

Homes By Honey

**Section 38 Agreement Works,
Land South of Rowley Lane,
Fenay Bridge, Huddersfield**

Stage I Road Safety Audit

April 2025

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Client Commission			
Client:	Homes By Honey	Order No:	
Commissioned By:	L. Wilson	Date Commissioned:	February 2025

LTP Quality Control					
Job No:	LTP/24/6133		File Ref:	6133 S38 Works, Land South of Rowley Lane, Fenay Bridge RSA 1 - Final Issue 1	
Issue	Revision	Description	Originated	Checked	Date
1	-	Final Report	RP	TK	16/04/2025
			Authorised for Issue:		TK

LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CV's are available upon request to demonstrate our experience and credentials.

Team Member	LTP Designation	Qualifications
Tony Kirby	Director	IEng MSc FIHE MCIHT RegRSA
Ryan Penn	Associate	BA(Hons) IEng FIHE FCIHT MSoRSA

SECTION 38 AGREEMENT WORKS, LAND SOUTH OF ROWLEY LANE, FENAY BRIDGE, HUDDERSFIELD

STAGE I ROAD SAFETY AUDIT

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Appendix 1 – Road Safety Audit Brief (Stage 1)

1.0 INTRODUCTION

- 1.1 Homes By Honey, as the Scheme Promoter, has commissioned Local Transport Projects Ltd (LTP) to carry out a Stage 1 Road Safety Audit of the proposed Section 38 (S38) Agreement highway works associated with the provision of a residential development located south of Rowley Lane in Fenay Bridge, Kirklees. As the Highway Authority, Kirklees Council (KC) is the Overseeing Organisation. A Road Safety Audit Brief, which has been signed by the Overseeing Organisation (ref: Steve Blackmore, dated 4th March 2025) was supplied to the Audit Team and is included as Appendix 1.
- 1.2 The proposed S38 Agreement highway works that are subject to this RSA consist of:
- A new conventional carriageway with footways flanking both sides forming the main spine road of the development which connects with the Rowley Lane site access junction; and
 - Shared surface type streets with turning heads serving the extremities of the development.
- 1.3 The Section 278 Agreement works, which include the Rowley Lane / site access junction, have been subject to a separate Stage 1 Road Safety Audit by LTP in December 2024.
- 1.4 The Audit was carried out between Wednesday 26th March and Wednesday 16th April 2025 and was based on an examination of the drawings supplied as summarised within Table 1.

Table 1 – Drawings Considered by the Road Safety Audit

Drawing N ^o	Rev	Drawing Title	Issued By
E23/8060/005_01	D	Road & Sewer Long-Sections Roads 1-2	Haigh Huddleston & Associates
E23/8060/005_02	D	Road & Sewer Long-Sections Road 3-5	Haigh Huddleston & Associates
E23/8090/005_03	C	Road & Sewer Long-Sections Public Open Space	Haigh Huddleston & Associates
E23/8060/009	-	Road Construction Details	Haigh Huddleston & Associates
E23/8060/021_01	A	Proposed External Works Plan - Sheet 1	Haigh Huddleston & Associates
E23/8060/021_02	A	Proposed External Works Plan - Sheet 2	Haigh Huddleston & Associates
E23/8060/022	A	Section 38 Agreement Plan	Haigh Huddleston & Associates
E23/8060/034	-	Vehicle Tracking Plan	Haigh Huddleston & Associates
E23/8060/040	B	Kerbing Plan	Haigh Huddleston & Associates
E23/8060/041	B	Surface Treatment Plan	Haigh Huddleston & Associates
E23/8060/044	-	General Arrangement Plan	Haigh Huddleston & Associates

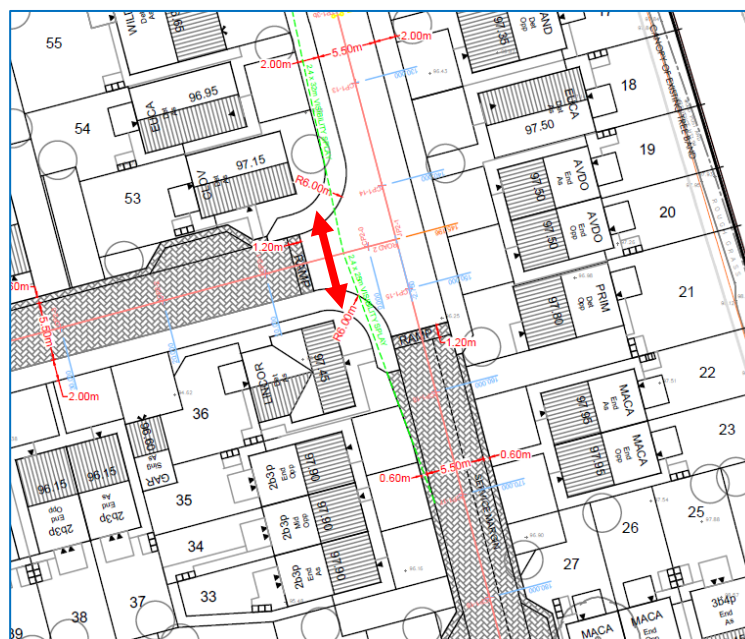
- 1.5 Personal Injury Collision (PIC) data for Rowley Lane within the immediate vicinity of the proposed site access was examined on 'www.crashmap.co.uk' (a website which utilises collision information provided by the Department for Transport) for the five-year period 01/01/2019 to 31/12/2023. During this period, no injury collisions have been recorded on Rowley Lane within 50m either side of the proposed site access.
- 1.6 No vehicle flow/speed information or details of non-motorised flows for the local highway network were included as part of the Audit Brief.

- 1.7 A site inspection was carried out on Wednesday 26th March 2025 between 16:05-16:25. Weather conditions were sunny and the road surface dry at the time of the site inspection. During the site inspection, traffic flows on Rowley Lane were busy. This is likely due to the presence of temporary traffic lights and one-way working further east on Rowley Lane. Non-motorised user flows on Rowley Lane were observed to be low.
- 1.8 The Audit Team comprised the following people:
 - Ryan Penn BA(Hons) IEng FIHE FCIHT MSoRSA (Audit Team Leader); and
 - Tony Kirby, IEng MSc FIHE MCIHT RegRSA (Audit Team Member).
- 1.9 In terms of Departures from Standard, the Audit Brief outlines that *“there is insufficient junction visibility splays at two shared surface turning head locations. A minimum visibility splay of 23m is required on shared surface carriageways in the Kirklees Design Guide”*.
- 1.10 No previous Road Safety Audits of the S38 proposals have been undertaken, although a stage 1-2 Road Safety Audit was previously undertaken on the adjacent proposed s278 works.
- 1.11 The Audit was carried out in accordance with ‘GG 119 Road Safety Audit’ (Highways England, 2020).
- 1.12 The Audit Team has examined and reported only on the road safety implications of the scheme using the information provided and has not examined or verified the compliance of the design to any other criteria.
- 1.13 The problems identified in this report are considered by the audit team to require action in order to improve safety and reduce the risk of collisions occurring.

2.1 Problem

Summary: Absence of north-south pedestrian crossing point

Although uncontrolled pedestrian crossing points (dropped kerbs and tactile paving) have been provided at the site access junction, no such facilities are proposed north-south across the mouth of Road 2. Unless crossing at private driveway locations, mobility impaired pedestrians who wish to cross Road 2 will have to cross a full height kerb which could result in tripping and subsequent injury to them.



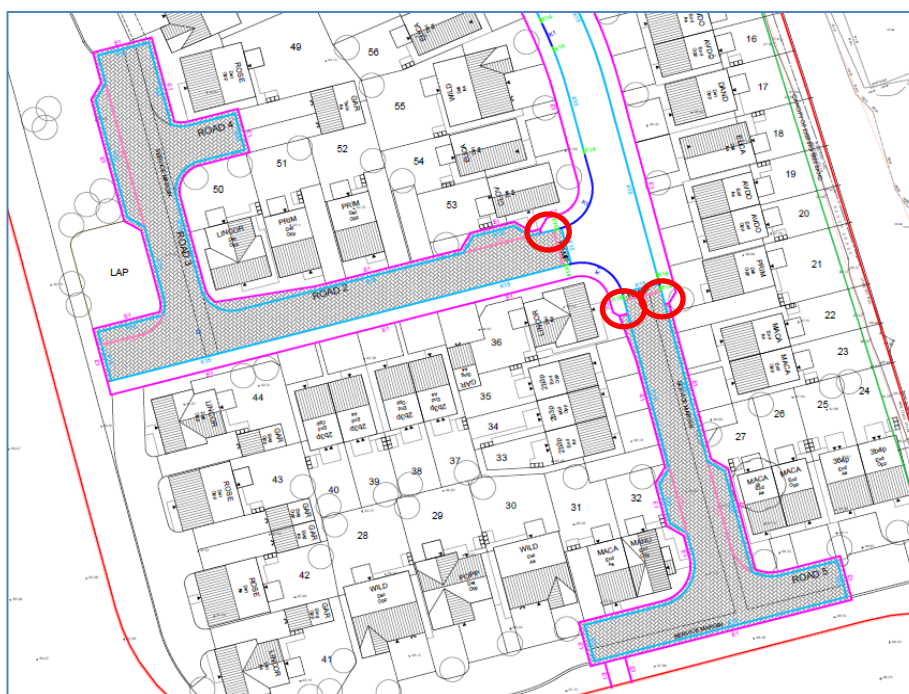
It is recommended that an uncontrolled pedestrian crossing point (dropped kerbs and tactile paving) is provided across the mouth of Road 2.

2.2 Problem

Location: Footways on Road 1 and Road 2 at transition from conventional street with footways on both sides to shared surface treatment

Summary: Risk of pedestrian trip/fall injuries due to lack of suitable connection between footway and carriageway

At the transition from conventional street with footways on both sides to shared surface treatment, it is assumed that the intention is for pedestrians to continue their journeys on carriageway. However, there appears to be a 30mm bull nosed kerb proposed at the footway/shared surface interface. A kerb with even a reasonably small upstand could increase the risk of pedestrian/trip fall injuries and may physically prevent those in wheelchairs/mobility scooters from accessing the shared surface area.



Recommendation

It is recommended that a suitable flush transition between conventional footway and shared surface areas is provided.

2.3 Problem

Location: Locations where pedestrian access to private properties is provided across a kerbed area

Summary: Risk of pedestrians tripping/falling over kerbs and sustaining injury due to lack of flush access to properties

At several locations within the site where no footway exists, pedestrian access to/from residential properties involves the negotiation of a bull nosed kerb with a 30mm check. A kerb with even a reasonably small upstand could increase the risk of pedestrian/trip fall injuries and may physically prevent those in wheelchairs/mobility scooters from accessing their properties.



Recommendation

It is recommended that a flush (0-6mm) route for pedestrians be provided to all properties.

2.4 Problem

Location: Road 5 at south western extents

Summary: Risk of pedestrians tripping/falling over kerbs and vehicle slips due to material being pulled onto carriageway.

On the drawings provided there appears to be a footway link proposed from the shared surface turning head to the land to the south, although no details of the proposed treatment are provided.

There appears to be a 30mm bull nosed kerb proposed which could represent a trip hazard for pedestrians and may physically prevent those in wheelchairs/mobility scooters from accessing the path. In addition, if the path (expected to be unadopted) is unbound and of crushed stone type material then over time this material could be dragged onto the carriageway creating a future slip hazard, particularly for two wheeled vehicles.



Recommendation

It is recommended that a flush (0-6mm) route for pedestrians be provided to any adjacent footways, and that any surface be bound for the initial two metres from the back of carriageway to reduce the chance of material being dragged onto the carriageway.

2.5 Problem

Location: Various dropped kerb locations

Summary: Risk of pedestrian slips / falls due to steep gradient

Some roads within the S38 area have a significant gradient, and at proposed informal dropped crossings, uphill sides could potentially be greater than 10% over localised lengths, creating slip hazards and difficulties for pedestrians and people with reduced mobility. The potential gradients could be a particular problem for people in wheelchairs or mobility scooters when making the 90 degree turn to use crossings.

Recommendation

It is recommended that double transition kerbs are installed on uphill sides where necessary to assist footway gradients.

2.6 Problem

Location: Proposed parking lay-by areas

Summary: Risk of pedestrian slips / falls

No vehicle swept path analysis has been provided for the proposed parking lay-bys. As such, it is not clear if vehicles can suitably enter / exit the parking bays. There is a 600mm hard margin proposed at the back of proposed lay-bys and if a vertical feature (e.g. fence or wall) is provided at the boundary there may be insufficient space for vehicle occupants to exit the vehicle, increasing the risk of trips / falls.



Recommendation

It is recommended that appropriate vehicle swept path assessments are undertaken for the proposed parking lay-bys and an assessment of vehicle access on the highway boundary side. If required, their design should be suitably modified to accommodate the vehicle and pedestrian access requirements.

2.7 Problem

Location: Proposed 3.0m retaining wall at the western end of Road 2

Summary: Risk of vehicles/pedestrians falling down a significant embankment potentially resulting in high severity injuries for vehicle occupants/pedestrians

Road 2 slopes downhill in an east-west direction and at its western end a 3.0m retaining wall is proposed. Prior to the retaining wall there would appear to be a 30mm kerb check followed by an edging kerb, both of which provide minimal vehicle restraint, and then an approximate 800mm drop to the retaining wall. The treatment at the retaining wall is unclear but, based on the level information provided, it appears that there could be a 3.0m drop beyond the retaining wall. If this is the case, it is unclear if any vertical parapet treatment or similar is proposed at the retaining wall to prevent errant vehicles (or pedestrians) from falling down the embankment. If there is no suitable restraint, high severity injuries could be expected for vehicle occupants/pedestrians falling down the embankment.

Although not located within the S38 area, it is noted that the only restraint between the private drive serving plots 41-44 and the retaining wall appears to be a 100mm kerb. Similarly, the Local Area for Play (LAP) is located close to the retaining wall, though some walls of between 0.3-0.6m in height do appear to be proposed in this area.



Recommendation

It is recommended that appropriate vehicle and pedestrian restraint measures are provided at the western end of Road 2 between the back of the adopted highway and the hazard to ensure that all road users are adequately protected from the significant drop. As part of this, an assessment should also be made as to whether similar measures are required at the private drive serving plots 41-44 and at the LAP, with any such measures provided as appropriate.

3.0 AUDIT TEAM STATEMENT

3.1 We certify that this road safety audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER:

Signed	R. Penn	Ryan Penn BA(Hons) IEng FIHE FCIHT MSoRSA Associate Local Transport Projects Armstrong House, The Flemingate Centre, Beverley, East Riding of Yorkshire. HU17 0NW. Ryan.Penn@Ltp.co.uk 01482 679911
	Dated 16/04/2025	

AUDIT TEAM MEMBER:

Signed	T. Kirby	Tony Kirby IEng MSc FIHE MCIHT RegRSA Director Local Transport Projects Armstrong House, The Flemingate Centre, Beverley, East Riding of Yorkshire. HU17 0NW. Tony.Kirby@Ltp.co.uk 01482 679911
	Dated 16/04/2025	

Appendix 1 – Road Safety Audit Brief (Stage 1)

Road Safety Audit brief template (DMRB GG119)

Table C.1 Project Summary

Date:	<i>04th March 2025</i>
Document Reference:	<i>RSA Stage 1 Development off Rowley Lane, Fenay Bridge</i>
Prepared by:	<i>Martin Huddleston</i>
On behalf of:	<i>Kirklees MDC Highways</i>
AUTHORISATION SHEET	
Project:	<i>Proposed Residential Development Land off Rowley Lane, Fenay Bridge</i>
Report title:	<i>RSA Stage 1 Land off Rowley Lane, Fenay Bridge</i>
PREPARED BY:	
Name:	<i>Martin Huddleston</i>
Signed:	
Organisation:	<i>Haigh Huddleston & Associates</i>
Date:	<i>04th March 2025</i>
I APPROVE THE RSA BRIEF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION	
Name:	<i>Steve Blackmore</i>
Signed:	
Organization:	<i>Kirklees Council</i>
Date:	<i>04-03-2025</i>
Name:	
Signed:	
Organization:	
Date:	

Table C.2 General Details

General Details				
Highway scheme name and road number:		Works off Rowley Lane		
Type of scheme:	Proposed new access arrangement and footway associated with a proposed residential development			
RSA stage tick as appropriate.	1 ✓	2	3	
	Stage 1 RSA			
Overseeing Organisation details		Design organization details		
Kirklees Council		Haigh Huddleston & Associates Ltd		
Police contact details		Maintaining agent contact details		
N/A		Kirklees Council		
RSA team membership				
Audit Team Leader - Ryan Penn LTP				
Audit Team Member – Tony Kirby LTP				
Terms of reference				
The audit shall be undertaken in accordance with GG119.				

Table C.3 Scheme Details

Scheme description/objective
General
<i>The works that form the main elements of this RSA Stage 1:</i> • <i>Drainage.</i> • <i>Road signing and lining</i> • <i>General Arrangement drawing</i> • <i>Increased visibility splay for the proposed junction.</i> • <i>Internal adopted road layout gradient.</i> <i>The S38 drawing package is available as part of this brief.</i>
Design standards applied to the scheme design
<i>DMRB</i>
Design Speeds
<i>Rowley Lane – 30mph</i> <i>New residential estate road - 20mph.</i>
Speed Limits
<i>As above.</i>
Existing traffic flows/queues
<i>Available as part of Transport Assessment.</i>
Forecast traffic flows
<i>Available as part of Transport Assessment.</i>
Pedestrians, cyclist, and equestrian desire lines
<i>Pedestrians will use the existing footpath.</i>
Environmental constraints
<i>None Identified</i>

Table C.4 Locality

Description of locality
The site is located on land to the south east of the junction of Penistone Road and Rowley Lane, Fenay Bridge. The western boundary fronts onto Penistone Road and the northern edge onto Rowley Lane. The eastern boundary is formed by a former 3m high railway embankment. There are residential and commercial properties to the south and east of the development.
General description
As above
Relevant factors that may affect road safety
Turning movements to/from the proposed new access onto Rowley Lane.

Table C.5 Analysis

Collision data analysis																																				
Collision data associated with the local road network is available from from Crashmap.																																				
Departures from standards																																				
There is insufficient junction visibility splays at two shared surface turning head locations. A minimum visibility splay of 23m is required on shared surface carriageways in the Kirklees Design Guide.																																				
Table 1: Summary of Residential Street Types																																				
<table><tr><th>Title</th><th>Residential Connector Street (Type A)</th><th>Local Residential Street (Type B)</th><th>Shared Surface Street (Type C)</th></tr><tr><td>Potential number of dwellings</td><td>300 - 700</td><td>200 - 300</td><td>An amount generating no more than 100 VPH</td></tr><tr><td>Alignment</td><td>Curvilinear</td><td>Curvilinear/angular</td><td>Angular with alignment shifts</td></tr><tr><td>Design speed</td><td>25 mph</td><td>20 mph</td><td>15 mph</td></tr><tr><td>Speed restraint feature separation (Maximum)</td><td>100m</td><td>60m</td><td>40m</td></tr><tr><td>Forward visibilities</td><td>33m</td><td>25m</td><td>23m</td></tr><tr><td>Centreline radius (Minimum)</td><td>35m</td><td>20m</td><td>Based on vehicle tracking</td></tr><tr><td>Typical Cross-section</td><td>2m footway - verge - carriageway - verge - 2m footway</td><td>2m footway - carriageway - 2m footway</td><td>hard margin - carriageway - hard margin</td></tr><tr><td>Carriageway width</td><td>6.75 metres</td><td>5.5m</td><td>5.5m</td></tr></table>	Title	Residential Connector Street (Type A)	Local Residential Street (Type B)	Shared Surface Street (Type C)	Potential number of dwellings	300 - 700	200 - 300	An amount generating no more than 100 VPH	Alignment	Curvilinear	Curvilinear/angular	Angular with alignment shifts	Design speed	25 mph	20 mph	15 mph	Speed restraint feature separation (Maximum)	100m	60m	40m	Forward visibilities	33m	25m	23m	Centreline radius (Minimum)	35m	20m	Based on vehicle tracking	Typical Cross-section	2m footway - verge - carriageway - verge - 2m footway	2m footway - carriageway - 2m footway	hard margin - carriageway - hard margin	Carriageway width	6.75 metres	5.5m	5.5m
Title	Residential Connector Street (Type A)	Local Residential Street (Type B)	Shared Surface Street (Type C)																																	
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Carriageway width	6.75 metres	5.5m	5.5m																																	
																																				
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																																				
Reference and revision..... Title..... Date.....																																				
11340/AND/002/02 Transport Assessment by Sanderson Associates																																				

Drawings
Drawing no. and revision..... Title.....
S38 Design Drawings as follows. E23/8060/005_01 Road & Sewer Long-Sections E23/8060/005_02 Road & Sewer Long-Sections E23/8060/005_03 Road & Sewer Long-Sections E23/8060/009 Road Construction Details E23/8060/021_01 External Works Sheet 1 E23/8060/021_02 External Works Sheet 2 E23/8060/022 Section 38 Agreement Plan E23/8060/034 Vehicle Tracking Plan E23/8060/040 Kerbing Plan E23/8060/041 Surface Treatment Plan E23/8060/044 General Arrangement Plan 6835 Kirklees MDC Street Lighting Design

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	None		
Previous RSA reports	✓ See Transport Assessment	Previous RSA response reports and evidence of agreed actions	✓
Collision data and collision data analysis	✓	Road traffic collision plot	✓
Traffic signal staging	✓	Traffic counts	✓
Speed surveys	Not available	Pedestrian, cyclist and horse riding desire lines and volumes	None proposed
Walking, cycling and horse riding assessment and reviews	None	Items outside the scope of the RSA/ strategic decisions	Not applicable

Other factors that may impact on road safety	✓	Design speeds/ speed limits	20/30mph
Design standards used	✓	Adjacent land uses	✓