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CLIFF LANE, GOMERSAL, PROPOSED
ACCESS JUNCTION

Stage 1 Road Safety Audit
Client: KCS Development Ltd

24/04/2019

Quality Management

Issue Record

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Cliff Lane, Gomersal, Proposed Access Junction

Stage 1 Road Safety Audit

24/04/2019

Overseeing Organisation

KCS Development Ltd

Client

KCS Development Ltd

Design Organisation

Bryan G Hall

Road Safety Audit Team Organisation

Road Safety Initiatives LLP

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Table of Contents

| | | |
|-----|--|----|
| 1 | Introduction..... | 5 |
| 2 | Items Raised at the Previous Road Safety Audit | 7 |
| 3 | Items Raised at this Stage 1 Road Safety Audit | 8 |
| 3.1 | WALKING, CYCLING AND HORSE RIDING | 8 |
| 4 | Audit Team Statement | 9 |
| | Appendices, Figures and Tables | 10 |

APPENDIX A – Scheme Documents Issued for Road Safety Audit

APPENDIX B – Location Plans

1 Introduction

- 1.1.1 This report results from a Stage 1 Road Safety Audit carried out on the on the proposed access junction in Cliffe Lane, Gomersal, associated with a new residential development. This is at the request of Richard Morton, KCS Developments Ltd (Overseeing Organisation). A previous Stage 1 Road Safety Audit was carried out on an earlier design of the proposed site access junction in September 2018.
- 1.1.2 The terms of reference of the Road Safety Audit are as described in DMRB GG 119. The Road Safety Audit Team has examined and reported only on the road safety implications in the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.
- 1.1.3 The Road Safety Audit Team membership consisted of:
- | | |
|-------------|---|
| Team Leader | Martin Morley, BSc (Hons), MCIHT, MSoRSA Certificate of Competency in Road Safety Audit gained in Feb 2013 Partner, Road Safety Initiatives LLP |
| Team Member | Alan Bawn, BSc (Hons), CEng, MICE Consultant, Road Safety Initiatives LLP |
- 1.1.4 The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief provided by Robbie Donaldson and James Pointon (Design Organisation, Bryan G Hall) and approved by Richard Morton, KCS Developments Ltd. The Road Safety Audit comprised an examination of the documents provided and listed in Appendix A.
- 1.1.5 The Road Safety Audit Team visited the site together on Monday 17th September 2018 between 13:55 and 14:30 hours. It was cloudy and the road surfaces were dry at the time of the site visit. Traffic flows in Cliffe Lane were light. Very few pedestrians and cyclists were observed during the site visit.
- 1.1.6 Matters which the Terms of Reference exclude from this report, but which the Road Safety Audit Team wishes to draw to the attention of the Overseeing Organisation, will be supplied in a separate document in the covering email to this Road Safety Audit Report.
- 1.1.7 All Road Safety problems are referenced to the design drawings and the locations have been indicated on the plans supplied with the Road Safety Audit Brief in Appendix B.
- 1.1.8 This Road Safety Audit will review the road safety aspects of the proposed access junction at No. 271 Cliffe Lane. A detached house (No. 271 Cliffe Lane) would be demolished as part of the works.
- 1.1.9 A previous Stage 1 Road Safety Audit was carried out in September 2018 on an earlier design of the proposed site access junction. In the latest design, the proposed access junction would have a visibility splay of 2.4m x 48m to the west and 2.4m x 53m to the east. To achieve the intended visibility splays, the northern footway of Cliffe Lane will be widened. To compensate for the relocation of the northern kerblines, there will be subtle kerblines realignment on the south side of Cliffe Lane (and consequential slight narrowing of the southern footway).
- 1.1.10 The objective of the scheme is to provide an access junction in association with a new residential development of around 92 dwellings.

- 1.1.11 The proposed scheme has been amended following discussions with Kirklees Highways and hence this update to the previous Stage 1 Road Safety Audit is required. A list of design changes since the previous scheme was provided by the Design Organisation and is listed below:
- Access width increased from 5.5m to 6m;
 - Access radii increased from 4m to 6m to both sides;
 - Footway widths on radii reduced from 2m to 1.8m on western side and from 2m to 1.75m on the eastern side; and
 - Visibility to west reduced from 2.4m x 52m to 2.4m x 48m.
- 1.1.12 The Road Safety Audit Team was not informed of any Departures from Standard.

2 Items Raised at the Previous Road Safety Audit

2.1.1 The road safety implications of an earlier design of the proposed site access junction in Cliffe Lane, Gomersal, were the subject of a Stage 1 Road Safety Audit by Road Safety Initiatives LLP in September 2018.

2.1.2 The items raised at the previous Stage 1 Road Safety Audit are detailed in the table below:

| Previous Stage 1 RSA Item | Previous Stage 1 Road Safety Audit Problem and Recommendation (September 2018) | Previous Stage 1 RSA Designers Response (October 2018) | Current Stage 1 RSA Comment (April 2019) |
|---------------------------|--|--|---|
| 2.1.1 | <p>LOCATION: Existing vehicle access road leading from Cliffe Lane to 'Holmfield'.</p> <p>The drawing supplied is unclear if or how the existing vehicle access to 'Holmfield' will be closed to traffic at Cliffe Lane. Conflicts may occur should a vehicle crossover be retained directly adjacent to the new development access junction. Related to this point, it is also not obvious how the existing public footpath will be tied-in with the new junction in Cliffe Lane. Pedestrians may be struck by turning traffic at the new junction.</p> <p>RECOMMENDATION</p> <p>It is recommended that the 'Holmfield' vehicle access is taken from the development access road and that the existing vehicle access in Cliffe Lane is stopped up.</p> | <p>Problem and recommendation accepted.</p> <p>Access to Holmfield is to be provided via a new private access from the new site access road as recommended. The current access onto Cliffe Lane will be closed to vehicles, with access to be retained for pedestrians using the public footpath only. This is shown on the proposed site layout plan, which was not supplied to the audit team.</p> | <p>An aspect of Problem 2.1.1 remains and is included in the next chapter as item 3.1.1.</p> |
| 2.2.1 | <p>LOCATION: Development access road and vehicle access to 'Holmfield'.</p> <p>The intended road lighting additions and improvements have not been indicated within the information supplied. Inadequate or inconsistent road lighting may contribute to darkness collisions, taking account of the additional pedestrians and cyclists and turning traffic at the new junction.</p> <p>RECOMMENDATION</p> <p>It is recommended that a road lighting review is undertaken and that appropriate road lighting is provided within the development and that, if required, the lighting is upgraded at the new junction in Cliffe Lane.</p> | <p>Problem and recommendation accepted.</p> <p>Street lighting design will be carried out at the detailed design stage.</p> | <p>Street lighting design is to be carried out at the detailed design stage. Problem 2.2.1 is resolved.</p> |

3 Items Raised at this Stage 1 Road Safety Audit

3.1 WALKING, CYCLING AND HORSE RIDING

| | |
|--|---|
| PROBLEM 3.1.1 | |
| Location | Existing public footpath leading to Cliffe Lane from 'Holmfield'. |
| Summary | A pedestrian could 'rush out' into the carriageway from the public footpath, possibly leading to a collision. |
| <p>The Designers Response to the previous Road Safety Audit says that the existing vehicle access to 'Holmfield' will be closed to traffic at its junction with Cliffe Lane. Cars from 'Holmfield' will be able to use a new private vehicular access, that would join the proposed access road within the development itself.</p> <p>Pedestrian access to / from the public footpath will be retained at Cliffe Lane however. A pedestrian e.g. a child running (or a cyclist) could 'rush out' into the carriageway from the public footpath, the end of which will be directly adjacent to the new junction. A collision between a pedestrian and a passing vehicle could result.</p> | |
|  | |
| RECOMMENDATION | |
| <p>It is recommended that there is a measure to prevent someone running or cycling into the junction from the public footpath (the former 'Holmfield' vehicle access). For example, a staggered barrier could be installed or the southern end of the public footpath could be closed at Cliffe Lane, with pedestrians re-routed to use the western footway of the proposed access road.</p> | |

**** END OF IDENTIFIED PROBLEMS AND RECOMMENDATIONS MADE AT THIS STAGE 1 ROAD SAFETY AUDIT ****

4 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

| | |
|-------------------------------|-----------------------------|
| ROAD SAFETY AUDIT TEAM LEADER | |
| Name: | Martin Morley |
| Signed: | |
| Position: | Partner |
| Organisation: | Road Safety Initiatives LLP |
| Date: | 24 April 2019 |
| | |
| ROAD SAFETY AUDIT TEAM MEMBER | |
| Name: | Alan Bawn |
| Signed: | |
| Position: | Consultant |
| Organisation: | Road Safety Initiatives LLP |
| Date: | 24 April 2019 |

Appendices, Figures and Tables

Appendix A: Scheme Documents Issued for Road Safety Audit

| DRAWING/DOCUMENT NUMBER | REV | TITLE |
|-------------------------|-----|---|
| 15/398/SKH/005 | - | Proposed Access Arrangement Option 2 – 6m Wide Access |
| 15/398/LOC/004 | - | Stage 1 RSA Location Plan |
| 15/398/ATR/003 | - | Swept Path Analysis of Kirklees Refuse Vehicle Option 2 – 6m Wide Access (Based on 15/398/SKH/005) |

In addition the following information was made available to the Road Safety Audit Team:

- 2017 Existing Vehicular Flows and Speeds (diagrams); and
- Reported Injury Collisions, “Vicinity of Spen Bank, Kirklees, RTC five years prior to date (05.11.2018)” including a Table Summary, Yearly Trend and a Geographical Plot.

Appendix B: Location Plans

Numbers refer to problems identified in the text.



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**STAGE 1 ROAD SAFETY AUDIT
PROPOSED SITE ACCESS JUNCTION, CLIFFE LANE, GOMERSAL
DESIGNER'S RESPONSE – REV A**

The following table summarises the findings of the Stage 1 Road Safety Audit performed on the above scheme dated 24th April 2019 and provides the Designer's Response to each point raised by the audit team.

| 1 | 2 | 3 | 4 | 5 |
|-----------------------------------|-------------------------------|----------------------------|--|---|
| Point N° in Safety Audit | Point accepted (Yes/No) | Recommendation Accepted | If NO in Column 2 Give Reasons | If Yes in Column 2 Give Comments/Action |
| 3.1.1 | No | No | <p>The existing PRow is an established path which has been in place for a long period of time, with no reported incidents of pedestrians or cyclists rushing out from the end of the path into the carriageway. It is therefore not considered necessary to provide a feature to specifically attempt to prevent this.</p> <p>However, following a meeting with officers from Highways Development Management and the Public Rights of Way team on 22nd May 2019, it is proposed to provide a pair of bollards to prevent vehicular access directly from Cliffe Lane as currently takes place. An alternative access to Holmfield is to be provided from within the site.</p> <p>The proposed access drawing has been updated to show the bollards at the separation distance of 2.5ft either side of the centre line of the access, as agreed at the meeting (15/385/SKH/005 Rev B). Exact details of the bollards are to be agreed.</p> | |

| | |
|-----------|------------------|
| NAME: | Robbie Donaldson |
| SIGNED: | |
| POSITION: | Senior Engineer |
| DATE: | 07/06/2019 |