

SAFETY AUDIT

STAGE 1/2




Wadsworth Gardens PROWs, Cleckheaton

ON BEHALF OF
BARRATT & DAVID WILSON HOMES

November 2022



Quality Management

| | |
|----------------|---|
| Project Number | 22152 |
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| Signatures: |  |

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Appendix A Problem Location Plan

1. Introduction

- 1.1.1. Via Solutions has been appointed to carry out a Stage 1 / 2 Safety Audit (SA) of the proposed works associated with the diversion of definitive public footpaths SPE/24/40 and SPE/42/10 (Spenborough 24 and 42) as set out in conditions 8 and 9 of the planning approval reference 2019/62/93658/E for a new residential development off Whitechapel Road in Cleckheaton known as Wadsworth Gardens.
- 1.1.2. The proposed works to divert the public footpaths includes new footpath and footway , kerbing, drainage, street lighting and road markings.
- 1.1.3. The project sponsor is Kirklees Council (KC). The Audit Team Membership is given in Section 4 of this report. This Audit was undertaken in accordance with the guidance in GG 119 and that published by the CIHT in terms of safety of vulnerable users taking note of wider guidance on the design of pedestrian routes. A site visit was carried out on 14th November 2022 between 4pm and 5pm. The weather during the site visit was damp and foggy. The Audit Team were not able to access the site due to ongoing heavy construction works but took observations from beyond. The footpath adjacent to the former public house was also closed off so a view was taken through the fencing. The temporary diversion of the footpaths was in place and the Audit team walked that route.
- 1.1.4. The proposed works are shown on the following drawings prepared by WSP Consulting Engineers Ltd:

H8040-0006_DETAILS – ENGINEERING_AFU_._S38 PROW LEVELS SHEET 1 of 4_P02
H8040-0007_DETAILS – ENGINEERING_AFU_._S38 PROW LEVELS SHEET 2 of 4_P02
H8040-0008_DETAILS – ENGINEERING_AFU_._S38 PROW LEVELS SHEET 3 of 4_P02
H8040-0009_DETAILS – ENGINEERING_AFU_._S38 PROW LEVELS SHEET 4 of 4_P02

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H8040-0010_DETAILS– ENGINEERING_ AFU_ _PROW STEPS PLAN_P02

H8040-0103_Details – Engineering_AFU_ _S38 PH1 GA_2

H8040-0133_Details – Engineering_AFU_ _S38 PH2 GA 1of2_5

H8040-0134_Details – Engineering_AFU_ _S38 PH2 GA 2of2_5

H8040-0141_Details – Engineering_AFU_ _S38 PH3 GA_1

H8040-1103_Details – Engineering_AFU_ _S38 PH1 Surface Finishes & Kerbing_2

H8040-1130_Details – Engineering_AFU_ _S38 PH2 Surface Finishes & Kerbing
1of2_4

H8040-1131_Details – Engineering_AFU_ _S38 PH2 Surface Finishes & Kerbing
2of2_3

H8040-1140_Details – Engineering_AFU_ _S38 PH3 Surface Finishes & Kerbing_1

H8040-1230_Details – Engineering_AFU_ _S38 PH2 Road Markings_3

1.1.5. This report only considers the safety issues related to the diversion of the public rights of way (PROW) whose works may overlap with those being considered in separate Audit reports carried out by others of the internal highway layout of the new estate roads or off-site works (conditions 24 and 25 refer).

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1.1.6. The terms of reference of the audit are as described in GG 119 'Road Safety Audit' that forms part of Volume 5 of the Design Manual for Roads and Bridges. Whilst the advice given in the DMRB applies to trunk road and motorway highway improvement schemes, it has been used to inform the scope of this audit. The guidance published by the CIHT has also been followed as has wider guidance on the design of pedestrian routes.

- 1.1.7. The team has examined and reported only on the safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. Recommendations are made in this report regarding problems that are considered to be worthy of attention in respect of safety. The Audit Team has not been made aware of any departures from standards and has not been involved in the design of the works.
- 1.1.8. 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. 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.
- 1.1.9. A 'Problem Location Plan' highlighting the problem references is attached at Appendix A.

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2. Items Raised in Stage 1 Safety Audit

SUMMARY

The Audit Team has examined the proposed works against the checklist contained within GG 119 and have not identified any problems that need to be raised at that Stage.

3. Items Raised in Stage 2 Safety Audit

SUMMARY

The table below summarises the findings of the Stage 2 Road Safety Audit, which are described in more detail in the section below.

Summary of Items Considered / Raised in Stage 2 Road Safety Audit

| Item | Problem |
|--------------------------------------|---------|
| 1 GENERAL | |
| 1 Departures from Standards | No |
| 2 Cross Sections / Variations | No |
| 3 Landscaping | No |
| 4 Climatic Conditions | No |
| 5 Drainage | No |
| 6 Lay-bys | No |
| 7 Public Utilities Apparatus | No |
| 8 Access | No |
| 9 Skid Resistance | No |
| 10 Emergency Vehicles | No |
| 11 Future Widening | No |
| 12 Agriculture | No |
| 13 Fences and Road Restraint Systems | No |
| 14 Adjacent Development | No |
| 15 Basic Design Principles | No |
| 16 Bridge Parapets | No |
| 17 Network Management | No |
| 18 Specific Road Users | No |

| Item | Problem |
|---|---------|
| 2 LOCAL ALIGNMENT | |
| 1 Visibility | Yes |
| 2 New / Existing Interface | No |
| 3 Vertical Alignment | Yes |
| 3 JUNCTIONS | |
| 1 Layout | No |
| 2 Visibility | No |
| 3 T X Y Junctions | No |
| 4 All Roundabouts | No |
| 5 Mini Roundabouts | No |
| 6 Traffic Signals | No |
| 4 NON-MOTORISED USER (NMU) PROVISION | |
| 1 Adjacent Land | No |
| 2 Pedestrians | Yes |
| 3 Cyclists | No |
| 4 Equestrians | No |
| 5 TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING | |
| 1 Signs | Yes |
| 2 Variable Message Sign | No |
| 3 Lighting | No |
| 4 Poles / Columns | No |
| 5 Carriageway Markings | No |

2 LOCAL ALIGNMENT

2.1 Problem: Visibility for pedestrians crossing Road 1

Location: Adjacent to top of proposed steps (plots 28 / 29)

Summary: *No visibility splays shown on the drawings for pedestrians crossing Road 1 adjacent to the top of the proposed steps in the new PROW near plots 28 / 29. It is unclear whether adjacent boundary treatments / retaining wall parapet would obstruct splays placing pedestrians in danger.*

No visibility splays are shown on the drawings for pedestrians using the proposed crossing location for the new PROW adjacent to the top of the steps in the latter near plots 28 / 29. Pedestrians crossing from south to north after emerging from the steps would have to look left over the parapet wall to view oncoming traffic. It is not clear whether the height of this wall relative to the vertical alignment of Road 1 would prevent a pedestrian from observing an approaching vehicle and vice versa.

For pedestrians crossing at the same location but from north to south, it is not clear whether there is sufficient visibility afforded to a pedestrian within the proposed highway of vehicles approaching from the north and vice versa without crossing in to private garden areas where planting might obstruct their view.

Failure to provide adequate visibility for pedestrians to judge whether it is safe to cross a carriageway could lead to collisions.

Recommendation

It is recommended that the drawings be amended to show what visibility can be achieved at this crossing point for pedestrians and boundaries / treatments be designed so as to avoid them being obstructed.

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2.3 Problem: Design of Proposed Steps

Location: Off Road 1 opposite plots 28 / 29

Summary: *The design of the proposed steps does not fully address usage by vulnerable users with mobility difficulties. There are no measures proposed for aiding people with vision deficiencies. These issues could result in potential injuries to such users.*

The proposed steps are located just off Road 1 opposite plots 28 / 29. They will link the lower level of the existing PROW up to the new road level. Whilst no ramp is proposed adjacent to the steps, there is a commodious alternative route via the footway along Whitechapel Road and the new footway along the eastern side of Road 1.

The Audit Team has also examined the gradients along the proposed diversion routes of the PROW and have no comments to make.

The design of the proposed steps has risers of 170mm and tread depth (going) of 300mm with landings of 1000mm. The steps are shown as being 1200mm wide and will have a total rise of 1.53m. There is no tactile paving shown on the drawings at the top or bottom of the proposed steps.

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Current guidance in CD 143 indicates that risers should be a maximum of 50mm whilst the treads should be a minimum of 280mm and 350mm with landings of 1800mm. These are guidance figures for such measures on Trunk Roads which none of the roads in the area are classified as such. Other advice that is available on such matters (in relation to accessibility under the Disability Discrimination Act (DDA) and access to commercial buildings and advice of the Sensory Trust) suggests that risers should be provided between 100mm and 150mm whilst the treads should be between 280mm and 350mm with landings of at least 1200mm.

Therefore, the steps as proposed do not completely comply with current guidance for users with mobility difficulties or vision deficiencies which could result in falls and stumbling of users.

Recommendation

It is recommended that the drawings be amended to provide risers of no more than 150mm, treads of at least 300mm (already shown) and the landings be increased to at least 1200mm. The provision of corduroy paving at the top and bottom of the steps is also recommended.

4 NON-MOTORISED USER (NMU) PROVISION

4.2.1 Problem: Location of crossing point of Road 1

Location: Adjacent to top of proposed steps (plots 28 / 29)

Summary: *The drawings show that the proposed dropped crossings / tactile paving are offset from the direct line of the route for pedestrians emerging from the top of the steps. The location of this crossing point is not clear to approaching drivers. These factors could result in collisions with pedestrians crossing at less safe locations.*

The drawings provided show that the proposed dropped crossings / tactile paving located adjacent to the top of the steps on the PROW opposite plots 28 / 29 are offset from the direct line of the route for pedestrians emerging from the top of the steps. No explanation for this offset has been provided.

The location of this crossing point on a tight bend is not readily apparent to approaching drivers and the latter might be taken by surprise if say a group of walkers suddenly emerged from the steps and needed to cross the road.

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The above deficiencies could result in collisions with pedestrians crossing at less safe locations.

Recommendation

It is recommended that the drawings be amended to revise the position of the dropped crossings / tactile paving to be in line with the proposed route. The presence of the crossing point is recommended to be highlighted by either the provision of a different colour / texture of road surface and / or placed on a flat top speed hump.

4.2.2 Problem: Location of crossing point of Road 1

Location: Road 1 adjacent to plot 111

Summary: *The proposals indicate that part of the diverted PROW will cross Road 1 in the vicinity of plot 111. This uses the vehicle crossover to the drive to plot 111 and there is no dropped kerb or tactile paving on the opposite footway. Failure to indicate a safe crossing point for pedestrians could lead them to use less safe locations.*

The drawings indicate that part of the diverted PROW will cross Road 1 in the vicinity of plot 111 using the vehicle crossover to its driveway. The Audit Team has noted that there is no dropped kerb or tactile paving on the opposite footway in this location.

Whilst the potential for a crossing pedestrian being in conflict with a vehicle using the driveway to plot 111 is small, the location is not ideal and would make it difficult to provide tactile paving in that location. The lack of a dropped crossing and tactile paving on the opposite footway would result in people in wheelchairs or with perambulators having to bump over full height kerbing.

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Failure to indicate a safe crossing point for pedestrians could lead them to use less safe locations.

Recommendation

It is recommended that the design team review the location of this crossing point and place it away from driveways so as to allow the provision of dropped crossings and tactile paving.

4.2.3 Problem: PROW crosses private access road of unknown construction

Location: Private access road to pumping station

Summary: *The drawings indicate the route of the PROW will cross the private access road serving the pumping station. No details of the construction of this access road are provided and the PROW would be overrun by maintenance vehicles which could result in its failure creating trip hazards.*

The drawings provided to the Audit Team indicate that the route of the PROW at the north east end of Road 1 (near plot 96) will then continue across the private access road serving the pumping station. No details of the construction specification of this access road are provided.

The drawings show that the PROW in the above location would be to a loose stone footpath specification. As this will be overrun by maintenance vehicles, over a period of time this construction might fail and so create trip hazards for users.

Recommendation

It is recommended that the specification for the PROW in the above location be upgraded so as to cater for overrun by maintenance vehicles.

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5 TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

5.1 Problem: Lack of signage details provided

Location: Along PROW routes

Summary: *The drawings do not show the provision of PROW signage so the Audit team are unable to review but have made some recommendations.*

The drawings do not show the provision of PROW signage, so the Audit team are unable to review but have made some recommendations.

Recommendation

In the absence of any signage drawings for the PROW the Audit Team has made the following recommendations:

- 1 A PROW signage scheme shall be prepared and be subject to review by the Audit Team.
- 2 The signage scheme shall include direction signs from Whitechapel Road to the north eastern end of the development site and at any points in between where a route decision has to be made.
- 3 Given the presence of steps proposed on part of the PROW route, the alternative route for people in wheelchairs and with perambulators should be sign posted on / along Whitechapel Road and Road 1.
- 4 The designated crossing points where PROW users cross the new estate roads shall be sign posted / clearly marked and / or warning signage provided as necessary.

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4. Audit Team Statement

We certify that this Audit has been carried out in accordance with GG 119 and the guidance from CIHT.

AUDIT TEAM LEADER

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MCIHT
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Signed:

Date: 23rd November 2022

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Date: 23rd November 2022

14

APPENDICES







APPENDIX A: Problem Location Plan

DO NOT SCALE

NOTES:

- 1. ALL DIMENSION IN MILLIMETERS (mm) AND ALL LEVELS IN m AOD UNLESS SPECIFIED OTHERWISE.

LEGEND:

- PROW FINISH 1 
 - PROW FINISH 2 
 - 1. TARMACADAM TO ADOPTABLE PAVEMENT FINISH WITH PIN KERBS AND CONCRETE KERBS.
 - 2. ENSURE PATH ROUTE IS FREE OF MUD ETC. BY SCRAPPING OFF AND LEVELLING.
 - 3. SANDSTONE FINISH CONSISTING OF A 100mm DEEP BASE COURSE OF 40mm DUST DOT TYPE 1 STONE, OVERLAIN WITH A 20mm DEEP WEARING COURSE OF 6mm TO DUST STONE FOR FOOTPATHS.
 - 4. PATHS SHOULD BE ROLLED AND COMPACTED AND EDGED WITH PRE-CAST CONCRETE OR TREATED TIMBER AS APPROPRIATE. WHERE NECESSARY A CROSS FALL FOR DRAINAGE OR APPROPRIATE CAMBER SHOULD BE PROVIDED TO PREVENT SURFACE EROSION.
 - 5. IF POOR GROUND CONDITIONS REQUIRE EXTRA SUPPORT FOR A FOOTPATH A STONE SUB BASE OF LARGE CLEAN STONE AND GEO-TEXTILE MEMBRANE, SUCH AS TERRAM, SHOULD BE USED.
 - 6. PROW WIDTH 2.0m EXCEPT WHERE RUNNING ALONG SIDE OF THE PRIORITY. THIS FOOTPATH WIDTH IS AS EXISTING AND TREE OFFICER CONSULTED AS NEW FINISH TO BE PLACED ON GEO-GRID TO PREVENT DAMAGE TO TREE ROOT SYSTEMS.
-  ADOPTABLE KNOX RETAINING WALL
 -  123.100 PROPOSED PROW LEVEL
 -  1:91 PROPOSED PROW GRADIENT (ARROW INDICATES DIRECTION OF FALL)
 -  122.450 EXISTING LEVEL

REFERENCE:

H8040-0010_DETAILS - ENGINEERING_AFU_...PROW STEPS PLAN

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

| REV | DATE | BY | DESCRIPTION | CHK | APP |
|-----|----------|----|--------------------------------------|-----|-----|
| P02 | 14/11/22 | MW | UPDATED IN RESPONSE TO DEWH COMMENTS | NS | DB |
| P01 | 11/11/22 | MW | FIRST ISSUE | NS | DB |

DRAWING STATUS: S2 - FOR INFORMATION



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CLIENT: BDW HOMES WEST YORKSHIRE

ARCHITECT: JRP ARCHITECTURE

SITE/PROJECT: WHITECHAPEL ROAD, CLECKHEATON

TITLE: PROW LEVELS PLAN SHEET 2 OF 4

| SCALE @ A1: | CHECKED: | APPROVED: |
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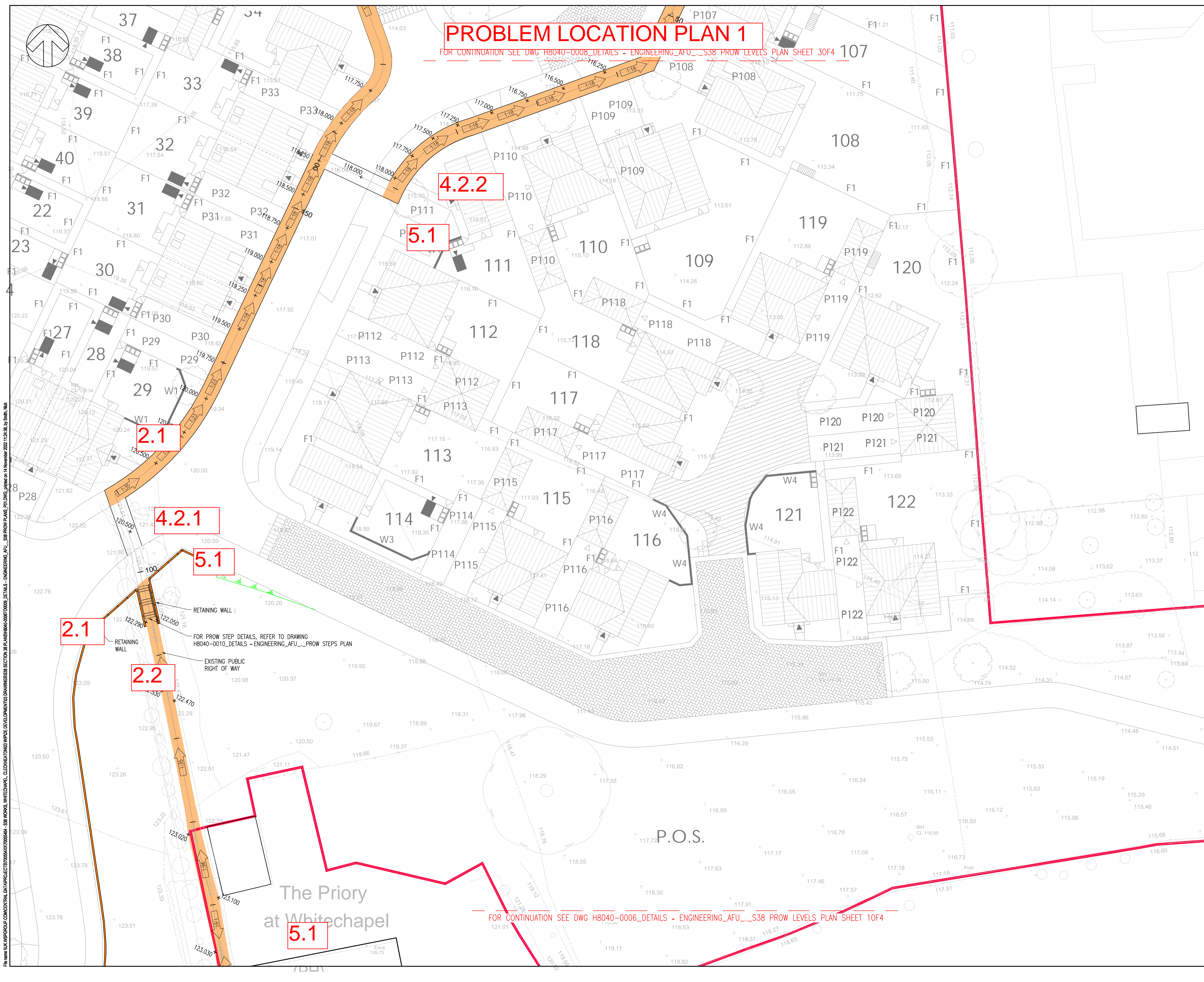
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| 70055404 | MW | MW | November 22 |

DRAWING NO: H8040-0007_DETAILS - ENGINEERING_AFU_...S38 PROW LEVELS PLAN SHEET 2OF4

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PROBLEM LOCATION PLAN 1

FOR CONTINUATION SEE DWG H8040-0008_DETAILS - ENGINEERING_AFU_...S38 PROW LEVELS PLAN SHEET 3OF4



File name: I:\A\WSP\GROUP\CONCENTRAL\PROJECTS\1055400564 - S38 WORKS - WHITECHAPEL - CLECKHEATON\WIDE DEVELOPMENT\DRAWINGS\S38 - ENGINEERING_AFU_...S38 PROW LEVELS PLAN SHEET 2 OF 4.dwg, dated on 14 November 2022 12:24:36, by 5m, ntk

The Priory at Whitechapel

FOR CONTINUATION SEE DWG H8040-0006_DETAILS - ENGINEERING_AFU_...S38 PROW LEVELS PLAN SHEET 1OF4

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PROBLEM LOCATION PLAN 2

DO NOT SCALE

NOTES:

1. ALL DIMENSION IN MILLIMETERS (mm) AND ALL LEVELS IN m AOD UNLESS SPECIFIED OTHERWISE.

LEGEND:

- PROW FINISH 1
 - PROW FINISH 2
1. TARMACADAM TO ADOPTABLE PAVEMENT FINISH WITH PIN KERBS AND CONCRETE KERBS.
 2. ENSURE PATH ROUTE IS FREE OF MUD ETC. BY SCRAPPING OFF AND LEVELLING.
 3. SANDSTONE FINISH CONSISTING OF A 100mm DEEP BASE COURSE OF 40mm DUST DoT TYPE 1 STONE, OVERLAIN WITH A 20mm DEEP WEARING COURSE OF 6mm TO DUST STONE FOR FOOTPATHS.
 4. PATHS SHOULD BE ROLLED AND COMPACTED AND EDGED WITH PRE-CAST CONCRETE OR TREATED TIMBER AS APPROPRIATE. WHERE NECESSARY A CROSS FALL FOR DRAINAGE OR APPROPRIATE CAMBER SHOULD BE PROVIDED TO PREVENT SURFACE EROSION.
 5. IF POOR GROUND CONDITIONS REQUIRE EXTRA SUPPORT FOR A FOOTPATH A STONE SUB BASE OF LARGE CLEAN STONE AND GEO-TEXTILE MEMBRANE, SUCH AS TERRAM, SHOULD BE USED.
 6. PROW WIDTH 2.0m EXCEPT WHERE RUNNING ALONG SIDE OF THE PRIORITY. THIS FOOTPATH WIDTH IS AS EXISTING AND TREE OFFICER CONSULTED AS NEW FINISH TO BE PLACED ON GEO-GRID TO PREVENT DAMAGE TO TREE ROOT SYSTEMS.
- ADOPTABLE KMC RETAINING WALL
 - PRIVATE RETAINING WALL
 - +123.100 PROPOSED PROW LEVEL
 - +122.450 EXISTING LEVEL
 - PROPOSED PROW GRADIENT (ARROW INDICATES DIRECTION OF FALL)

UNTIL TECHNICAL APPROVAL HAS BEEN OBTAINED FROM THE RELEVANT LOCAL AUTHORITIES OR STATUTORY BODIES, IT SHOULD BE UNDERSTOOD THAT ALL DRAWINGS ARE ISSUED AS PRELIMINARY AND NOT FOR CONSTRUCTION. SHOULD THE CONTRACTOR AND / OR EMPLOYER COMMENCE WORK PRIOR TO APPROVAL BEING GIVEN, IT IS ENTIRELY AT THEIR OWN RISK

| | | | | | |
|-----|----------|----|--------------------------------------|-----|-----|
| PO2 | 14/11/22 | MW | UPDATED IN RESPONSE TO BOTH COMMENTS | NS | DB |
| PO1 | 11/11/22 | MW | FIRST ISSUE | NS | DB |
| REV | DATE | BY | DESCRIPTION | CHK | APP |

DRAWING STATUS: **S2 - FOR INFORMATION**



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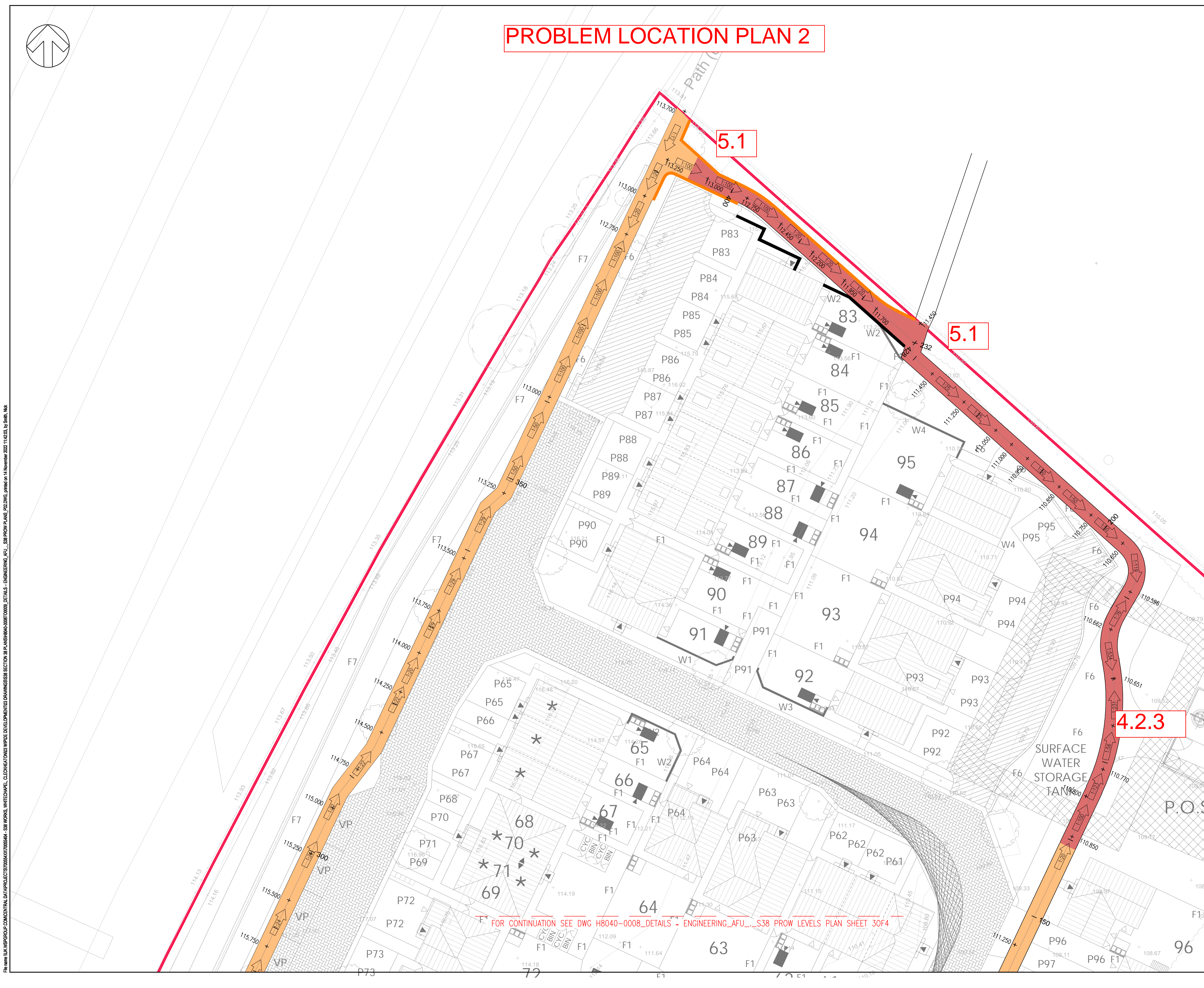
ARCHITECT: **JRP ARCHITECTURE**

SITE/PROJECT: **WHITECHAPEL ROAD, CLECKHEATON**

TITLE: **PROW LEVELS PLAN SHEET 4 OF 4**

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| PROJECT NO: | 70055404 | DESIGNED: | MW | DATE: | November 22 |
| DRAWING NO: | H8040-0009_DETAILS-ENGINEERING_AFU..._S38 PROW LEVELS PLAN SHEET 4OF4 | DRAWN: | MW | REV: | P02 |

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