

# Midlands Road Safety Ltd

## PROPOSED RESIDENTIAL ACCESSES DOWKER STREET, MILNSBRIDGE, HUDDERSFIELD STAGE 1 – ROAD SAFETY AUDIT

AUGUST 2023

REPORT REF: 23-1535-RSA1



# PROPOSED RESIDENTIAL ACCESSES

## DOWKER STREET, MILNSBRIDGE, HUDDERSFIELD

### STAGE 1 ROAD SAFETY AUDIT

AUGUST 2023

**REPORT REF:** 23-1535-RSA1

**CLIENT:** Roberts Highway Consultants Limited

**ENGINEER:** Midlands Road Safety Ltd

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Revision	Date of Issue	Author	Checked
First Issue	30.08.2023	HV	SV
Draft (Internal)	29.08.2023	HV	SV

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## 1. INTRODUCTION

- 1.1 This report comprises a Stage 1 Road Safety Audit (RSA) on the proposed access amendments on Dowker Street and George Street arising from a proposed residential development consisting of 38 dwellings on land to the west of Dowker Street in Milnbridge, Huddersfield. The report was requested by Roberts Highway Consultants Limited on behalf of Westshield. The Overseeing Organisation is Kirklees Council.
- 1.2 The works include widening of an existing dropped kerb access and alterations to the existing on-street parking bay on the northern side of George Steet in order to amend the existing access and to link into a 6.0m wide access road, with parallel 2.0m footways. On Dowker Street a similar access is to be provided, with improvements to the existing bell-mouth access linking into the development.
- 1.3 The Audit Team Membership was as follows:
- Audit Team Leader  
Haydn Vernals, FCIHT, FIHE, CMILT, MSoRSA
- Audit Team Member  
Sarah Vernals, BA (Hons)
- 1.4 A site inspection was carried out by the Audit Team together on Sunday 27th August 2023 between the hours of 16:30 and 17:00. During the site visit the weather conditions were overcast and the road surface was dry. Traffic flows were observed as being light, with some pedestrians but no cycle movements being observed.
- 1.5 The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. A list of these can be found in Appendix A. The auditors have not been made aware of any departures from design standards.
- 1.6 The audit has been carried out in accordance with the principals of the National Highways document GG 119 'Road Safety Audit'. A formal Road Safety Audit Brief was not provided to the Audit Team. However, information regarding the site was provided via email alongside the relevant scheme documents and drawings. This was considered by the Audit Team to provide sufficient detail to undertake the appropriate stage of audit.
- 1.7 The Audit Team have examined and reported solely on the road safety implications of the scheme as presented and not examined or verified the compliance to any alternate criteria.

- 1.8 All comments and recommendations in this report are referenced to the Audit Brief where provided, and detailed drawings supplied. Where appropriate a list of “Additional Considerations” will follow from any safety problems raised. These are not identified safety problems but generalised comments to assist in the design and safety audit process.
- 1.9 Midlands Road Safety Ltd has ensured that this report has been carried out independently with no member of the Audit Team membership directly linked to the scheme design.

## **2. SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS**

- 2.1. It is understood that no previous Road Safety Audits have been undertaken for the proposals subject to this report.

### 3. SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT

3.1. The Audit Team has identified three safety problems to be addressed.

#### 3.2. **Problem 1**

Location: George Street – Opposite southern access.

Summary: Location of sign may increase the risk of pedestrians entering the carriageway.

A sign indicating the one way street is proposed on the southern side of George Street in an already narrow footway. Should this sign be placed as indicated at the kerb edge, the clear footway width would be reduced such that a double width pram or wide mobility scooter may not be able to pass without entering the adjacent carriageway area. This problem could be exacerbated by utilities in the footway further influencing the placement of the sign. This may consequentially increase the risk of collisions between pedestrians and passing vehicles.



Recommendation:

It is recommended that the one way sign is placed to the rear of the footway, against the wall of the house.

### 3.3. Problem 2

Location: George Street – West of southern access.

Summary: Parked/loading vehicles may increase the risk of junction related collisions.

Double yellow parking restrictions are currently provided on George Street. These appear to be largely abused, as observed on site and through Google Street View images from earlier dates, with vehicles also observed two wheels up on the footway. A visibility splay of 30m is indicated, but the speed of vehicles at this point on George Street is likely to be much closer to 15mph. Should the obstructive parking/loading continue, the junction visibility to the right for vehicles leaving via the southern access may be obscured by parked/loading vehicles. This may increase the risk of junction related collisions.



Recommendation:

It is recommended that sufficient junction visibility is provided to the right for the anticipated speed of vehicles. This could be achieved by means of a kerb buildout, with bollards to prevent parking/loading in the visibility splay.

3.4. **Problem 3**

Location: Dowker Street – South of eastern access

Summary: Parked vehicles may increase the risk of junction related collisions.

Limited stay parking restrictions are currently provided on Dowker Street, these currently extend closer to the eastern access than is indicated on the drawings. A visibility splay of 43m is indicated, which is directly from Manual for Streets for 30mph. The speed of vehicles on Dowker Street is likely to be much closer to 15mph than 30mph at this location. Should these restrictions remain in place, the junction visibility to the right for vehicles leaving via the eastern access may be obscured by parked vehicles. This may increase the risk of junction related collisions.



Recommendation:

It is recommended that sufficient junction visibility is provided to the right for the anticipated speed of vehicles.

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End of the 'Safety Problems' in this Section of the Report

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## 4. AUDIT STATEMENT

4.1. We certify that the terms of reference of the audit are as described in GG 119 and that no member of the Audit Team was directly linked to the scheme design.

### 4.2. AUDIT TEAM LEADER:

Haydn Vernals, FCIHT, FIHE, CMILT, MSoRSA

Road Safety Consultant working on behalf of Midlands Road Safety Ltd

Midlands Road Safety Ltd

Signed:  \_\_\_\_\_

Date: 30.08.2023

### 4.3. AUDIT TEAM MEMBER:

Sarah Vernals, BA (Hons)

Road Safety Consultant working on behalf of Midlands Road Safety Ltd

Signed:  \_\_\_\_\_

Date: 30.08.2023

## APPENDIX A

The following documents and drawings were provided for the purposes of this road safety audit.

### Drawings

Number	Title	Rev
RHC-23-068-01	Access Design and Visibility Extents (George Street)	B
RHC-23-068-02	Access Design and Visibility Extents (Dowker Street)	B
RHC-23-068-03	Swept Path Analysis (Refuse Vehicle)	B

### Documents

Author	Title	Rev	Date
Roberts Highway Consultants Limited	Transport Statement	-	08.2023
Crashmap.co.uk	Accident Details	-	12.03.2020

## APPENDIX B

The location of any problems/observations that have been identified in Section 3 of this report can be seen on the extracts of the drawings supplied to the Audit Team, as listed in Appendix A.

Figure 1 – Site Location

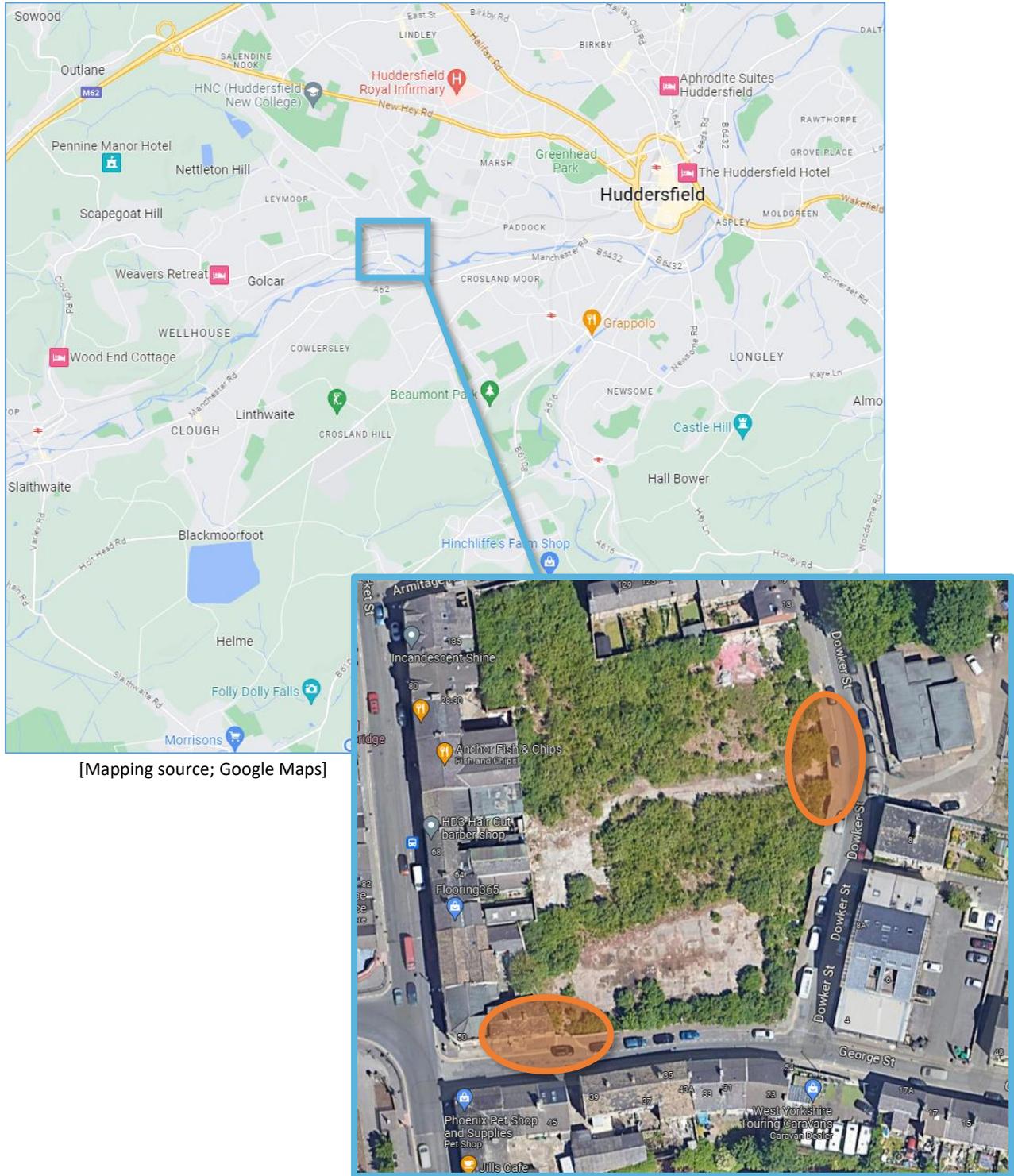


Figure 2 – Problem Location Plan





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