



Road Safety Audit Stage 1

Proposed Residential Development Long Lane Earlsheaton

Land to the East of Long Lane
Earlsheaton
Dewsbury
WF12 8LQ

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**Road Safety Audit
Stage 1**

**Proposed Residential Development
Long Lane Earlsheaton**

Report Produced for; -	Stercap Ltd
Report Produced by; -	Jonathan Birkett
Report Dated; -	16 October 2019
Report Reference; -	JHB/LLERSA1Rev0
Road Safety Audit Team Leader; -	Jonathan Birkett

Proposed Residential Development, Long Lane Earlsheaton, 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	16.10.19	JB
1	0	FINAL REPORT		

Report Circulation Record

This report has been circulated, as follows:

Person	Organisation	No. of Copies	Date
	Stercaop Ltd	Electronic	16.10.19
A Moseley	AMA	Electronic	16.10.19
G Kidd	JHB Consultancy Ltd	Electronic	16.10.19

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Appendix A - Documents Forming the Brief

Appendix B – Problem(s) Location Plan(s)

1 Introduction

1.1 Commission and Terms of Reference

- 1.1.1 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 Stercap Ltd. The scheme submitted for Audit is the proposed new residential development, Long Lane Earlsheaton. The development site access is located off Long Lane, which is subject to a 30mph speed limit, street lighting is provided along Long Lane.
- 1.1.2 The audit comprised an examination of documents forming the Audit Brief and an examination of the site.
- 1.1.3 The documents were made available to the Road Safety Audit Team by Andrew Moseley (AMA) on the instructions of Stercap Ltd on behalf of the Highway Authority Kirklees Council. The total documents forming the Audit Brief are listed in **Appendix A**.
- 1.1.4 Generally, the Brief comprised:
- Brief.
 - Drawings.
 - Highway Supporting Statement.
- 1.1.5 Collision data was provided but covered up till 2017 therefore the audit team examined "Crashmap" and determined that over the last 5 years of data (2014-2018 inclusive) no personal injury collisions have taken place along Long Lane near the proposed site.
- 1.1.6 Traffic data was not available.
- 1.1.7 Speed data was not available.
- 1.1.8 It was considered that the information provided was sufficient for the purpose of carrying out the Road Safety Audit Stage 1 requested.
- 1.1.9 The Road Safety Audit Team membership approved by Stercap Ltd on behalf of the Highway Authority was:
- JONATHAN BIRKETT
Holder of Certificate of Competency
Road Safety Audit Team Leader

GILLIAN KIDD

Road Safety Audit Team Member

- 1.1.10 The Road Safety Audit comprised an examination of the documents and drawings supplied to the Road Safety Audit Team (referenced in **Appendix A** of this report). No member of the Road Safety Audit Team has had any previous input to the design of the scheme.
- 1.1.11 The site was visited on the morning of 11 October 2019. It was raining and the road surface was wet.
- 1.1.12 The Terms of Reference are as described in the Highways England 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.
- 1.1.13 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.
- 1.1.14 It is the Project Sponsor's responsibility to ensure that all problems raised by the Road Safety Audit Team are given due consideration.
- 1.1.15 In the event of a collision and any resulting legal action, JHB Consulting 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.

1.2 Purpose of the scheme

- 1.2.1 Construction of a new residential development with priority junction onto Long Lane.

1.3 Departures or Relaxations from Standards

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

2 Problems Raised at this Stage 1 Road Safety Audit

2.1 General

2.1.1 PROBLEM 1

Location: New access.

Summary: Inappropriate drainage may lead to ponding resulting in standing water resulting in loss of control type collisions.

The drawing shows that there are changes proposed to the existing road layout with the construction of a new priority junction. Ponding water can result in an increased risk of loss of control type collisions and at certain times of year standing water will freeze resulting in sheets of ice. Vehicles manoeuvring in the turning could lose control resulting in an increased risk of collisions.

RECOMMENDATION: Provide appropriate drainage at all locations where changes to the road layout and new carriageway are proposed.

2.2 Junctions

No safety related problems identified.

2.3 Walking, Cycling and Horse Riding

2.3.1 PROBLEM 2

Location: Long Lane.

Summary: A lack of suitable uncontrolled crossings points can increase the risk of pedestrian slips/trips and falls as well as pedestrian/vehicle collisions.

It is unclear from the drawings how pedestrians will be accommodated across the existing access to the north of the proposed development. A new footway will be constructed that appears to tie into the existing access, but it is unclear what form of dropped crossing/ramp will be provided at this point.

In addition, a section of footway will be provided to the south of the site access that terminates after a short length. Details of dropped kerbs at this location have not been provided.

A lack of suitable uncontrolled crossings/dropped crossings on Long Lane can both increase the risk of pedestrian slips/trips and falls as well as pedestrian/vehicle collisions.

RECOMMENDATION: Ensure that appropriate dropped crossing points are provided.

2.3.2 PROBLEM 3

Location: Long Lane.

Summary: Narrow footway will result in an increased risk of pedestrian trips and falls and pedestrian/vehicle collisions.

The drawings show a very narrow section of footway to the north of the site linking into the existing footway at Woodburn Avenue. This narrow section of footway is too narrow for a pedestrian to be safely accommodated which will lead to pedestrians walking in the carriageway.

The Audit Team accept that the number of pedestrians at this location and the speeds of vehicles are likely to be very low and as such the need for a formal footway which would significantly narrow the road on a bend could be unnecessary. However, there is still a risk with the proposed layout could lead to pedestrians tripping and falling as well as pedestrian/vehicle collisions.

RECOMMENDATION: Consider providing some form of road marking that would provide a pedestrian area marked on the carriageway which would tie into the existing footway at Woodburn Avenue and the short section of footway at the site access. An example is shown below.



2.4 Traffic Signing, Road Markings & Street-lighting

2.4.1 PROBLEM 4

Location: Junction.

Summary: Inappropriate levels of lighting can lead to an increased collision risk.

The drawings provided do not clearly show if any additional street lighting is proposed at the new junction and the site frontage. There is some existing lighting on Long Lane, but the Audit Team did not know if it was suitable and met current standards.

The development will increase both the night-time usage and the number of vehicles/pedestrians using the proposed road network once the development is constructed. This may result in the new areas of carriageway being in shadow leading to possible conflicts during the hours of darkness.

RECOMMENDATION: Ensure that suitable lighting provision is provided with the agreement of the Local Highway Authority.

End of list of Problems identified and Recommendations offered in this Stage 1 Road Safety Audit
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3 Road Safety Audit Team Statement

I certify that this Audit has been carried out in the spirit of GG119.

Redacted

ROAD SAFETY AUDIT TEAM LEADER

JONATHAN BIRKETT

Sig

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Dated 16.10.19...

Old Colwyn

Conwy, LL29 9NN

ROAD SAFETY AUDIT TEAM MEMBER

GILLIAN KIDD

Road Safety Auditor,

Appendix A

The following Drawings and Documents formed the Road Safety Audit Brief.

Documents

0067_LON_SK002B_Draft Site Plan - Option 1

AMA Highways Supporting Statement - 20466 - Long Lane, Earlsheaton - 27.06.19

AMA_20466_ATR001

AMA_20466_SK001

Figure 1 - Site Location

Appendix B

Drawings: Problem Location Plan



