



meraki alliance

Highways, Transportation & Safety Consulting

Freddie Finlay Care Home Oxford Road
Dewsbury

Road Safety Audit: Stage 1/2

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Dewsbury

Road Safety Audit: Stage 1/2

Report Produced for:	Kirklees Council
Report Produced by:	Jonathan Birkett
Report Dated:	13 Feb 2025
Report Reference:	MAL/FFCHRSA1.2Rev0
Road Safety Audit Team Leader:	Jonathan Birkett

Freddie Finlay Care Home Oxford Road Dewsbury

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Contents Amendment Record

This report has been issued & amended as follows:

Issue	Revision	Description	Date	Signed
1	0	Draft Report	12 Feb 2025	JB
1	0	FINAL REPORT	13 Feb 2025	JB/GK

Report Circulation Record

This report has been circulated, as follows:

Person	Organisation	No. of Copies	Date
Jonathan Walsh	Kirklees Council		
Arran Neale	Farrell and Clark	Electronic	13 Feb 2025
G Kidd	Meraki Alliance Ltd	Electronic	13 Feb 2025

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1 Introduction

1.1 General

This report has been prepared in response to a request to undertake a Stage 1/2 Road Safety Audit (RSA), (i.e., carried out prior to construction), by Arran Neale of Farrell and Clark on behalf of Jonathan Walsh of Kirklees Council.

The scheme submitted for Audit is the proposed residential care home, Oxford Road, Dewsbury. The extent of the works included as part of this Road Safety Audit are:

- Main development access onto Oxford Road.
- Minor service access onto Reservoir Street.

Highway Authority

Kirklees Council.

Client

Thomas Owen Care.

Designer

Paragon Highways.

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 Arran Neale of Farrell and Clark on behalf of Jonathan Walsh of Kirklees Council. The total documents forming the Audit Brief are listed in Appendix 1:

Generally, the Brief comprised:

- Drawings.
- Collision data.

1.3 Collision Traffic and Speed Data

Collision data was available as part of the brief which shows that for the most recent five years (2019 -2023), as shown in Figure 1 below.

The data shows that there have been no reported personal injury collisions near the proposed works that resulted in injury.

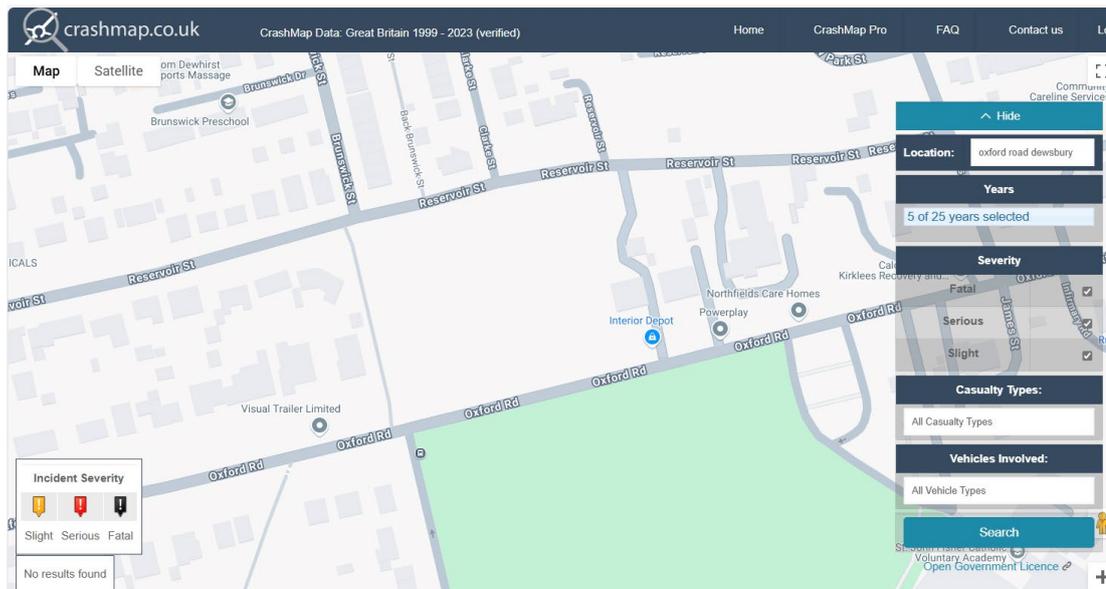


Figure 1 - Collision data (2019 - 2023)

Traffic count data was provided.

Speed data was not available.

1.4 Details of Site Visit

The RSA Team was specifically requested to undertake the RSA site visit during school set down and pick up times. This was requested as there are two large schools in close proximity to the site with many children using Oxford Road as the main access to these sites.

A site inspection was therefore undertaken on 11 February 2025 between 08:00 and 09:15. The Audit Team spent 75 minutes on site understanding the proposed works and their interaction with the local road network.

During the site visit it was cold. No incidents were noted whilst on site. The area was very busy with cars dropping of children, significant numbers of pedestrians were observed. Oxford Road although very busy between 08:15 and 08:45 remained moving, albeit slowly.

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 1/2 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

Due to the existing bend and highway layout to the east of the service access onto Reservoir Street it is not possible to achieve a 43m visibility splay which would reflect the posted speed limit of 30mph. The maximum achievable with a 1.5m offset from the edge of carriageway is 33.8m which reflects vehicle speeds of approximately 25mph.

The RSA Team drove several times along Reservoir Street following vehicles and the speeds were between 22mph and 26mph. It was noted that vehicle numbers passing the proposed service access were low and as such did not consider that the reduced visibility to the east represented a significant enough safety risk to warrant raising it as a safety related issue in Section 2.

1.7 Previous Road Safety Audits

None.

1.8 Issues Identified Outside the Scope of this Road Safety Audit

No issues identified.

1.9 Information not Audited as Part of this Road Safety Audit Stage 1/2

All information provided.

2 Items Raised at Stage 1/2 Road Safety Audit

This section details the findings of this Stage 1/2 Road Safety Audit. Problem location plans are provided in Appendix 2.

2.1 Road Safety Audit - Problems Stage 1/2

No safety related problems have been identified at this RSA Stage 1/2.

**END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN
STAGE 1/2 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:	13 FEB 2025
ROAD SAFETY AUDIT TEAM MEMBER	
NAME:	GILLIAN KIDD
SIGNED:	
POSITION:	AUDIT TEAM MEMBER
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	13 FEB 2025

Appendix 1 – Audited Documents and Drawings

410004-FCA-01-00-DR-A-0710-A3-P04 - Proposed Site Plan

410004-FCA-01-00-DR-A-0717-A3-P03 - Highways Drawing

410004-FCA-01-ZZ-DR-A-0700-A3-P01-Site Location Plan

LE-161-CCS-01-XX-DR-S-0120_P03 - S278 Agreement - Proposed Reservoir Street Access

LE-161-CCS-01-XX-DR-S-0121_P02 - S278 Agreement - Proposed Reservoir Street - Site Clearance

LE-161-CCS-01-XX-DR-S-0122_P02 - S278 Agreement - Proposed Oxford Road Access

LE-161-CCS-01-XX-DR-S-0124_P02 - S278 Agreement - Proposed Typical Details

LE-161-CCS-01-XX-DR-S-0125_P02 - S278 Agreement - Proposed TRO Plan

RSA 1 Brief Freddie Finlay Care Home Dewsbury Rev 0

Appendix 2 – Problem Location Plan

No safety related problems identified at this RSA Stage 1/2.

