Lady Ann Road, Batley

Residential Development & Junction Improvement Scheme

Stage 1 Road Safety Audit Response

11 December 2023

Reference number 1247J

Introduction

This report results from a Stage 1 Road Safety Audit carried out at the site of a residential development off Lady Ann Road in Batley, Kirklees, at the request of Leigh Ogden, Managing Director, Paragon Highways on behalf of the developer of the site.

A site visit took place comprising of the RSA team on Thursday 7th December 2023 between 09:15 and 09:45 hours during which the weather was raining and the road surface wet. Traffic conditions were light and free flowing with a small number of pedestrians and no cyclists observed.

The main project is the development of the site for residential use with 65 new homes and 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.

Road Safety Audit Team

Team Leader: Haydn Vernals FCIHT FIHE CMILT MSoRSA Directive 2008/96/EC

(Certificate of Competency)

Team Member(s): Sarah Vernals BAHonsQTS NPQ

Road safety audit decision log

Road Safety Audit problem	Road Safety Audit Recommendation	Design Team response	Overseeing Organisation Response	Agreed RSA Action
Insert the original problem from the Road Safety Audit report	*Insert the original recommendation from the Road Safety Audit report*	*Insert the Design Team response*	*Insert Overseeing Organisation response*	*Insert agreed Road Safety Action*
PROBLEM – A-01 Location: Junctions and bends on the internal development roads Summary: Visibility – Insufficient forward visibility into side roads and around bends may increase the risk of collisions involving pedestrians	It is recommended that forward visibility around the inside of bends and in particular into left turns 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	Not Accepted - KMC have advised to remove forward visibility envelopes at junction areas	The RSA problem is only partially accepted, as there is only one significant bend within the site, and adequate forward visibility of 25m has been demonstrated. However, with regard to forward visibility for left turning vehicles into minor arms, it is agreed that adequate visibility is required to enable a crossing pedestrian to be seen by these drivers (and for pedestrians to see the approaching	Adequate forward/pedestrian visibility to be confirmed on the submission plans at the detailed design stage, once the location of the pedestrian crossing points have been established, and then reviewed as part of the Stage 2 RSA process.

			vehicle). However, given the low turning speed of these left turning vehicles, adequate visibility is usually achieved by virtue of the footway on the inside of the kerb radius. Unfortunately Manual for Streets does not specify the minimum requirement for forward visibility at junctions for left turning vehicles. Nor does the Kirklees Council Highway Design Guide SPD. However, the Leeds City Council Transport SPD (Table 2-14) does provided guidance on this matter, and suggests visibility of 10m (measured from kerb edge) should be provided (this can reduce to 9m if a 4m radius is used). Based on Kirklees HDM's check of the proposals, it is clear that there is in excess of 10m forward	

			visibility at the two junctions referred to by the RSA Team. Therefore, the proposals are considered to be acceptable without further alteration for preliminary design purposes. Notwithstanding the above, adequate forward/pedestrian visibility at crossing points will need to be demonstrated on the submission plans at the detailed design stage once the location of the pedestrian crossing points have been established, and then reviewed as part of the Stage 2 RSA process.	

PROBLEM – A-02 Location: Main access and internal development roads Summary: Drainage – Insufficient surface water drainage may increase the risk of skidding type collisions at the junction as well as slips and falls by pedestrians	It is recommended that drainage details are provided at the next stage of road safety audit including gully locations, levels and contours	Accepted – drainage proposals will be provided at detailed design stage	The RSA problem and Design Team response is accepted	Drainage proposals to be agreed at the detailed design stage
PROBLEM – A-03 Location: Internal development roads – Road 1 and Road 3 Summary: Skidding Resistance – Insufficient skidding resistance may increase the risk of loss of control type collisions	It is recommended that a minimum 55 PSV is provided where gradients exceed 5% and that inspection chamber covers provide a similar level of skidding resistance to the surrounding carriageway surface	Partially Accepted – suitable PSV shall be provided to meet KMC adoptable standards	The RSA problem is partially accepted and Design Team response is accepted	Surfacing and cover PSV values to be agreed at the detailed design stage

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	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. It is also recommended that any parapet arrangement over the beck is located to the back of the junction visibility envelope of the development access onto Lady Ann Road	Accepted – suitable barrier treatment will be provided and identified as part of the detailed design. The parapet arrangement is located to rear of the visibility splay	The RSA problem and Design Team response is accepted. However, it is noted that the submission plans already note the requirements suggested by the RSA Team	Pedestrian & vehicle restraint proposals to be agreed at the detailed design stage
PROBLEM – A-05 Location: Internal development roads Summary: Specific Road Users – Lack of dropped crossings on desire lines may increase the risk of collisions involving users with mobility issues	It is recommended that a dropped pedestrian crossing with (ideally) tactile paving should be provided at these locations. Specific locations will need to consider the risk of vehicle overrun damage to the tactile paving by large vehicles, in particular refuse collection vehicles. Including but not limited to;	Accepted – additional dropped crossings will be provided as agreed with KMC as part of the detailed design.	The RSA problem and Design Team response is accepted	Pedestrian crossing proposals to be agreed at the detailed design stage

	- Across Road 1 – Across junction mouth - Across Road 1 – Around Chainage 30m - Across Road 1 – Around Chainage 70m - Across Road 2 – Across junction mouth - Across Road 3 – Around Chainage 25m - Across Road 3 – Around Chainage 45m			

PROBLEM – A-06 Location: Internal development roads – Road 3 Summary: Pedestrians – Insufficient provision may increase the risk of collisions involving pedestrians and other active modes	It is recommended that a footway is provided along at least one side of Road 3 for the majority of the road length	Not accepted, the traffic calming provided includes vertical deflections at suitable intervals to enable a 15mph design speed in accordance with KMC design guide	The RSA problem is not accepted, as the use of shared surface streets is acceptable for a development of this scale, in accordance with the Kirklees Council Highway Design guide SPD. The Design Team response is partially accepted, as the traffic calming proposals (Speed humps/tables) have been designed to achieve a 15mph design speed, in accordance with the Kirklees Council Highway Design guide SPD. However, at the detailed design stage, it will be necessary to ensure that pedestrians can safely pass the traffic calming features	The design of the traffic calming features (currently shown as speed humps/tables) to be agreed at the detailed design stage. These must be designed to ensure they are also suitable for pedestrian usage (e.g. with accessible ramps or pedestrian bypass facilities provided, or potentially replaced with buildouts instead if necessary)

PROBLEM – A-07 Location: Proposed Development Roads and pedestrian links to adjacent roads Summary: Lighting – Lack of or insufficient carriageway lighting may increase the risk of collisions, trips and falls during the hours of darkness	It is recommended that carriageway lighting is provided on both the development roads and all footway links. It is also recommended that any carriageway lighting provided within the development is located such that columns are clear of being a hazard for manoeuvring vehicles. i.e. not placed between adjacent parking spaces	Accepted, street lighting shall be provided to meet KMC adoptable standards and identified at detailed design stage	The RSA problem and Design Team response is accepted	Lighting proposals to be agreed at the detailed design stage
PROBLEM – A-08 Location: Junction of Lady Ann Road and Soothill Road Summary: Skidding Resistance – Insufficient skidding resistance may increase the risk of junction overshoot type collisions	It is recommended that the carriageway on the Lady Ann Road approach is resurfaced and provided with a skidding resistance commensurate to DMRB CD 236, Table 3.3a or Table 3.3b based on the relevant site categories and traffic levels	Partially Accepted, the surface on the Lady Ann Road approach shall be appraised as part of the detailed design stage. Any surfacing works would be agreed with KMC S278 Engineer	The RSA problem is partially accepted and Design Team response is accepted	Surfacing details to be agreed at the detailed design stage

PROBLEM – A-09 Location: Junction of Lady Ann Road and Soothill Road Summary: Pedestrians – Insufficient provision may increase the risk of collisions involving pedestrians and other active mode	It is recommended that, in the first instance, a non-passive bollard is provided to protect the tactile dropped crossing on the footway corner from vehicle overrun. Should this be impractical due to statutory undertakers equipment under the footway surface, then construction of the footway and tactile paving in this area should be sufficient enough to withstand regular overrun by large goods and refuse vehicles	Accepted, bollards to be proposed and identified at detailed design stage	The RSA problem and Design Team response is accepted	Bollards to be proposed at the detailed design stage, to prevent vehicle overrun

Road Safety Audit response produced by:

Name: Leigh Ogden

Position: Managing Director Paragon Highways

Date: 11 December 2023

Road Safety Audit response Sign-off on behalf of the Overseeing Organisation

On behalf of the Kirklees Council I certify that:

the Road Safety Audits actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Design Team; and the agreed RSA actions will be progressed.

Name: Adam Darwin FIHE

Position: Group Engineer – Highways Development Management

Date: 11 December 2023