



meraki alliance

Highways, Transportation & Safety Consulting

Proposed Housing Development: Saville Road Skelmanthorpe S278 and S38

Road Safety Audit: Stage 1

Kirklees MBC`
Town Hall
Huddersfield
HD1 9EL

Jonathan Birkett
Meraki Alliance Ltd
Unit 1 Waterside
Old Boston Road
Wetherby
LS22 5NB
[Tel:+44](tel:+441137966296302) (0) 7966296302



meraki alliance

Highways, Transportation & Safety Consulting

Proposed Housing Development: Saville Road Skelmanthorpe S278 and S38

Road Safety Audit: Stage 1

Report Produced for:	Kirklees MBC
Report Produced by:	Jonathan Birkett
Report Dated:	01 July 2022
Report Reference:	MAL/SRSRSA1Rev0
Road Safety Audit Team Leader:	Jonathan Birkett

Proposed Housing Development: Saville Road Skelmanthorpe S278 and S38

Road Safety Audit: Stage 1

Contents Amendment Record

This report has been issued & amended as follows:

Issue	Revision	Description	Date	Signed
1	0	Draft Report	30 June 2022	JB
1	0	FINAL REPORT	01 July 2022	JB/GK

Report Circulation Record

This report has been circulated, as follows:

Person	Organisation	No. of Copies	Date
	Kirklees MBC	Electronic	01 July 2022
Peter Dixon	Dudleys	Electronic	01 July 2022
G Kidd	Meraki Alliance Ltd	Electronic	01 July 2022

Contents

1	Introduction	3
1.1	<i>General</i>	3
1.2	<i>Documents Forming the Brief</i>	3
1.3	<i>Collision Traffic and Speed Data</i>	3
1.4	<i>Details of Site Visit</i>	4
1.5	<i>RSA Team and Format</i>	4
1.6	<i>Departures or Relaxations from Standards</i>	5
1.7	<i>Issues Raised at Previous RSA.</i>	5
1.8	<i>Information Not Provided at this RSA Stage 1</i>	6
1.9	<i>Items Outside the Scope of the RSA</i>	6
2	Items Raised at Stage 1 Road Safety Audit	7
2.1	<i>RSA Problems S278</i>	7
2.2	<i>RSA Problems S38</i>	8
3	Audit Team Statement	10
	Appendix 1 – Audited Documents and Drawings	11
	Appendix 2 – Problem Location Plan	12

1 Introduction

1.1 General

This report has been prepared in response to a request to undertake a Stage 1 Road Safety Audit (i.e., carried out prior to detailed design), by Peter Dixon of Dudleys on the instruction of the developer (Lovell) on behalf of Kirklees Council. The scheme submitted for Audit is the proposed new residential development Greenside Mills, Saville Road, Skelmanthorpe. This Road Safety Audit includes both the S278 (External) and S38 (Internal) works. Saville Road is subject to a 30mph speed limit and is street lit

Overseeing Organisation

Kirklees Metropolitan Borough Council

Client

Lovell

Designers

Sten Architecture

The audit comprised an examination of documents forming the verbal Audit Brief and an examination of the site.

1.2 Documents Forming the Brief

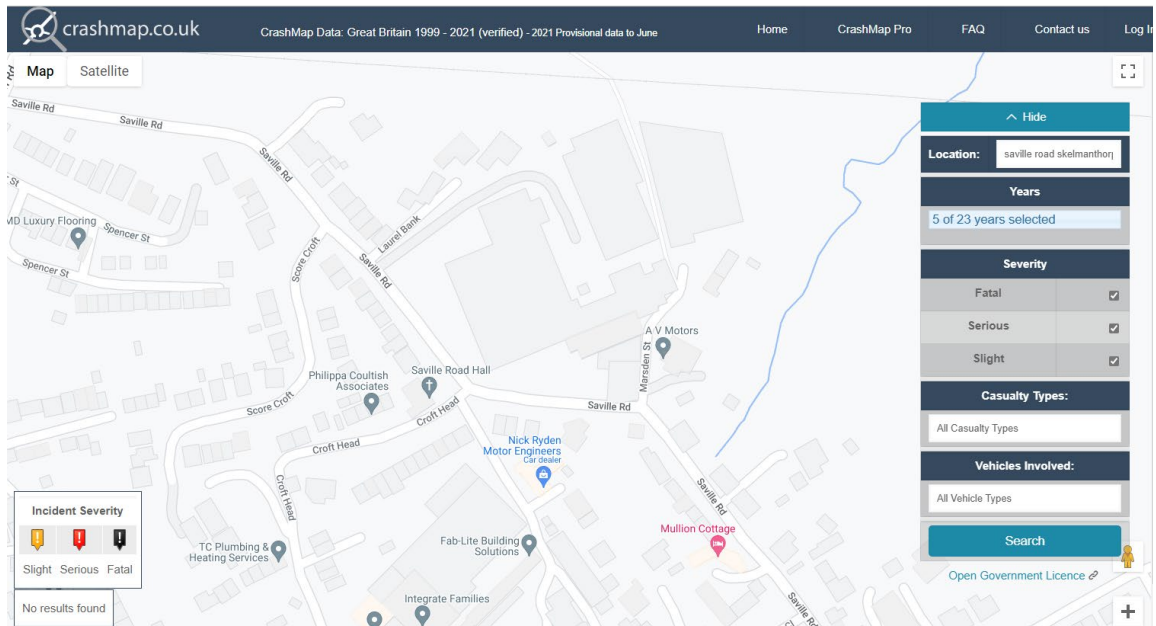
The documents were made available to the Road Safety Audit Team by Peter Dixon (Dudleys), on behalf of Kirklees MBC. The total documents forming the Audit Brief are listed in Appendix 1:

Generally, the Brief comprised:

- Verbal Brief.
- Drawing.
- Speed Data.

1.3 Collision Traffic and Speed Data

Collision data was not available. The Audit Team examined the most recent 5 years (2017-2021) data held on the “Crashmap” website. Examination of the data shows that there have been no personal injury collisions on Saville Road.



Traffic count data was not available.

Speed data was available and is summarised below:

Location	Direction	85th Percentile
Main Site Access	Eastbound (downhill from Croft Head)	16.6 mph (26.7 kph)
Main Site Access	Westbound (uphill from Marsden Street)	14.1 mph (16.2 kph)
Saville Road Hall	Southbound (downhill from Laurel Bank)	20.5 mph (33 kph)
Saville Road Hall	Northbound (uphill from Croft Head)	18.9 mph (30.4 kph)

1.4 Details of Site Visit

A site inspection was undertaken on Thursday 30 June 2022 between 13:15 and 13:45. The Audit Team spent 30 minutes on site understanding the proposed works and their interaction with the local road network.

During the site visit the weather was dry and fine. No incidents were noted during the site visit.

1.5 RSA 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
Holder of Certificate of Competency
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 from standard have been provided to the RSA Team.

1.7 Issues Raised at Previous RSA.

There have been no other RSA's undertaken.

1.8 Information Not Provided at this RSA Stage 1

- Drainage
- Street Lighting
- Construction Drawings
- Surface Treatments

1.9 Items Outside the Scope of the RSA

The frontage that will form the boundary for the development along Saville Road is heavily overgrown and vegetation is encroaching both to the side and above the existing eastern footway. The vegetation needs cutting back as it is affecting the ability of pedestrians to safely use the footway.

2 Items Raised at Stage 1 Road Safety Audit

This section details the findings of this Stage 1 Road Safety Audit for the S278 and S38 works. All locations of identified problems are illustrated on the plans included at **Appendix 2**.

2.1 RSA Problems S278

PROBLEM		1-1
Location:	Site access.	
Summary:	A lack of suitable uncontrolled crossings will increase both the risk of pedestrian trips and falls as well as pedestrian-vehicle collisions.	
<p>The drawings provided do not show any crossing facilities across the new site access onto Saville Road. There is an existing footway along the northern side of Saville Road that the new access will bisect.</p> <p>A lack of suitable uncontrolled crossings will increase both the risk of pedestrian trips and falls as well as pedestrian-vehicle collisions.</p>		
RECOMMENDATION		
Ensure that appropriate tactile paving layouts and dropped crossing points are provide in accordance with Guidance on the Use of Tactile Paving Surfaces [DfT].		

PROBLEM		1-2
Location:	Site access and shared accesses along Saville Road.	
Summary:	Details of vehicle tracked movements are not provided on the drawings. Inappropriate carriageway widths and turning radii can result in increased vehicle collisions as well as pedestrian-vehicle collisions.	
<p>Details of the swept paths of vehicles, are not provided on the drawings. Inappropriate carriageway widths and junction radii can result in vehicles failing to safely negotiate the new junction arrangements along Saville Road increasing the risk of both vehicle and pedestrian-vehicle collisions.</p>		
RECOMMENDATION		
Provide swept path movements at all of the new accesses along Saville Road.		

PROBLEM		1-3
Location:	Site access.	
Summary:	Details of visibility splays are not shown on the drawings a lack of clear inter visibility between vehicles will increase the risk of vehicles failing to give way.	
<p>Saville Road is subject to a 30mph speed limit, speed data has been provided as part of the brief. However, details of the visibility splays on any of the site accesses along Saville Road are not shown.</p> <p>A lack of clear intervisibility between vehicles will increase the risk of failure to give way type collisions.</p>		
RECOMMENDATION		
Show appropriate visibility splays that reflect the speed of vehicles on Saville Road.		

2.2 RSA Problems S38

PROBLEM		1-4
Location:	Internal roads.	
Summary:	A lack of suitable uncontrolled crossings will increase both the risk of pedestrian trips and falls as well as pedestrian-vehicle collisions.	
<p>The drawings provided do not show any crossing facilities within the site. Inevitably pedestrians within the development will want to cross the internal roads.</p> <p>A lack of suitable uncontrolled crossings will increase both the risk of pedestrian trips and falls as well as pedestrian-vehicle collisions.</p>		
RECOMMENDATION		
Consider carefully at detailed design the need and location of uncontrolled crossings of the internal road.		

PROBLEM		1-5
Location:	Internal roads	
Summary:	Details of vehicle tracked movements are not provided on the drawings. Inappropriate carriageway widths and turning radii can result in increased vehicle collisions as well as pedestrian-vehicle collisions.	

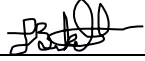

Details of the swept paths of vehicles, are not provided on the drawings. Inappropriate carriageway widths and junction radii can result in vehicles failing to safely negotiate the internal road layout increasing the risk of both vehicle and pedestrian-vehicle collisions.

RECOMMENDATION

Provide swept path movements on the internal road network.

**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:	01 JULY 2022
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	GILLIAN KIDD
SIGNED:	
POSITION:	AUDIT TEAM MEMBER
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	01 JULY 2022

Appendix 1 – Audited Documents and Drawings

Drawing 2156.01 Revision E

Planning Layout

