meraki alliance
Highways, Transportation & Safety Consulting

New Car Park: Back Station Road, Mirfield

Road Safety Audit: Stage 1

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Highways, Transportation & Safety Consulting

New Car Park: Back Station Road, Mirfield

Road Safety Audit: Stage 1

Report Produced for:	Kirklees Council
Report Produced by:	Jonathan Birkett
Report Dated:	24 Sept 2024
Report Reference:	MAL/BSRMRSA1Rev0
Road Safety Audit Team Leader:	Jonathan Birkett

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Contents Amendment Record

This report has been issued & amended as follows:

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1	0	Draft Report	23 Sept 2024	JB
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1 Introduction

1.1 General

This report has been prepared in response to a request to undertake a Stage 1 Road Safety Audit (RSA), (i.e., carried out prior to detailed design), by Nick Calder of Bryan G Hall on the instruction of Adam Darwin of Kirklees Council.

The scheme submitted for Audit is the new development located off Back Station Road, Mirfield, which is subject to a 30mph speed limit and is street lit where the proposed car park and associated access are located.

The works included with this RSA Stage 1 includes:

- Car park access.

The audit comprised an examination of documents forming the Audit Brief and an examination of the site. This Audit covers only the site access with High Street.

Overseeing Organisation

Kirklees Council.

Client

Binks Vertical Limited.

Design Organisation

Bryan G Hall.

1.2 Documents Forming the Brief

The documents were made available to the Road Safety Audit Team by Nick Calder of Bryan G Hall on the instruction of Adam Darwin of Kirklees Council. The total documents forming the Audit Brief are listed in Appendix 1:

Generally, the Brief comprised:

- Brief.
- Drawings.
- Transport Assessment.
- Vehicle tracking.

1.3 Collision, Traffic and Speed Data

Collision data was available as part of the brief and covered a wider area of the surrounding road network than required for the RSA. Therefore, the Audit Team examined Crashmap for the most recent 5 years of data available (2018-2022), as shown in Figure 1 below.

The data indicates that there have been no collisions resulting in personal injury near the proposed works.

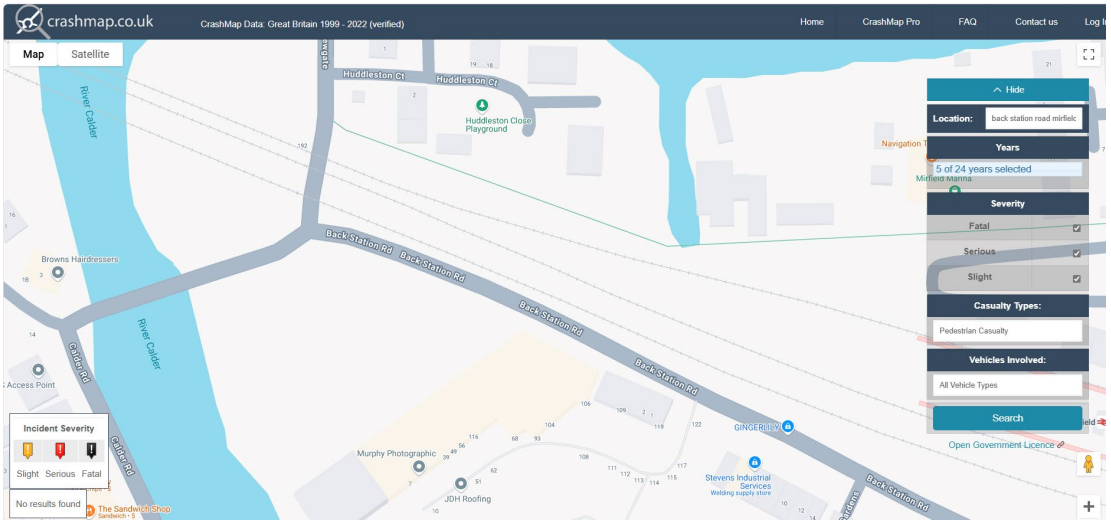


Figure 1 Crashmap data (2018-2022)

Traffic data was available as part of the Transport Assessment.

Speed data was also provided.

1.4 Details of Site Visit

A Road Safety Audit site visit was undertaken on the Sunday 22 September 2024 at 09:00. The Audit Team spent 20 minutes on site considering the proposed scheme.

The weather was fine; the road surface was wet. No incidents were noted whilst on site.

1.5 Road Safety Audit Team and Format

It was considered that the information provided was sufficient for the purpose of carrying out the Road Safety Audit Stage 1 requested.

The Road Safety Audit Team membership approved was:

JONATHAN BIRKETT IENG MICE FIHE
HE CERT COMP
Road Safety Audit Team Leader

G KIDD BSC (HONS) MIHE
Road Safety Audit Team Member

The Road Safety Audit comprised an examination of the documents and drawings supplied to the Road Safety Audit Team (referenced in Appendix 1 of this report). No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

The Terms of Reference are as described in the National Highways Design Manual for Roads and Bridges document GG119 'Road Safety Audit'. The scheme has been examined and this report compiled only with regard to safety implications to road users of the scheme as presented. It has not been verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. However, any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

Furthermore, any recommendations included within this report should not be regarded as being prescriptive design solution to the problem raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, as stipulated in GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which should be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

It is the Project Sponsor's responsibility to ensure that all problems raised by the Road Safety Audit Team are given due consideration.

In the event of a collision and any resulting legal action, Meraki Alliance Ltd would have to defend its actions on the basis that it took such care, as in all circumstances was reasonably required, to ensure that the highway was not dangerous to road users. It is important therefore that recommendations contained in the report are acted upon wherever possible.

1.6 Departures or Relaxations from Standards

No Departures or Relaxations from Standard were submitted to the Road Safety Audit Team.

1.7 Issues Raised in Previous Road Safety Audit(s)

There have been no other RSA's undertaken on this scheme.

1.8 Information not Provided at this Stage 1

- Street Lighting.
- Drainage.
- Surfacing.

1.9 Items Identified Outside the Scope of the Road Safety Audit

No items identified outside the scope of the RSA.

2 Items Raised at Stage 1 Road Safety Audit

This section details the findings of this Stage 1 Road Safety Audit. All locations of identified problems are illustrated on the plan included at **Appendix 2**.

2.1 Road Safety Audit - Problems

PROBLEM	**1-1**
Location:	Car park access.
Summary:	A lack of an uncontrolled crossing will increase the risk of pedestrian/vehicle collisions.
A new access will be created that will bisect the existing footway running along the southern side of Back Station Road. The Audit Team were concerned that without a suitable uncontrolled dropped crossing there could be an increased risk of visually impaired pedestrian collision with vehicles entering and exiting the car park.	
RECOMMENDATION	
Provide an uncontrolled dropped crossing with tactile paving at the new access junction.	

PROBLEM	**1-2**
Location:	Back Station Road.
Summary:	Vehicles waiting to turn right will increase the risk of shunt type collisions.
It is proposed to construct a new priority-controlled junction onto Back Station Road. This junction will be within 30 metres of the Newgate priority junction. The Audit Team were concerned that it would only take 5 or 6 vehicles waiting at the Back Station Road/Newgate priority junction to block the car park access, leaving right turning vehicles into the car park being obstructed increasing the risk of shunt type collisions.	
RECOMMENDATION	
Consider at detailed design the need for some “Keep Clear” markings over the car park access.	

END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN THIS STAGE 1 ROAD SAFETY AUDIT

3 Audit Team Statement

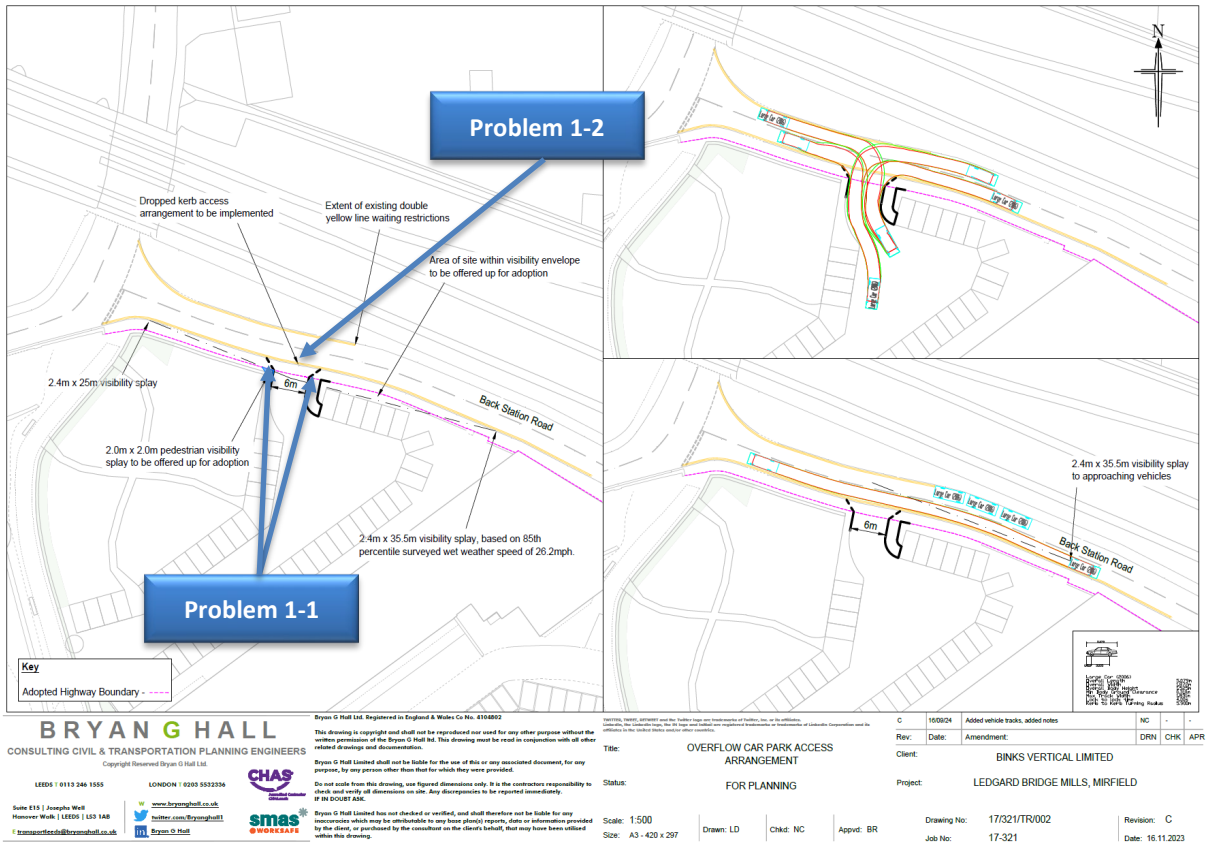
We certify that this Road Safety Audit has been carried out in accordance with GG119	
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	JONATHAN BIRKETT
SIGNED:	
POSITION:	DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	
ROAD SAFETY AUDIT TEAM MEMBER	
NAME:	GILLIAN KIDD
SIGNED:	
POSITION:	AUDIT TEAM MEMBER
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	

Appendix 1 – Audited Documents

2_Site Plan_J

17-321-005.03 Transport Assessment

17-321-007.02 Stage 1 Road Safety Audit Brief - Approved by KC 20-09-24

17-321-TR-002 Rev C - Overflow Car Park Access Junction

Appendix 2 – Problem Location Plan