



Midlands Road Safety Ltd

PROPOSED RESIDENTIAL ACCESS DOWKER STREET, MILNSBRIDGE, HUDDERSFIELD

STAGE 1 – ROAD SAFETY AUDIT

DECEMBER 2024

REPORT REF: 24-1535.01-RSA1





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CLIENT: Roberts Highway Consultants Limited

ENGINEER: Midlands Road Safety Ltd

TEL: 0779 112 1104

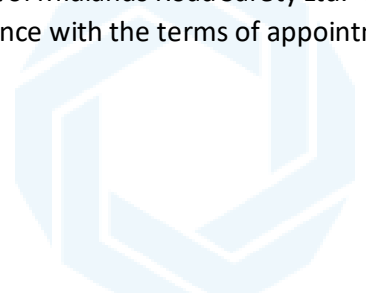
EMAIL: chris.berry@midlandsroadsafety.co.uk



Revision	Date of Issue	Author	Checked
-	03.12.2024	CB	SC
Draft	29.11.2024	CB	SC

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1. INTRODUCTION

- 1.1 This report comprises a Stage 1 Road Safety Audit (RSA) on the proposed amendments to an existing access to the west of Dowker Street in Milnsbridge, Huddersfield. The works are arising from a proposed residential development consisting of 35 dwellings, a mixture of houses and flats, on the former Taylor Shaw industrial site. The works include the provision of an amended kerb radius at the existing site access and creation of new 2.0m footways to either side of a 5.5m access road.
- 1.2 The report was requested by Roberts Highway Consultants Limited on behalf of their client Westshield. The Overseeing Organisation is Kirklees Council.
- 1.3 The Audit Team Membership was as follows:
- Audit Team Leader
Chris Berry, MSc Transport Planning, MCIHT, MSORSA, NH RSA Certificate of Competency
- Audit Team Member
Sarah Cooke, BA (Hons)
- 1.4 A site inspection was carried out by the Audit Team together on Tuesday 26th November 2024 at 13:15. During the site visit the weather conditions were sunny and the road surface was damp. Traffic flows were observed as being light, with no pedestrians and no cycle movements being observed.
- 1.5 The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. A list of these can be found in Appendix A. The auditors have not been made aware of any departures from design standards.
- 1.6 The audit has been carried out in accordance with the principles of the National Highways document GG 119 'Road Safety Audit' (version 2). A formal Road Safety Audit Brief was not provided to the Audit Team. However, information regarding the site was provided via email alongside the relevant scheme documents and drawings. This was considered by the Audit Team to provide sufficient detail to undertake the appropriate stage of audit.
- 1.7 The Audit Team have examined and reported solely on the road safety implications of the scheme as presented and not examined or verified the compliance to any alternate criteria.

- 1.8 All comments and recommendations in this report are referenced to the Audit Brief where provided, and detailed drawings supplied. Where appropriate a list of “Additional Observations” will follow from any safety problems raised. These are not identified safety problems but generalised observations, outside of the scope of the relevant stage of audit, that may highlight potential safety problems that could arise at future stages of the safety audit process.
- 1.9 Midlands Road Safety Ltd has ensured that this report has been carried out independently with no member of the Audit Team membership directly linked to the scheme design.

2. SAFETY PROBLEMS RAISED IN PREVIOUS ROAD SAFETY AUDITS

- 2.1. The safety aspects of the scheme were the subject to comment in a Stage 1 Road Safety Audit (ref. 23-1535-RSA) carried out by Midlands Road Safety Ltd in August 2023. Due to significant changes to the design a new Stage 1 Road Safety Audit has been commissioned. However, Problem 3 from the previous report is considered to remain applicable to the amended design and has therefore been updated and included as Problem 1 in this report.

3. SAFETY PROBLEMS RAISED IN THIS ROAD SAFETY AUDIT

3.1. The Audit Team has identified two safety problems to be addressed.

3.2. Problem 1

Location: Dowker Street – south of the access.

Summary: Parked vehicles may increase the risk of junction related collisions.

During the site visit it was observed that there is a parking bay along the western side of Dowker Street immediately to the south of the site access. Under the revised access arrangement, the bay will start approximately 11m from the access centre point. Although observed vehicle speeds were low, and therefore the proposed 43m visibility splay may be excessive, there remains a risk that visibility for and of drivers exiting from the site will be obstructed, resulting in them pulling out into the path of a northbound vehicle on Dowker Street resulting in side impact or shunt type collisions.



Recommendation:

It is recommended that the parking bay is shortened so that unobstructed visibility – commensurate with measured vehicle speeds – is provided.

3.3. **Problem 2**

Location: Dowker Street – at / opposite the site.

Summary: Parked vehicles opposite the site access risk being struck by turning large vehicles.

During the site visit it was observed that, likely due to the lack of restrictions compared to the western side of Dowker Street, a number of vehicles were parked opposite the site access. With the creation of a residential development, it is likely that vehicles may be parked on both sides of Dowker Street to each side of the development access. This may impede the movement of large, refuse type vehicles entering or exiting from the development. Should this be the case there is a risk that drivers may mount the footways or have to reverse within the junction, risking collisions with other vehicles or even pedestrians.



Recommendation:

It is recommended that a swept path analysis is undertaken so that a refuse vehicle is able to enter and exit the site safely without overrunning the footway / reversing within the junction.

End of the 'Safety Problems' in this Section of the Report

4. ADDITIONAL OBSERVATIONS

4.1. Additional Observation 1

As part of the detailed design, it is recommended that a pedestrian dropped crossing is incorporated into the junction design so as to maintain the pedestrian link along the western side of Dowker Street.

4.2. Additional Observation 2

There is a dropped kerb accesses on Dowker Street, to the south of the proposed site access, and on George Street, that each relate to the previous use. It is recommended that they are removed and the footway reinstated as part of the proposed works to avoid vehicle mounting and blocking the footways here.

5. AUDIT STATEMENT

5.1. We certify that the terms of reference of the audit are as described in GG 119 and that no member of the Audit Team was directly linked to the scheme design.

5.2. AUDIT TEAM LEADER:

Chris Berry, MSc Transport Planning, MCIHT, NH RSA Certificate of Competency

Director

Midlands Road Safety Ltd



Signed: _____

Date: 03.12.2024

5.3. AUDIT TEAM MEMBER:

Sarah Cooke, BA (Hons)

Associate

Midlands Road Safety Ltd



Signed: _____

Date: 03.12.2024

APPENDIX A

The following documents and drawings were provided for the purposes of this road safety audit.

Drawings

Number	Title	Rev
RHC-23-068-02	Access Design and Visibility Extents (Dowker Street)	E
RHC-23-068-05	Refuse Vehicle Swept Path Analysis (Site Layout)	C
4016-SO-105	Proposed Site Plan	10

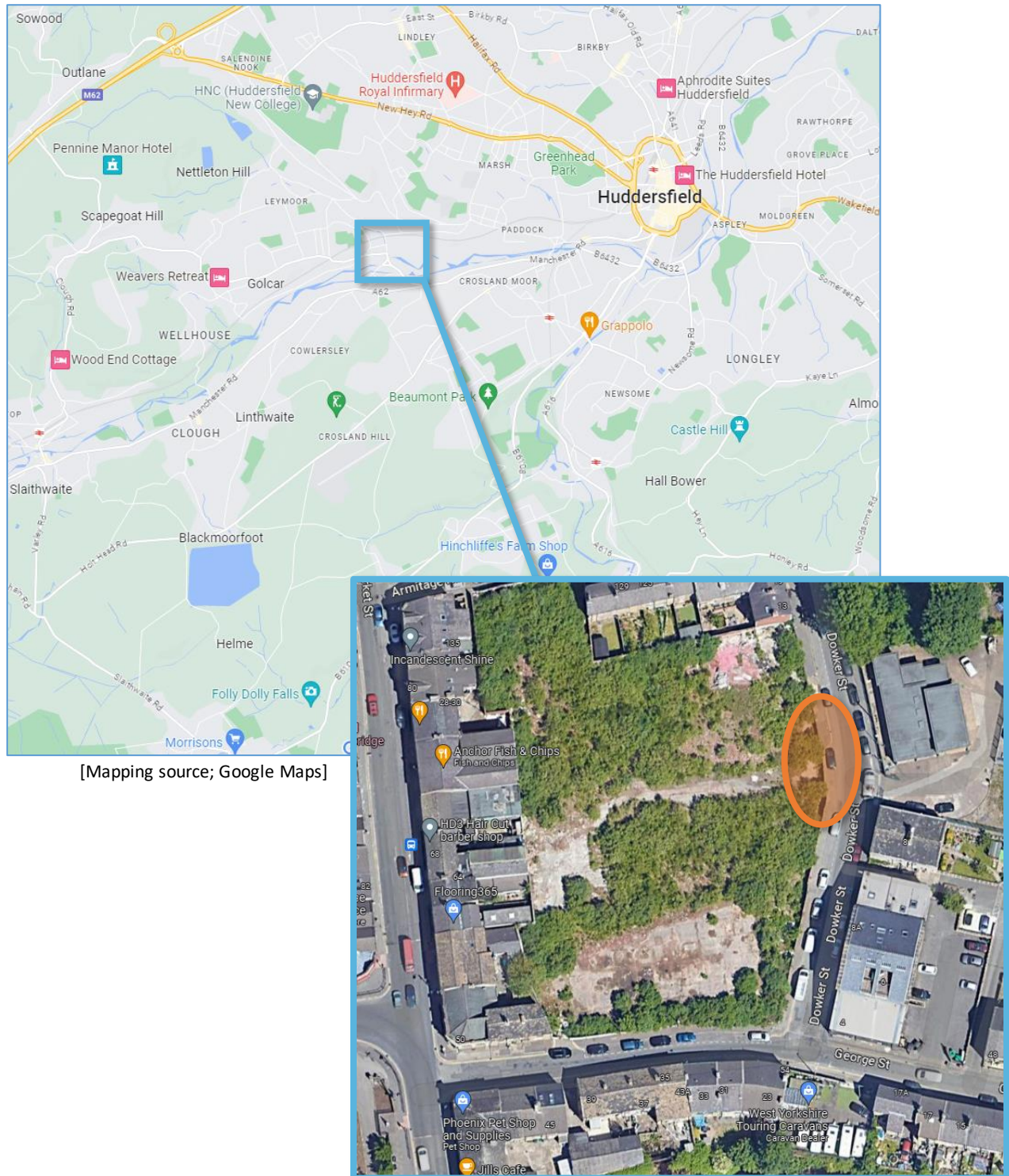
Documents

Author	Title	Rev	Date
Roberts Highway Consultants Limited	Road Safety Audit Details (by email)	-	22.11.2024
Roberts Highway Consultants Limited	Transport Statement	-	08.2023
Midlands Road Safety Ltd	Stage 1 Road Safety Audit	-	30.08.2023

APPENDIX B

The location of any problems/observations that have been identified in Section 3 of this report can be seen on the extracts of the drawings supplied to the Audit Team, as listed in Appendix A.

Figure 1 – Site Location





Midlands Road Safety Ltd

29 Arboretum Street, Nottingham NG1 4JA

T: +44 (0) 7791121104

E: enquiries@midlandsroadsafety.co.uk

W: www.midlandsroadsafety.co.uk