

Table C.1 Project Summary

Date:	20/09/2024
Document reference:	17-321-007.02
Prepared by:	Bryan G Hall Ltd
On behalf of:	Binks Executive Homes Limited
AUTHORISATION SHEET	
Project:	Proposed Overflow Car Park to Serve Residential Development, Ledgard Bridge Mills, Mirfield
Report title:	Stage 1 Road Safety Audit
PREPARED BY:	
Name:	Nick Calder
Signed:	
Organisation:	Bryan G Hall Limited
Date:	
I APPROVE THE RSA BRIEF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION	
Name:	Adam Darwin – Group Engineer, Highway Development Management (HDM)
Signed:	
Organisation:	Kirklees Council
Date:	

Table C2 General Details

General details				
Highway scheme name and road number:		Proposed Overflow Car Park to Serve Residential Development, Ledgard Bridge Mills, Mirfield		
Type of scheme:	Proposed dropped kerb access junction			
RSA stage tick as appropriate	1 ✓	2	3	4
	Interim			
Overseeing organisation details		Design organisation details		
Kirklees Council		Bryan G Hall Limited Suite E15 Josephs Well Hanover Walk Leeds LS3 1AB		
Police contact details		Maintaining agent contact details		
-		Kirklees Council		
RSA team membership				
Jonathan Birkett – Meraki Alliance Gillian Kidd – Meraki Alliance				
Terms of reference				
The Stage 1 Road Safety Audit (RSA) is to be undertaken fully in accordance with the DMRB Standard GG-119 (Formally HD 19/15), as well as the contents of this Road Safety Audit Brief.				

Table C3 Scheme Details

Scheme description/objective
General The scheme seeks to provide a new dropped kerb access junction with Back Station Road, which will provide access into an overflow car park that will serve an adjacent residential development at Ledgard Bridge Mills. The adjacent site currently accommodates some 125 apartments and it is proposed to provide an additional 76 apartments. The existing car park serving the 125 apartments will be reconfigured, with an additional overflow car park of 51 parking spaces provided on land to the west. This Stage 1 RSA is associated with the proposed dropped kerb access with Back Station Road which will serve the overflow car park. The overflow car park will be accessed from a new dropped kerb access arrangement with Back Station Road, located some 95 metres to the west of the Ledgard Wharf site access and some 30 metres to the east of the Back Station Road / Newgate junction. A previous iteration of the proposed site access junction showed it being proposed to be located 15 metres further to the east, however within their highway consultation response, Kirklees Council requested that this access be moved to the west so that it is positioned adjacent to the existing double yellow line 'no waiting at any time' restrictions, in this way there would be no parked cars in the vicinity of the junction.
Design standards applied to the scheme design
The proposed improvements have been designed in accordance with Manual for Streets and in line with vehicle swept path analysis. The access will be some 6.0 metres wide, and a minimum internal aisle width of 6.0 metres will be provided. Visibility at the dropped kerb access is shown to a distance of some 35.5 metres to the east and to a distance of some 25.0 metres to the west. The 35.5 metre distance to the east is based on ATC surveys undertaken on Back Station Road and an 85th percentile wet weather speed of 26.2mph. The 25.0 metre visibility splay to the west is based on the proximity to the Newgate junction and an approaching vehicle speed of 20mph, and the fact that vehicles approaching from this direction and junction will not be travelling as fast.
Design speeds
Car park access road – 15mph design speed
Speed limits
Back Station Road – 30mph ATC surveys show 85th percentile wet weather westbound vehicle speeds approaching the access junction of 26.2mph.

Existing traffic flows/queues
See attached Transport Assessment
Forecast traffic flows
See attached Transport Assessment
Pedestrian, cyclist and equestrian desire lines
Predominantly to and from the east, towards the residential development that the overflow car park serves.
Environmental constraints
None

Table C4 Locality

Description of locality
Edge of town centre, within the town of Mirfield
General description
The wider Ledgard Bridge Mills site is bound by Back Station Road to the north, by existing residential units on South Brook Gardens to the east, and by the River Calder to the south-west. The existing site is accessed from Back Station Road to the north via an existing priority-controlled T-junction, with the site access arm known as Ledgard Wharf. The overflow car park is located on land to the west of the Ledgard Bridge Mills site.
Relevant factors which may affect road safety
N/A

Table C5 Analysis

Collision data analysis
See attached Transport Assessment
Departures from standards
N/A
Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions
N/A
Strategic decisions
N/A
List of included documents and drawings
Documents
BGH Transport Assessment – 17-321-005.03
Drawings
Site Location Plan – 17001 01 Rev A – Included as TA Appendix BGH1 Proposed Site Plan – 17001 02 Rev J Proposed Access Arrangement – 17/321/TR/002 Rev C

Table C6 Checklist

Tick all that are included and provide reasons for those that are not included			
Site location plan	✓	Scale layout plans	✓
Departures and relaxations from standards	-	Construction/typical details	-
Previous RSA reports	-	Previous RSA response reports and evidence of agreed actions	-
Collision data and collision data analysis	✓	Road traffic collision plot	✓
Traffic signal staging	-	Traffic counts	✓
Speed Surveys	✓	Pedestrian, cyclist and horse riding desire lines and volumes	-
Walking, cycling and horse riding assessment and reviews	-	Items outside the scope of the RSA/strategic decisions	-
Other factors that may impact on road safety	-	Design speeds/speed limits	✓
Design standards used	✓	Adjacent land uses	✓

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