

GG119 ROAD SAFETY AUDIT RESPONSE REPORT

Project Information

Project Title:	Section 278 Access Works – Field Head Lane, Birstall
Project Team:	DART Engineers Ltd
RSA Report Stage	Stage 1 & 2
RSA Organisation:	Via Solutions Ltd
RSA Report Reference:	26019 Field Head Lane Stage 1 & 2 RSA Issue 01
RSA Report Issue Date:	March 2026
Report Title:	GG119 Road Safety Audit Response Report
Reference:	26019-RSA-RR-01

Authorisation

Prepared by:	Rob Thacker
Position:	Design Lead
Team:	Dart Engineers Ltd
Signed:	Rob Thacker
Date:	19.03.26
Approved by:	Andy Dyson
Position:	Design Organisation Lead
Signed:	
Date:	19.03.26

Project Details

This report relates to a Stage 1 & 2 Road Safety Audit for S278 works at Field Head Lane, Birstall, comprising a priority junction access and associated highway works.

Key Personnel

Overseeing Organisation

Kirklees Council Scheme Manager – **Ibrahim Ashaikh**

Organisation Promoting Improvement

Stonewater

Road Safety Audit Organisation

RSA Organisation – Tom Lyons (Road Safety Audit Team Leader)

Design Organisation

(Designers) – Rob Thacker (Design Lead)

Road Safety Audit Decision Log

Road Safety Audit Problem and Recommendation

Problem 1 – Junction Layout

Location: Site access off Field Head Lane

Summary: It is not clear if the tracking analysis demonstrates that there is sufficient carriageway available at the junction.

Detail: It is not clear if there will be sufficient carriageway available to accommodate vehicle turning movements at the junction, particularly for large vehicles, if vehicles are parked directly opposite the junction on the east side of Field Head Lane. This will result in vehicles riding onto the footpaths and at risk of conflicting with pedestrians.

Recommendation It is recommended that the designers ensure that there is sufficient carriageway and or waiting restrictions (yellow lines) provided at the junction to the site, to accommodate all vehicle turning movements on and off Field Head Lane, particularly when vehicles are parked on the east side of Field Head Lane.

Design Team Swept path analysis has been undertaken (Drawing 25469-DR-C-0136 Rev P2) which demonstrates that the design vehicles can successfully enter and exit the junction without overrunning the footways under typical (unobstructed) conditions .

The scenario identified within the RSA, namely the presence of parked vehicles on the east side of Field Head Lane opposite the junction, has been reviewed qualitatively. It is acknowledged that in such circumstances the effective carriageway width would be locally reduced.

However, this reflects a typical residential highway environment where on-street parking is an expected and established feature. In these situations, vehicle manoeuvring is routinely undertaken at low speeds with appropriate driver caution, and occasional constrained movements are not uncommon.

The junction geometry has been designed to accommodate the design vehicle within the available carriageway, and even in the presence of parked vehicles, turning movements would remain achievable, albeit with reduced margins. The likelihood of vehicles mounting the footway is considered low given the low-speed environment, good forward visibility and driver awareness.

On this basis, the arrangement is considered to operate safely and in line with standard residential highway conditions. The introduction of waiting restrictions is not considered necessary to achieve a safe and functional access, although this remains a matter for the Highway Authority should they wish to control parking locally.

Overseeing Organisation Response

Agreed Post-RSA Action

Road Safety Audit Problem and Recommendation

Problem 2 – Visibility

Location: Site access off Field Head Lane.

Summary: No visibility details provided at site access. Insufficient intervisibility at this location above will result in road user conflicts.

Detail: It is not clear if there is sufficient inter-visibility at the above, which will result in insufficient stopping distances and lead to road user conflicts.

Recommendation It is recommended that the designers demonstrate that there is sufficient inter-visibility at the above proposed access junction.

Design Team Response

JUNCTION VISIBILITY AS ASSESSED AT PLANNING STAGE AND THE JUNCTION HAS THE REQUIRED 2.4x43m VISIBILITY SPLAYS IN PLACE
<u>Overseeing Organisation Response</u>
<u>Agreed Post-RSA Action</u>
<u>Road Safety Audit Problem and Recommendation</u> Problem 2 – Tactile Paving Location: Site access off Field Head Lane Summary: Inappropriate layout of the tactile paving at the pedestrian crossing points will reduce their effectiveness and increase the risk of pedestrian vehicle conflicts here. Detail: The inline location of the tactile paving is not arranged in accordance with best practice and therefore will reduce their effectiveness and not alert pedestrians to the crossing location. This will result in vehicle pedestrian conflicts. Recommendation It is recommended that the designers arrange the inline tactile paving in accordance with best practice. In general, all tactile paving layout arrangements, whether located, in line, indented or mid link, are to be provided in accordance with the latest best practice guidance. In this case the number of tiles should not be less than 3 no. deep in the direction of travel. Further, the designers should satisfy themselves that the dropped crossing is wide enough to meet pedestrian demand, and in the optimal location to best accommodate the crossing desire lines, the necessary visibility and minimum crossing distance.
<u>Design Team Response</u> AMENDED TO SHOW IN LINE PAVING AS SUGGETED REFER TO 25469-DR-C-0131 P5 S278 Construction Layout
<u>Overseeing Organisation Response</u>
<u>Agreed Post-RSA Action</u>

Road Safety Audit Response Report Statements

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:	Andy Dyson
Signed:	Andy Dyson
Position:	Design Lead
Organisation:	Dart Engineers
Date:	26.03.26
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:	<i>Group Engineer or Ops Manager</i>
Organisation:	Kirklees Council
Date:	

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