



Our Ref: E23/8060/JM/003A

06<sup>th</sup> December 2024

**FAO: Luke Wilson**

Homes By Honey  
Lumina  
Park Approach  
Leeds  
LS15 8GB

Dear Sir,

**Re: Proposed Section 278 Works for the Development off Rowley Lane, Fenay Bridge**

**Introduction**

Haigh Huddleston Associates Ltd have been appointed as designers for the Section 278 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 December 2024.

**Project Details**

Report Title	Section 278 Agreement Works, Rowley Lane, Fenay Bridge, Huddersfield Stage 1 Road Safety Audit
Date:	December 2024
Document Reference and Revision:	LTP/24/6133 – Final Issue 1A
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:	Zulqarnain Azam Mirza 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:

<p><b>Problem 2.1.</b>  <b>Location:</b> <i>Visibility splays at proposed site access</i>  <b>Summary:</b> <i>Risk of failure to give way type collisions due to visibility splay potentially beyond highway boundary.</i></p>	
<p><b>Stage 1 – Observations &amp; Recommendation</b></p>	<p><b>Observations</b> – The southern boundary of Rowley Lane is currently flanked by extensive trees and vegetation. The proposed works show the provision of a new footway and the re-profiling of the existing bank. The proposed drawings show a 2.4m x 43m visibility splay at the site access although it is not clear whether the visibility splay will be protected within the proposed public highway extents or whether elements of the splays will be over private land. If the splays are not protected, then a reduced level of practical visibility could increase the potential for failure to give way type collisions.</p> <p><b>Recommendation</b> – It is recommended that the required visibility splays are entirely within the public highway without any vertical obstructions.</p>
<p><b>Designers Response</b></p>	<p>It is agreed that the visibility envelope should be entirely within Highway maintained land.</p> <p>It is recommended that the footpath to the West of the site access junction is widened to 2.70m locally to ensure the visibility splay is wholly within the footpath.</p> <p>The footpath to the east of the access junction would require significant widening to suit the visibility splay. This could encourage vehicles to park on the footpath or use by cyclists, neither or which would be appropriate in this location. It is therefore recommended that a 1.5m wide grassed highway verge is provided at the back of the footpath to the east of the access junction.</p>
<p><b>Overseeing Organisation Response</b></p>	
<p><b>Agreed RSA Action</b></p>	

**Problem 2.2.**

**Location:** Rowley Lane proposed tactile crossing point at eastern extents of proposed footway

**Summary:** Risk of pedestrian / vehicle conflicts due to potentially constrained visibility of informal pedestrian crossing point

**Stage 1 –  
Observations & Recommendation**

**Observations** – The southern boundary of Rowley Lane is currently flanked by extensive trees and vegetation. The proposed works show the provision of a new footway with a tactile crossing point at the eastern extents. It is not clear from the drawings whether an adequate forward visibility splay to pedestrians waiting to cross will be provided (or if the visibility splay from the crossing point to approaching vehicles will be suitable). If adequate splays are not provided and protected, then there could be an increased risk of pedestrian / vehicle conflict.

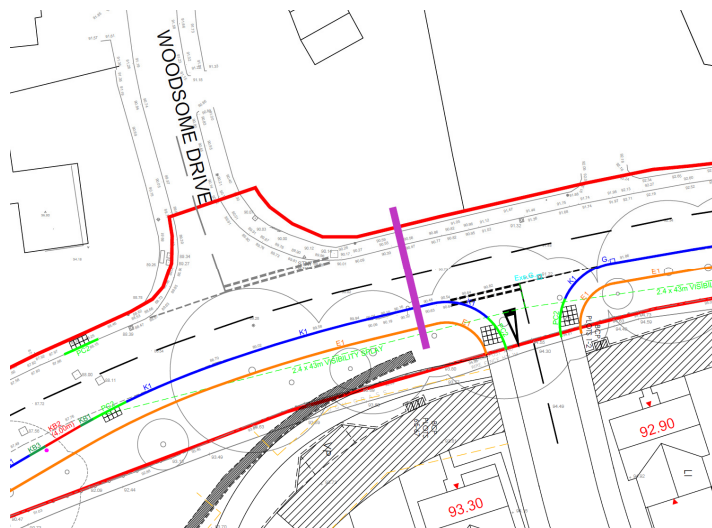
**Recommendation** – It is recommended that adequate visibility splays to/from the proposed tactile crossing point are provided and maintained.

**Designers Response**

It is not possible to achieve a full 43m visibility splay at the current crossing location due to an existing stone wall which protrudes out from the banking. It is therefore recommended that the crossing point is relocated to a position where adequate visibility can be achieved.

Having explored multiple crossing locations we have determined that it is not possible to achieve a full 43m visibility splay to the east of the new site access junction.

It is therefore recommended that the pedestrian crossing is relocated between the new access junction and the existing junction with Woodsome Drive as shown in Purple below.



**Overseeing Organisation**

<b>Response</b>	
<b>Agreed RSA Action</b>	

<p><b>Problem 2.3.</b>  <b>Location: Various dropped kerb locations</b>  <b>Summary: Risk of pedestrian slips / falls due to steep gradient</b></p>	
<p><b>Stage 1 – Observations &amp; Recommendation</b></p>	<p><b>Observations</b> – Rowley Lane has a significant gradient, and at proposed informal dropped crossings, uphill sides could be greater than 10%, 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 the crossing.</p> <p><b>Recommendation</b> – It is recommended that double transition kerbs are installed on uphill sides where necessary to assist footway gradients.</p>
<p><b>Designers Response</b></p>	<p>2 No. transition kerbs are to be provided on the high side of pedestrian crossing points in accordance with the Safety Audit recommendation.</p>
<p><b>Overseeing Organisation Response</b></p>	
<p><b>Agreed RSA Action</b></p>	

**Problem 2.4.**

**Location: Rowley Lane at junction with Penistone Road**

**Summary:** Risk of vehicle/vehicle and vehicle/pedestrian collisions due to potential difficulties for large vehicles turning left into Rowley Lane

**Stage 1 –  
Observations & Recommendation**

**Observations** – At the time of the site visit a left turning HGV was observed to encroach onto the northern Rowley Lane footway in order to make the left turn, mainly due to the existing pedestrian refuges. The proposed scheme provides a new pedestrian refuge further east but no vehicle tracking / swept path analysis has been provided to demonstrate that vehicles can successfully make the left turn without encroaching onto the footway.

**Recommendation** – It is recommended that appropriate vehicle swept path assessments are undertaken for the scheme at Penistone Road / Rowley Lane and also the site access junction and, if required, the design be suitably modified to accommodate the identified manoeuvring requirements.

**Designers Response**

As part of the proposed scheme the existing refuge island is being relocated further east which will provide additional turning space and a betterment for HGV's entering Rowley Lane.

Swept path analysis demonstrates that an articulated HGV can enter Rowley Lane without mounting the existing pavement.



<b>Overseeing Organisation Response</b>	
<b>Agreed RSA Action</b>	

**Problem 2.5.**

**Location: Rowley Lane at junction with Penistone Road**

**Summary:** Risk of failure to give way type collisions due to visibility splay potentially beyond highway boundary

<b>Stage 1 – Observations &amp; Recommendation</b>	<p><b>Observations</b> – Although forming an established junction on the highway network, the 4.5m x 120m leftwards visibility splay out of Rowley Lane along Penistone Road indicated on the scheme drawing appears to partially run beyond the back of the highway boundary with the drawing noting that the “<i>treatment within the visibility envelope to be agreed with Kirklees Highways</i>”. If an unobstructed visibility splay is not provided, then a reduced level of practical visibility could increase the potential for failure to give way type collisions. It is acknowledged that no injury collisions have been recorded at this location during the most recent 5-year period, the scheme does not alter the point at which vehicles will give way and reduced ‘x’ and ‘y’ visibility values may be appropriate. No rightwards visibility splay information is provided.</p> <p><b>Recommendation</b> – It is recommended that adequate visibility splays commensurate with expected vehicle approach speeds are provided out of Rowley Lane.</p>
<b>Designers Response</b>	<p>The proposed Section 278 scheme maintains the existing road alignment and give way position. As such the approach speed of vehicles and visibility at the junction will remain unchanged.</p> <p>The additional vehicle movements forecast to exit Rowley Lane (taken from the transport statement submitted with the planning application) would be only 23 in the AM peak and 10 in the pm peak, representing only a 8% and 4% increase to existing movements respectively.</p> <p>The 6-year collision data (1/1/18 – 27/1/24) records only one slight injury collision involving a vehicle leaving Rowley Lane which does not suggest a particular road safety issue involving this movement.</p> <p>The 120m visibility splay falls within third party land and is outside of the developer’s control. Subject to an agreement with the landowner, vegetation could be cleared and the</p>

	existing wall height reduced to 600mm to ensure 120m visibility is achieved.
<b>Overseeing Organisation Response</b>	
<b>Agreed RSA Action</b>	

### 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:	REDACTED
Position:	Director
Organisation:	Haigh Huddleston Associates Ltd
Date:	06.12.2024

### 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:	

# APPENDIX 1

## Road Safety Audit Brief

## Road Safety Audit brief template (DMRB GG119)

**Table C.1 Project Summary**

<b>Date:</b>	<i>2<sup>nd</sup> October 2024</i>
<b>Document Reference:</b>	<i>RSA Stage 1 Penistone Road, Fenay Bridge</i>
<b>Prepared by:</b>	<i>Martin Huddleston</i>
<b>On behalf of:</b>	<i>Kirklees MDC Highways</i>
<b>AUTHORISATION SHEET</b>	
<b>Project:</b>	<i>Proposed Residential Development Land at Penistone Road, Fenay Bridge</i>
<b>Report title:</b>	<i>RSA Stage 1 Land off Penistone Road, Fenay Bridge</i>
<b>PREPARED BY:</b>	
<b>Name:</b>	<i>Martin Huddleston</i>
<b>Signed:</b>	REDACTED
<b>Organisation:</b>	<i>Haigh Huddleston &amp; Associates</i>
<b>Date:</b>	<i>30<sup>th</sup> August 2024</i>
<b>I APPROVE THE RSA BRIEF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION</b>	
<b>Name:</b>	<i>Kumaravel Kurisamv</i> REDACTED
<b>Signed:</b>	_____
<b>Organization:</b>	<i>Kirklees Council</i>
<b>Date:</b>	<b>03/10/2024</b>

**Table C.2 General Details**

<b>General Details</b>				
<b>Highway scheme name and road number:</b>		Rowley Lane & Penistone Road (A629)		
<b>Type of scheme:</b>	<i>Proposed new access arrangement and footway associated with a proposed residential development</i>			
<b>RSA stage tick as appropriate.</b>	1 ✓	2	3	
	Stage 1 RSA			
<b>Overseeing Organisation details</b>		<b>Design organization details</b>		
<i>Kirklees Council</i>		<i>Haigh Huddleston &amp; Associates Ltd</i>		
<b>Police contact details</b>		<b>Maintaining agent contact details</b>		
<i>Not required for Stage 1</i>		<i>Kirklees Council</i>		
<b>RSA team membership</b>				
<i>Audit Team Leader - Ryan Penn LTP</i>				
<i>Audit Team Member – Tony Kirby LTP</i>				
<b>Terms of reference</b>				
<i>The audit shall be undertaken in accordance with GG119.</i>				

**Table C.3 Scheme Details**

<b>Scheme description/objective</b>
<b>General</b>
<p><i>The works that form the main elements of this RSA Stage 1 are a proposed new access arrangement off Rowley Lane with road widening and a new footpath along the site frontage to the junction of Penistone Road (A629)</i></p> <ul style="list-style-type: none"> <li>• <i>Drainage.</i></li> <li>• <i>Road signing and lining</i></li> <li>• <i>Visibility splay for the proposed junction.</i></li> <li>• <i>Internal adopted road layout.</i></li> </ul> <p><i>The S278 General Arrangement drawing is available as part of this brief.</i></p>
<b>Design standards applied to the scheme design</b>
<i>DMRB</i>
<b>Design Speeds</b>
<p><i>A629 Penistone Road – 40mph</i></p> <p><i>Rowley Lane – 30mph</i></p> <p><i>New residential estate road - 20mph.</i></p>
<b>Speed Limits</b>
<i>As above.</i>
<b>Existing traffic flows/queues</b>
<i>Available as part of Transport Assessment.</i>
<b>Forecast traffic flows</b>
<i>Available as part of Transport Assessment.</i>
<b>Pedestrians, cyclist, and equestrian desire lines</b>
<i>Pedestrians will use the existing footpath.</i>
<b>Environmental constraints</b>
<i>None Identified</i>

**Table C.4 Locality**

<b>Description of locality</b>
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.
<b>General description</b>
As above
<b>Relevant factors that may affect road safety</b>
Turning movements to/from the proposed new access onto Rowley Lane.

**Table C.5 Analysis**

<b>Collision data analysis</b>
Collision data associated with the local road network is available from from Crashmap.
<b>Departures from standards</b>
None
<b>Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions</b>
<i>None</i>
<b>Strategic decisions</b>
<i>None.</i>
<b>List of included documents and drawings</b>
<b>Documents</b>
<b>Reference and revision..... Title..... Date.....</b>
Transport Assessment by Sanderson Associates
<b>Drawings</b>
<b>Drawing no. and revision..... Title.....</b>
<b><i>S278 Design Drawings as follows.</i></b>
E23/8060/023-01 Section 278 General Arrangement Plan

**Table C.6 Checklist**

<b>Tick all that are included and provide reasons for those that are not included</b>			
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	20/30 and 40mph
Design standards used	✓	Adjacent land uses	✓

# APPENDIX 2

## Stage 1 Road Safety Audit

Homes By Honey

---


**Section 278 Agreement Works,  
Rowley Lane, Fenay Bridge,  
Huddersfield**


**Stage I Road Safety Audit**


---

December 2024

Armstrong House,  
The Flemingate Centre,  
Beverley, East Riding of Yorkshire.  
HU17 0NW.

 01482 679 911

 [info@local-transport-projects.co.uk](mailto:info@local-transport-projects.co.uk)

 [www.local-transport-projects.co.uk](http://www.local-transport-projects.co.uk)

*Registered No. 5295328*

Homes By Honey

## Section 278 Agreement Works, Rowley Lane, Fenay Bridge, Huddersfield

### Stage I Road Safety Audit

December 2024

Client Commission			
Client:	Homes By Honey	Order No:	
Commissioned By:	L. Wilson	Date Commissioned:	September 2024

LTP Quality Control					
Job No:	LTP/24/6133	File Ref:	6133 S278 Works, Rowley Lane, Fenay Bridge RSA 1 - Final Issue 1A		
Issue	Revision	Description	Originated	Checked	Date
1	-	Final Report	TK	RP	18/10/2024
1A	Updated	Final Report 1A	TK	RP	05/12/2024
Authorised for Issue:					RP

#### 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 278 AGREEMENT WORKS, PENISTONE ROAD, FENAY BRIDGE, HUDDERSFIELD**

## **STAGE I ROAD SAFETY AUDIT**

### **CONTENTS**

1.0	INTRODUCTION .....	2
2.0	ITEMS RAISED BY THIS STAGE 1 ROAD SAFETY AUDIT .....	4
3.0	AUDIT TEAM STATEMENT .....	9

### **APPENDICES**

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 278 (S278) 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: Kumaravel Kurusamy, dated 3<sup>rd</sup> October 2024) was supplied to the Audit Team and is included as Appendix 1.
- 1.2 The proposed S278 Agreement highway works that are subject to this RSA consist of:
- New access junction serving the development onto Rowley Lane;
  - Provision of a new footway along the southern side of Rowley Lane; and
  - Localised carriageway widening, road marking amendments and provision of new pedestrian refuge and informal tactile paving crossing at the Penistone Road / Rowley Lane junction.
- 1.3 The Audit was carried out between Tuesday 1<sup>st</sup> and Friday 18<sup>th</sup> October 2024 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 <sup>o</sup>	Rev	Drawing Title	Issued By
E23/8060/023_01A	A	Section 278-General Arrangement Plan	Haigh Huddleston & Associates
E23/8060/023_02A	A	Section 278-Kerbing Plan	Haigh Huddleston & Associates
E23/8060/023_03A	A	Section 278-Surfacing Plan	Haigh Huddleston & Associates
E23/8060/023_04A	A	Section 278-Road Marking Plan	Haigh Huddleston & Associates
E23/8060/023_06A	A	Section 278-Cross Sections	Haigh Huddleston & Associates
E23/8060/023_07A	A	Section 278-Road Construction Details	Haigh Huddleston & Associates

- 1.4 Personal Injury Collision (PIC) data for Rowley Lane within the vicinity of the proposed S278 works was examined on ‘[www.crashmap.co.uk](http://www.crashmap.co.uk)’ (a website which utilises collision information provided by the Department for Transport) for the five-year period 01/01/2018 to 31/12/2022. During this period, no injury collisions have been recorded.
- 1.5 Additional PIC data was provided to the Audit Team which had details of two PICs at the Penistone Road / Rowley Lane junction:
- 28/5/23 – Serious injury – a northbound car on Penistone Road turning right colliding with southbound car;
  - 27/1/24 – Slight injury – a car tuning right our or Rowley Lane colliding with a northbound motorcycle on Penistone Road.
- 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 Tuesday 1<sup>st</sup> October 2024 between 09:45-10:15. Weather conditions were raining and the road surface wet at the time of the site inspection. During the site inspection, traffic and non-motorised user flows on Rowley Lane were moderate.

- 1.8 The Audit Team comprised the following people:
  - Tony Kirby, IEng MSc FIHE MCIHT RegRSA (Audit Team Leader); and
  - Ryan Penn BA(Hons) IEng FIHE FCIHT MSORSA (Audit Team Member).
- 1.9 The Audit Team was not made aware of any specific departures or relaxations from standard.
- 1.10 It is understood that no previous Road Safety Audits of the proposals have been undertaken.
- 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.

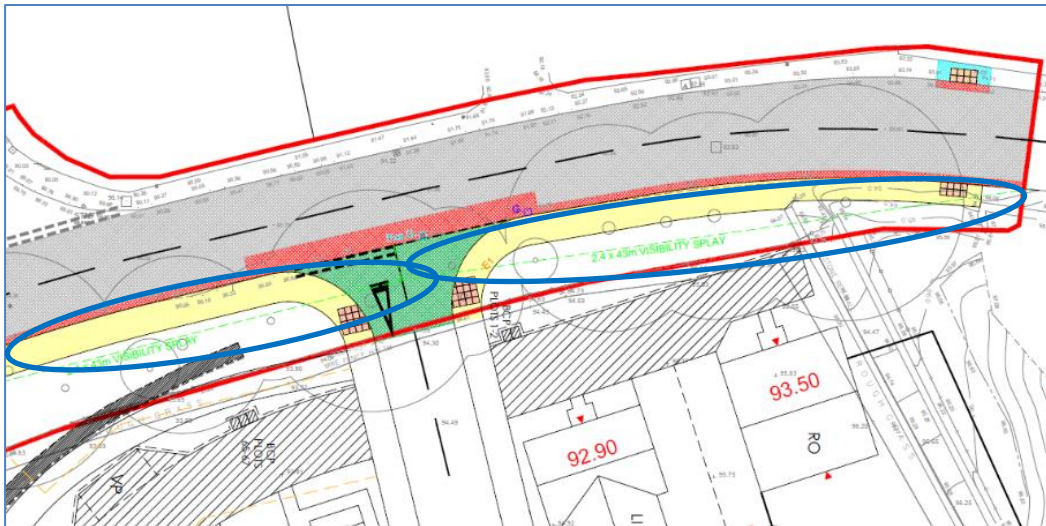
## 2.0 ITEMS RAISED BY THIS STAGE I ROAD SAFETY AUDIT

### 2.1 Problem

**Location:** Visibility splays at proposed site access

**Summary:** Risk of failure to give way type collisions due to visibility splay potentially beyond highway boundary

The southern boundary of Rowley Lane is currently flanked by extensive trees and vegetation. The proposed works show the provision of a new footway and the re-profiling of the existing bank. The proposed drawings show a 2.4m x 43m visibility splay at the site access although it is not clear whether the visibility splay will be protected within the proposed public highway extents or whether elements of the splays will be over private land. If the splays are not protected, then a reduced level of practical visibility could increase the potential for failure to give way type collisions.



### Recommendation

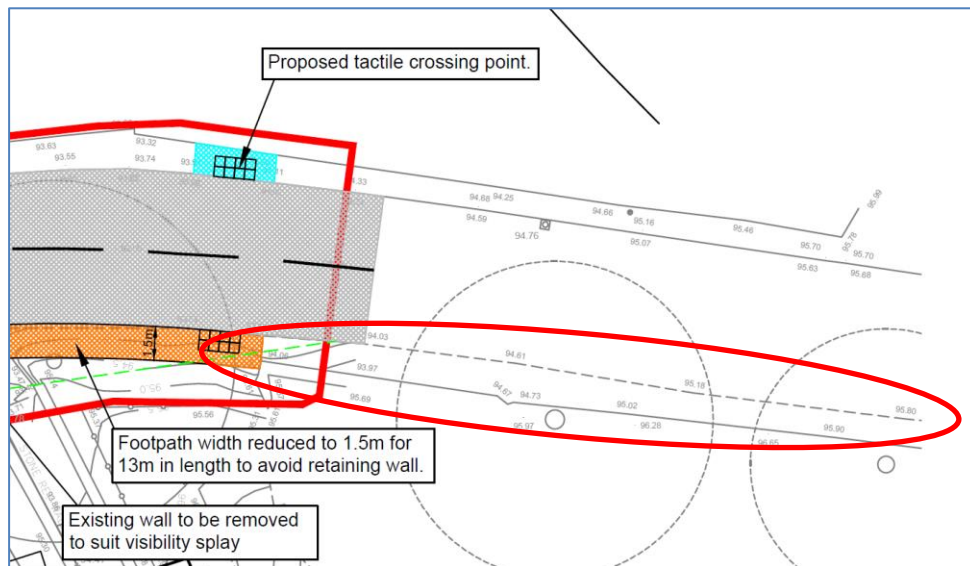
It is recommended that the required visibility splays are entirely within the public highway without any vertical obstructions.

## 2.2 Problem

**Location:** Rowley Lane proposed tactile crossing point at eastern extents of proposed footway

**Summary:** Risk of pedestrian / vehicle conflicts due to potentially constrained visibility of informal pedestrian crossing point

The southern boundary of Rowley Lane is currently flanked by extensive trees and vegetation. The proposed works show the provision of a new footway with a tactile crossing point at the eastern extents. It is not clear from the drawings whether an adequate forward visibility splay to pedestrians waiting to cross will be provided (or if the visibility splay from the crossing point to approaching vehicles will be suitable). If adequate splays are not provided and protected, then there could be an increased risk of pedestrian / vehicle conflict.



## Recommendation

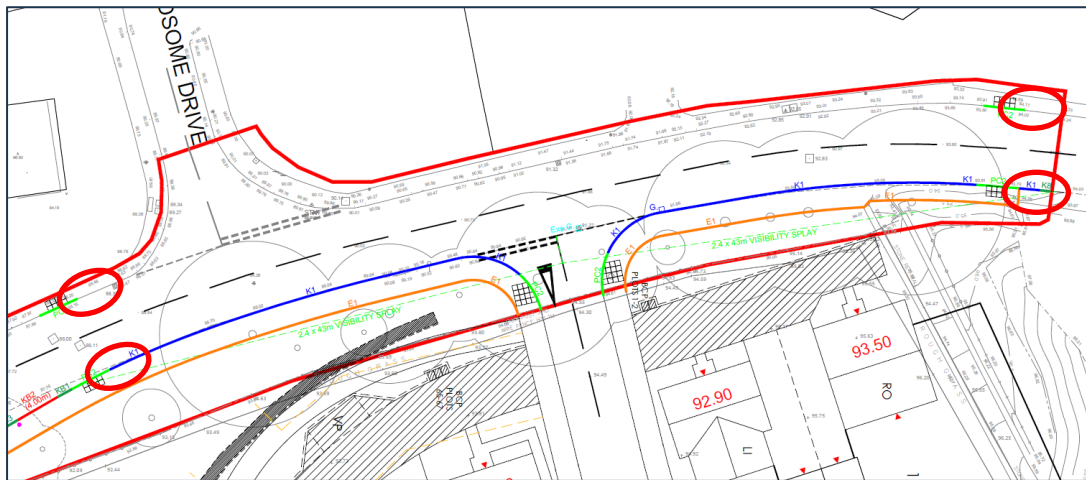
It is recommended that adequate visibility splays to/from the proposed tactile crossing point are provided and maintained.

### 2.3 Problem

**Location:** Various dropped kerb locations

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

Rowley Lane has a significant gradient, and at proposed informal dropped crossings, uphill sides could be greater than 10%, 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 the crossing.



### Recommendation

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

## 2.4 Problem

**Location:** Rowley Lane at junction with Penistone Road

**Summary:** Risk of vehicle/vehicle and vehicle/pedestrian collisions due to potential difficulties for large vehicles turning left into Rowley Lane

At the time of the site visit a left turning HGV was observed to encroach onto the northern Rowley Lane footway in order to make the left turn, mainly due to the existing pedestrian refuges. The proposed scheme provides a new pedestrian refuge further east but no vehicle tracking / swept path analysis has been provided to demonstrate that vehicles can successfully make the left turn without encroaching onto the footway.



## Recommendation

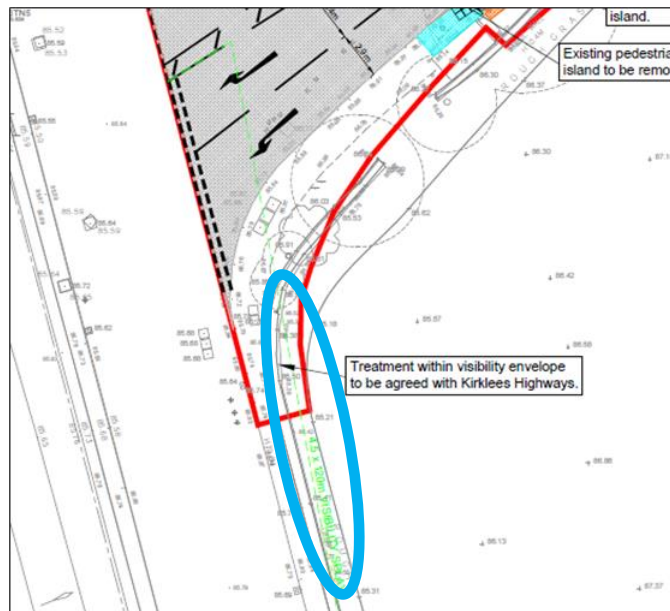
It is recommended that appropriate vehicle swept path assessments are undertaken for the scheme at Penistone Road / Rowley Lane and also the site access junction and, if required, the design be suitably modified to accommodate the identified manoeuvring requirements.

## 2.5 Problem

**Location:** Rowley Lane at junction with Penistone Road

**Summary:** Risk of failure to give way type collisions due to visibility splay potentially beyond highway boundary

Although forming an established junction on the highway network, the 4.5m x 120m leftwards visibility splay out of Rowley Lane along Penistone Road indicated on the scheme drawing appears to partially run beyond the back of the highway boundary with the drawing noting that the “*treatment within the visibility envelope to be agreed with Kirklees Highways*”. If an unobstructed visibility splay is not provided, then a reduced level of practical visibility could increase the potential for failure to give way type collisions. It is acknowledged that no injury collisions have been recorded at this location during the most recent 5-year period, the scheme does not alter the point at which vehicles will give way and reduced ‘x’ and ‘y’ visibility values may be appropriate. No rightwards visibility splay information is provided.



## Recommendation

It is recommended that adequate visibility splays commensurate with expected vehicle approach speeds are provided out of Rowley Lane.

### 3.0 AUDIT TEAM STATEMENT

- 3.1 The Audit was carried out in accordance with 'GG 119 Road Safety Audit' (Highways England, 2020). We certify that we have examined the site taking into account the documents provided by the Project Manager (set out in Table 1) and carried out a Road Safety Audit with the sole purpose of identifying any feature of the design which could be removed or modified to improve the safety of the highway environment within the extents of the scheme. The problems that we have identified have been noted in this report together with suggestions for improvement, which we recommend should be studied for implementation.
- 3.2 No-one on the audit team has been involved with the design of the proposals. We certify that this road safety audit has been carried out in accordance with GG 119.

#### AUDIT TEAM LEADER:

<b>Signed</b>	<b>T. Kirby</b>	<b>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</b>
<b>Dated</b>	<b>05/12/2024</b>	

#### AUDIT TEAM MEMBER:

<b>Signed</b>	<b>R. Penn</b>	<b>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</b>
<b>Dated</b>	<b>05/12/2024</b>	

---

**Appendix 1 – Road Safety Audit Brief (Stage 1)**