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Sevenairs Consulting Ltd

**Bronte Way, Mirfield, Kirklees**

**Road Safety Audit Stage 1**

March 2024



# Document Control

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## Report Title:

Bronte Way, Mirfield, Kirklees – Road Safety Audit Stage 1

## Date of Site Visit 4th

March 2024

## Document Reference

2024-03 Mirfield RSA1 – Revision 0

## Report Prepared By:

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## On behalf of

Paragon Highways Ltd. – Office 20/21 The Rear Walled Garden, Nostell Estate, Wakefield WF4 1AB

## Highway Authority / Overseeing Organisation

Kirklees Council

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## Document History:

Revision	Date	Description	By
0	08.03.2024	For Issue	HV
1	11.03.2024	Designers Response	AH

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# Introduction

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## Commissioning and Scope

This report results from a Stage 1 Road Safety Audit carried out at the site of a residential development off Bronte Way in Mirfield, Kirklees, at the request of Ash Howarth, Director, Paragon Highways on behalf of the developer of the site.

The Road Safety Audit team membership was as follows:

### The Audit Team

Haydn Vernals FCIHT FIHE CMILT MSoRSA Directive 2008/96/EC (Certificate of Competency), Road Safety Team Leader in accordance with GG119

Sarah Vernals BAHonsQTS NPQH, Road Safety Team Member in accordance with GG119

### Audit Observers

None

The main project comprises of residential development, providing two new homes. Highway works include two dropped vehicle crossings, one onto Bronte Way, the second onto the A644 Huddersfield Road. The access onto Huddersfield Road, provides sufficient space inside the development plot to facilitate exit from, and entry back onto the main carriageway in a forward gear. The scope of this Road Safety Audit is to review the proposed highway works.

The audit has been carried out in accordance with the principles 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.

The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. No departures from standard have been brought to the attention of the RSA team with regard to the scheme as designed.

## Site Visit Attendance

A site visit took place comprising of the RSA team on Wednesday 6th March 2024 between 10:30 and 11:00 hours during which the weather was overcast and the road surface dry. Traffic conditions were light and free flowing on both Bronte Way and Huddersfield Road, with a small number of pedestrians and cyclists observed on Huddersfield Road.

## Documents Supplied

- Email proposal background
- PRGN-2294-HGN-DR-CH-0001A – Prelim Access Proposal

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### Terms of Reference

The terms of reference of this Road Safety Audit are as described in the National Highways document GG119 Road Safety Audit. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. No member of the Audit Team has been directly linked to the scheme design.

Each of the auditors' responses is classified as a 'Problem' that is likely to result in a significant road safety hazard. All comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the plan at the end of the report.

Where recommendations are made, these do not comprise design decisions, and it remains the responsibility of the Design Team to incorporate any changes into the scheme and consider any interactions between design elements.

### Previous Road Safety Audits

The audit team have not been made aware of any previous Road Safety Audits.

# Problems Raised at this Stage 1 RSA

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## **PROBLEM – A-01**

**Location:** A644 Huddersfield Road

**Summary:** Visibility – Insufficient inter-visibility may increase the risk of pedestrian related collisions.

The access links directly to the back edge of the footway where it is unclear at this stage what boundary wall treatment is to be provide either side of the private driveway. There is a risk here of insufficient inter-visibility between vehicles leaving the site and pedestrians crossing the access. This is particularly a risk for pedestrians walking close to the back of the footway against the boundary wall. Insufficient inter-visibility may increase the risk of collisions between vehicles leaving the development and pedestrians on the footway crossing the access.

## **RECOMMENDATION**

It is recommended that a minimum visibility envelope from the driver's eye is provided as directed in DMRB CD123 para. 3.3. and is indicated on the drawings.

## **DESIGNERS RESPONSE**

Accepted – Pedestrian intervisibility splays now shown at access.

# Audit Team Statement

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We certify that this Road Safety Audit has been carried out in accordance with GG119 Revision 2.

**Road Safety Audit Team Leader**

Haydn Vernals FCIHT FIHE CMILT MSoRSA  
Directive 2008/96/EC (Certificate of Competency)

Signed:

Sevenairs Consulting Ltd

20 High Bank, Thurlstone, Sheffield, South Yorkshire, S36 9QH

Date: 8th March 2024

**Road Safety Audit Team Member**

Sarah Vernals BAHonsQTS NPQH

Signed:

Sevenairs Consulting Ltd

20 High Bank, Thurlstone, Sheffield,  
Yorkshire, S36 9QH

Date: 8th March 2024 South

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# Problem Location Plan



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