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Highways, Transportation & Safety Consulting

Proposed Residential Development Access
Penistone Road Fenay Bridge

Road Safety Audit: Stage 2

Kirklees Council

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Penistone Road Fenay Bridge

Road Safety Audit: Stage 2

Report Produced for:	Kirklees Council
Report Produced by:	Jonathan Birkett
Report Dated:	21 February 2024
Report Reference:	MAL/PRFBRSA2Rev3
Road Safety Audit Team Leader:	Jonathan Birkett

Proposed Residential Development Access Penistone Road Fenay Bridge

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1 Introduction

1.1 General

This report has been prepared in response to a request to undertake a Stage 2 Road Safety Audit (i.e., carried out prior to construction), by Gavin Shepherd of AMA on behalf of Kirklees Council. The scheme submitted for Audit is the proposed access arrangements and improvements associated with a new residential development, Penistone Road, Fenay Bridge. The site access is within a 40mph speed limit.

The previous RSA has been updated to reflect the provision of a street lighting design completed by Kirklees Council.

The scope of the proposed highway works includes:

- Construction of a new site access from Penistone Road,
- Ghost island priority junction,
- Uncontrolled crossings, and
- Road markings.

The items raised in the RSA are outlined within Section 3 of this report, together with recommendations for alterations or improvements to the proposals with the aim of improving highway safety and aiding collision prevention.

Overseeing Organisation

Kirklees Council.

Client

Newett Homes.

Design Organisation

AMA.

The audit comprised an examination of documents forming the Audit Brief and an examination of the site. This Audit is restricted to the two site access junctions.

1.2 Documents Forming the Brief

The documents were made available to the Road Safety Audit Team by Gavin Shepherd (AMA), on behalf of Kirklees Council.

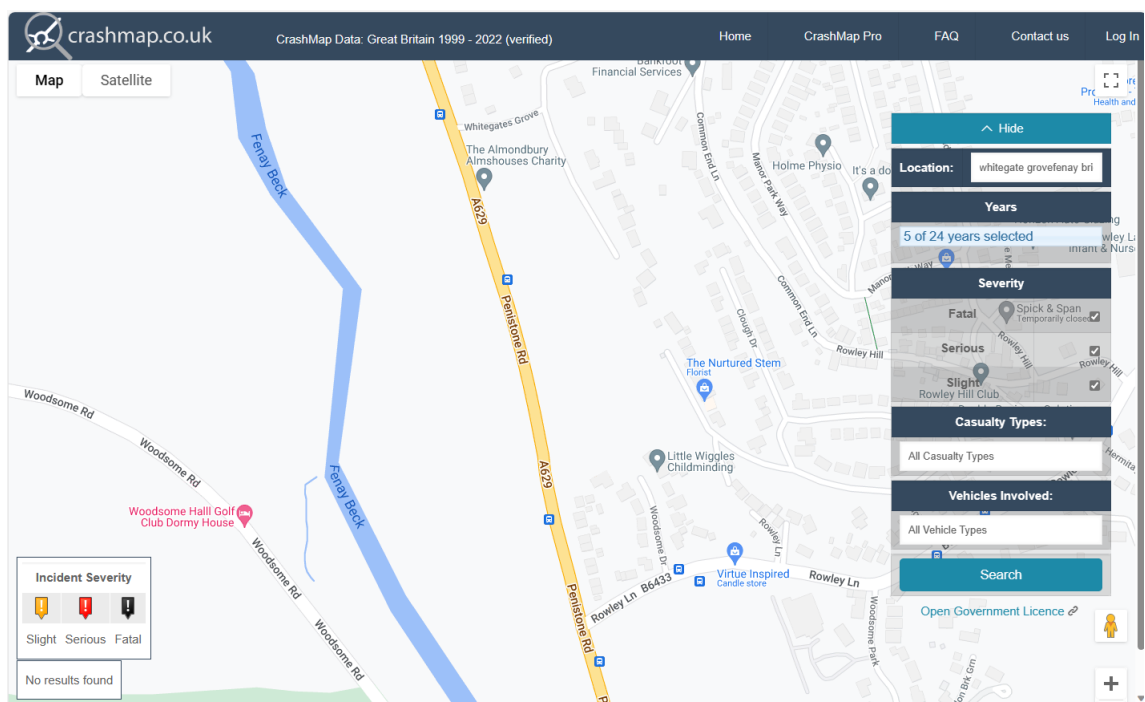
The total documents forming the Audit Brief are listed in Appendix 1:

Generally, the Brief comprised:

- Brief.
- Drawings.
- RSA 1 TMS Ref 15755.
- RSA 1 Meraki Alliance Ltd Ref MAL/PRFBRSA1Rev2.

1.3 Collision, Traffic and Speed Data

Collision data was not available as part of the brief. Therefore, the Audit Team examined Department for Transport data that covered the most recent 5 years of data available 2018-2022. The data shows that there have been no personal injury collisions near the proposed site access.



Traffic data was not available.

Speed data was not available.

1.4 Details of Site Visit

A site inspection was undertaken on 12 December 2023 between 09:30 and 10:15. The RSA team spent 45 minutes on site understanding the proposed works and their interaction with the local road network.

During the visit, the weather was fine, and the carriageway was dry. 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 2 requested.

The Road Safety Audit Team membership approved on behalf of the Highway Authority was:

JONATHAN BIRKETT IENG MICE FIHE
HIGHWAYS ENGLAND CERTIFICATE OF COMPETENCY
Road Safety Audit Team Leader

G KIDD (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

The proposed site access junction does not fully comply with DMRB for a 40mph road. The Highway Authority Kirklees Council have agreed that to provide an

additional 50mm of localised widening would not be required. It is proposed to provide 3m running lanes with a 2.8m wide ghost island right turn. The Audit Team did not consider that the reduction in width would have a material impact on road safety.

1.7 Issues Raised in Previous RSA(s)

Previous RSA 1 TMS Ref 15755 and RSA 1 Meraki Alliance Ltd Ref MAL/PRFBRSA1Rev2.

1.8 Items considered as part of the RSA

Previous comments provided from Highway Officer that were considered as part of the RSA 1 and have been included for completeness.

Penistone Road Layout including provision of right turn lanes into site access.

Following consultation with internal colleagues including Section 278 and Highway Safety concerns have been raised regarding the current proposed layout on Penistone Road. The proposed right turn Lane of 2.5m is considered to be of substandard nature, the indicative proposed lane widths are showing a 2.5m right turn lane and 3.25m running lanes. It is considered that the proposed right turn lane should be of a minimum width of 2.8m-3m and running lanes to be 3.0m absolute minimum. In addition, there should be provision of traffic islands to protect turning vehicles in and out of the site. The existing road markings will need removal; however, it is considered that this should be done be planning out the existing surface course on Penistone Road and resurfacing and new road markings provided. A revised Safety audit is requested on the proposals and any safety issues raised in the audit addressing them accordingly.

1.9 Elements not Provided as Part of this Stage 2 RSA

The items listed below have not been included within this RSA 2.

2 Items Raised at Previous Stage 1 Road Safety Audit

This section details the findings of previous Stage 1 Road Safety Audit.

2.1 RSA Problems Previous Stage 1

PROBLEM		1-1
Location:	Site access junction.	
Summary:	Ghosting of road markings will result in an increased risk of collisions.	
<p>It is proposed to remove the central hatching to create a ghost island right turn junction into the residential development. The Audit Team were concerned that in many cases these markings remain visible after the works have been undertaken. This will result in confusing road layouts and will result in late lane change and heavy braking increasing the risk of collisions.</p>		
RECOMMENDATION		
<p>It is recommended that where the central hatching is to be removed the carriageway is resurfaced to remove the risk of “ghosting” of existing hatching.</p>		

**END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN
PREVIOUS STAGE 1 ROAD SAFETY AUDIT**

3 Items Raised at Stage 2 Road Safety Audit

This section details the findings of this Stage 2 Road Safety Audit. All locations of identified problems are illustrated on the plan included at **Appendix 3**.

3.1 RSA Problems Stage 2

No safety related problems have been identified as part of this RSA 2.

**END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN
THIS STAGE 2 ROAD SAFETY AUDIT**

4 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:	21 FEB 2024
ROAD SAFETY AUDIT TEAM MEMBER	
NAME:	GILLIAN KIDD
SIGNED:	
POSITION:	AUDIT TEAM MEMBER
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	21 FEB 2024

Appendix 1 – Audited Drawings

6792-Layout 1

AMA-21312-D-004-Existing Cross-sections

AMA-21312-D-200-Site Clearance

AMA-21312-D-500-Drainage & Ironworks-P1

AMA-21312-D-700-General Arrangement-P3

AMA-21312-D-701-Finished Surface Levels

AMA-21312-D-702-Pavement Construction, Kerbs & Edgings P1

AMA-21312-D-703-Construction Details-P3

AMA-21312-D-1100-Kerbs & Edgings

AMA-21312-D-1200-Road Markings

AMA-21312-SPA-001-Refuse Tracking

Appendix 2 – Problem Location Plan

No safety related problems identified.

