

Violet (Homes) Limited

Old Lane /Taylor Lane,
Scapegoat Hill, HD7 4 ND

Combined Stage 1 -2 Road Safety
Audit



Control Sheet

CLIENT: Violet (Homes) Limited
PROJECT TITLE: Old Lane /Taylor Lane,
 Scapegoat Hill, HD7 4 ND
REPORT TITLE: Combined Stage 1 -2 Road Safety Audit
PROJECT REFERENCE: 164589
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Issue & Approval Schedule	Issue 01 Final	Name			Signature		Date
	Prepared by	Ashley Armitage			A signed copy is available on request		16/04/2025
	Checked by	Simon Burkinshaw					16/04/2025
	Approved by	Ashley Armitage					16/04/2025
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	02				Prepared		
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Acknowledgements

Reference has been made to Crashmap to check the accident history on the local highway network;

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Marked Up Plan for the combined Stage 1 - 2 RSA

Project Summary

Report title:	Combined Stage 1-2 Road Safety Audit
Date:	16 April 2025
Document reference and revision:	164589-001-01
Prepared by:	Sanderson Associates
On behalf of:	Violet (Homes) Limited
	Kirklees Council (Overseeing Organisation)

1. Introduction

- 1.1 Sanderson Associates Consulting Engineers has been appointed by Violet (Homes) Limited to carry out a combined Stage 1 - 2 Road Safety Audit (RSA) of S278 highway works comprising of carriageway widening, carriageway resurfacing on Old Lane and provision of block paver service strip on Old Lane /Taylor Lane in front of two new build properties. The postcode is HD7 4 ND.
- 1.2 This combined Stage 1 - 2 Road Safety Audit was instructed by email dated 10th March 2025 from the Architect on behalf of the client Violet (Homes) Limited. The email included a copy of the drawing for the S278 highway works and site location plan (1483/SLP Rev A). A combined Stage 1 - 2 Road Safety Audit Brief (no ref - dated 24th March 2025) has been prepared by James Bradley of Violet (Homes) Limited and provided to the Audit Team on the 27th March 2025. Following this the audit team needed to be changed and this was agreed with Kirklees Council on 15th April 2025. The Audit Team have not been advised that there is a previous road safety audit for the proposals. The Highway Authority is Kirklees Council.
- 1.3 The Audit Team members are as follows:
 - Audit Team Leader: Ashley Armitage MIHE, Senior Engineer at Sanderson Associates
 - Audit Team Member: Simon Burkinshaw FIHE, Principal Engineer at Sanderson Associates
- 1.4 The proposed S278 highway works are shown on drawing 1295 – 901 Rev P4 and relate to carriageway widening, carriageway resurfacing on Old Lane and provision of block paver service strip on Old Lane /Taylor Lane in front of two new build properties. There is an existing street light at the junction of Old Lane /Taylor Lane.
- 1.5 The following S278 drawings and information has been used for Audit purposes.
 - Drawing 1295 – 901 Rev P4 – S278 Highway Layout
 - Site Location Plan (1483/SLP Rev A)

Other information.

 - Combined Stage 1 - 2 Road Safety Audit Brief (no ref - dated 24th March 2025)
- 1.6 Reference to the Crashmap.co.uk website indicates that there have been no recorded accidents in the immediate vicinity of the site in the 5-year period 2019 to 2023.
- 1.7 The Audit took place on site on the afternoon of Tuesday 15th April 2025. During the site visit the weather was mild with broken cloud. The road surface was dry and vehicle, pedestrian and cycle flows appeared normal based on the existing nature of the surrounding roads. No incidents were observed on the street.
- 1.8 Whilst on site it was observed that the recently installed kerbs on Old Lane adjacent to property no.4 were starting to come away from the hard margin which is most likely due the carriageway surfacing not being complete.

- 1.9 The terms of reference of the Road Safety Audit are as described in GG119. The team has examined the works and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the works to any other criteria.
- 1.10 All of the problems described in Section 2 of this report are considered by the Audit Team to require action in order to improve the safety of the scheme. However, any recommendation included within this report should not be regarded as being a prescriptive design solution to the problem raised. They are intended only to indicate a proportionate means of eliminating or mitigating the identified problem. It is noted that there may be alternative methods of addressing a problem that would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 1.11 A marked up plan is included in **Appendix A**, which identifies the approximate location of problems that have been raised. General problems or those with multiple locations have not all been shown.
- 1.12 Following the completion of the Road Safety Audit, the design team should prepare a '*Road Safety Audit Response Report*' in collaboration with the Overseeing Organisation. The response report should incorporate the following:
 - Decision Log spreadsheet, where each Problem and Recommendation in the Road Safety Audit report is reiterated;
 - In the Decision Log, a response should be provided by the Design Team and then by the Overseeing Organisation for each problem raised. This should then be followed by an agreed action.

Further information to assist the preparation of the Road Safety Audit Response Report is provided in **GG119 Sections 4.11 to 4.19 and Appendix F** (that includes a Road Safety Audit Response Report template). In accordance with GG119, the response report should be produced and finalised within one month of the issue of the Road Safety Audit report. A copy of the response report should be issued to the Road Safety Audit Team for information.

2. Items Raised for this Combined Stage 1 - 2 Road Safety Audit

- 2.1 The problems that are raised in the combined Stage 1 - 2 Road Safety Audit are presented in this section. A copy of a marked up plan showing Stage 1 – 2 RSA problem locations is included in **Appendix A** of this Audit Report.

Problem 2.1:

Location: Proposed carriageway in front of plot 1a.

Summary: Existing manhole cover on Old Lane.

There is an existing manhole cover which as a result of the proposed will lay within the new adopted highway. The concern is that if this is not set to appropriate levels it could lead to skid or loss of control incidents at the junction bellmouth as drivers/riders attempt to avoid it.

Recommendation: Set the manhole to appropriate levels.

Problem 2.2:

Location: Carriageway surfacing.

Summary: Drawing 1295-901 P4 shows the proposed carriageway make up and the area of existing carriageway that is to be resurfaced, stating that construction details are to be agreed. However, no details are provided of the PSV values for the surface course aggregate. Given the gradient of Old Lane and its downhill approach to Taylor Lane, the concern is that if inappropriate levels of skid resistance are provided this could lead to skidding, loss of control or junction overshoot type incidents. This could be further exacerbated during periods of inclement weather.

Recommendation: Ensure a surface course material with appropriate skid resistant properties is used.

3. Audit Team Statement

3.1 We certify that the terms of reference of the audit are as described in GG119.

Audit Team Leader:

Ashley Armitage MIHE

Senior Engineer at Sanderson Associates Consulting Engineers

Signed:



Dated: 16th April 2025

Audit Team Members:

Simon Burkinshaw FIHE

Principal Engineer at Sanderson Associates Consulting Engineers

Signed:



Dated: 16th April 2025



Appendix A

Marked Up Plan for the combined Stage 1 - 2 RSA

NOTES

- Do not scale from this drawing.
- This drawing is to be read in conjunction with all relevant Architects and Engineers drawings and specifications.
- All works and materials to be in accordance with current British Standards and Building Regulations.
- The architects site plan has been used as a base for this plan. Please refer to the latest site plan.
- Pipes with <300mm cover under non-vehicle areas and <900mm cover under vehicle areas are to be encased in concrete as shown on the pipe bedding drawing.
- For drainage and private hard paving details refer to Build Vision 900 Series drawings.
- All exg drains indicated ~~~~~ to be removed or grouted with PFA/Cement:Grout minimum ratio of 12:1.
- Indicates Vehicle crossing with dropped kerbs. For specification refer to footpath detail. Kerb upstand 25mm.
- 2 No. Street Nameplates to be provided to Local Authority Specification.
- Thermoplastic white lining to be provided to Local Authority Specification.
- Street Lighting Columns to be provided to Local Authority Street Lighting Department's Specification.

KEY

- Proposed Adoptable Highway Bituminous Carriageway
- Proposed Block Paved Service Strip to be adopted to back of first block paviour at back of kerb
- Section 278 Resurfacing Works to Existing Highway
- Section 38 Highway Boundary
- Proposed Highway Gully & Connection

PRELIMINARY
NOT FOR CONSTRUCTION.

P4	06.03.25	S/G	Adj. CW works note amended
P3	03.03.25	S/G	Exg CW resurfacing adj. development
P2	10.12.24	S/G	Amended hatching
P1	09.12.24	S/G	Preliminary Issue

Rev	Date	By	Checked	Remarks
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Project Plot 1a & 1b
Old Lane/Taylor Lane
Scapegoat Hill

Client Violet Homes Ltd.

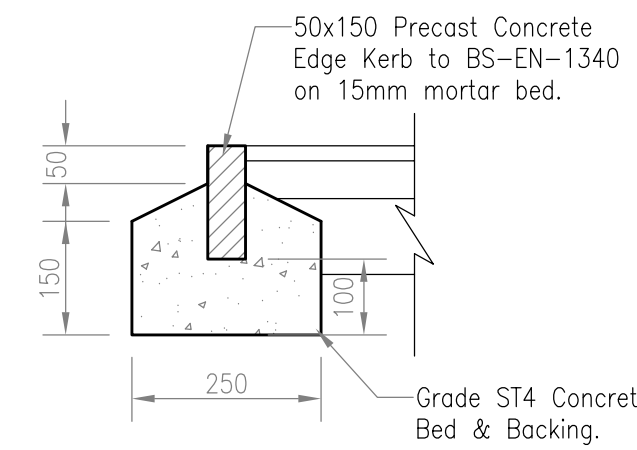
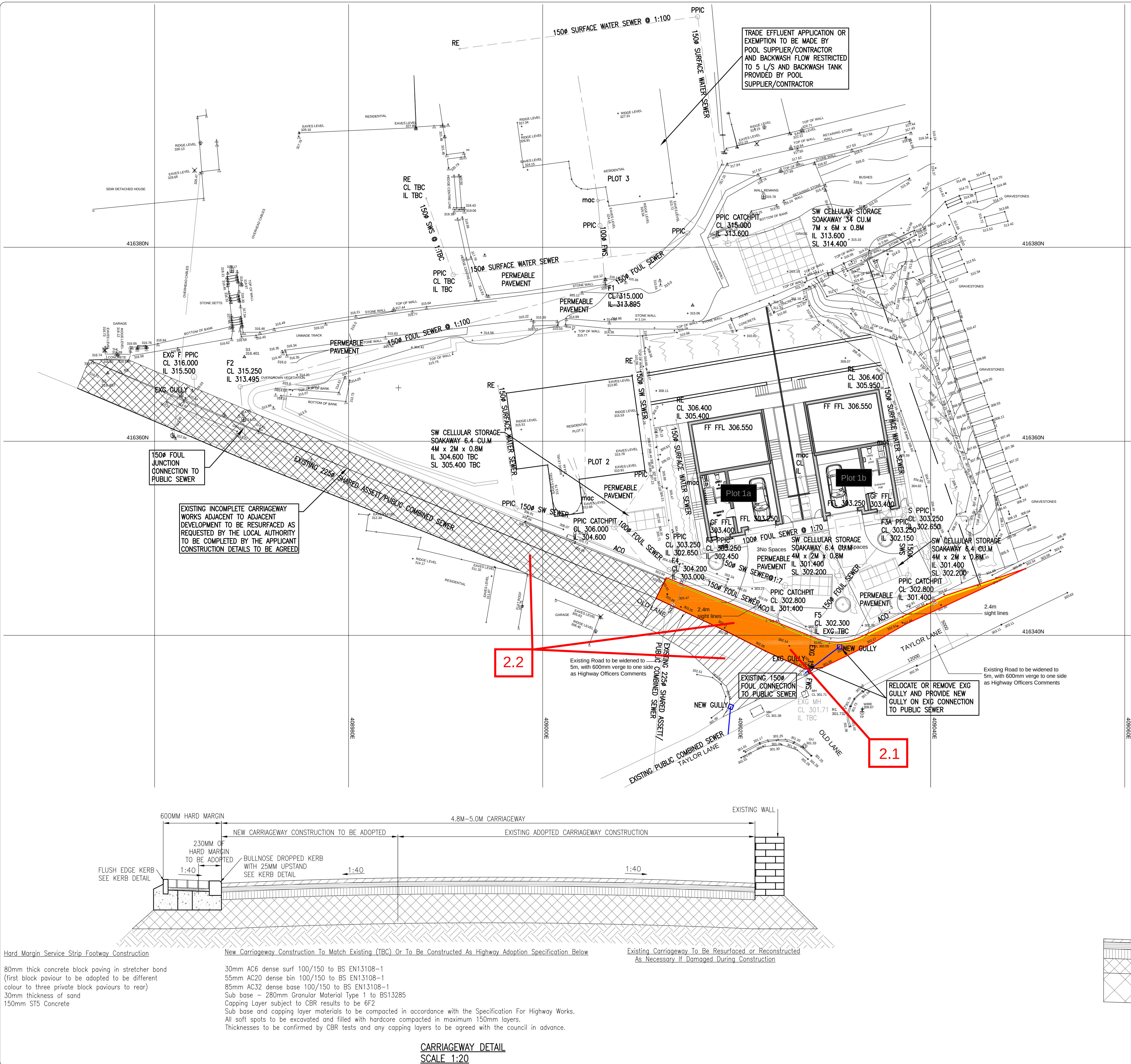
Drawing S278 Highway Layout

Number 1295-901 Rev P4

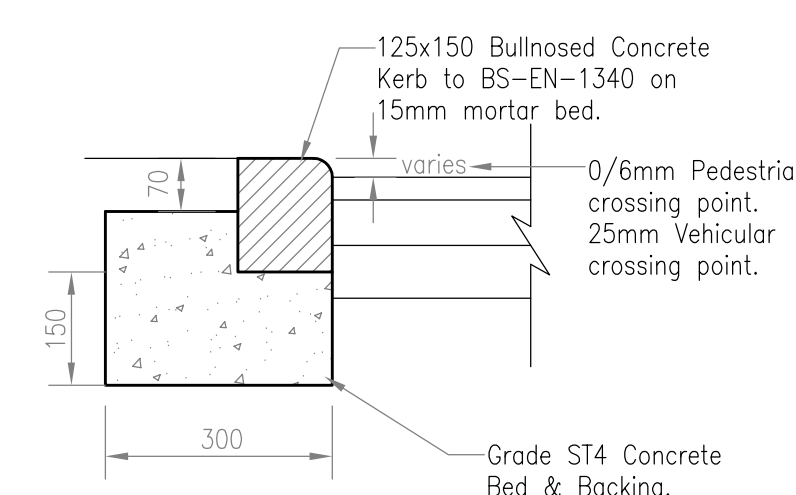
Scale 1:200@A1 Drawn S/G Checked Date Dec 2024

Build Vision Consulting Engineers

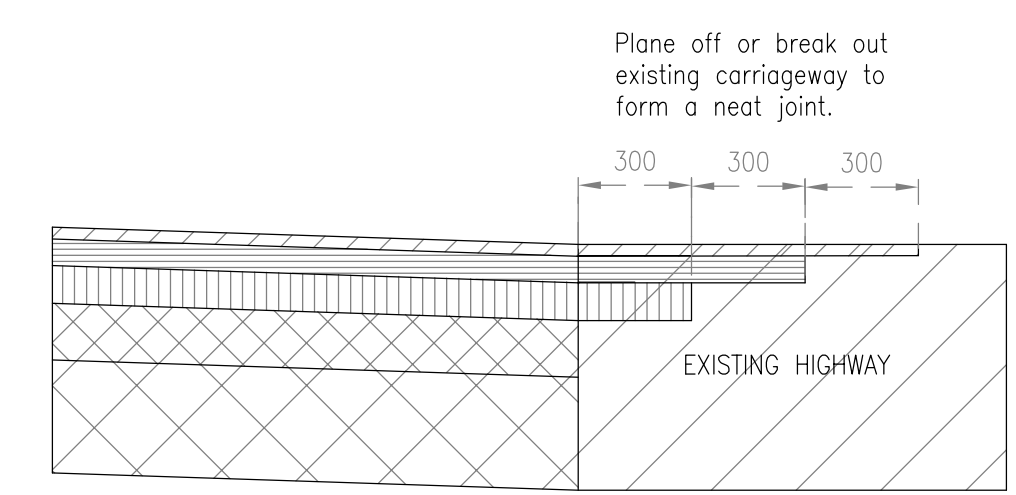
Middle Cottage, Ben Kaye Row, Holmfirth HD9 1EF
Mobile Tel. 07799 823040
email: Sarah.Griggs@bvconsulting.co.uk



FF FLUSH EDGE KERB DETAIL
SCALE 1:10



BN DROPPED KERB DETAIL
SCALE 1:10



TIE IN DETAIL FOR NEW CARRIAGEWAY
SCALE 1:20

Hard Margin Service Strip Footway Construction

80mm thick concrete block paving in stretcher bond (first block paviour to be adopted to be different colour to three private block pavours to rear)
30mm thickness of sand
150mm ST5 Concrete

New Carriageway Construction To Match Existing (TBC) Or To Be Constructed As Highway Adoption Specification Below

30mm AC6 dense surf 100/150 to BS EN13108-1
55mm AC20 dense bin 100/150 to BS EN13108-1
85mm AC32 dense base 100/150 to BS EN13108-1
Sub base - 280mm Granular Material Type 1 to BS13285
Capping Layer subject to CBR results to be 6F2
Sub base and capping layer materials to be compacted in accordance with the Specification For Highway Works.
All soft spots to be excavated and filled with hardcore compacted in maximum 150mm layers.
Thicknesses to be confirmed by CBR tests and any capping layers to be agreed with the council in advance.

Existing Carriageway To Be Resurfaced or Reconstructed As Necessary If Damaged During Construction

CARRIAGEWAY DETAIL
SCALE 1:20



FAIRHURST



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