OPTIMA
Intelligent Highways Solutions

# Pearsons Timber Yard, Scholes
# Proposed Site Access Arrangements & Internal Layout
# Response Report to Stage 1 Road Safety Audit

**April 2024 (Rev 1)**

**Prepared on behalf of**

## Mr J Wilkinson


**Optima Highways and Transportation Consultancy Ltd**
Suite 1, 3rd Floor, Goodbard House, Infirmary Street, Leeds, LS1 2JP
Tel: 0113 245 1679
www.optimahighways.com

# Quality Management

| Pearsons Timber Yard, Scholes - Response Report to Stage 1 Road Safety Audit<br>Project No: 22098-P1 | | | | | |
|---|---|---|---|---|---|
| **File reference** | O:\Pearsons Timber Yard, Scholes\TEXT\REPORTS\240412 Pearsons Timber Yard Stage 1 RSA Response Report rev 1.docx | | | | |
| **Issue/revision** | **Initial Issue** | **Revision 1** | **Revision 2** | **Revision 3** | **Revision 4** |
| **Remarks** | Draft | KC Comments Added | | | |
| **Date** | 8th April 2024 | 12th April 2024 | | | |
| **Prepared by** | J Stackhouse | J Stackhouse | | | |
| **Signature** | | | | | |
| **Checked by** | M Whittaker | M Whittaker | | | |
| **Signature** | | | | | |
| **Authorised by** | M Whittaker | M Whittaker | | | |
| **Signature** | | | | | |

# Contents

# 1. Introduction

## 1.1 PROJECT DETAILS

**Table 1.1 Project Details**

| | |
|---|---|
| Report title | Pearsons Timber Yard, Scholes<br>Proposed Site Access Arrangements & Internal Layout<br>Response Report to Stage 1 Road Safety Audit (rev 1) |
| Date | 12th April 2024 |
| Prepared by | Optima Highways and Transportation Ltd |
| On behalf of | Kirklees Council |

**Table 1.2 Authorisation Sheet**

| | |
|---|---|
| **Project:** | Pearsons Timber Yard, Scholes |
| **Report Title:** | Response Report to Stage 1 Road Safety Audit (rev 1) |
| **Prepared by:** | |
| Name: | James Stackhouse BA (Hons) MCIHT AMSoRSA |
| Position: | Engineer |
| Signed: | |
| Organisation: | Optima Highways & Transportation Ltd. |
| Date: | 12th April 2024 |
| **Approved by:** | |
| Name: | Adam Darwin FIHE |
| Position: | Group Engineer |
| Signed: | |
| Organisation: | Kirklees Council – Highway Development Management |
| Date: | 12th April 2024 |

## 1.2 OVERVIEW

1.2.1 This report provides a response to the items raised within the Stage 1 Road Safety Audit dated 4th April 2024, prepared by VIA Solutions, which considers the proposed access arrangements and internal layout of a proposed residential development on land to the north of the A6120 Scholes Lane. The Stage 1 Road Safety Audit is contained at Appendix A.

1.2.2 This RSA Response Report has been prepared by James Stackhouse (Engineer) who represents the Design Organisation, Optima Highways & Transportation Ltd.

## 1.3 KEY PERSONNEL

1.3.1 Table 1.3 below contains the details of the key personnel involved in this Stage 1 RSA; representing the Overseeing Organisation, the Road Safety Audit Team and the Design Organisation.

**Table 1.3 Key Personnel**

| | |
|---|---|
| Overseeing organisation | Kirklees Council – Highways Development Management<br>Group Engineer: Adam Darwin FIHE |
| RSA Team | VIA Solutions<br>Team Leader: Chris Yarrow BEng MCIHT<br>Team Member: Elizabeth Green BEng CEng MICE FCIHT |
| Design Organisation | Optima Highways and Transportation Ltd<br>Engineer: James Stackhouse BA (Hons) MCIHT AMSoRSA |

1.3.2 The RSA decision log which references each road safety issue/problem, design organisation response, overseeing organisation response and the agreed RSA action are contained within Chapter 2.

# 2. Stage 1 Road Safety Audit Decision Log

| RSA Problem | RSA Recommendation | Design Organisation Response | Overseeing Organisation Response | Agreed RSA Action |
|---|---|---|---|---|
| ***Problem: 1***<br><br>***Location*** *– In mouth of improved eastern access.*<br><br>***Summary*** *– Ponding water that freezes in cold weather could result in pedestrians slipping and failing.*<br><br>***Detail*** *– An examination of the existing levels in the vicinity of the improved eastern access leads to the assumption that there may be a low point in the vicinity of the crossing point and tactile paving on the eastern side of the access. If adequate carriageway drainage is not provided this could lead to ponding water which, if it freezes in cold weather, could result in pedestrians slipping and falling.* | *Ensure, at the detailed design stage, that adequate carriageway drainage is provided around the junction to ensure that water does not pond in the vicinity of the proposed crossing point of the Halifax Road footway across the proposed site access.* | RSA recommendation is accepted.<br><br>Appropriate drainage will be provided at the detailed design stage. | RSA recommendation and Design Organisation Response are accepted. | Appropriate drainage will be provided at the detailed design stage. |
| ***Problem: 2***<br><br>***Location –*** *Improved western access.*<br><br>***Summary*** *– Parked vehicles on the western side of the access within the visibility splay may lead to collisions between vehicles emerging from the access and vehicles travelling eastbound on Halifax Road due to a lack of intervisibility.*<br><br>***Detail*** *– Double Yellow lines are proposed to prevent vehicles parking within the visibility splay at the proposed improved western access. However, drivers may park illegally in this area, and it will be acceptable for drivers with a disabled parking permit to also park here. The level of enforcement that is likely to take place is unknown but unlikely to be regular given the* | *Instead of relying on double yellow lines to ensure that the visibility splay is kept clear, it is recommended that the existing kerb to the right-hand side of the access (looking out) is built out and the new kerb line extended just to the east of the next access point before returning to the existing channel line. This type of build-out feature is also in keeping with the treatment that has recently been installed at the nearby Sunnybank Close junction with Halifax Road and* | RSA recommendation is rejected.<br><br>Waiting restrictions in the form of double yellow lines prevent parking and waiting at anytime and are a well-established and common method of protecting visibility splays at junctions.<br><br>Although loading/unloading is permitted and blue badge holders can park on double yellow lines (if it is safe to do so) for a maximum if three hours, these potential occurrences are considered to be infrequent and the risk of a vehicle representing an obstacle to visibility over | The RSA recommendation is not accepted.<br><br>The double yellow line proposals are a proportionate response to improving junction visibility from this existing (improved) private access.<br><br>Installation of a build-out in this location is not considered necessary, and would cause operational problems for delivery/service vehicles that will need to temporarily wait in this location, including the councils refuse collection vehicle who would be forced to service from | The proposed parking restrictions are to be retained as currently designed. No further desgin changes are required. |

| RSA Problem | RSA Recommendation | Design Organisation Response | Overseeing Organisation Response | Agreed RSA Action |
|---|---|---|---|---|
| *location. This could lead to collisions between vehicles emerging from the access and vehicles travelling eastbound on Halifax Road due to a lack of intervisibility.* | *as is proposed for the eastern site access.* | prolonged period of time is also considered to be low.<br><br>Furthermore, both Manual for Streets 1 & 2 state that parking in visibility splays is quite common, yet it doesn't appear to create significant problems in practice.<br><br>The provision of a build out instead of waiting restrictions would not prevent parking in this location and could also impact on through traffic if a driver chooses to park/load/unload on the build out.<br><br>Therefore, the provision of waiting restrictions is considered to represent an appropriate, established and cost-effective solution to restricting parking within the visibility splay and the provision of a physical build out is excessive and unlikely to prevent parking in this area. | the main Halifax Road carriageway and obstruct the cycle lane that is being implemented as part of the Councils Road Safety improvement scheme.<br><br>Therefore, the Design Organisation Response is accepted and no further changes to the western site access alignment are necessary.<br><br>It is noted that if the required TRO's does not proceed (e.g. following the required statutory consultation process) keep clear markings will need to be provided at the site access instead, consistent with those currently being implemented as part of the Councils Road Safety Improvement Scheme. | |

| RSA Problem | RSA Recommendation | Design Organisation Response | Overseeing Organisation Response | Agreed RSA Action |
|---|---|---|---|---|
| ***Problem 3***<br><br>***Location –*** *Improved eastern access.*<br><br>***Summary –*** *Parked vehicles on the western side of the access within the visibility splay may lead to collisions between vehicles emerging from the access and vehicles travelling eastbound on Halifax Road due to a lack of intervisibility.*<br><br>***Detail –*** *Following a short build out, double yellow lines are proposed to prevent vehicles parking within the visibility splay at the proposed improved western access. However, drivers may park illegally in this area, and it will be acceptable for drivers with a disabled parking permit to also park here. The level of enforcement that is likely to take place is unknown but unlikely to be regular given the location. This could lead to collisions between vehicles emerging from the access and vehicles travelling eastbound on Halifax Road due to a lack of intervisibility.* | *Instead of relying on double yellow lines to ensure that the visibility splay is kept clear, it is recommended that the proposed short build-out to the right of the junction (looking out) is extended to prevent parking within the visibility splay.* | RSA recommendation is rejected.<br><br>Waiting restrictions in the form of double yellow lines prevent parking and waiting at anytime and are a well-established and common method of protecting visibility splays at junctions.<br><br>Although loading/unloading is permitted and blue badge holders can park on double yellow lines (if it is safe to do so) for a maximum if three hours, these potential occurrences are considered to be infrequent and the risk of a vehicle representing an obstacle to visibility over prolonged period of time is also considered to be low.<br><br>Furthermore, both Manual for Streets 1 & 2 state that parking in visibility splays is quite common, yet it doesn't appear to create significant problems in practice.<br><br>The provision of a build out instead of waiting restrictions would not prevent parking in this location and could also impact on through traffic if a driver chooses to park/load/unload on the build out. | The RSA recommendation is not accepted.<br><br>The double yellow line and build out proposals are a proportionate response to improve junction visibility from the upgraded (and proposed to be adopted) site access.<br><br>Extension of the build-out in this location is not considered necessary, and would cause operational problems for delivery/service vehicles that will need to temporarily wait in this location, including the councils refuse collection vehicle, who would be forced to service from the main Halifax Road carriageway and obstruct the cycle lane that is being implemented as part of the Councils Road Safety Improvement Scheme.<br><br>Therefore, the Design Organisation Response is accepted and no further changes to the eastern site access alignment are necessary. | The proposed parking restrictions are to be retained as currently designed. No further desgin changes are required. |

| RSA Problem | RSA Recommendation | Design Organisation Response | Overseeing Organisation Response | Agreed RSA Action |
|---|---|---|---|---|
| | | Therefore, the provision of waiting restrictions is considered to represent an appropriate, established and cost-effective solution to restricting parking within the visibility splay and the provision of a physical build out is excessive and unlikely to prevent parking in this area. | | |
| ***Problem 4***<br><br>***Location –*** *In the mouth of improved eastern access.*<br><br>***Summary –*** *A lack of visibility of the splitter island may result in vehicles colliding with the kerbing potentially causing injury to the driver/passengers.*<br><br>***Detail –*** *A small splitter island is proposed in the centre of the mouth of the access to assist in directing drivers to turn left only. In poor weather or during the hours of darkness, drivers may fail to see the splitter island and collide with the kerbing. This could potentially cause injury to the driver/passengers.* | *It is recommended that a retroreflective self-righting bollard (or similar) with a sign to diagram 610 is placed on the corner of the splitter island to reinforce the need for drivers to turn left.* | RSA recommendation is accepted.<br><br>Signage to diagram 610 will be provided on the splitter island at the detailed design stage. | RSA recommendation and Design Organisation Response are accepted, and a self-righting bollard with keep left signage to diagram 610 should be provided on the splitter island to direct outbound drivers from the site.<br><br>It is noted that the Councils Road Safety Team have confirmed that on the major road side of the self-righting bollard, it should be plain faced to avoid any confusion for drivers turning right from Walton Lane. | Additional signage is to be provided on the proposed splitter island. Refer to amended drawing 22098/GA/01 rev E contained at Appendix B. |

# 3. Design Organisation and Overseeing Organisation Statements

## 3.1 DESIGN ORGANISATION STATEMENT

3.1.1 On Behalf of the design organisation, I certify that:

1) *the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the overseeing organisation.*

Name: James Stackhouse BA (Hons) MCIHT AMSoRSA

Position: Engineer

Organisation: Optima Highways & Transportation

Date: 12th April 2024

Signed:

## 3.2 OVERSEEING ORGANISATION STATEMENT

3.2.1 On Behalf of the overseeing organisation, I certify that:

1) *the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and*

2) *the agreed RSA actions will be progressed.*

Name: Adam Darwin FIHE

Position: Group Engineer – Highway Development Management

Organisation: Kirklees Council

Date: 12th April 2024

Signed:

# Appendices

# Appendix A Stage 1 Road Safety Audit

## Table C.1 Project Summary

| | |
|---|---|
| **Date:** | 26th March 2024 |
| **Document reference:** | 240326 Stage 1 Road Safety Audit Brief |
| **Prepared by:** | Optima Highways and Transportation Consultancy Ltd |
| **On behalf of:** | Kirklees Council |
| **AUTHORISATION SHEET** | |
| **Project:** | Land north of, Halifax Road, Hartshead Moor, Cleckheaton, BD19 6PE |
| **Report title:** | Stage 1 Road Safety Audit Brief |
| **PREPARED BY** | |
| **Name:** | James Stackhouse<br>Engineer |
| **Signed:** | |
| **Organisation:** | Optima Highways and Transportation Consultancy Ltd |
| **Date:** | 26th March 2024 |
| **I APPROVE THE RSA BRIEF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION** | |
| **Name:** | Adam Darwin FIHE Group Engineer<br>Highway Development Management |
| **Signed:** | A Darwin (by email) |
| **Organisation:** | Kirklees Council |
| **Date:** | 26/03/24 |

## Table C.2 General Details

<table>
<tr><th colspan="6">General details</th></tr>
<tr><td colspan="3">Highway scheme name and number:</td><td colspan="3">Land north of, Halifax Road, Hartshead Moor,<br>Cleckheaton 22098</td></tr>
<tr><td>Type of scheme:</td><td colspan="5">Proposed access arrangements and internal residential development on land to the north of Halifax Road, Hartshead Moor</td></tr>
<tr><td colspan="2" rowspan="2">RSA stage tick as appropriate</td><td>1 ☒</td><td>2 ☐</td><td>3 ☐</td><td rowspan="2">4 ☒</td></tr>
<tr><td colspan="3">Interim</td></tr>
<tr><th colspan="3">Overseeing organisation details</th><th colspan="3">Design organisation details</th></tr>
<tr><td colspan="3">Kirklees Council</td><td colspan="3">Optima Highways and Transport Transportation Ltd<br>& Townscape Architects</td></tr>
<tr><th colspan="3">Police contact details</th><th colspan="3">Maintaining agent contact details</th></tr>
<tr><td colspan="3">N/A</td><td colspan="3">Kirklees Council</td></tr>
<tr><th colspan="6">RSA team membership</th></tr>
<tr><td colspan="6">Team Leader: Chris Yarrow BEng MCIHT (Director)<br>Team Member: Liz Green BEng MSc CEng MICE FCIHT (Consultant)<br>CVs attached</td></tr>
<tr><th colspan="6">Terms of reference</th></tr>
<tr><td colspan="6">DMRB GG119 Road Safety Audit</td></tr>
</table>

### Table C.3 Scheme Details

| Scheme description/objective |
|---|
| **General** |
| The development proposals are illustrated on the Townscape Architects drawing P100 rev H Proposed Site Plan and comprise of the construction of 10 dwellings on land currently occupied by Pearsons Timber Yard.<br><br>9 new dwellings are proposed along with the conversion of the existing workshop.<br><br>Vehicular access is proposed via the retention and improvements to the two existing accesses onto Halifax Road.<br><br>The eastern access is laid out as a shared surface to an adoptable standard and provides access to 7 properties. The access has been designed to prevent right turn manoeuvres when exiting the development at the request of Highways Development Management.<br><br>The western access will remain private and provide access to 3 dwellings and retains access to the Hartshead Moor Club to the north.<br><br>Kirklees are implementing a highway improvement scheme at the Halifax Road/Walton Lane/Scholes Lane junction, which includes a speed limit reduction to 30mph, improved cycle provision and a signal-controlled TOUCAN crossing. Construction of the scheme has commenced, and the proposed access arrangements and visibility splays have been designed to tie into the Kirklees scheme.<br><br>The Kirklees Improvement Scheme is excluded from the scope of this Road Safety Audit.<br><br>Optima drawing 22098/GA/01 rev D illustrates the proposed access arrangements. |
| **Design standards applied to the scheme design** |
| MfS/MfS2 & Kirklees Highway Design Guide |
| **Design speeds** |
| 20mph within the development. |
| **Speed limits** |
| 30mph along Halifax Road to reflect Kirklees Highway Improvement scheme |
| **Existing traffic flows/queues** |
| N/A. |
| **Forecast traffic flows** |
| Development vehicular traffic flows estimated to be in the order of 4-6 two-way trips during the network peak hours. Refer to Optima Transport Statement. |
| **Pedestrian, cyclist and equestrian desire lines** |
| Lit footways are present along both flanks of Halifax Road, as well as Scholes Lane, which provide continuous walkable routes to local bus stops. |

| |
|---|
| Public Right of Way (PRoW) SPE/37/50 runs roughly on a north-east to south-west alignment along the western Site boundary over a c. 150m distance between Halifax Road and Scholes Lane.<br><br>Three bus stops are located within 150m of the centre of the Site along Halifax Road and Scholes Lane.<br><br>The Kirklees highway improvement scheme provides advisory cycle lanes along Halifax Road and improved crossing facilities for pedestrians and cyclists, including a signalised crossing along Halifax Road between Walton Lane and Scholes Lane. |
| **Environmental constraints** |
| None known. |

### Table C.4 Locality

| **Description of locality** |
|---|
| The development is located to the north of Halifax Road on land currently occupied by Pearsons Timber Yard. |
| **General Description** |
| The Site is bound by Manor Street to the north, the Stafford Arms public house and a number of residential dwellings fronting the B6120 Scholes Lane to the east, the A649 Halifax Road and a number of terraced properties to the south, and Hartshead Moor Club/further residential properties to the west.<br><br>Access to the Hartshead Moor Club will be retained.<br><br>The Site is currently occupied by the operational L R Pearsons & Co Ltd timber yard and is served by 3no. vehicular access points to the south via Halifax Road. |
| **Relevant factors which may affect road safety** |
| None known. |

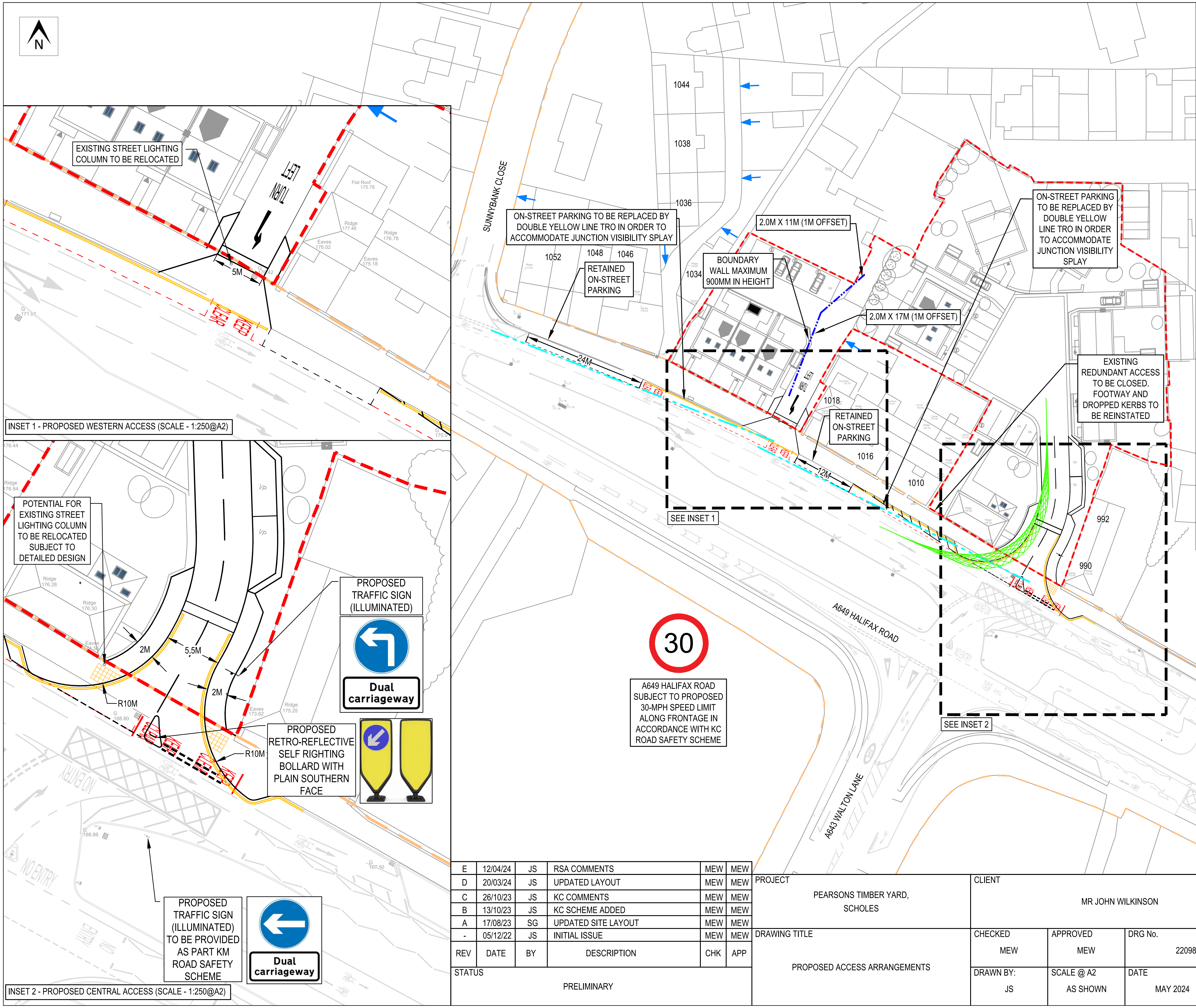
## Table C.5 Analysis

| |
|---|
| **Collision data analysis** |
| Refer to Optima Transport Statement – section 2.5. |
| **Departures from standards** |
| None |
| **Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions** |
| None. |
| **Strategic decisions** |
| None. |
| **List of included documents and drawings** |
| **Documents** |
| Optima Transport Statement (initial Issue) dated December 2022 |
| **Drawings** |
| **Drawings Subject to this Road Safety Audit**<br>Townscape Architects drawing P100 rev H – Proposed Site Plan<br>Optima Drawing 22098/GA/01 rev D – Proposed Access Arrangements<br>Optima Drawing 22098/ATR/01 rev C – Western Access – Vehicle Swept Path Analysis<br>Optima Drawing 22098/ATR/02 rev C – Eastern Access – Vehicle Swept Path Analysis<br><br>**Background Information/Drawings**<br>Kirklees Drawing HS-25-64639-OpC-RM01 rev A – Detailed Design Road Markings and HFS Plan 1 of 2<br>Kirklees Drawing HS-25-64639-OpC-RM02 rev A – Detailed Design Road Markings and HFS Plan 2 of 2<br>Kirklees Drawing HS-25-64639-OpC-RS01 rev 0 – Detailed Design Traffic Signs Locations Plan 1 of 2<br>Kirklees Drawing HS-25-64639-OpC-RS02 rev 0 – Detailed Design Traffic Signs Locations Plan 2 of 2 |

## Table C.6 Checklist

| Tick all that are included and provide reasons for those that are not included | | | |
|---|---|---|---|
| Site location plan | ☒ | Scale layout plans | ☒ |
| Departures and relaxations from standards N/A | ☐ | Construction/typical details N/A | ☐ |
| Previous RSA reports N/A | ☐ | Previous RSA response reports and evidence of agreed actions N/A | ☐ |
| Collision data and collision data analysis | ☒ | Road traffic collision plot | ☒ |
| Traffic signal staging N/A | ☐ | Traffic counts N/A | ☐ |
| Speed surveys | ☒ | Pedestrian, cyclist and horse-riding desire lines and volumes | ☒ |
| Walking, cycling and horse-riding assessment and reviews N/A | ☐ | Items outside the scope of the RSA/strategic decisions N/A | ☐ |
| Other factors that may impact on road safety N/A | ☐ | Design speeds/speed limits | ☒ |
| Design standards used | ☒ | Adjacent land uses | ☒ |

# Appendix B Drawing 22098/GA/01 rev E




KEY:

DO NOT SCALE

- SITE BOUNDARY
- EXISTING HIGHWAY ADOPTION LIMIT
- KIRKLEES COUNCIL ROAD SAFETY SCHEME (SEE NOTE 2)
- KIRKLEES COUNCIL ROAD SAFETY SCHEME TO BE REMOVED
- JUNCTION VISIBILITY SPLAY (SEE NOTE 3)
- FORWARD VISIBILITY SPLAY (SEE NOTE 4)
- PRIVATE DRIVE JUNCTION VISIBILITY
- PROPOSED DOUBLE YELLOW LINE TRO (SEE NOTE 5)
- EXISTING PRIVATE DRIVE-WAY

NOTES:

1. PRELIMINARY LAYOUT SUBJECT TO DETAILED DESIGN INCLUDING FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND AVAILABILITY CAPACITY ASSESSMENT AND LOCAL AUTHORITY APPROVAL.

2. KIRKLEES COUNCIL (KC) ROAD SAFETY SCHEME SHOWN IN ACCORDANCE WITH KC DRAWING 'A643 WALTON LANE / A649 HALIFAX ROAD / B6120 SCHOLES LANE, HARSTHEAD MOOR TOP CASUALTY PREVENTION SCHEME TOUCAN CROSSINGS AND CYCLE LANES' (DRAWING NO. HS-25-64639-OPC-RM01 & RM02 REVISION A).

3. 2.4M X 59M JUNCTION VISIBILITY SPLAYS BASED ON MANUAL FOR STREETS' PARAMETERS FOR A DESIGN SPEED OF 37MPH/60KPH.

4. 17M FORWARD VISIBILITY SPLAYS BASED ON 15MPH DESIGN SPEED.

5. SHOULD THE PROPOSED 'NO WAITING' TRO NOT BE APPROVED, MARKINGS TO DIA. 1026/1026.1 OF TSRGD TO BE INSTALLED INSTEAD ACROSS THE PRIVATE ACCESSES.

| REV | DATE | BY | DESCRIPTION | CHK | APP |
|---|---|---|---|---|---|
| E | 12/04/24 | JS | RSA COMMENTS | MEW | MEW |
| D | 20/03/24 | JS | UPDATED LAYOUT | MEW | MEW |
| C | 26/10/23 | JS | KC COMMENTS | MEW | MEW |
| B | 13/10/23 | JS | KC SCHEME ADDED | MEW | MEW |
| A | 17/08/23 | SG | UPDATED SITE LAYOUT | MEW | MEW |
| - | 05/12/22 | JS | INITIAL ISSUE | MEW | MEW |

STATUS: PRELIMINARY

PROJECT: PEARSONS TIMBER YARD, SCHOLES

CLIENT: MR JOHN WILKINSON

DRAWING TITLE: PROPOSED ACCESS ARRANGEMENTS

| CHECKED | APPROVED | DRG No. | |
|---|---|---|---|
| MEW | MEW | 22098/GA/01 | |
| DRAWN BY: | SCALE @ A2 | DATE | REV. |
| JS | AS SHOWN | MAY 2024 | E |

OPTIMA
Intelligent Highway Solutions
Suite 1, 3rd Floor, Goodbard House, Infirmary Street
Leeds LS1 2JP
optimahighways.com
T 0113 245 1679