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Highways, Transportation & Safety Consulting

Yew Tree Road Birchencliffe - Proposed Residential Development

Stage 1 Road Safety Audit

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Report Title:	Yew Tree Road Birchencliffe - Proposed Residential Development
Report Produced for:	Newett Homes
Report Dated:	23 September 2025
Document Reference & Revision:	MAL/YTRB/RSA1 Rev 0
Report Produced by:	Meraki Alliance, Watkin Avenue, Old Colwyn, Conway LL29 9NN
On behalf of:	Kirklees Council

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Contents Amendment Record

This report has been issued & amended as follows:

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1 Introduction

1.1 General

This report has been prepared in response to a request to undertake a Stage 1 Road Safety Audit (RSA) (i.e. completion of preliminary design), by Newett Homes. The scheme submitted for Audit is associated with a proposed residential development to the south of Yew Tree Road, Birchencliffe.

Proposed access to the site will be via two priority "T" junctions with Yew Tree Road. The site is within an urban area, on the periphery of Huddersfield. Yew Tree Road is street lit and subject to a 30mph speed limit. The works included with this RSA Stage 1 consist of the provision of two new accesses to the proposed development, achieved by:

- Creation of two new priority "T" junctions with Yew Tree Road
- Internal access roads; and
- Provision of a new 2m footway on Yew Tree Road along the site frontage.

The RSA team has not been made aware of any previous RSAs undertaken.

The documents submitted for consideration as part of the audit, were made available to the Road Safety Audit Team by Kenny Mawson of Newett Homes. The documents forming this RSA are listed in **Appendix 1**. The audit comprised an examination of documents and an examination of the site.

Overseeing Organisation: Kirklees Council

Client: Newett Homes

Design Organisation: Newett Homes

1.2 Road Safety Audit Team

The Road Safety Audit Team membership approved was:

Audit Team Leader:	**Jonathan Birkett** IEng, MICE, FIHE, MSoRSA Holder of HE RSA Certificate of Competency
Audit Team Member:	**Naomi Cook** MSc FCIHT Holder of HE RSA Certificate of Competency

1.3 Personal Injury Collision Data

The Audit Team examined *Crashmap* for the most recent five-year period of personal injury collision (PIC) data (2019-2023), as shown in **Figure 1**.

Figure 1: Collision Data

Examination of the data indicates that there has been no PICs recorded on Yew Tree Road.

1.4 Departures or Relaxations from Standards

No Departures or Relaxations from Standard were submitted to the Road Safety Audit Team as part of the proposed design.

1.5 Details of Site Visit

A site visit was undertaken on the afternoon of the 19 September 2025 between 11:00 and 11:45 hrs. Whilst on site the weather was fine and the road surface was dry, and no incidents were noted.

Two pedestrians were observed during the site visit. The area was quiet with vehicular traffic.

1.6 Items Outside the Scope of the Road Safety Audit

During the site visit it was noted that the existing carriageway and some uncontrolled crossings along Yew Tree Road are in a particularly poor condition (photos). The development will generate additional footfall, and increased traffic on Yew Tree Road; defective surfacing could impact on safe operation of the development and surrounding highway network.

1.7 Disclaimer

The Road Safety Audit comprised an examination of the documents and drawings supplied to the Road Safety Audit Team (referenced in Appendix 1 of this report). No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

The Terms of Reference are as described in the National Highways Design Manual for Roads and Bridges document GG119 'Road Safety Audit'. The scheme has been examined and this report compiled only with regard to safety implications to road users of the scheme as presented. It has not been verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for

information only. However, any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

Furthermore, any recommendations included within this report should not be regarded as being prescriptive design solution to the problem raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, as stipulated in GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which should be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

It is the Project Sponsor's responsibility to ensure that all problems raised by the Road Safety Audit Team are given due consideration.

In the event of a collision and any resulting legal action, Meraki Alliance Ltd would have to defend its actions on the basis that it took such care, as in all circumstances was reasonably required, to ensure that the highway was not dangerous to road users. It is important therefore that recommendations contained in the report are acted upon wherever possible.

2 Items Raised at this Stage 1 Road Safety Audit

2.1 Road Safety Audit - Problems Stage 1

PROBLEM	**1-1**
Location:	Access junctions.
Summary:	A lack of suitable crossing points will increase both the risk of pedestrian trips and falls as well as pedestrian / vehicle collisions.
As part of the scheme, it is proposed to provide a 2m footway along the site frontage and to create two priority junctions. The drawings provided do not show any uncontrolled crossings of the site access junctions nor is there a proposal to provide uncontrolled crossings at Yew Tree Road. The new footway will join a short existing section near number 208 Yew Tree Road. At this point the footway terminates which will force pedestrians to either cross Yew Tree Road or walk within the carriageway. The development will increase the numbers of pedestrians on the new footway and as such there would be an increased risk of both pedestrian trips and falls as well as pedestrian / vehicle conflict.	
RECOMMENDATION	
It is recommended that uncontrolled crossings of the site access junctions are provided.	

PROBLEM		1-2
Location:	Access junctions.	
Summary:	Sub-standard levels of visibility will increase the risk of vehicles failing to give way resulting in an increased risk of collision.	
As part of the scheme, it is proposed to provide two new priority junctions to form access to Yew Tree Road. The drawings provided show visibility splays of 2.4m x 23m which is insufficient for the posted speed limit of Yew Tree Road. In addition, there is established vegetation located within the visibility splays. Sub-standard levels of visibility will increase the risk of vehicles failing to give way resulting in an increased risk of collision.		
RECOMMENDATION		
Provide sufficient visibility splays for the posted speed limit on Yew Tree Road..		

END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN THIS STAGE 1 ROAD SAFETY AUDIT

3 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119	
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	JONATHAN BIRKETT
SIGNED:	
POSITION:	DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	23 SEPTEMBER 2025
ROAD SAFETY AUDIT TEAM MEMBER	
NAME:	NAOMI COOK
SIGNED:	
POSITION:	ASSOCIATE DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	23 SEPTEMBER 2025

Appendix 1 – Audited Documents

Document / Drawing	Title	Revision
Z234.009	Planning Layout	D
Z234.002	Planning Layout West	B
Z234.003	Planning Layout East	B
STE-25-03-16	Swept Path Analysis	B

Appendix 2 – Problem Location Plan

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Problem Location Plan

ACCOMMODATION SCHEDULE WEST

Market Units

Housetype		Beds		ND	Number	3 Bed %
DAL	Dalton	3	Semi		7	
NEW	Newton	3	Semi		2	
Total					9	69%

Housetype		Beds		ND	Number	4 Bed %
MAL	Malham	4	Detached Integral		3	
BRA	Bramham	4	Detached Integral		2	
Total					5	29%

Housetype		Beds	Arrangement	Number	5 Bed %
CAW	Cawthorne	5	Detached	2	
Total				2	11%

Sub-total					18	72%

Affordable Units

Housetype	Sales Name	Beds		ND	Number	SQFT
WET	Wetherby	2	Semi		4	
DAL	Dalton	3	Semi		2	
Total					7	28%

Sub-total					7	

GRAND TOTAL:					Number	SQFT
					25	

ACCOMMODATION SCHEDULE EAST

Market Units

Housetype		Beds		ND	Number	4 Bed %
MAL	Malham	4	Detached Integral		3	
HAL	Hakham	4	Detached Integral		1	
BRA	Bramham	4	Detached Integral		2	
Total					6	46%

Housetype		Beds	Arrangement	Number	5 Bed %
CAW	Cawthorne	5	Detached	2	
Total				2	15%

Sub-total					16	62%

Affordable Units

Housetype	Sales Name	Beds		ND	Number	SQFT
WET	Wetherby	2	Semi		6	
DAL	Dalton	3	Semi		3	
Total					9	38%

Sub-total					9	

GRAND TOTAL:					Number	SQFT
					26	

Key

- Site boundary
- Proposed housing
- Existing footpath / public right of way
- Proposed new footpaths
- Existing landscaping
- Proposed landscaping
- Main road
- Shared surface
- Attenuation tank
- Bin collection point (private drives)
- Bin presentation point
- Visibility splay (2 x 23m)

Date	Description	Rev
27.03.25	Amendment to road layout as detailed in email dated 27.03.25	-
05.06.25	VP's relocated to accommodate vis splay. Bin presentation points added	A
09.06.25	Highway widened to include vis splay	B
18.06.25	Bin collection point amended, path removed, visitor parking added	C
10.09.25	Eastern junction amended to remove VP and accommodate vis splay. Plot 8 handed	D

N

0 10 50

Drawing Title: Planning Layout

Site: Yew Tree Rd, Birchencliffe

Scale: 1:500 @A2 Date: 25/03/25

Drawn: VB/MC Checked: MC /AN

Drawing No. Z234.009 Rev. D

Thorpe Arch Grange
Walton Road
Thorp Arch
LS23 7BA

01937 543599
www.newetthomes.co.uk

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