



## **SAFETY AUDIT REPORT STAGE 1/2**

**AT**

**HEATHFIELD LANE  
BIRKENS HAW**

**ON BEHALF OF**

**BDW YORKSHIRE WEST**

**JULY 2016**

| <b>Report No: 1048/79r3</b> | <b>Name</b>                     | <b>Signature</b> | <b>Date</b> |
|-----------------------------|---------------------------------|------------------|-------------|
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## **1.0 INTRODUCTION**

- 1.1 This report forms a Stage 1/2 Road Safety Audit for the access road from the roundabout on Whitehall Lane West along Heathfield Lane and into the proposed development areas. The Ordnance Survey Grid Reference is 420150. 427600. A site location plan and site layout is presented in Appendix A for reference.
- 1.2 The Audit was carried out the request of the Kirklees Metropolitan Council, as Highway Authority, as part of a requirement for a Section 38 Agreement of the Highways Act 1980 for the road to be adopted. The Audit has been carried out by Mr Allan Poyser of ARP Associates, under instruction from BDW Yorkshire West.
- 1.3 The Auditor has had no involvement in the road scheme design.
- 1.4 The Audit has been carried out in accordance with the Departmental Standard HD19/15. Reference has also been made to the advice contained in the Institution of Highways and Transportation Document "Guidelines for the Safety Audit of Highways".
- 1.5 The Audit examines and reports on safety implications of the new access road to the proposed residential development, but it does not access or verify compliance with any design criteria or Standards other than those that may have influence on road safety.
- 1.6 The following drawings are referred to  
1810.01 Rev 3 - Planning Layout.
- 1.7 The Audit has been carried out at the offices of ARP Associates in Leeds, but included a site visit on the 22<sup>nd</sup> July 2016 where a series of photographs were taken.
- 1.8 No traffic data was available to the Auditor and none was available for interpretation.
- 1.9 If any of the problems or recommendations within this Safety Audit are not accepted, a copy of the signed Exemption Report must be forwarded to the Auditor for attachment to the Audit Report Master Document.



## **2.0 GENERAL SITE AND ROAD OBSERVATIONS**

- 2.1 The walkover survey was carried out on the 22<sup>nd</sup> July 2016 between 09:00 hours and 10:30 hours. The weather was fine and sunny and the road conditions were good.
- 2.2 Heathfield Lane is a two lane single carriageway, approximately 7.3m in width with 2m wide footpaths on either side. The road is presently unadopted and is a no through road providing access to the rear parking and delivery area for Park House Healthcare and a Public House/restaurant presently under construction. It is proposed that the road will be offered for adoption as part of a Section 38 Agreement of the Highways Act 1980 along with the proposed estate roads of the new development.
- 2.3 The roundabout on Whitehall Road West is a typically raised construction with a central landscape and black and white concrete pavers shaped with arrows to direct cars around the roundabout. Cycleways are present around the roundabout and along Whitehall Road West.
- 2.4 Vertically, Heathfield Lane falls from south to north and from east to west on the section behind the healthcare building.
- 2.5 There is a left-turn and a right-turn designated lanes for egress from Heathfield Lane onto the roundabout. Whilst the visibility to the right is not ideal, it is unlikely that traffic will be travelling greater than the 30mph speed limit due to the approach to the roundabout.
- 2.6 There is a formal crossing point with tactile pavings across the end of Heathfield Lane with a central island providing haven for this relatively wide section of the carriageway.
- 2.7 Whitehall Road West is a bus route with a bus stop to the northern part of the roundabout close to the eastern side of the carriageway.

- 2.8 Road signs for advanced notification of the roundabout with "Reduced Speed Now" are present on Whitehall Road West, and it can be seen that the lane markings for westbound traffic have been changed recently to create only one lane rather than a straight ahead and left-turn lane into Heathfield Lane. This is presumably to provide a greater deflection angle on the approach to the roundabout to reduce speeds.

### **3.0 EXISTING TRAFFIC SITUATION**

- 3.1 At the time of the inspection, Whitehall Road West was relatively busy, but not to a level to cause traffic congestion.
- 3.2 Whitehall Road West is generally for through traffic and speeds were considered to be either at or only slightly above the 30mph speed limit. The speeds are reduced by negotiation of the roundabout at this location.
- 3.3 Whilst buses were observed during a period of the inspection, these were relatively infrequent. It is anticipated there would be a greater number of buses at weekday peak hours.
- 3.4 Very little traffic used Heathfield Lane.

## **4.0 STREET LIGHTING AND SIGNING**

- 4.1 Street lighting is present along both Whitehall Road West at the roundabout and along Heathfield Lane. Whilst no calculations are available, it is anticipated that there is sufficient illumination to meet the relevant Standards.
- 4.2 Typical lane markings and hatched direction areas are present at the roundabout. These are to a satisfactory standard.
- 4.3 Cycle lanes and coloured surfacing to show routes for cyclists are also present on the roundabout and the approaches.
- 4.4 Advanced warning signs of the roundabout and "Reduced Speed Now" are present on both approaches on Whitehall Road West.

## **5.0 DRAINAGE**

- 5.1 The main carriageway on Heathfield Lane has a positive drainage system with gullies spaced at intervals on this cambered surface.
- 5.2 There is a positive drainage system with manhole covers in the carriageway, although no details of the drainage outfalls are available.

## **6.0 PEDESTRIAN AND CYCLISTS**

- 6.1 Footpaths are present on both sides of Whitehall Road West and Heathfield Lane to an appropriate Standard.
- 6.2 Appropriate dropped kerbs and tactile pavings are present across all approaches to the roundabout. Crossings are also across the new access into the restaurant/Public House, although crossings are not apparent on the access into the parking area for Park House Healthcare and the delivery access to the east.
- 6.3 Cyclist provision is present on the roundabout, although there is none shown on the carriageway of Heathfield Lane.

## **7.0     ROUNDABOUT**

7.1     Problem - Capacity of the roundabout to receive the traffic generation from the proposed residential development.

7.1.1   Location - At the roundabout on Whiteahall Road West/Heathfield Lane.

7.1.2   Summary - It is not possible from the walkover survey and the information provided to confirm there is sufficient capacity on the roundabout to receive the proposed generation of traffic for residential development.

7.1.3   Recommendations - As part of the consultations with the Highway Authority, it should be confirmed that the roundabout has been checked for suitable capacity for the new development.

## **8.0     HEATHFIELD LANE**

8.1 Problem - Street lighting.

8.1.1 Location - Heathfield Lane.

8.1.2 Summary - the street lighting which has been erected is not adopted, but appears to be at relevant spacing to meet illumination Standards.

8.1.3 Recommendations - As part of any Section 38 Agreement, the street lighting proposals should be assessed for the new development.

8.2 Problem - Access Crossings Points.

8.2.1 Location - On the crossing points into the parking area and delivery centre at Park House Healthcare and the two access locations into the development.

8.2.2 Summary - There are no formal dropped crossing or tactile pavings at these locations.

8.2.3 Recommendations - As part of the adoption of the highway proposal, consultations should be undertaken with the Highway Authority to install appropriate dropped crossings and tactile pavings at critical crossing points.

8.3 Problem - Completion of proposed adopted road.

8.3.1 Location - Along the access road from the roundabout to the rear of Park House Healthcare.

8.3.2 Summary - There are several locations where trench reinstatements have not yet been completed and holes are present on the footpath.

8.3.3 Recommendation - These will need to be completed as part of the refurbishment of the carriageway and footpath.

8.4 Problem - Safety of pedestrians on the footpath.

8.4.1 Location - On the radius part of the footpath to the delivery access into Park House Healthcare.

8.4.2 Summary - There is a significant difference in level between the car park and the footpath which has been constructed with support from gabion wall retainers. The footpath can be seen to be cracked and settlement has occurred, and there is no barrier at the back of the footpath to protect pedestrians against falling off the edge of the highway.

8.4.3 Recommendations - Consultations will be required between the Highway Authority and Park House Healthcare to address this problem and decide whether any formally designed retaining wall and barrier is required at this location.

## **9.0 NEW ACCESS ROADS**

### **9.1 Problem - Priority Junction onto Heathfield Lane**

9.1.1 Location - At the junction of the new access road onto Heathfield Lane

9.1.2 Summary - At the present time, the layout of the junction does not indicate a priority. It is noted on the planning layout drawing that the alignment of the access road will be changed to give a secondary access into the proposed development.

9.1.3 Recommendations - As part of the consultations with the Highway Authority, it should be confirmed that the new access arrangement as shown on the planning drawing is satisfactory.

### **9.2 Problem - Access/Egress to Driveway to Plot 43**

9.2.1 Location - Driveway to Plot 43

9.2.2 Summary - The location of the access off the adopted highway shows that there is insufficient turning facility due to the length of the adopted highway.

9.2.3 Recommendations - If possible, the proposed highway should be extended further to the northeast to allow reversing vehicles from the driveway to Plot 43 to have sufficient turning circle. Alternatively, replace the 2m wide footpath with a 600mm margin at the end of the site.

### **9.3 Problem - Visibility at Junctions on the Internal Layout**

9.3.1 Location - At the various junctions on the internal layout.

9.3.2 Summary - The proposed layout has houses close to the back of footpath at several junctions and it will be necessary to check that the appropriate visibility splay can be achieved at all junction locations.

9.3.3 Recommendations - As part of the highway assessment, appropriate visibility splays shall be calculated where new layouts are located.

9.4 Problem - Forward visibility of access road.

9.4.1 Location - On the right angled bend adjacent to Plot 40

9.4.2 Summary - The general forward visibility is quoted in the Highway Design Guide or Manual for Roads and it is anticipated that the appropriate radius is not achieved on this corner due to the location of the semi-detached Plot Nos 118/119.

9.4.3 Recommendations - The available forward visibility should be determined around this right angled bend and discussions held with the Highway Authority to agree the alignment is satisfactory.

9.5 Problem - Street Lighting

9.5.1 Location - Within the proposed new development

9.5.2 Summary - There is no indication of street lighting on the drawings at this time.

9.5.3 Recommendations - Consultations are required with the Street Lighting Department of the Local Authority and it will be necessary to consult with the Street Lighting Department to ensure that an appropriate scheme is prepared and incorporated into the Section 38 Agreement.

## **10.0 AUDIT STATEMENT**

10.1 I certify that this Audit has been carried out in accordance with HD19/15.

Signed.....  
A R Poyser BSc CEng MICE FCIHT

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Dated.....

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