

# Cliffe Lane, Gomersal

## Stage 1 Road Safety Audit Response Report





## Control Sheet

**PROJECT TITLE:** Cliffe Lane, Gomersal  
**REPORT TITLE:** Stage 1 Road Safety Audit Response Report  
**PROJECT REFERENCE:** 152130  
**DOCUMENT NUMBER:** 005  
**ISSUE NUMBER:** 01  
**DATE:** September 2024

Issue & Approval Schedule	Issue 01 Final		Name	Signature	Date	
	Prepared by	Simon Burkinshaw		Signed copy can be provided on request	05/09/2024	
	Checked by	Karen Smith			05/09/2024	
	Approved by	Karen Smith			05/09/2024	
Issue Record	Issue	Date	Status	Description	Signature	
					Prepared	
					Checked	
					Approved	
	03				Prepared	
					Checked	
					Approved	

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## List of Appendices

# 1. Road Safety Audit Response Report

## F1 Project Details

Table F.1 Project details	
Report Title:	Stage 1 Road Safety Audit Response Report
Date:	05 September 2024
Document reference and revision:	152130-005-01
Prepared by:	Sanderson Associates Consulting Engineers
On behalf of:	Knabbs Ash Barn Ltd

Table F.2 Authorisation sheet	
Project:	Kirklees Council Planning application 2023/92966 Land to the rear of, 271 Cliffe Lane, Gomersal, Cleckheaton, BD19 4SB for Demolition of existing dwelling and erection of 87 dwellings including formation of a new access from Cliffe Lane, landscaping, public open space and all associated infrastructure and engineering works
Report Title:	Stage 1 Road Safety Audit Response Report
<b>Prepared By:</b>	
Name:	Simon Burkinshaw FHIE
Position:	Principal Engineer
Signed:	Signed copy available upon request
Organisation:	Sanderson Associates Consulting Engineers
Date:	05 September
<b>Approved By:</b>	
Name:	Karen Smith FIHE
Position:	Associate Director
Signed:	Signed copy available upon request
Organisation:	Sanderson Associates Consulting Engineers
Date:	05 September

## F2 Introduction

Sanderson Associates Consulting Engineers has been instructed by Knabbs Ash Barn Ltd in relation to proposals for a residential development. The proposals include demolition of an existing dwelling and erection of 87 dwellings including formation of a new access from Cliffe Lane, landscaping, public open space and all associated infrastructure and engineering works at Cliffe Lane Gomersal.

The Stage 1 Road Safety Audit is in relation to the associated Section 278 works for the new access onto Cliffe Lane and Ferrand Lane and the Section 38 works for the new internal roads which will be offered to Kirklees Council for adoption.

The Audit took place on site on Friday 7<sup>th</sup> June 2024 in the morning.

### F3 Key personnel

Table F.3 Key Personnel	
Overseeing Organisation:	Kirklees Council
RSA team:	Audit Team Leader – Adriano B. Cappella IEng, FIHE, MCIHT, MSoRSA, HA RSA Certificate of Competency Audit Team Member – Lisa Allen MSc, BEng(Hons), MCIHT, MSoRSA, HA RSA Certificate of Competency
Design Organisation:	Sanderson Associates Consulting Engineers Simon, Burkinshaw FIHE - Principal Engineer Karen Smith FIHE – Associate Director

#### F4 Road safety audit decision log

Table F.4 Road Safety Audit Decision Log				
RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p><b>Problem 2.3.1:</b>  <b>Location:</b> The new priority T-junction in Cliffe Lane (Drawing Nos. 1694-101 Rev J &amp; 152130-001 Rev A).</p> <p><b>Summary:</b> The swept path requirements of refuse vehicles turning, entering and exiting the new priority T-junction requires the vehicles' bodies to encroach into the opposing vehicular traffic lanes. This situation could result in a potential increased risk of offside to offside vehicular collisions occurring and head-on type vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.</p> <p><b>Detail:</b> The scheme drawings include swept path analysis exercises for a refuse vehicle turning, entering and exiting the new priority T-junction in Cliffe Lane. It is evident from the swept path analysis exercises that in everyday operational terms, encroachment of the opposing vehicular traffic lanes will take place.</p> <p>Concern arises that the swept path requirements of refuse vehicles turning, entering and exiting the new priority T-junction could lead to a potential increased risk of offside to offside vehicular collisions occurring and head-on type vehicular collisions occurring, whereby vehicle occupants could sustain personal injury.</p>	<p>It is Recommended that junction geometry improvements should be undertaken, such that the potential collision scenarios are reduced or mitigated.</p> <p>If for whatever reasons the above recommendation cannot be adopted, then it is Recommended that approval for the current layout proposals should be sought and agreed with the Overseeing Organisation, i.e. the Local Highway Authority, Kirklees Council, via the DMRB GG 119 Road Safety Audit Response Report and Table F.4 Decision Log.</p>	<p>The Audit Team's Recommendation is not accepted.</p> <p>The access arrangement was previously proposed as part of previous application 2019/90902 and the access from Cliffe Lane was agreed by Kirklees Highways.</p> <p>The access are arrangements are provided in line with guidance contained within the Kirklees Highway Design Guide.</p> <p>It should also be noted that Manual for Streets states: <i>"The design of local roads should accommodate service vehicles without allowing their requirements to dominate the layout. On streets with low traffic</i></p>		

		<p><i>flows and speeds, it may be assumed that they will be able to use the full width of the carriageway to manoeuvre. Larger vehicles which are only expected to use a street infrequently, such as pantechnicons, need not be fully accommodated"</i></p>		
<p><b>Problem 2.4,1:</b>  <b>Location:</b> Locations 2 &amp; 3 - The proposed pedestrian footpaths where they join Ferrand Lane (Drawing Nos. 1694-101 Rev J &amp; 152130-003 Rev A).  <b>Summary:</b> Potential restrictions to intervisibility where the proposed pedestrian footpaths meet Ferrand Lane could lead to a potential increased risk of vehicular and pedestrian collisions occurring, whereby pedestrians could sustain personal injury.  <b>Detail:</b> The scheme drawings indicate that two new pedestrian footpaths located in the north eastern quadrant and the northern area of the proposed residential development will facilitate pedestrian access to and from Ferrand Lane.          Whilst the site visit has established the rural nature of Ferrand Lane (where only one vehicular movement was observed), there are well established field boundaries of hedgerows and trees which could impact upon the intervisibility between vehicular traffic and pedestrians emerging into Ferrand Lane from the proposed footpaths.</p>	<p>It is Recommended that suitable and adequate intervisibility splays should be provided at both Locations, which may require the complete removal of the existing field boundaries comprising hedgerows and trees.</p>	<p>The Audit Team's Recommendation is accepted.          It should be noted that the existing access track (Ferrand Lane) is listed as a public footpath (ref SPE/56/10)          Both pedestrian access points are to be provided at existing field access locations.          Details of the level of pedestrian visibility to be provided and the extent of landscaping to be removed will be agreed at detailed design stage.</p>		

<p>Concern arises that any restrictions to the intervisibility at these locations could lead to a potential increased risk of vehicular and pedestrian collisions occurring, whereby pedestrians could sustain personal injury.</p>				
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**F5 Design Organisation and Overseeing Organisation statements**

Table F.5 Design Organisation Statement	
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	
Signed	
Position	
Organisation	
Date	

Table F.6 Overseeing Organisation Statement	
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	
Signed	
Position	
Organisation	
Date	



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