(LOGO)

GG119 ROAD SAFETY AUDIT RESPONSE REPORT

Project Information

Project Title:	Castle Hill, Huddersfield
Project Team:	
RSA Report Stage	1_2
RSA Organisation:	Sanderson Associates Consulting Engineers
RSA Report Reference:	156199-002-02
RSA Report Issue Date:	24/11/25
Report Title:	Combined Stage 1-2 Road Safety Audit
Reference:	156199-002-02

Authorisation

Prepared by:	Jamie Garthwaite
Position:	Engineering Apprentice
Team:	Detailed Design
Signed:	Signature available on request
Date:	November 2025
Approved by:	Peter Maurice
Position:	Design Organisation Lead
Signed:	Signature available on request
Date:	November 2025

Project Details

This Road Safety Audit Response Report relates to a Stage 1-2 Road Safety Audit carried out on a Passing places Scheme at Castle Hill, Huddersfield. The scheme Castle Hill Visitor Centre

Key Personnel

Overseeing Organisation

Kirklees Council Highways Service – Phillip Waddington (Group Engineer – Highway Design & Safety)

Kirklees Council Highway Development Management (Planning) – Adam Darwin (Group Engineer – HDM)

Organisation Promoting Improvement

Castle Hill Visitor Centre – Mr Indi Thandi

Road Safety Audit Organisation

Sanderson Associates – Ashley Armitage (Road Safety Audit Team Leader)

Design Organisation

Sanderson Associates– Peter Maurice (Design Lead)

Road Safety Audit Decision Log

Road Safety Audit Problem and Recommendation

2.1 Problem

Location: *Northern most passing point*

Summary: Existing gully not shown on drawing adjacent to passing place widening.

Detail: There is an existing road gully adjacent to passing place widening which will fall in the wheel track of vehicles and powered two wheelers. The concern is that if adequate drainage is not provided it could lead to skid or loss of control incidents in the carriageway during periods of inclement weather. It is noted that vehicles could also be braking in this area on a downhill approach to the passing place.

Recommendation: Reposition the gully against the channel line to intercept surface water.

Design Team Response

The designers accept the recommendation of the Audit team and propose to alter the existing gully position.

Overseeing Organisation Response

Agree with RSA problem and recommendation and design team response.

Post-RSA Action

Gully to be relocated to suitable position.

Road Safety Audit Problem and Recommendation

2.2 Problem

Location: *Areas of carriageway surfacing*

Summary: The drawing 156199-700-001 shows to areas of carriageway surfacing and description of the construction materials and thicknesses.

Detail: However, no details are provided of the PSV value for the surface course aggregate. The concern is that vehicles will be slowing and braking in these areas in conjunction with the gradient of the road. If inappropriate levels of skid resistance are provided this could lead to skidding or loss of control type incidents in conflict with vehicles or pedestrians since they could share the same surface.

Recommendation Utilise surface course materials with appropriate skid resistant properties.

Design Team Response

The designers accept the recommendation of the Audit team and propose to detail a solution with an appropriate level of skid resistance.

Overseeing Organisation Response

Agree with RSA problem and recommendation and design team response.

Post-RSA Action

Suitable road surface materials will be included at detailed design stage.

Road Safety Audit Problem and Recommendation

2.3 Problem

Location: Areas of proposed 0.45m wide verge between the passing bay and retaining walls.

Summary: The drawing 156199-700-001 shows three areas of 0.45 wide verge between the passing bay and retaining walls in conjunction with the placing place width of 4.5m. The concern is if vegetation grows in the verge area, it could lead to drivers providing more clearance against the verge (to avoid their vehicle scratched or damaged) thereby effectively reducing the 4.5m width for passing. The result of this could lead to head-on offside collisions between vehicles and wing mirror clashes.

Recommendation Utilise a surface material that inhibits vegetation growth.

Design Team Response

The designers accept the recommendation of the Audit team and propose to utilise a surface material that inhibits vegetation growth.

Overseeing Organisation Response

Agree with RSA problem and recommendation and design team response.

Post-RSA Action

Utilise a surface material that inhibits vegetation growth.

Road Safety Audit Problem and Recommendation

2.4 Problem

Location: Proposed tapers at the ends of the passing places.

Summary: The drawings show 1 in 3 tapers to be provided at the ends of the passing places which may inhibit the manoeuvring of vehicles passed each other particularly the shorter southernmost passing bay. The concern is that two large cars may not have sufficient length to orientate parallel to each other with the 4.5m width and taking into account wing mirrors. The result of this could lead to head-on offside collisions between vehicles and wing mirror clashes. Furthermore, it could lead to the southbound vehicle overriding on the verge. It was also noted that in places the verge was lower, with a vertical drop adjacent to the carriageway, which could lead to damage to vehicle wheels and car bodies

Recommendation Provide appropriate taper lengths to allow vehicles to manoeuvre passed each other and raise verge levels where needed adjacent to the passing places.

Design Team Response

The designers accept the recommendation of the Audit team and propose to check the existing taper lengths and modify where required.

Overseeing Organisation Response

Agree with RSA problem and recommendation and design team response.

Post-RSA Action

Designer to provide revised layouts to Overseeing Organisation for checking prior to detailed design, including vehicle swept paths

Road Safety Audit Problem and Recommendation

2.5 Problem

Location: Existing foliage along north western side of Castle Hill Side.

Detail: The drawing 156199-100-001 shows the area of existing foliage to be cleared and notes a strip 3m wide from the edge of carriageway. This is needed to assist in providing forward visibility between approaching vehicles and for drivers to use the passing places accordingly. The concern is that without appropriate visibility it could lead to drivers not making use of the passing places resulting in vehicles reversing as another vehicle approaches from behind with consequent rear shunt type incidents or head on offside vehicular collisions whilst vehicles try to pass each other. The drawing provides no details of the maintenance regime or the height to which the foliage should be cut and trimmed.

Recommendation Provide details of the proposed maintenance regime and heights to which foliage should be cut and trimmed.

Design Team Response

The designers acknowledge the recommendation of the Audit team and propose to inform the landowner of the obligations.

Overseeing Organisation Response

Agree with RSA problem and recommendation and design team response.

Post-RSA Action

Foliage to be trimmed back and maintained accordingly.

Road Safety Audit Problem and Recommendation

2.6 Problem

Location: Existing banking along north western side of Castle Hill Side.

Detail: It was observed on site that the surface of the banking at the above location, particularly within the vicinity of the westernmost proposed layout, consisted of loose soil and debris from what appears to be an old stone wall. This is illustrated in the following photographs taken during the site visit. The concern is that, over time and as part of the works to form the passing place, the surface of the banking could become further displaced. This could result in mud and rubble being deposited on the carriageway, increasing the risk of vehicles skidding and losing control, particularly given the gradient of the route. A build-up of deposited materials may also reduce the effective width of the passing bay, increasing the likelihood of head-on offside collisions between vehicles and wing mirror clashes.

Recommendation: Provide details of the proposed measures to mitigate further erosion of the hillside to negate the build-up of mud and debris on the carriageway

Design Team Response

The designers acknowledge the recommendation of the Audit team and propose to coordinate with the local highway authority and the landowner to agree a solution acceptable to all parties.

Overseeing Organisation Response

Agree with RSA problem and recommendation and design team response.

Post-RSA Action

Designer to provide revised layouts to Overseeing Organisation for checking prior to detailed design.

5. Road Safety Audit Response Report Statements

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:	Peter Maurice
Signed:	Signature available on request
Position:	Technical Director
Organisation:	Sanderson Associates Consulting Engineers
Date:	19/11/25
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:	Ryan Kinder
Signed:	
Position:	Principal Engineer
Organisation:	Kirklees Council
Date:	28/11/2025

End of Stage 1-2 RSA Response Report