

Road safety audit response report

F1 Project details

Table F.1 Project details

| | |
|---|---------------------------------------|
| Report title: | RSA Stage 1 – Blackmoorfoot Road |
| Date: | 30/07/2024 |
| Document reference and revision: | Felks Stile Road Junction RSA 1 Rev 1 |
| Prepared by: | Meraki Alliance |
| On behalf of: | Kirklees Council (KC) |

Table F.2 Authorisation sheet

| | |
|----------------------|---|
| Project: | RSA Stage 1 – Proposed Development: Blackmoorfoot Road, Huddersfield – (Felks Stile Road Priority Junction) |
| Report title: | Stage 1 – Road Safety Audit Response Report |
| Prepared by: | |
| Name: | Robert Davey |
| Position: | Assistant Engineer |
| Signed: | |
| Organisation: | Andrew Moseley Associates |
| Date: | 30/07/24 |
| Approved by: | |
| Name: | |
| Position: | |
| Signed: | |
| Organisation: | |
| Date: | |

F2 Introduction

The scheme submitted for Audit is the proposed upgraded access for a residential development, on land to the north of Blackmoorfoot Road. This designer's response report relates to Stage 1 of the RSA by Meraki Alliance (Felks Stile Road Junction RSA 1 Rev 1).

A copy of the Stage 1 Road Safety Audit is attached at **Appendix A**.

This response report has been compiled by Robert Davey of Andrew Moseley Associates, who are the Transport Planners submitting the Transport Assessment and Travel Plan as part of the planning application.

F3 Key personnel

Table F.3 Key personnel

| | |
|---------------------------------|---|
| Overseeing Organisation: | Kirklees Council |
| RSA team: | Meraki Alliance - Jonathan Birkett and Gillian Kidd |
| Design organisation: | Andrew Moseley Associates – Robert Davey |

F4 Road safety audit decision log

Table F.4 Road safety audit decision log

| RSA PROBLEM | RSA RECOMMENDATION | DESIGN ORGANISATION RESPONSE | OVERSEEING ORGANISATION RESPONSE | AGREED RSA ACTION |
|--|--|---|----------------------------------|-------------------|
| <p>1-1: Access junction Felks Style Road. 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 new junction arrangements increasing the risk of vehicle collisions and pedestrian-vehicle collisions.</p> | <p>Provide swept path movements at the new site access junction.</p> | <p>Details of the swept path analysis are included as part of the AMA Drawing Number: 22224-D-101-1.2, attached at Appendix B.</p> | | |

F5 Design Organisation and Overseeing Organisation statements

Table F.5 Design organisation statement

| | |
|---|---------------------------|
| 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: | Robert Davey |
| Signed | |
| Position: | Assistant Engineer ✓ |
| Organisation: | Andrew Moseley Associates |
| Date: | 30/07/24 |

Table F.6 Overseeing Organisation statement

| | |
|---|--|
| 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: | |
| Signed: | |
| Position: | |
| Organisation: | |
| Date: | |



meraki alliance

Highways, Transportation & Safety Consulting

Proposed Development: Blackmoorfoot Road,
Huddersfield – (Felks Style Road Priority Junction)

Road Safety Audit: Stage 1

Kirklees Council
Kirkgate Buildings
Huddersfield
HD1 1BY

Jonathan Birkett
Meraki Alliance Ltd
Riverview Court
Castle Gate
Wetherby
LS22 6LE



meraki alliance

Highways, Transportation & Safety Consulting

Proposed Development: Blackmoorfoot Road,
Huddersfield – (Felks Style Road Priority Junction)

Road Safety Audit: Stage 1

| | |
|--------------------------------|--------------------|
| Report Produced for: | Kirklees Council |
| Report Produced by: | Jonathan Birkett |
| Report Dated: | 01 July 2024 |
| Report Reference: | MAL/BMFFSRRSA1Rev1 |
| Road Safety Audit Team Leader: | Jonathan Birkett |

Proposed Development: Blackmoorfoot Road,
Huddersfield – (Felks Style Road Priority Junction)

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 | 18 June 2024 | JB |
| 1 | 0 | FINAL REPORT | 19 June 2024 | JB/GK |
| 1 | 1 | FINAL REPORT | 01 July 2024 | JB/GK |

Report Circulation Record

This report has been circulated, as follows:

| Person | Organisation | No. of Copies | Date |
|----------------|---------------------|---------------|--------------|
| | Kirklees Council | | |
| George Maclean | AMA | Electronic | 01 July 2024 |
| G Kidd | Meraki Alliance Ltd | Electronic | 01 July 2024 |

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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 George Maclean of Andrew Moseley Associates on behalf of the Highway Authority, Kirklees Council.

The scheme submitted for Audit is the simple priority junction from the development onto Felks Style Road.

This Road Safety Audit covers the following aspects of the works.

Proposed simple priority junction on Felks Style Road.

Overseeing Organisation

Kirklees Council.

Client

Vistry Huddersfield.

Designers

AMA.

The audit comprised an examination of documents forming the 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 George Maclean (AMA), on the behalf of Kirklees Council. The total documents forming the Audit Brief are listed in Appendix 1:

Generally, the Brief comprised:

- Drawing.

1.3 Collision Traffic and Speed Data

Collision data was not available as part of the Brief. Therefore, the Audit Team examined the DfT data held on the “Crashmap” website. A plan of the most recent 5 years of data 2018-2022 is provided in Figure 1 below.

Examination of the data indicates that a single, slight in severity collision has occurred at the existing Felks Stile Road/Blackmoorfoot Road priority junction.

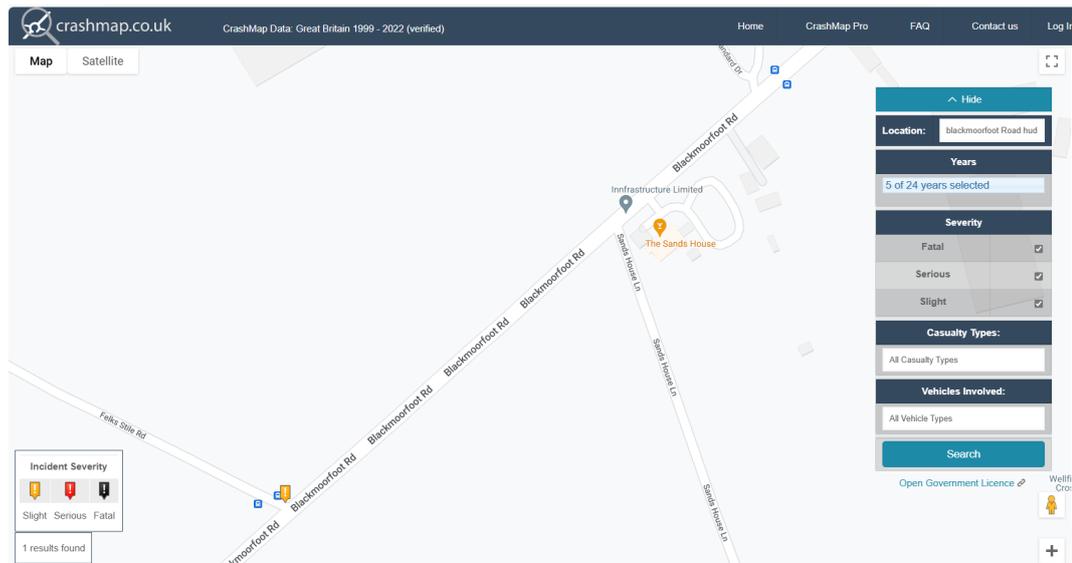


Figure 1: CrashMap Data 2018 -2022

Traffic count data was not available.

Speed data was not available.

1.4 Details of Site Visit

A site inspection was undertaken on 13 June 2024 between 05:30 and 06:45. The Audit Team spent 75 minutes on site understanding the proposed works and their interaction with the local road network.

During the site visit the weather was fine and the road surface was damp.

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
 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 or Relaxations from Standard were submitted to the Road Safety Audit Team.

1.7 Issues Raised in Previous Road Safety Audit(s)

No other RSA have been undertaken at this junction.

1.8 Items Identified Outside the Scope of the Road Safety Audit

No items identified.

1.9 Elements not Provided as Part of this Stage 1 Road Safety Audit

All relevant information provided.

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 within Appendix 2.

2.1 Road Safety Audit - Problems (Felks Style Road Junction)

| PROBLEM | | 1-1 |
|---|--|------------|
| Location: | Access junction Felks Style 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. | |
| 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 increasing the risk of vehicle collisions and pedestrian-vehicle collisions. | | |
| RECOMMENDATION | | |
| Provide swept path movements at the new site access junction. | | |

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 2024 |
| ROAD SAFETY AUDIT TEAM MEMBER | |
| NAME: | GILLIAN KIDD |
| SIGNED: | |
| POSITION: | AUDIT TEAM MEMBER |
| ORGANISATION | MERAKI ALLIANCE LTD |
| DATE: | 01 JULY 2024 |

Appendix 1 – Audited Documents and Drawings

AMA/22224/D/100 - 1.2 P1 Section 278 Works GA

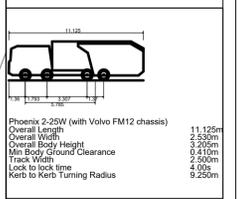


NOTES

GENERAL

1. All dimensions are in metres unless noted otherwise
2. **DO NOT SCALE THIS DRAWING - If in doubt ask**
3. All dimensions & levels to be checked by the Contractor prior to commencement of work, any discrepancy shall be reported immediately to the Engineer.
4. Underground services are present in the area. Contractor is to confirm the precise line and depth of any services prior to the commencement of any excavation works.
5. All work shall be carried out in accordance with Local Authority, Statutory Authority, Health & Safety requirements and regulations.
6. The drawings shall be read in accordance with all other contract documents relevant at that time of issue and during the period of the contract.
7. The Contractor must ensure the overall stability of the works is adequate at all stages of the construction.
8. All chamber covers, valve boxes etc., situated within the works to be raised/lowered to match proposed levels where necessary.
9. All setting out shall be agreed on site with the overseeing organisation.
10. All works are to be in accordance with the North Yorkshire Council design guide for Highways & Transport and the Specification for Highway Works.

Vehicle Profile



| | | | |
|----|-------------------------|---|----|
| PS | Primary - Initial Issue | - | RD |
|----|-------------------------|---|----|

| REV | DESCRIPTION | DATE | BY |
|-----|-------------|------|----|
| 1 | | | |

Project: **Blackmoorfoot Road, Huddersfield**

Client: **Vistry Yorkshire**

Drawing: **Section 278 Works Swept path analysis**

| | | | |
|-----------|-----|-------|------------|
| Drawn By: | RID | Date: | 30/07/2024 |
|-----------|-----|-------|------------|

| | | | | |
|----------|-----|--------|-------|----|
| Checked: | GDM | Scale: | 1:200 | A1 |
|----------|-----|--------|-------|----|

| | | | |
|-------------|-----------------------|------|-----|
| Drawing No: | AMA/22224/D/101 - 1.2 | Rev: | P01 |
|-------------|-----------------------|------|-----|