



Sevenairs Consulting Ltd

Lancaster Lane, Brockholes, Kirklees

Road Safety Audit Stage 2

January 2024



Document Control

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Lancaster Lane, Brockholes, Kirklees – Road Safety Audit Stage 2

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Report Prepared By:

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On behalf of

Paragon Highways Ltd. – Office 20/21 The Rear Walled Garden, Nostell Estate, Wakefield WF4 1AB

Highway Authority / Overseeing Organisation

Kirklees Council

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Introduction

Commissioning and Scope

This report results from a Stage 2 Road Safety Audit carried out at the site of a residential development off Lancaster Lane in Brockholes, Kirklees. The audit was carried out at the request of Leigh Ogden, Managing Director, Paragon Highways on behalf of the developer of the site.

The Road Safety Audit team membership was as follows:

The Audit Team	Haydn Vernals FCIHT FIHE CMILT MSoRSA Directive 2008/96/EC (Certificate of Competency), Road Safety Team Leader in accordance with GG119 Sarah Vernals BAHonsQTS NPQH, Road Safety Team Member in accordance with GG119
Audit Observers	None

The main project comprises of a residential development providing nine new homes. Highway works include reconstruction of Lancaster Lane, the formation of a turning head and provision of a lockable gate to the northern edge of the development site. The scope of this Road Safety Audit is to review the proposed highway works.

The audit has been carried out in accordance with the principles of the National Highways document GG 119 Road Safety Audit. A formal Road Safety Audit Brief was not provided to the Audit Team. However, information regarding the site was provided via email alongside the relevant scheme documents and drawings. This was considered by the Audit Team to provide sufficient detail to undertake the appropriate stage of audit.

The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. No departures from standard have been brought to the attention of the RSA team with regard to the scheme as designed.

Site Visit Attendance

A site visit took place comprising of the RSA team on Saturday 6th January 2024 between 12:30 and 13:00 hours during which the weather was sunny and the road surface damp. Traffic conditions were light and free flowing with a small number of pedestrians and cyclists observed.

Documents Supplied

- E-mail proposal background
- TWP21-LLB-D02-001 Proposed Site Plan Lancaster Lane Huddersfield
- 5017-703B Unadopted Road Construction
- 5055-HJCE-XX-XX-DR-C-3100-P01-LANCASTER LANE SECTIONS
- Brockholes - Drainage Strategy

Terms of Reference

The terms of reference of this Road Safety Audit are as described in the National Highways document GG119 Road Safety Audit. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. No member of the Audit Team has been directly linked to the scheme design.

Each of the auditors' responses is classified as a 'Problem' that is likely to result in a significant road safety hazard. All comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the plan at the end of the report.

Where recommendations are made, these do not comprise design decisions, and it remains the responsibility of the Design Team to incorporate any changes into the scheme and consider any interactions between design elements.

Previous Road Safety Audits

The audit team have not been made aware of any previous Road Safety Audits.

Problems Raised at this Stage 2 RSA

PROBLEM – B-01

Location: Lancaster Lane

Summary: Cyclists – Locked barrier may increase the risk of collisions involving cyclists and motor vehicles.

A locked barrier is indicated on the drawing across Lancaster Lane to the northern edge of the reconstructed lane. The audit team understand that this facilitates access for larger caravans between New Mill Road and the Holme Valley Camping and Caravan Park. Lancaster Lane is a public right of way and appeared to have regular use by cyclists. The lockable barrier may have limited conspicuity and be an unexpected obstruction to what will appear to be a through route for cycles and motor vehicles. This may increase the risk of collisions involving cyclists and motor vehicles with the locked barrier, especially during the hours of darkness. Furthermore, the barrier appears to block the entire width of the lane which may increase the risk of pedestrians and cyclists climbing over the barrier, consequentially increasing the risk of falls from the barrier.

RECOMMENDATION

It is recommended that the conspicuity of the locked barrier is increased using contrasting colours and retro-reflective sign face material on the frame of the barrier.

It is also recommended that the barrier is formed such that pedestrians and cyclists can pass easily on one or both sides of the obstruction on the public right of way.

Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119.

Road Safety Audit Team Leader

Signed:



Haydn Vernal FCIHT FIHE CMILT MSoRSA, Directive
2008/96/EC (Certificate of Competency)

Date: 10th January 2024

Sevenairs Consulting Ltd
20 High Bank, Thurlstone, Sheffield,
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Road Safety Audit Team Member

Signed:



Sarah Vernal BAHonsQTS NPQH

Date: 10th January 2024

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