



meraki alliance

Highways, Transportation & Safety Consulting

Development: Cross Green Lane Leeds
Road Safety Audit: Stage 1/2

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Development: Cross Green Lane Leeds
Road Safety Audit: Stage 1/2

Report Produced for:	Lees City Council
Report Produced by:	Jonathan Birkett
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Road Safety Audit Team Leader:	Jonathan Birkett

Development: Cross Green Lane Leeds

Road Safety Audit: Stage 1/2

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This report has been issued & amended as follows:

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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 (i.e., carried out prior to construction), by Dan Reid of SLR on behalf of Leeds City Council.

The scheme submitted for Audit is the new development off Cross Green Lane, Leeds.

The scope of the highway works being examined as part of the Road Safety Audit includes:

1. Alterations to access from/to Cross Green Lane.
2. Improved footways.
3. Road markings, and
4. Resurfacing.

Overseeing Organisation

Leeds City Council.

Client

Portakabin Ltd.

Design Organisation

SLR.

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 Dan Reid of SLR on behalf of Leeds City Council. The total documents forming the Audit Brief are listed in Appendix 1:

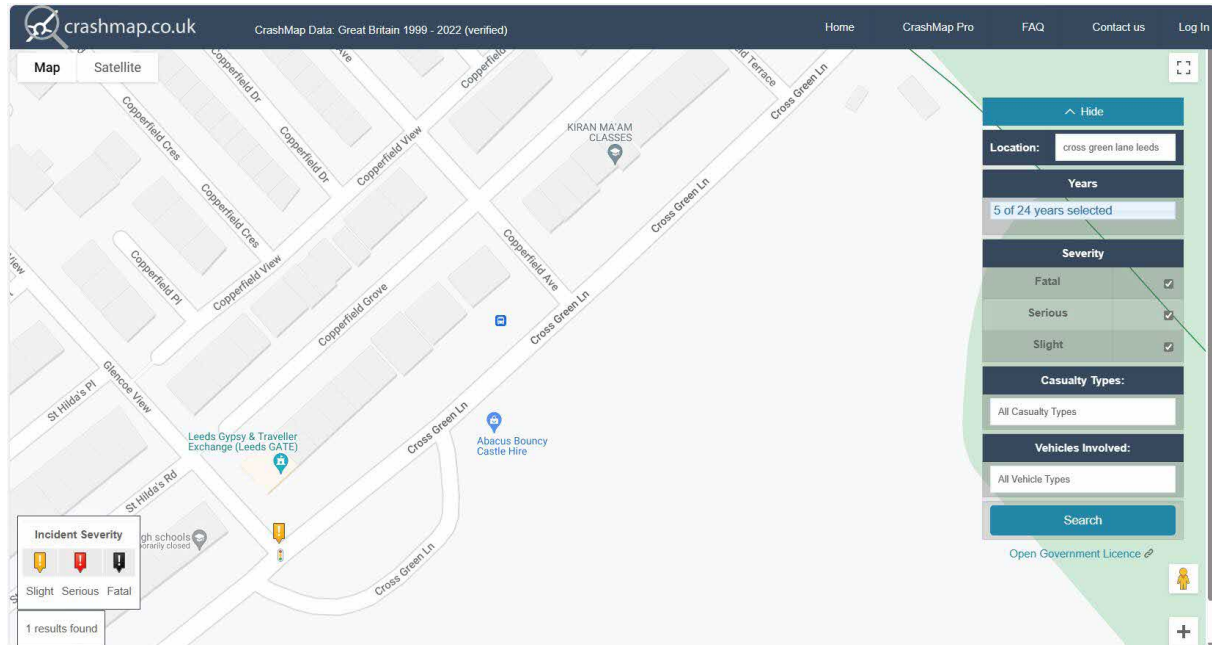
Generally, the Brief comprised:

Layout drawings.

Site layout.

1.3 Collision, Traffic and Speed Data

Collision data was not available as part of the brief. Therefore, the Audit Team examined CrashMap for the most recent 5 years of data (2018-2022). The data indicates that there has been one Personal Injury Collision which resulted in a slight collision severity.



Traffic data was not provided as part of the brief.

Speed data was not required.

1.4 Details of Site Visit

A site inspection was undertaken on 04 April 2024. The Audit Team arrived on site at 10:00 and spent 25 minutes on site discussing the scheme and what impact it would have.

During the site visit, the weather was fine, and the carriageway was wet. No incidents were noted whilst on site. There were a number of pedestrians waiting for a bus at the stop on the northern side of Cross Green Lane.

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 1/2 requested.

The Road Safety Audit Team membership approved was:

JONATHAN BIRKETT IENG MICE FIHE

HE CERT COMP

Road Safety Audit Team Leader

G KIDD 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 from Standard.

1.7 Issues Raised in Previous RSA(s)

No previous RSA undertaken.

1.8 Instructions to RSA Team from Overseeing Organisation

No instructions.

1.9 Items Considered by the RSA Team but not Included in Report

One item was identified outside the scope of the RSA and this related to a telegraph pole located on the edge of the footway close to the carriageway (photo). It is recommended that this should be moved away from the edge of carriageway.



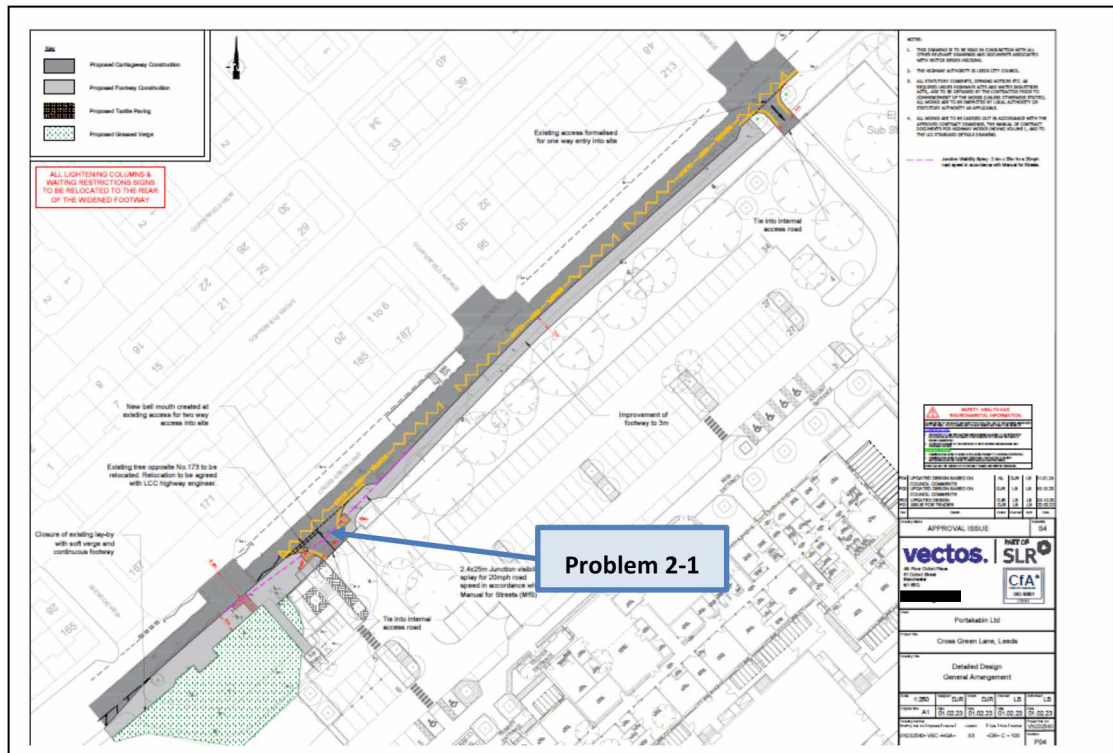
2 Items Raised at this Stage 1/2 Road Safety Audit

This section details the findings of this Stage 1/2 Road Safety Audit. All locations of identified problems are illustrated on the plans after each section.

2.1 RSA Problems Stage 1/2



PROBLEM		2-1
Location:	Site access.	
Summary:	Tactile paving that does not meet the required standards will increase the risk of Visually Impaired User/vehicle collisions.	
<p>The drawings show that a new uncontrolled in-line crossing will be constructed across the access junction. DfT standards require that the minimum depth of tactile paving across an in-line crossing must be 1200mm. This is not the case. Tactile paving that does not meet the required standards will increase the risk of Visually Impaired User/vehicle collisions.</p>		
RECOMMENDATION		
<p>Ensure that the minimum depth of tactile paving is 1200mm across the whole width of the crossing (three tactile paving slabs minimum).</p>		

2.2 Problem Location Plan



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:	AUDIT TEAM LEADER
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	05 APRIL 2024
ROAD SAFETY AUDIT TEAM MEMBER	
NAME:	GILLIAN KIDD
SIGNED:	
POSITION:	AUDIT TEAM MEMBER
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	05 APRIL 2024

Appendix 1 – Audited Documents

VN232540-VEC-HGA-XX-DR-C-100_P04 General Arrangement

VN232540-VEC-HKF-XX-DR-C-1100_P04 Kerbs and Footways

VN232540-VEC-HMK-XX-DR-C-1200_P03 Road Markings and Signage

VN232540-VEC-HPV-XX-DR-C-700-P04 Pavement

VN232540-VEC-HSC-XX-DR-C-200_P03 Site Clearance

VN232540-VEC-HTR-XX-DR-C-100 Swept Path Analysis

