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STAGE 1 ROAD SAFETY AUDIT **RESPONSE REPORT**

FOR

SECTION 38 WORKS

ON

ROWLEY LANE, FENAY BRIDGE

Date: APRIL 2025

Ref: E23/8060/JM/004

Introduction

Haigh Huddleston Associates Ltd have been appointed as designers for the Section 38 works at above residential development. This report has been prepared in accordance with GG119 as a response to the Stage 1 Road Safety Audit undertaken by Local Transport Projects on April 2025.

Project Details

Report Title	Section 38 Agreement Works, Rowley Lane, Fenay Bridge, Huddersfield Stage 1 Road Safety Audit
Date:	April 2025
Document Reference and Revision:	LTP/24/6133 – Final Issue 1
Prepared By:	Local Transport Projects
On Behalf of:	Kirklees Council

Authorisation Details

A Road Safety Audit Brief was approved by Kumaravel Kurusamy of Kirklees Council and was provided to the Audit Team. A copy of the signed Audit Brief is included in the Appendix.

Key Personnel

Overseeing Organisation:	Anne Binks Kirklees Council
RSA Team:	Tony Kirby & Ryan Penn Local Transport Projects
Design Organisation:	Jamie McBride Haigh Huddleston Associates Ltd

Road Safety Audit Decision Log

Each problem raised by the Safety Audit team has been listed, along their recommendations and the response of the design organisation and overseeing organisation:

Problem 2.1.**Location:** Road 2 at junction with Road 1**Summary:** Absence of North-south pedestrian crossing point

Stage 1 – Observations & Recommendation	Observations – 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. Recommendation – It is recommended that an uncontrolled pedestrian crossing point (dropped kerbs and tactile paving) is provided across the mouth of Road 2.
Designers Response	Drawings to be updated to incorporate a pedestrian crossing in accordance with RSA recommendation.
Overseeing Organisation Response	
Agreed RSA Action	

Problem 2.2.**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

Stage 1 – Observations & Recommendation	Observations – 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.
Designers Response	In accordance with RSA recommendation, drawings to be updated to incorporate a flush kerb at the top of ramps to allow pedestrians to transition onto the carriageway.
Overseeing Organisation Response	

Agreed RSA Action	
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Problem 2.3.

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

Stage 1 – Observations & Recommendation	Observations – At several locations within the site where no footway exists, pedestrian access to/from residential properties involve 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.
Designers Response	Many of the highlighted sections form the primary access for both vehicles and pedestrians onto driveways. The layout design has currently been carried out in accordance with Kirklees Council design guidance and adoption criteria which stipulates a 30mm kerb upstand should be used on block paved carriageways. Incorporating flush kerbs at all property/driveway entrances would lead to extended lengths of carriageway with 0/6mm kerb upstand. This would encourage vehicles to drive along the hard margin. The use of kerb upstands is also important in channelling surface water flow to road gullies during storm events.
Overseeing Organisation Response	
Agreed RSA Action	

Problem 2.4.**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.

Stage 1 – Observations & Recommendation	Observations – 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.
Designers Response	In accordance with RSA recommendation, drawings to be updated to incorporate a flush kerb in line with the footpath link to allow pedestrians to transition onto the carriageway.
Overseeing Organisation Response	
Agreed RSA Action	

Problem 2.5.**Location:** Various dropped kerb locations**Summary:** Risk of pedestrian slips / falls due to steep gradient

Stage 1 – Observations & Recommendation	Observations – 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
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	footway gradients.
Designers Response	In accordance with RSA recommendation, drawings to be updated to show double transition kerbs on uphill sides where necessary to assist footway gradients.
Overseeing Organisation Response	
Agreed RSA Action	

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:	Jamie McBride BSc. Hons
Signed:	
Position:	Director
Organisation:	Haigh Huddleston Associates Ltd
Date:	30.04.25

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:	