appendix 1 of this report). No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

The Terms of Reference are as described in the Highways England Design Manual for Roads and Bridges document GG119 'Road Safety Audit'. The scheme has been examined and this report compiled only with regard to safety implications to road users of the scheme as presented. It has not been 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. However, any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

Furthermore, any recommendations included within this report should not be regarded as being prescriptive design solution to the problem raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, as stipulated in GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which should be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

It is the Project Sponsor's responsibility to ensure that all problems raised by the Road Safety Audit Team are given due consideration.

In the event of a collision and any resulting legal action, Meraki Alliance Ltd would have to defend its actions on the basis that it took such care, as in all circumstances was reasonably required, to ensure that the highway was not dangerous to road users. It is important therefore that recommendations contained in the report are acted upon wherever possible.

1.6 Departures or Relaxations from Standards

No Departures or Relaxations from Standard were submitted to the Road Safety Audit Team.

1.7 Issues Raised in Previous RSA(s)

No previous RSA stages have been undertaken.

2 Items Raised at Stage 1/2 Road Safety Audit

This section details the findings of this Stage 1/2 Road Safety Audit. All locations of identified problems are illustrated on the plan included at **Appendix 2**.

2.1 RSA Problems

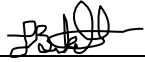
PROBLEM		1
Location:	Site access	
Summary:	Inappropriate levels of lighting can lead to increased collision risk.	
The drawing provided does not clearly show if street lighting is proposed. The scheme will include a new access arrangement and internal roads. There will be an increase in both the night-time usage and the number of vehicles/NMUs using the proposed road network, once the development is constructed. This may result in the new access roads and NMU crossing points being in shadow leading to possible conflicts during the hours of darkness.		
RECOMMENDATION		
Ensure that suitable lighting provision is provided in agreement with the Local Authority.		

PROBLEM		2
Location:	Site access	
Summary:	Vehicles turning movements obstructed by parked cars can increase the risk of side swipe and possible pedestrian/vehicle collisions.	
The tracking provided does not take into consideration the existing on-street vehicle parking located opposite the location of the proposed site access. Vehicles parked on the carriageway will affect the turning circle of vehicles especially delivery/refuse type vehicles. Vehicles turning movements obstructed by parked cars can increase the risk of side swipe and possible pedestrian/vehicle collisions.		
RECOMMENDATION		

Undertake vehicle tracking that takes into consideration on-street vehicle parking on Station Road adjacent to the site access. With a possibility of restriction at the turning head.

**END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN THIS
STAGE 1/2 ROAD SAFETY AUDIT**

3 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119	
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	JONATHAN BIRKETT
SIGNED:	
POSITION:	AUDIT TEAM LEADER
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	07. JULY.2020
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	GILLIAN KIDD
SIGNED:	
POSITION:	AUDIT TEAM MEMBER
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	07. JULY.2020

Appendix 1 – Audited Drawings

7366_005_01A Road & Sewer Long Sections

7366_006 Standard Manhole Details

7366_007 Manhole Schedule

7366_009A Road Construction Details

7366_022 Section 38 Agreement Plan

7366_026 Road setting out plan

7366_034 Road Contour plan

7366_036 Proposed Kerbing Plan

7366_037 Surface Treatment Plan

Appendix 2 – Problem Location Plan

