

GG119 ROAD SAFETY AUDIT RESPONSE REPORT

Project Information

Project Title:	Proposed Warehouse, Cooper Bridge, Mirfield
Project Team:	John Cotton Group Ltd
RSA Report Stage	Stage 1
RSA Organisation:	Meraki Alliance
RSA Report Reference:	MAL/CPMRSA1Rev0
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Report Title:	Stage 1 Road Safety Audit Response
Reference:	

Authorisation

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Position:	Design Organisation Lead
Team:	Hydrock Fore
Signed:	<i>Adam Smout</i>
Date:	16/04/2025
Approved by:	Jonathan Spruce
Position:	Design Organisation Lead
Signed:	<i>Jonathan Spruce</i>
Date:	16/04/2025

Project Details

This Road Safety Audit Response Report relates to a Stage 1 Road Safety Audit carried out on the proposed highway works required to access a proposed development of a warehouse on the former Cooper Bridge waste water treatment works, near Mirfield, Huddersfield (Planning Application Reference 2023/92448).

Key Personnel

Overseeing Organisation

Kirklees Council Highways Service – Liz Cusick (Operational Manager – Highway Design & Safety)

Kirklees Council Scheme Manager – Adam Darwin (Group Engineer – HDM, Planning)

Organisation Promoting Improvement

John Cotton Group Ltd

Road Safety Audit Organisation

Meraki Alliance – Jonathan Birkett (Road Safety Audit Team Leader)

Design Organisation

Hydrock Fore – Adam Smout (Design Organisation Lead)

Road Safety Audit Decision Log

Road Safety Audit Problem and Recommendation

1-1 Problem

Location: Huddersfield Road Access.

Summary: Sub-standard visibility at uncontrolled crossings will increase the risk of pedestrian/vehicle collisions.

Detail: It is proposed to construct a new access onto Huddersfield Road, as part of these works an uncontrolled crossing will be provided. The details provided within the brief indicate that a maximum visibility splay of 1m x 17m can be achieved on the eastern crossing point. CD 143 Table E/5.2 states that the minimum measurement for a set-back (X distance) must be no less than 1.5m and the Y distance must be based on the speed of approaching vehicles. It is accepted that speeds will be low for HGV's turning into the site, but cars may well turn in at higher speeds resulting in an increased risk of pedestrian/vehicle collisions.

Recommendation

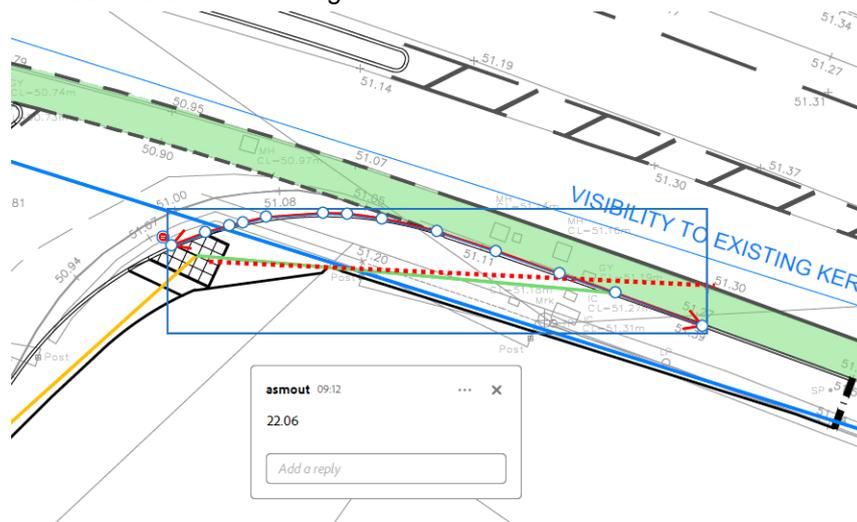
It is recommended that a minimum of 1.5m x 22m is provided which complies with DMRB set back distances and a stopping sight distances for approach speeds of vehicles of 20mph (MFS).

Design Team Response

Recommendation accepted.

The proposed arrangement has been identified in consultation with the local highway authority in consideration of the planning application to date.

Notwithstanding this, the sketch below demonstrates that a pedestrian visibility splay of 1.5m x 22m can be achieved at this crossing.



Overseeing Organisation Response

The RSA Recommendation and Design Team Response are accepted.

The above sketch confirms that a 1.5x22m pedestrian visibility splay will be available to motor-traffic, when measured to the nearside edge of the mandatory cycle lane, which is in accordance with the RSA recommendation.

In addition to this, the Design Team have provided the following sketch that demonstrates that a 1.5x17m+ pedestrian visibility splay will be available to the nearside wheel-track (taken as min. 0.5m from kerb edge) of cyclists travelling in the cycle lane. This is in accordance with an SSD of 17m, as set out in LTN1/20, based on a 20kph cycle design speed, which is considered to be robust for a left turning cyclist turning into the junction.

Summary: *Sub-standard central pedestrian refuges will increase the risk of pedestrian/vehicle collisions.*

Detail: It is proposed to construct a new uncontrolled crossing over Leeds Road with a new central pedestrian refuge. It is noted that this refuge is narrow and as such a pedestrian with a push chair or with young children may not be able to be fully accommodated within the narrow refuge and as such will increase the risk of being struck by a passing vehicle increasing the risk of injury.

Recommendation

It is recommended that a minimum of 2m wide pedestrian refuge is provided.

Design Team Response

Recommendation rejected.

Through discussion with the local highway authority in preparing the proposals, it was highlighted that a clear carriageway width of 4.1m is required for the eastbound lane passing the proposed island. To accommodate the existing westbound lanes, an island with a width of 1.5m is therefore the maximum that can be achieved. While narrower than the width identified as desirable by CD143 (para E/4.7), the proposed width meets the absolute minimum requirements, and is considered to represent a reasonable provision (and benefit) compared to the existing situation, where no island exists.

Overseeing Organisation Response

The RSA Recommendation is rejected, and the Design Team Response is accepted.

It is also noted that with the wider Cooper Bridge Improvement scheme that is currently being developed, controlled crossing facilities are proposed across Leeds Road within the amended traffic signal arrangement. Therefore, this will provide an enhanced crossing facility on Leeds Road in future, which will further enhance the crossing provision on Leeds Road.

Post-RSA Action

No further action required.

Road Safety Audit Problem and Recommendation

1-4 Problem

Location: *Huddersfield Road*

Summary: *Inappropriate skidding resistance can increase the risk of pedestrian/vehicle and vehicle/vehicle collisions.*

Detail: No information has been provided on the existing carriageway condition and there is no clear indication if carriageway resurfacing will be undertaken as part of the new controlled crossings over Huddersfield Road. Any approach to a signalised stop line where heavy braking takes place requires a minimum PSV of 68+ and this should be laid for a distance based on the surveyed approach speeds. A lack of suitable skidding resistance on the approach to the junction can result in an increased risk of pedestrian/vehicle as well as shunt type collisions.

Recommendation

Based on the surveyed approach speeds provide a suitable length of surfacing material that achieves a minimum PSV of at least 68+.

Design Team Response

Recommendation accepted

Surfacing requirements can be appropriately addressed as part of the detailed design of the proposed works.

Overseeing Organisation Response

RSA Recommendation and Design Team Response are accepted.

Post-RSA Action

All surfacing requirements to be agreed at the detailed design stage.

*****End of RSA Stage 1 Decision Log*****

5. Road Safety Audit Response Report Statements

<p>On behalf of the Design Organisation, I certify that:</p> <p>1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.</p>	
Name:	Adam Smout
Signed:	<i>Adam Smout</i>
Position:	Design Organisation Lead
Organisation:	Hydrock Fore
Date:	12/05/25
<p>On behalf of the Overseeing Organisation, I certify that:</p> <p>1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Design Organisation; and,</p> <p>2) The agreed RSA actions will be progressed.</p>	
Name:	Adam Darwin
Signed:	<i>Adam Darwin</i>
Position:	Kirklees Council Scheme Manager (Group Engineer – HDM, Planning)
Organisation:	Kirklees Council
Date:	12/05/25
Name:	Andrew Dmoch
Signed:	<i>Andrew Dmoch</i>
Position:	Calderdale Council Scheme Manager (Highway Development Control Manager)
Organisation:	Calderdale Council
Date:	12/05/25

End of Stage 1 RSA Response Report