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LAND OFF HERMITAGE PARK, LEPTON

Stage 1 Road Safety Audit

Client: Miller Homes

28/03/2025

Quality Management

Issue Record

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1	-	Final	28 March 2025	<i>M Hedley</i>	<i>M Morley</i>
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Land off Hermitage Park, Lepton

Stage 1 Road Safety Audit

28/03/2025

Overseeing Organisation

Kirklees Council

Client

Miller Homes

Design Organisation

Optima Highways and Transportation Consultancy Limited

Road Safety Audit Team Organisation

Road Safety Initiatives LLP

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APPENDIX A – Scheme Documents Issued for Road Safety Audit

APPENDIX B – Location Plans

1 Introduction

1.1.1 This report results from a Stage 1 Road Safety Audit carried out on the access junction and internal road network of the proposed 80-unit residential development on the land off Hermitage Park, Lepton. This is at the request of Ryan Kinder, Kirklees Council (Overseeing Organisation). There has been a previous Stage 1 Road Safety Audit, carried out in April 2023, on a slightly different residential scheme design.

1.1.2 The terms of reference of the Road Safety Audit are as described in DMRB GG 119. The Road Safety Audit Team has examined and reported only on the road safety implications in the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

1.1.3 The Road Safety Audit Team membership, approved by Ryan Kinder, Kirklees Council (Overseeing Organisation), consisted of:

Team Leader **Mark Hedley, IEng, MCIHT, MSoRSA, FIHE, RegRSA(IHE)**

Certificate of Competency in Road Safety Audit gained in Nov 2013

Partner, Road Safety Initiatives LLP

Team Member **Martin Morley, BSc (Hons), MCIHT, MSoRSA**

Certificate of Competency in Road Safety Audit gained in Feb 2013

Partner, Road Safety Initiatives LLP

1.1.4 The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief prepared by James Stackhouse, Optima Highways and Transportation (Design Organisation) and approved by Ryan Kinder, Kirklees Council (Overseeing Organisation). The Road Safety Audit comprised an examination of the documents provided and listed in **Appendix A**.

1.1.5 The Road Safety Audit Team visited the site together on Tuesday 26th November 2024 between 12.20 and 13.05 hours. It was sunny and the road surfaces were wet at the time of the site visit. During the site visit, traffic flows were low, and no pedestrians and cyclists were observed.

1.1.6 All Road Safety problems are referenced to the design drawings and the locations have been indicated on the plans supplied with the Road Safety Audit Brief in **Appendix B**.

1.1.7 This Road Safety Audit will review the road safety aspects of the access arrangements and internal road network of the proposed residential development on the land Hermitage Park, Lepton. The following paragraphs were taken directly from the Road Safety Audit Brief:

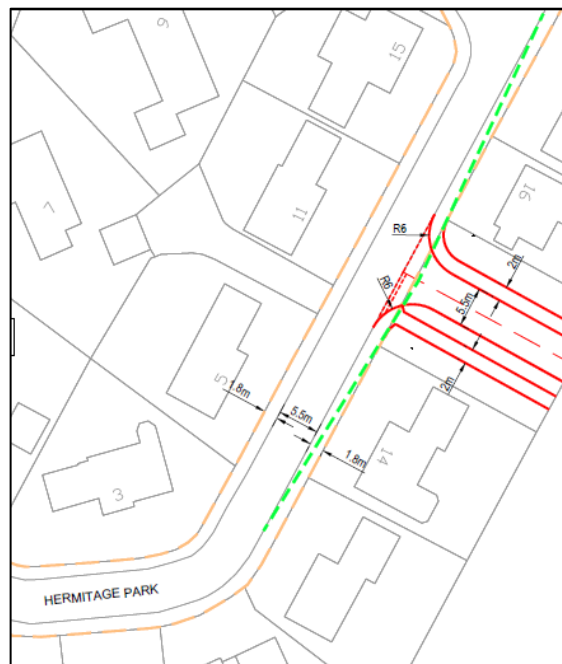
“The development proposals are illustrated on the JRP Site Layout drawing 22:5611:01 rev G, and includes the erection of 80 residential dwellings, with access taken via Hermitage Park. The access onto Hermitage Park includes visibility splays of 2.4m x 43m in both directions as illustrated on the following page.

A swept path analysis of the internal layout is illustrated on Optima drawing 13015/ATR/06/REV/I. A visibility splay analysis of the internal layout is also shown on Optima drawing 13015/IN/19/REV/A.

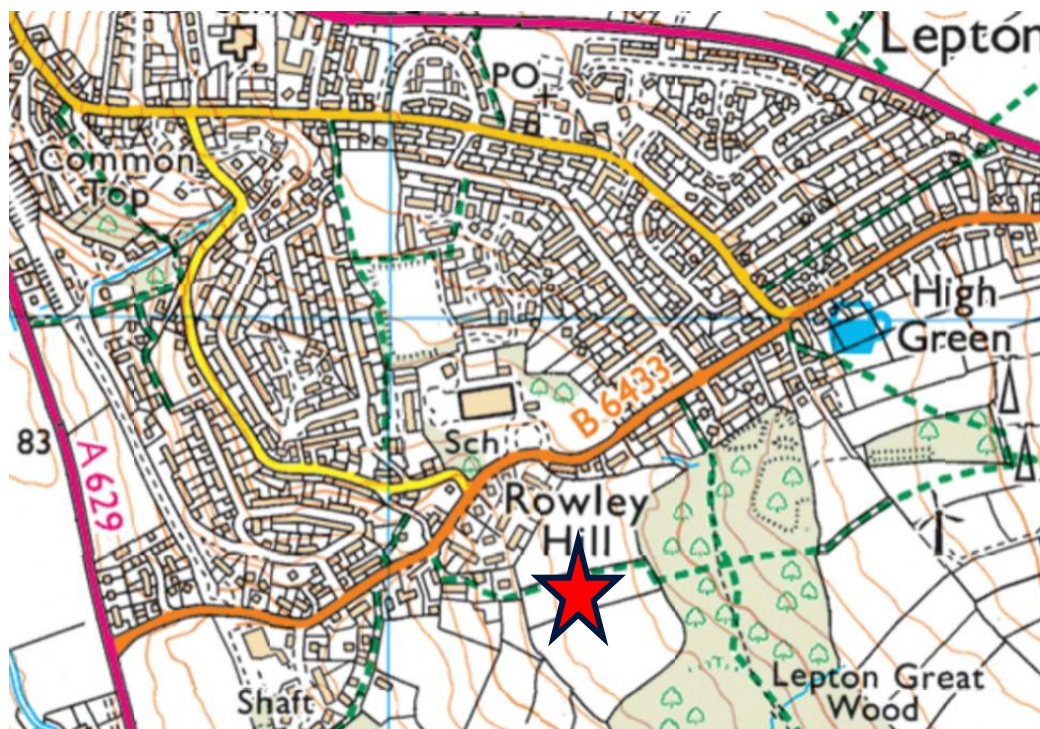
The development is predicted to generate 48 two way trips during the AM peak hour and 44 two way trips during the PM peak hour. Refer to the Transport Assessment for full details.”

“The Site is allocated for housing within the Kirklees Local Plan adopted in February 2019 under Site reference HS3. The development comprises of the erection of 80 residential dwellings, with access taken from Hermitage Park in accordance with the Kirklees allocation.”

“Public footpath KIR/65/10 runs to the west of the Site and provides a traffic free pedestrian route to the neighbouring village of Highburton. The footpath commences some 230m to the west of the B6433 Rowley Lane/ Hermitage Park junction and terminates in the centre of Highburton. Public footpath KIR/85/10 runs through the Site on a west to east alignment from a private drive south of Hermitage Park, through Lepton Great Wood to Green Balk Lane.”



Map showing Rowley Hill, Lepton (Credit: OS Data)



- 1.1.8 The Road Safety Audit Team was not informed of any strategic decision made and agreed by the Overseeing Organisation.
- 1.1.9 The design standards applied to the scheme design are Highway Design Guide (Kirklees Council), Manual for Streets and Manual for Streets 2 (Department for Transport).
- 1.1.10 The Road Safety Audit Team was not informed of any Departures from Standard.

2 Items Raised at previous Stage 1 Road Safety Audit

- 2.1.1 The road safety implications of the proposed highway improvement works for the proposed development on the land off Hermitage Park, Lepton were the subject of a Stage 1 Road Safety Audit by Road Safety Initiatives in April 2023. This previous Stage 1 Road Safety Audit was of a slightly different design of the access junction and internal road layout and additionally included proposed off-site works in Rowley Lane. The proposed off-site works are outside the scope of this current Stage 1 Road Safety Audit, however.
- 2.1.2 A Response Report, prepared by Optima Highways and Transportation Ltd, was provided to the Road Safety Audit Team. The items raised at the previous Stage 1 Road Safety Audit are detailed in the table below:

Previous RSA 1 Item	Previous Stage 1 Road Safety Audit Problem and Recommendation (April 2023)	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action	Stage 1 RSA Comment (March 2025)
3.1.1	Location: A629 Penistone Road / Rowley Lane Junction. Summary: Vehicles may encroach into the adjacent lane, leading to subsequent vehicle-to-vehicle collisions. In order to provide a two-lane approach to Penistone Road, the junction approach is to be realigned with changes to the verge alignment and the relocation of the pedestrian refuge island and hatching. It would appear that it may not be possible for vehicles (particularly large vehicles) to approach the junction side-by-side without encroachment into adjacent lane. Furthermore, the presence of roadside features i.e., trees, raised verge, road lighting and traffic signs may result in nearside 'verge shyness', which may exacerbate the situation. This could lead to vehicle-to-vehicle collisions, for-example side impact and head-on collisions. In a similar theme, the warning line bounding the hatched road markings may lead drivers into the traffic island kerbs and result in subsequent loss of control collisions. RECOMMENDATION It is recommended that a swept path analysis demonstrates that vehicles can successfully and comfortably approach the junction without encroachment into adjacent lane. It is also recommended that the warning line should be offset from the traffic island kerb line.	RSA recommendation is Accepted. Analysis of the Penistone Road / Rowley Lane manually classified count (MCC) conducted on Thursday 19th September 2019 (contained within the TA) shows that no heavy goods vehicles were recorded making the right turn from Rowley Lane to Penistone Road during the hours of 07:00 – 10:00am and 14:00 – 19:00pm. Notwithstanding the above, drawing 13015/GA/01/REV/C demonstrates that the Kirklees refuse collection vehicle can approach the junction whilst vehicles are queuing within the adjacent approach lane and make both the left and right turns out. The proposed warning line has also been amended as per the recommendation and is now shown offset from the traffic island kerb line.	The amendments to proposed lining and swept path analysis are acceptable.	Proposed warning lines to be offset from traffic island kerb line.	Problem 3.1.1 is not part of the scope of this Stage 1 RSA.

Previous RSA 1 Item	Previous Stage 1 Road Safety Audit Problem and Recommendation (April 2023)	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action	Stage 1 RSA Comment (March 2025)
3.1.2	Location: Rowley Lane / Hermitage Park Junction. Summary: Potential for conflicts resulting from obscured visibility. Inter-visibility between drivers entering Rowley Lane from Hermitage Park and approaching drivers may be restricted by existing vegetation and parked vehicles. It is acknowledged that vegetation clearance is proposed to provide pedestrian deterrent paving, but the drawing indicates that this is vegetation in the verge and not the overhanging adjacent foliage. In addition, the survey in the Transport Assessment confirms parking occurs momentarily during school 'drop-off' times around the junction. Nevertheless, these may lead to an incident of 'looked but failed to see' and, potentially, a pull-out collision. RECOMMENDATION It is recommended that that vegetation and branches are trimmed back to such an extent that regular maintenance will not be required to ensure adequate inter-visibility is provided. In addition, provide 'no waiting' restrictions to protect the visibility splays at the junction.	RSA Recommendation accepted. For the avoidance of doubt, drawing no. 13015/GA/08/REV/C has been revised to include an additional note stating that "Existing landscaping and trees to be cut back so far as possible within the extent of the maximum visibility splay". A further note has been added to the drawing stating that "Parking restrictions to be provided in the vicinity of Rowley Lane / Hermitage Park junction - details to be agreed with the LHA". The proposals also now include the installation of tactile paving at the Rowley Lane / Hermitage Park junction existing dropped crossing.	Designers' response accepted.	Vegetation to be cut back so far as possible within the maximum visibility splay, parking restrictions to be funded at the Rowley Lane / Hermitage Park junction (details to be agreed) and tactile paving to be installed at Rowley Lane / Hermitage Park junction existing dropped crossing.	Problem 3.1.2 is not part of the scope of this Stage 1 RSA.

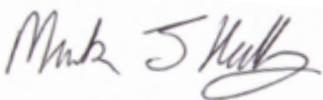
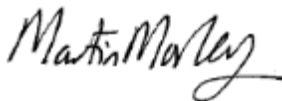
Previous RSA 1 Item	Previous Stage 1 Road Safety Audit Problem and Recommendation (April 2023)	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action	Stage 1 RSA Comment (March 2025)
3.2.1	Location: Rowley Lane / Hermitage Park Junction – Pedestrian crossing. Summary: Inadequate visibility of pedestrians may lead to collisions. Existing vegetation may result in inadequate inter-visibility between drivers and pedestrians using the proposed crossing. It is acknowledged that vegetation clearance is proposed to provide pedestrian deterrent paving, but the drawing indicates that this is vegetation in the verge and not the overhanging adjacent foliage. In addition, the survey in the Transport Assessment confirms parking occurs momentarily during school 'drop-off' times around the junction. Nevertheless, a pedestrian crossing the road must be able to see and be seen by approaching traffic. If inadequate visibility is achieved, then there is a risk of pedestrian collisions with approaching traffic. RECOMMENDATION It is recommended that that vegetation and branches are trimmed back to such an extent that regular maintenance will not be required to ensure adequate inter-visibility is provided. In addition, provide 'no waiting' restrictions to protect the pedestrian visibility splays.	RSA Recommendation accepted. For the avoidance of doubt, drawing no. 13015/GA/08/REV/C has been revised to include an additional note stating that "Existing landscaping and trees to be cut back so far as possible within the extent of the maximum visibility splay". A further note has been added to the drawing stating that "Parking restrictions to be provided in the vicinity of Rowley Lane / Hermitage Park junction - details to be agreed with the LHA". The proposals also now include the installation of tactile paving at the Rowley Lane / Hermitage Park junction existing dropped crossing.	Designers' response accepted.	Vegetation to be cut back so far as possible within the maximum visibility splay, parking restrictions to be funded at the Rowley Lane / Hermitage Park junction (details to be agreed) and tactile paving to be installed at Rowley Lane / Hermitage Park junction existing dropped crossing.	Problem 3.2.1 is not part of the scope of this Stage 1 RSA.

3 Items Raised at this Stage 1 Road Safety Audit

- 3.1.1 Following careful consideration of the information provided, together with the site visit, the Stage 1 Road Safety Audit Team was unable to identify any items of concern regarding the road safety of the proposed scheme.

4 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

ROAD SAFETY AUDIT TEAM LEADER	
Name:	Mark Hedley
Signed:	
Position:	Partner
Organisation:	Road Safety Initiatives LLP
Date:	28 March 2025
ROAD SAFETY AUDIT TEAM MEMBER	
Name:	Martin Morley
Signed:	
Position:	Partner
Organisation:	Road Safety Initiatives LLP
Date:	28 March 2025

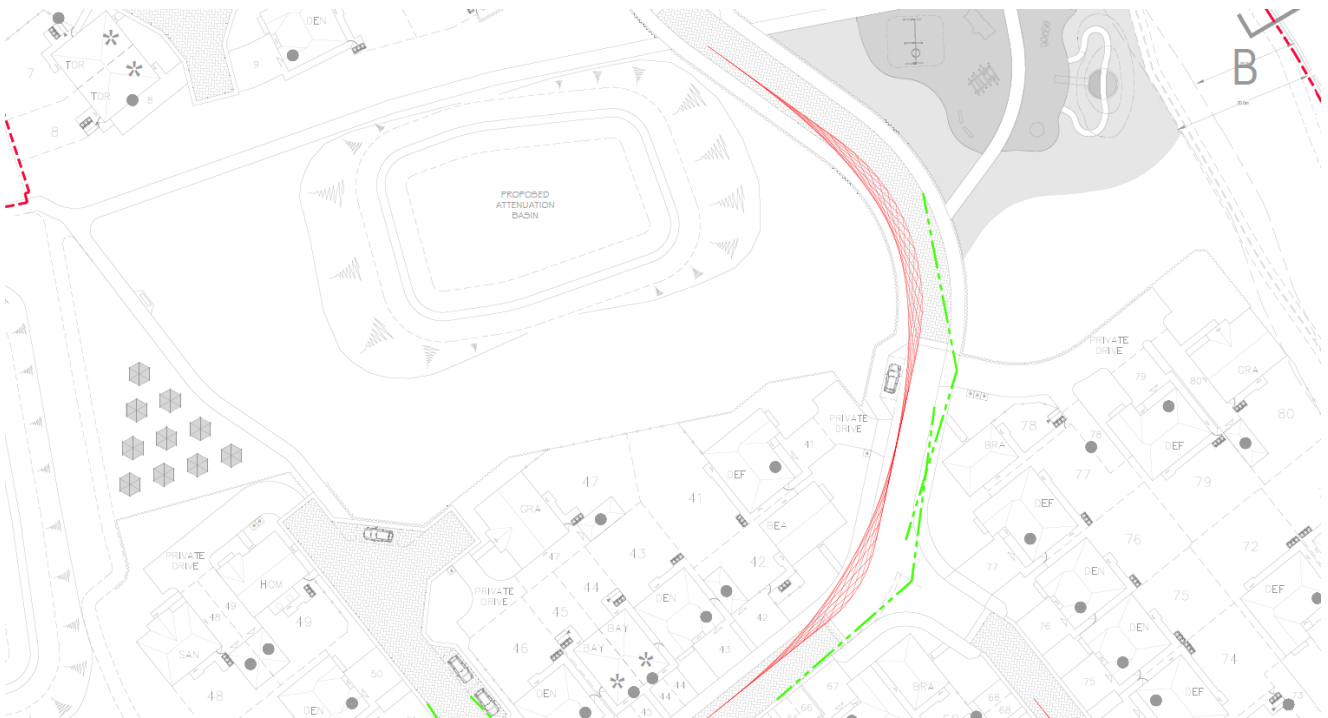
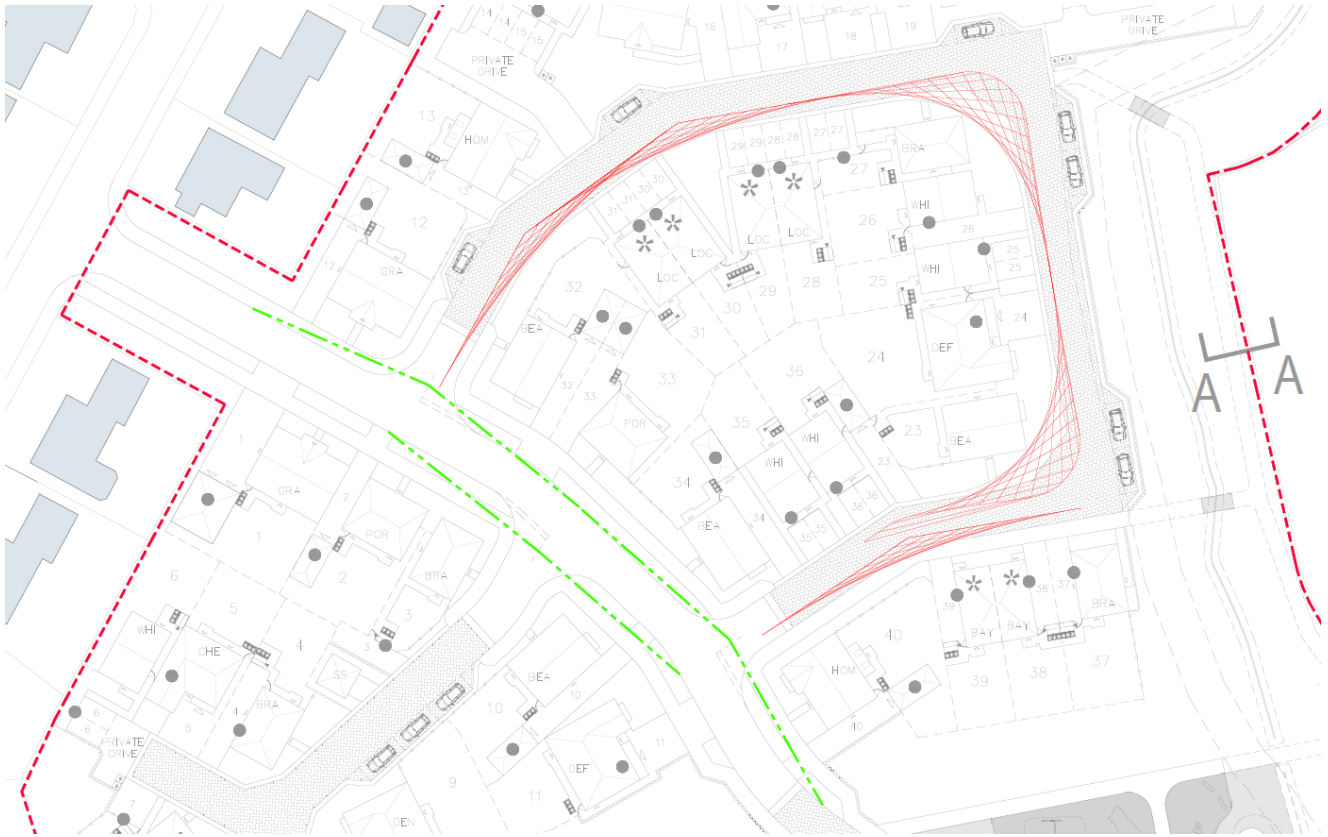
Appendices, Figures and Tables

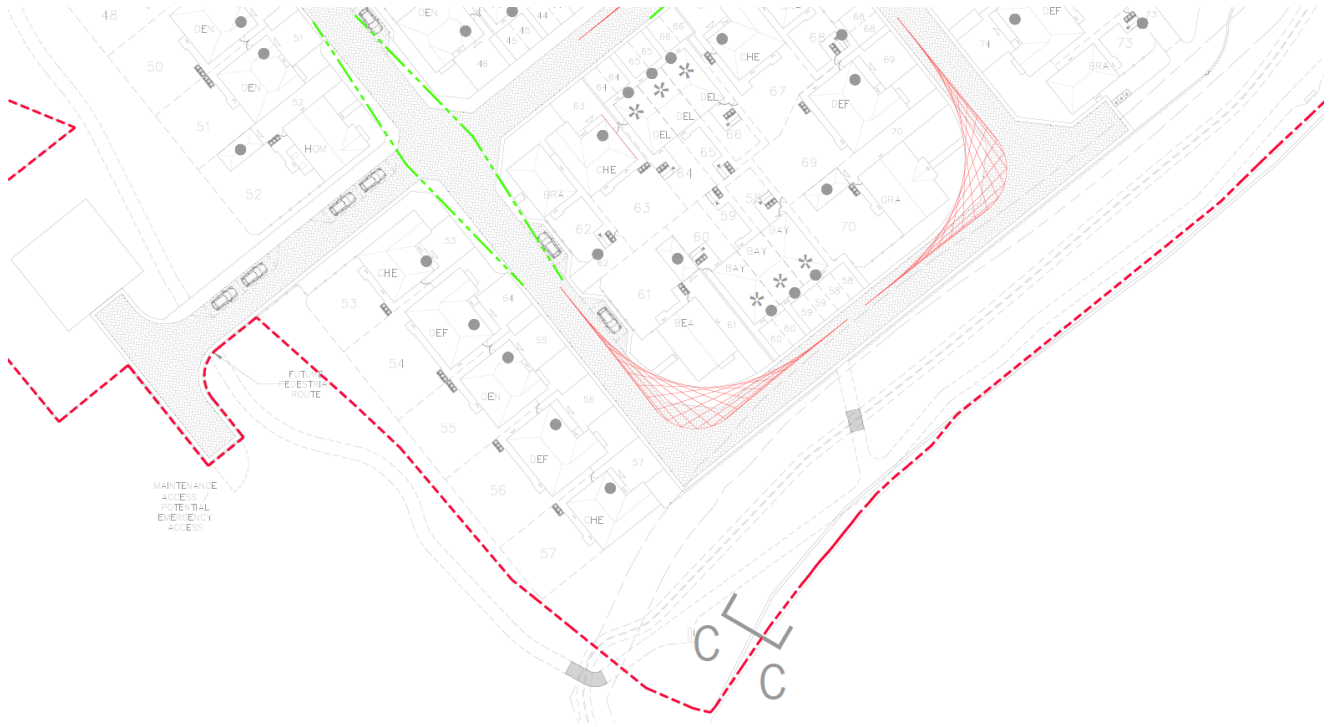
Appendix A: Scheme Documents Issued for Road Safety Audit

DRAWING / DOC NUMBER	REV	TITLE
22:5611:01	G	Site Layout
13015/ATR/06	I	Swept Path Analysis
13015/IN/19	A	Internal Visibility Analysis
-	Approved Mar 2025	Stage 1 RSA Brief

Appendix B: Location Plans

Numbers refer to problems identified in the text.





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