

Usman Ali

Kingsley Avenue,
Lockwood Kingsley Avenue,
Lockwood

Stage 1 Road Safety Audit



Control Sheet

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Acknowledgements

Reference has been made to Crashmap to check the accident history on the local highway network;

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Appendix A

Marked Up Plan for the Stage 1 RSA

1. Introduction

- 1.1 Sanderson Associates Consulting Engineers has been appointed by Usman Ali to carry out a Stage 1 Road Safety Audit (RSA) of the proposed highway works at Kingsley Avenue to serve a residential development. The site address is Kingsley Avenue, Lockwood with an approximate post code of HD1 3SR.
- 1.2 The highway works involve a new access point onto Kingsley Avenue and a residential access road in the form of a Mews court arrangement
- 1.3 This Stage 1 Road Safety Audit was instructed by Mr Usman Ali on the 15 March 2023. An email and plans were provided by Sharon Wood at Acumen Design and Architects. The Highway Authority is Kirklees Metropolitan Council.
- 1.4 The following drawings and information have been used for Audit purposes.
Drawings by Acumen Design and Architects

→ 2779 (00) 01 – Indicative Site Layout
- 1.5 The Audit Team members are as follows:

→ Audit Team Leader – David Colley MCIHT, Associate Director at Sanderson Associates
→ Audit Team Member – Ashley Armitage MIHE, Assistant Engineer at Sanderson Associates
- 1.6 Reference to the website Crashmap.co.uk shows that there have been no Personal Injury accidents on Kingsley Avenue itself in the 5 year period 2017 to 2021. However, two incidents have occurred Yews Hill Road adjacent to Kingsley Avenue approximately 50m south of the proposed access point. One of these was serious and involved a collision between a car and a pedestrian. The other was slight in severity and was a collision between two cars.
- 1.7 The Audit took place on site on Monday 27 March 2023 in the afternoon. During the site visit the weather was dry with broken cloud and the road surface was dry. Vehicle, pedestrian and cycle flows appeared normal and were moderate. No incidents were observed on the street.
- 1.8 The terms of reference of the Road Safety Audit are as described in GG119. The 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.
- 1.9 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.

- 1.10 A marked up plan is included in **Appendix A**, which identifies the approximate location of problems that have been raised. General problems or those with multiple locations have not all been shown.
- 1.11 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 this Stage 1 Road Safety Audit

The problems that are raised in the Stage 1 Road Safety Audit are presented in this section. A copy of a marked up plan showing Stage 1 problem locations is included in **Appendix A** of this Audit Report.

Problem 1.1:

Location: Proposed access to Kingsley Avenue.

Summary: Drawing number 2779 (00)01 shows the proposed access with radius kerbs onto Kingsley Avenue. During the site visit it was observed that the existing kerbing in this location is dropped to allow access to various driveways. It is unclear whether the access is to be a full height kerbed priority junction or a vehicular crossover. If the access is a full height kerbed junction there is no provision for a dropped crossing with tactile paving, which will mean pedestrians have to cross the junction at full height kerbs. This could increase the risk of trip and fall injuries for pedestrians.

Recommendation: A vehicular crossover type junction arrangement may be a more appropriate junction arrangement given the existing extensive provision of dropped kerbs for drives, rather than a full height kerbed radius priority junction.

Problem 1.2:

Location: Proposed access to Kingsley Avenue.

Summary: During the site visit it was observed that existing utilities and a lighting column would be located within the proposed access. The position of these are not shown on the proposed plan and will more than likely be affected by the proposed kerb lines. If the lighting column is not relocated and the utility covers are not set to the correct position and levels this could result in pedestrian slips and trips.

Recommendation: Relocate lighting column and set utility covers to appropriate alignment and levels.

Problem 1.3:

Location: Proposed Access Road.

Summary: It is assumed that the mews court will become adopted highway and would therefore need to ensure that a large refuse vehicle and delivery vehicles can enter and exit the proposed access road in a forward gear. Whilst on site various on street parking was observed on Kingsley Avenue and in particular opposite the proposed access road which essentially narrowed the carriageway to single file working and would restrict the turning manoeuvre of large vehicles. This could result in larger vehicles overrunning the footway in conflict with pedestrians and other valuable road users.

Recommendation: Provide keep clear and bar markings opposite the proposed access bellmouth, the extent of which can be determined from a swept path analysis.

Problem 1.4:

Location: Proposed Access Road.

Summary: A fire appliance and other emergency vehicles would need to gain access to all new properties and would need to enter and exit the proposed access road in a forward gear. Whilst on site various on street parking was observed on Kingsley Avenue and particular opposite the proposed access road which essentially narrowed the carriageway to single file working and would restrict the turning manoeuvre of emergency vehicles. This could result in emergency vehicles overrunning the footway in conflict with pedestrians and other valuable road users, as well as effecting the emergency response time to attend an incident.

Recommendation: Provide keep clear and bar markings opposite the proposed access bellmouth, the extent of which can be determined from a swept path analysis.

3. Audit Team Statement

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

Audit Team Leader:

David Colley MCIHT

Highways England Approved RSA Certificate of Competency

Associate Director at Sanderson Associates Consulting Engineers

Dated: 12th April 2023

Audit Team Members:

Ashley Armitage MIHE

Assistant Engineer at Sanderson Associates Consulting Engineers

Dated: 12th April 2023



Appendix A

Marked Up Plan for the Stage 1 RSA



INDICATIVE LAYOUT

Only figured dimensions should be used.
 Scaled dimensions should be checked with the Architect.
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rev	description	drawn	auth	date

ACUMEN
 DESIGNERS & ARCHITECTS

acumenarchitects.co.uk 01464 546 000
 Meadow House, Old Leeds Road, Huddersfield HD1 1JG

Client		
MR ALI		
Project		
LAND TO NORTH OF KINGSLEY AVENUE, LOCKWOOD, HUDDERSFIELD		
Project No	Drawing No	Rev
2779	(00)01	1
Description		
INDICATIVE SITE LAYOUT		

Scale	Date Drawn	Drawn By	Authorised By
1:500@ A2	MAY'22	JF	JC

Purpose of Issue
 Planning Building Regn Tender Construction Comment Info

 Sanderson House, Jubilee Way, Grange Moor,
Huddersfield, WF4 4TD

 01924 844080

 mail@sandersonassociates.co.uk

 www.sandersonassociates.co.uk

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