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Highways, Transportation & Safety Consulting

Whitechapel Road, Cleckheaton

Combined Stage 1 & 2 Road Safety Audit

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Report Title:	Whitechapel Road, Cleckheaton
Report Produced for:	Haigh Huddleston
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Report Produced by:	Meraki Alliance, Watkin Avenue, Old Colwyn, Conway LL29 9NN Naomi Cook - Tel:+44 (0) 7818026263
On behalf of:	Kirklees Council

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Contents Amendment Record

This report has been issued & amended as follows:

Issue	Revision	Description	Date	Signed
1	0	Draft Report	11 August 2025	NC
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Report Circulation Record

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Person	Organisation	No. of Copies	Date
J McBride	Haigh Huddleston	Electronic	11 August 2025
J Birkett	Meraki Alliance Ltd	Electronic	11 August 2025

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1 Introduction

1.1 General

This report has been prepared in response to a request to undertake a combined Stage 1 and 2 Road Safety Audit (RSA) (i.e. completion of detailed design), by Haigh Huddleston & Associates. The scheme submitted for Audit is associated with access to a proposed residential development comprising nine dwellings.

The site on which the development is proposed, is located on the north side of the B6120 Whitechapel Road and will be accessed in a similar location to the existing access at no. 298 Whitechapel Road. At this location, the site is a rural in nature on the edge of a Scholes to the west of Cleckheaton. Whitechapel Road is lit and subject to a 30mph speed limit. The works included with this RSA Stage 1 and 2 consist of the provision of access to the proposed development, achieved by:

- Widening of the existing access to create a priority give way junction
- Continuation of footway into the development, and provision of uncontrolled crossings at the junction itself

The RSA team has not been made aware of any previous RSAs undertaken, prior to this combined stage 1 and 2 RSA.

The documents submitted for consideration as part of the audit, were made available to the Road Safety Audit Team by Jamie McBride of Haigh Huddleston & Associates. 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: Mr M Graves

Design Organisation: Haigh Huddleston

1.2 Road Safety Audit Team

The Road Safety Audit Team membership approved was:

Audit Team Leader:	**Naomi Cook** MSc FCIHT Holder of HE RSA Certificate of Competency
Audit Team Member:	**Jonathan Birkett** IEng, MICE, FIHE, MSoRSA 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 have been several PICs recorded on the highway network in the area local, in particular on the M62 located to the east of the proposed scheme. One PIC, slight in severity, was recorded on the B6120 Whitechapel Road in the vicinity of the proposed access. It was recorded in 2020 and involved a cyclist being hit by a car, travelling in the same direction.

1.4 Departures or Relaxations from Standards

No Departures or Relaxations from Standard were submitted to the Road Safety Audit Team.

1.5 Details of Site Visit

A site visit was undertaken on the morning of 07 August 2025 between 15:30 and 16:00 hrs. Whilst on site the weather was fine and the road surface was dry, and no incidents were noted. A small number of pedestrian and cycle movements were witnessed on site. Traffic flows were light. It should be noted that the B6120 to the south of the M62 was subject to a road closure at the time of the site visit, which may have influenced vehicular traffic flows.

1.6 Items Outside the Scope of the Road Safety Audit

During the site visit it was noted that the existing lighting column located outside number 298 Whitechapel Road, has been damaged. A site visit was not conducted during the hours of darkness, so it is unclear as to whether the lighting column is still operational. If the lighting column is not working, this could impact on the safe operation of the proposed access. It is recommended that this should be reviewed by the local highway authority.

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 Combined Stage 1 and 2 Road Safety Audit

2.1 Road Safety Audit - Problems Stage 1 and 2

PROBLEM		**2-1**
Location:	West side of the proposed access	
Summary:	Existing boundary wall could obstruct visibility leading to collisions.	
The drawings indicate that the existing boundary wall to the east side of the junction will be realigned to suit the new access and required visibility splays. While it also notes that the wall on the west side of the proposed access, will be removed it is not clear whether it will be replaced or how the boundary will be maintained at this location. If the boundary treatment is located within the visibility splay for the new access, there is a risk of reduced intervisibility between users of the access including vehicles pulling out of the access into the path of another, resulting in collisions.		
RECOMMENDATION		
Ensure that visibility at the junction is achieved with the proposed boundary treatment to the west of the access.		

PROBLEM		**2-2**
Location:	General to the scheme	
Summary:	Inappropriate carriageway widths and turning radii can result in increased vehicle collisions as well as pedestrian/vehicle collisions.	
Vehicle tracking details were not submitted as part of the RSA information. It is important that all vehicles which are expected to use the access at Whitechapel Road, can safely negotiate the junction. If vehicles cannot safely turn into or out of the junction without encroaching into the opposing lane or overrunning the kerbed around the junction mouth, there is a risk conflicts between vehicles using the access, and on-going maintenance issues.		
RECOMMENDATION		
Ensure that all vehicles using the scheme, can do so safely.		

PROBLEM		**2-3**
Location:	Existing gully on Whitechapel Road	
Summary:	Potential for loss of control or skid-related collisions	
An existing gully will remain on the north side of Whitechapel Road and, on completion of the proposals will be located within the mouth of the new access. The site visit indicated that the gully is blocked, which during wet weather conditions could result in ineffective surface water drainage and ponding. In the event of ponding or freezing, there is a risk of collisions resulting from loss of traction and loss of control, particularly because of the gully's location on completion of the works. Additionally, on completion of the works, there is also a risk that the existing gully may no longer be in the most appropriate location to intercept anticipated flows of surface water on Whitechapel Road, which could also increase the risk of skidding or loss of control collisions.		
RECOMMENDATION		
Ensure that the surface water drainage will perform effectively on Whitechapel Road and in the vicinity of the proposed access.		

END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN THIS STAGE 1 AND 2 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:	NAOMI COOK
SIGNED:	
POSITION:	ASSOCIATE DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	11 AUGUST 2025
ROAD SAFETY AUDIT TEAM MEMBER	
NAME:	JONATHAN BIRKETT
SIGNED:	
POSITION:	DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	11 AUGUST 2025

Appendix 1 – Audited Documents

Document / Drawing	Title	Revision
E21/7893_004	Main Road & Sewer Plan	-
E21/7893_005	Road & Sewer Long-Sections	-
E21/7893_009	Road Construction Details	-
E21/7893_035	Kerbing Plan	-
E21/7893_036	Surface Treatment Plan	-
E21/7893_040	Permanent Entrance Works	-
E21/7893_041	Temporary Entrance Works	-
Dec Notice - Full Conditional Permission_4338		

Appendix 2 – Problem Location Plan

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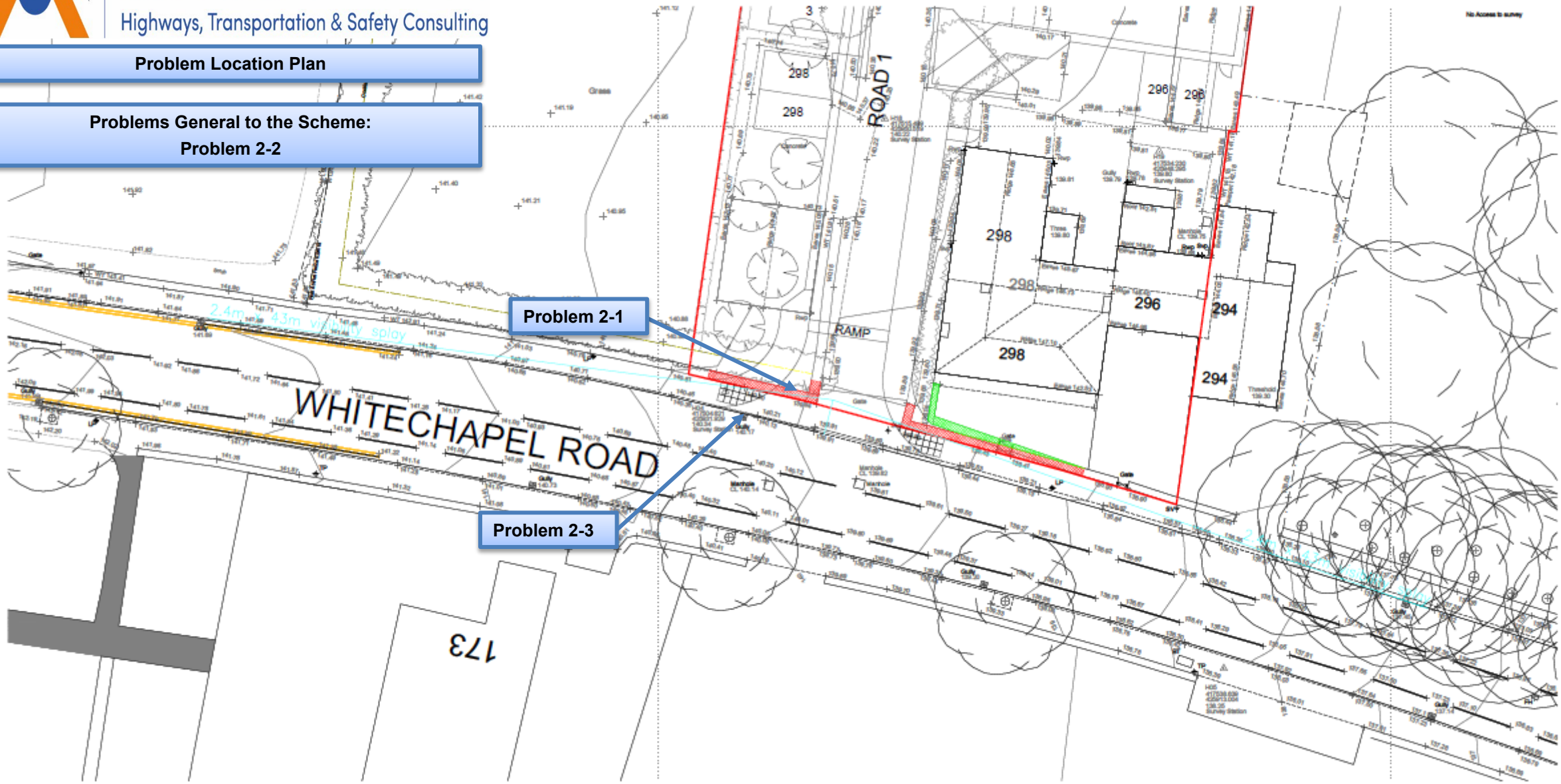
Problem Location Plan

Problems General to the Scheme:
Problem 2-2