GG119 ROAD SAFETY AUDIT RESPONSE REPORT

Project Information

Project Title:	Globe Mills 2, Bridge Street, Slaithwaite HD7 5JN
Project Team:	Paragon Highways & Halliday Clarke Architects
RSA Report Stage	Stage 1
RSA Organisation:	Sevenairs Consulting Ltd
RSA Report Reference:	2024-11 Slaithwaite RSA1 – Revision 0
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Authorisation

Prepared by:	Leigh Ogden
Position:	Highway Design Lead
Team:	Paragon Highways
Signed:	
Date:	13th March 2025
Approved by:	Jessica Ing
Position:	Design Organisation Lead – Halliday Clark Architects
Signed:	
Date:	13th March 2025

Project Details

This Road Safety Audit Response Report relates to a Stage 1 Road Safety Audit carried out on a Proposed Access and Highway Improvement Scheme to Bridge Street in Slaithwaite, Huddersfield. The scheme comprises of a commercial development converting an existing mill building into a multi-storey car park. Highway works that are required to accommodate the development include the provision of a new junction to provide access to the car park and other associated works. The associated highway works include new footways, TRO changes (including a new 20mph speed limit), and a raised table crossing on Bridge Street. The highway works also include consequential changes to a controlled parking TRO scheme on Bridge Street that is due to be implemented by Kirkless Council in March/April 2025. The scope of the Road Safety Audit is to review all of the proposed highway works that are required to accommodate the development, which includes the amendments to the forthcoming controlled parking TRO scheme that are shown on the plans provided with the Road Safety Audit Brief.

Key Personnel

Overseeing Organisation

Kirklees Council Highways Service – Liz Cusick (Operational Manager – Highway Design & Safety)

Kirklees Council Highway Development Management (Planning) – Adam Darwin (Group Engineer – HDM)

Organisation Promoting Improvement

Hartley Property Trust – C/O Jessica Ing

Road Safety Audit Organisation

Sevenairs Consulting Ltd – Haydn Vernals (Road Safety Audit Team Leader)

Design Organisation

Halliday Clark Architects – Jessica Ing (Design Organisation Lead)
Paragon Highways – Leigh Ogden (Highway Design Lead)

Road Safety Audit Decision Log

Road Safety Audit Problem and Recommendation

A-01 Problem

Location: *Access Ramp*

Summary: *Forward Visibility – Insufficient forward visibility down the in ramp may increase the risk of shunt type collisions*

Detail: *At this early stage, the arrangements around the landscaped area around the car park access ramp are unclear. There is a level difference of about 1.5m indicated. It is likely that some form of retaining wall structure or landscaped embankment will be required to make up the level difference between Bridge Street and the car park vehicle entry/exit. There is a risk here that forward visibility for vehicles entering the car park may be compromised particularly by a wall or landscaping. Insufficient forward visibility down the in ramp may increase the risk of shunt type collisions*

Recommendation

It is recommended that sufficient forward visibility for the expected speed of traffic is provided down the access ramp. It is acknowledged that this could be as low as 5-10mph

Design Team Response

Accepted - the proposed site plan now shows forward visibility at 11m (in accordance with Manual for Streets). Any planting or landscaping withing the forward visibility envelope shall be no more than 600mm in height

Overseeing Organisation Response

The RSA Problem and Recommendation are accepted, and the Design Team Response is partially accepted. Whilst vehicle entry speeds are likely to be low, they could potentially be higher than the 5-10mph that has been suggested.

Post-RSA Action

Forward visibility of 17m to be provided, commensurate with a design speed of 15mph (i.e. the minimum design speed identified in the Kirklees Highway Design Guide SPD), shown on drawing 333.19(1-)005.

Road Safety Audit Problem and Recommendation

A-02 Problem

Location: Access Ramp

Summary: *Cross Sections and Cross-sectional Variation – Insufficient swept path provision may increase the risk of collisions between oncoming vehicles*

Detail: *The car park access ramp appears to have a consistent width. Although swept paths of vehicles appear to have been reviewed, there is limited scope for user error between vehicles entering and leaving the car park at the same time. This may be exacerbated by any structure that may be provided on the inside radius of the ramp down. This insufficient swept path provision may increase the risk of collisions between oncoming vehicles.*

Recommendation

It is recommended that some localised widening is provided.

Design Team Response

Accepted - the access ramp will be widened to enable a 0.5m offset between the edge of the ramp and vehicle swept path.

Overseeing Organisation Response

The RSA Problem and Recommendation are accepted, and the Design Team Response is partially accepted. The swept path analysis still indicated that there would be very little, if any, clearance between opposing vehicles. Therefore, the inside bend radius should be increased slightly, to provide additional widening and increased vehicle clearance.

Post-RSA Action

The inside bend radius to be increased, with overrun strip (circa 0.5-1.0m at it's widest point) on the inside of the bend, which should allow inbound large cars/vans to turn 'in-lane' with adequate clearance between oncoming vehicles and the boundary wall, without encouraging higher entry speeds that may otherwise occur if the bend is made overly wide. Revised tracking and overrun area shown on drawing 333.19(1-)005.

Road Safety Audit Problem and Recommendation

A-03 Problem

Location: *Bridge Street – Access to raised plateau*

Summary: *Cross Sections and Cross-sectional Variation – Width of carriageway may increase the risk of collisions involving pedestrians*

Detail: *The proposals seek to formalise parking along parks of Bridge Street. Currently, during the weekday, there are parked vehicles either side of Bridge Street that attenuate vehicle speeds and force drivers approaching from each direction to give way to each other. The provision of the footway and waiting restrictions on the southern side of the street creates a more open street environment. This may increase the risk that vehicles travelling westbound may mount the footway to pass a vehicle travelling the opposite direction. The proposed dropped crossing on the raised plateau provides an ideal opportunity to mount the footway. The width of carriageway may increase the risk of collisions involving pedestrians.*

Recommendation

It is recommended that bollards or similar are introduced to minimise the risk of footway overrun.

Design Team Response

Accepted - it is proposed to provide a reflective bollard on the leading edge of the southside footway in the vicinity of the ramp area

Overseeing Organisation Response

The RSA Problem and Recommendation are accepted, and the Design Team Response is accepted.

A 'reflective bollard' has been indicatively shown on drawing 333.19(1-)005 Rev G, which is acceptable in principle. However, the final location and design of the bollard(s) will need to be agreed at the detailed design stage.

Post-RSA Action

Bollard(s) to be provided as recommended, with the final location and design to be agreed at the S278 detailed design stage, and indicatively shown on drawing 333.19(1-)005.

Road Safety Audit Problem and Recommendation

A-04 Problem

Location: *Bridge Street - At the raised plateau*

Summary: *Drainage - Ineffective drainage of surface water may increase the risk loss of control type collisions near to crossings*

Detail: *At this early stage, drainage details may not have been considered. The proposals indicate a kerbed buildout and raised plateau that have the potential to trap surface water. No gullies were noted nearby and no provision or changes are noted on the drawings. Standing water and detritus on the approach to these features may increase the risk of loss of control or skid related collisions and may also increase the risk of slips and falls by pedestrians crossing away from the formal crossing point.*

Recommendation

It is recommended that all low areas are provided with suitable measures to minimise the risk of standing water and detritus.

Design Team Response

Accepted - the drainage design will be provided at detailed design stage

Overseeing Organisation Response

The RSA Problem and Recommendation are accepted, and the Design Team Response is accepted.

Post-RSA Action

A suitable drainage design will be required at the S278 detailed design stage.

Road Safety Audit Problem and Recommendation

A-05 Problem

Location: *Access Ramp*

Summary: *Fences and Road Restraint Systems – Insufficient protection of roadside hazards may increase the risk of falls by pedestrians onto a hard surface*

Detail: *At this early stage, the arrangements for the landscaped areas around the car park access ramp are unclear. There is a level difference of about 1.5m indicated. It is likely that some form of retaining wall structure or landscaped embankment will be required to make up the level difference between Bridge Street and the car park vehicle entry/exit. There is a risk here of falls by pedestrians and other active modes from the top of the retaining wall structure or landscaped embankment onto the access ramp. Insufficient protection of roadside hazards may increase the risk of falls by pedestrians onto a hard surface consequently causing injury.*

Recommendation

It is recommended that a risk assessment is completed and, where necessary, a suitable form of guardrail is provided to the top of the retaining wall. Ideally this would be some form of system that minimises long term maintenance.

Design Team Response

Accepted - suitable guard railing / fencing shall be identified at detailed design stage following the designer's risk assessment.

Overseeing Organisation Response

The RSA Problem and Recommendation are accepted, and the Design Team Response is accepted.

Post-RSA Action

Suitable guard railing / fencing shall be identified at the detailed design stage following the designer's risk assessment.

Road Safety Audit Problem and Recommendation

A-06 Problem

Location: *Access ramp - Adjacent to river*

Summary: *Fences and Road Restraint Systems – Insufficient protection of roadside hazards may increase the risk of vehicles and other users entering a water hazard*

Detail: *The access ramp drops down towards the entrance to the car park with a level difference of about 1.5m indicated. There is currently a substantial wall at ground level, it is unclear however as to the construction of this wall below the ground and if this would provide sufficient protection to this roadside hazard at a lower level. Legacy structures of this type could be constructed with a facing material and backfilled with rubble and fill. There is a risk here that the wall may provide insufficient protection for vehicle incursions or falls by pedestrians and other active modes into the river to the southern side of the wall. Insufficient protection of roadside hazards may increase the risk of vehicle or other users entering a water hazard.*

Recommendation

It is recommended that an assessment is completed and, where necessary, a more suitable form of barrier is provided. Ideally this would be some form of system that minimises long term maintenance.

Design Team Response

Accepted - an assessment will be made and barrier/ structural measures shall be identified during the detailed design stage.

Overseeing Organisation Response

The RSA Problem and Recommendation are accepted, and the Design Team Response is accepted.

Post-RSA Action

An assessment shall be made by the designers at the detailed design stage, with VRS barriers / structural measures provided as necessary, to ensure adequate protection is provided for all users (including two-wheelers that are likely to require a higher barrier/wall height).

Road Safety Audit Problem and Recommendation

A-07 Problem

Location: *Bridge Street - Between Car Park and Britannia Road*

Summary: *Specific Road Users - Lack of suitable footway provision may increase the risk of collisions involving users who rely on mobility aids*

Detail: *Although acknowledged as an existing problem, the proposed par park will increase the number of pedestrians and those who rely on mobility aids to travel along Bridge Street towards Britannia Road. However, the footway on the southern side of the road narrows to the western end and the footway to the northern side of the road is regularly obstructed by footway parking. Without a suitable route for pedestrians, especially those who rely on mobility aids such as wheelchairs, mobility scooters, prams etc, there is a risk that these users will be forced into the main carriageway. This may also require these users to use drop kerbs provided for driveways or to cross at locations where visibility to approaching vehicles may be otherwise compromised. This lack of suitable footway provision on a key desire line may increase the risk of collisions involving users with mobility issues.*

Recommendation

It is recommended that a suitable route for users who rely on mobility aids is provides between the car park and Britannia Road. This is likely to require works to physically protect the northern footway from unlawful parking as well as loading activities and measures to aid crossing at existing driveways.

Design Team Response

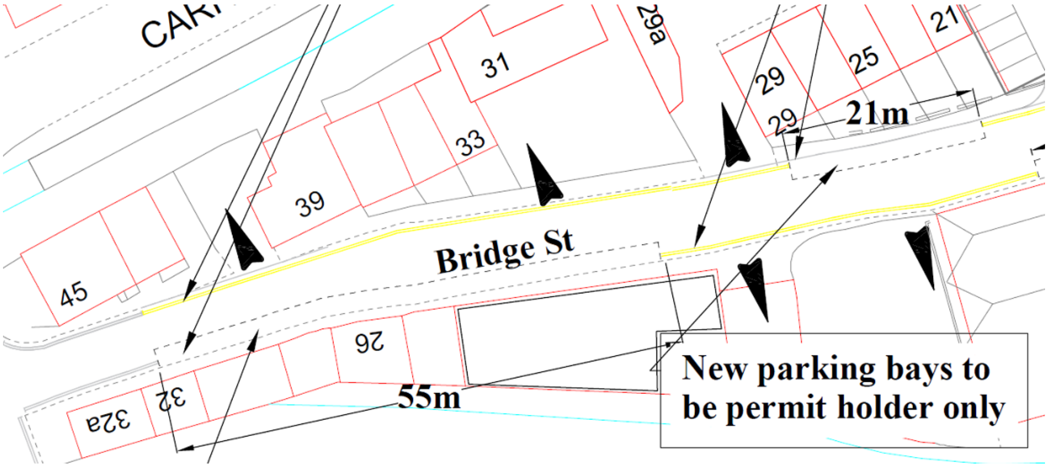
Partially Accepted - the proposals identify a scheme along Bridge Street that include alterations to Traffic Regulation Orders and footway provision along with a raised plateau. Any extension to the scheme would have to be agreed with the LPA/ LHA and identified at detailed design stage.

Overseeing Organisation Response

The RSA problem and recommendation is partially accepted.

The footway on the south side of Bridge Street to the west of the car park is narrow, and is not suitable for all pedestrians, including those with mobility aids etc. Therefore, there is no suitable location for a pedestrian crossing point to the west of the car park.

However, the TRO controlled parking scheme being implemented by the Councils Highway Safety Team includes measures to prevent/discourage parking on the northern section of footway. Therefore, this will be the preferred route for all pedestrians travelling between Britannia Road and the car park, with pedestrians utilising the proposed uncontrolled crossing point to the east of the car park access. See extract of the Councils controlled parking TRO scheme below:



However, to highlight the presence of the new uncontrolled crossing to pedestrians exiting the car park, directional signage should be provided at the car parks pedestrian exit, to direct pedestrians to the crossing point to the east. It is noted that this type of signage would not be prescribed highway signage in TSRGD, and will need to be of a bespoke design and located outside of the highway boundary (e.g. to the left/south side of the pedestrian ramp on exit to the car park). This signage is likely to benefit from an arrow symbol (showing a u-turn movement) and pedestrian crossing symbol, to accompany any directional text (e.g. pedestrian crossing), to aid legibility and wayfinding.

Post-RSA Action

Directional signage to the uncontrolled pedestrian crossing to be indicated on the Proposed Site Plan, with the final sign design and location determined at the detailed design stage.

**************End of RSA Stage 1 Decision Log ****************

5. Road Safety Audit Response Report Statements

On behalf of the Design Organisation, I certify that:

1) The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name:	Jessica Ing
Signed:	
Position:	Design Organisation Lead
Organisation:	Halliday Clark Architects
Date:	13/03/25

On behalf of the Overseeing Organisation, I certify that:

1) **The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Design Organisation; and,**
2) **The agreed RSA actions will be progressed.**

Name:	Adam Darwin
Signed:	
Position:	Group Engineer – Highway Development Management
Organisation:	Kirklees Council
Date:	13/03/25

End of Stage 1 RSA Response Report