

DESIGNERS RESPONSE

DATE December 2022



Lady Ann Road, Batley, Kirklees

Road Safety Audit Stage 1

December 2022



Document Control

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Lady Ann Road, Batley, Kirklees – Road Safety Audit Stage 1

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Report Prepared By:

Haydn Vernals FCIHT FIHE CMILT MSoRSA, Sevenairs Consulting Ltd

Sevenairs Consulting Ltd, 20 High Bank, Thurlstone, Sheffield, South Yorkshire, S36 9QH

Mobile:

E-mail:

On behalf of

Paragon Highways – Office 20/21 The Rear Walled Garden, Nostell Estate, Wakefield WF4 1AB

Highway Authority / Overseeing Organisation

Kirklees Council

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Document History:

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Introduction

Commissioning and Scope

This report results from a Stage 1 Road Safety Audit carried out at the site a proposed development access off Lady Ann Road in Batley, Kirklees, at the request of Paragon Highways Limited on behalf of the developer of the site.

The Road Safety Audit Brief was supplied by Leigh Ogden, Director, Paragon Highways on behalf of the developer.

The Road Safety Audit Brief was approved by Leigh Ogden, Director, Paragon Highways on behalf of the developer.

The Road Safety Audit team membership approved by Leigh Ogden, Director, Paragon Highways on behalf of the developer, and 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 Stewart 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 9th December 2022 between 09:30 and 10:00 hours during which the weather was sunny and the road surface was damp from overnight frost. Traffic conditions were light and free flowing, with a small number of pedestrians observed but no cyclists observed.

The main project is the development of the site for residential use, with 65 new homes, with a single point of access onto Lady Ann Road. Further accommodation works are proposed at the junction of Lady Ann Road with Soothill Road, these comprise of footway buildouts either side of the side road to improve visibility. The scope of this audit is to review the site access, internal access road and the accommodation works.

The RSA took place in December 2022 at the Sevenairs Consulting Office in Sheffield and was undertaken in accordance with the RSA brief provided by Leigh Ogden, Director, Paragon Highways on behalf of the developer. The audit comprised of an examination of the documents provided as outlined in the audit brief and the scheme as proposed on site.

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
- 1247 101A - Vehicle Tracking & Vis
- 1247 102 - Forward Vis
- 1247 201 - Soothill Road Junction Improvement Scheme
- 10703-SELF-ZZ-M3-A-001A-PROPOSED SITE PLAN

Terms of Reference

The terms of reference of this Road Safety Audit are as described in 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.

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.

Problems Raised at this Stage 1 RSA

PROBLEM – A-01

Location: Junctions and bends on the internal estate roads

Summary: Visibility – Insufficient forward visibility into side roads and around bends may increase the risk of collisions involving pedestrians.

Forward visibility appears to have been checked on two of the internal junction corners, however there appears to be obstructions in these visibility zones, including trees and parking provision. There are other locations across the development where the forward visibility when turning around the bend or into the turning heads may be obstructed by planting, fencing, walls, areas for parking etc. This is especially an issue for left turns where children could be crossing or playing in the street or shared space areas. Insufficient forward visibility around bends or into turning heads may increase the risk of collisions involving pedestrians.

RECOMMENDATION

It is recommended that forward around the inside of all bends and into turning heads is assessed and that the visibility envelope is kept clear of obstructions such as planting, fencing, walls, areas for parking etc, in line with Manual for Streets. i.e. planting when mature should not exceed 600mm from the adjoining carriageway surface with the underside of any tree canopy to be above 2000mm.

DESIGNERS RESPONSE

Partially Accepted – visibility envelope shall be kept clear of obstructions such as planting, fencing and walls.

PROBLEM – A-02

Location: Main access and internal estate roads

Summary: Drainage – Insufficient surface water drainage may increase the risk of skidding type collisions at the junction, and also slips and falls by pedestrians

At this early stage, no details have been provided on the proposed drainage arrangements. It was noted that the development site graded significantly down towards Lady Ann Road, as such, this may require measures to manage surface water towards at the junction with Lady Ann Road, to reduce the risk of standing water and detritus in the turning heads that may consequently cause skidding type collisions in this area. Also, the main north south spine road on the estate, appears to grade down at each end, without suitable provision for surface water, these areas may become prone to standing surface water, detritus and icy patches that may increase the risk of slips and falls, which can be life changing for older pedestrians.

RECOMMENDATION

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

DESIGNERS RESPONSE

Accepted – drainage details shall be provided at detailed design (stage 2)

PROBLEM – A-03

Location: Internal development roads

Summary: Skidding Resistance – Insufficient skidding resistance may increase the risk of loss of control type collisions.

No details have been provided of the polished stone values (PSV) of the bituminous materials, especially with consideration of the proposed estate road gradient fronting plots 57 to 63, which appears to be about 1 in 10, although the north south road also appears to have steep gradients. In addition, there are likely to be inspection chamber covers on gradients and near junctions. Inappropriate carriageway construction with low PSV values or covers with a low PSV may increase the risk of overshoot, rear shunt or pedestrian accidents, and may also increase the risk of skid/loss of control type collisions for powered two-wheel users.

RECOMMENDATION

It is recommended that a minimum 55 PSV is provided and that inspection chamber covers provide a similar level of skidding resistance to the surrounding carriageway surface.

DESIGNERS RESPONSE

Partially Accepted – road surfacing shall meet the Council’s adoptable specifications

PROBLEM – A-04

Location: Existing Watercourse and Wetland Areas

Summary: Fences and Road Restraint Systems – Lack of barrier protection to the existing beck, may increase the risk that pedestrians or other road users enter the beck or wetland areas and sustain injuries or drown.

A beck is indicated passing under the proposed development access, along with an area of wetland, it is however unclear from the highway drawings if any barrier or fence will be provided in the proposed state. Regardless of the depth of water or level difference between the water and surrounding embankment tops, there is a risk that pedestrians or other road users fall into the beck or wetland area sustaining injuries, with a consequential risk of drowning also. There is also a risk that an errant vehicle may enter the beck or wetland areas, as such, an evaluation of this risk should

be undertaken to establish what type of road restraint system is required on this interface. A lack of appropriate barrier protection, may increase the risk that pedestrians or other users enter the beck or wetland areas and sustain injuries or drown.

RECOMMENDATION

It is recommended that a barrier treatment proportionate to the level of risk is provided between the beck / wetland areas and areas where pedestrians and other road users may use.

DESIGNERS RESPONSE

Accepted – suitable barrier treatment/ fencing shall be provided as appropriate and identified at details design stage

PROBLEM – A-05

Location: Development access onto Lady Ann Road

Summary: Carriageway Markings – Lack of junction priority markings may increase the risk of junction related collisions

At this early stage, no details have been provided on the proposed road markings at the junction of the development access and Lady Ann Road. A lack of junction priority markings may increase the risk of junction related collisions in this location.

RECOMMENDATION

It is recommended that junction priority markings (give way markings) are provided.

DESIGNERS RESPONSE

Accepted – giveaway markings shall be provided at junction to be agreed with the Kirklees Council at detailed design stage

PROBLEM – A-06

Location: Junction of Lady Ann Road and Soothill Lane

Summary: Carriageway Markings – Location of carriageway centre line may increase the risk of head on type collisions

Build outs are proposed at the junction, which push out the northern kerb into the carriageway of Soothill Lane. No changes are indicated to the existing centre lane at this location, which is currently central to the existing road width. Should no changes be made the eastbound carriageway would be reduced to about 1.5-2.0m in width. Whilst the audit team acknowledge that this is currently

the case due to road side parking, by formalising this arrangement with buildouts, may increase the risk of head on type collisions at this location.

RECOMMENDATION

It is recommended that the centre line on Soothill Lane is repositioned to the centre of the proposed road width.

DESIGNERS RESPONSE

Accepted – the centre line has been relocated to the centre of Soothill Lane

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: 15th December 2022

Sevenairs Consulting Ltd
20 High Bank, Thurlstone, Sheffield,
South Yorkshire, S36 9QH

Road Safety Audit Team Member

Signed:

Sarah Stewart BAHonsQTS NPQH

Date: 15th December 2022

Sevenairs Consulting Ltd
20 High Bank, Thurlstone, Sheffield,
South Yorkshire, S36 9QH

Problem Location Plan



