

STAGE 1 & 2 ROAD SAFETY AUDIT

SECTION 278 ACCESS WORKS, FIELD HEAD LANE, BIRSTALL

Job No: 26019

March 2026



VIASOLUTIONS





Job Number	26019
Filename	Field Head Lane Stage 1 & 2 RSA
Issue No	2
Issue Date	11 th March 2026
Author	Tom Lyons
Reviewer	Chris Yarrow

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1. Project Details

TABLE 1. PROJECT DETAILS

Report title:	Stage 1 & 2 Road Safety Audit, S278 Access Works
Date:	March 2026
Document reference and revision:	26019 Field Head Lane Stage 1 & 2 RSA Issue 01
Prepared by:	Via Solutions Ltd
On behalf of:	Kirklees Council (KC)

2. Introduction

2.1. OVERVIEW OF AUDIT

2.1.1. This report results from a Stage 1 & 2 Road Safety Audit (RSA) of the S278 access works associated with a proposed residential development, off Field Head Lane, Birstall.

2.1.2. The S278 works are to comprise the formation of a simple priority-controlled T-junction on Field Head Lane, and the associated footway and mainline carriageway improvements.

2.1.3. The road safety audit team membership is:

Audit Team Leader: Tom Lyons BEng CEng MICE MSoRSA (CIHT)

Audit Team Member: Chris Yarrow BEng MCIHT

2.1.4. The above audit team members, who are both employed by VIA Solutions Ltd, were at no time involved in the highway access design works for this proposed development.

2.1.5. A site visit was carried out by the Audit Team on Monday 16th February 2026 between the hours of 16:00 and 17:00. During this period, traffic flow levels, were relatively high, and included a number of active travel users. The road surface was dry.









2.1.6. The overseeing organisation for these works is Kirklees Council (KC), and Dart Engineers is the design organisation.

2.2. LIST OF DOCUMENTS AND DRAWINGS PROVIDED TO THE AUDIT TEAM

2.2.1. The audit brief details including drawings, and the relevant documents as detailed in Table 2 below, were issued by the design team DART Engineers, and in accordance with the overseeing organisation’s requirements to the audit team.

2.2.2. The drawings and documentations included in the brief are detailed below.

TABLE 2. DRAWINGS & DOCUMENTS PROVIDED TO AUDIT TEAM

Source	Drawing and Document Title
DART Engineers	 25469-DR-C-0131 P2 S278 Construction Layout
	 25469-DR-C-0132 P2 S278 Contours
	 25469-DR-C-0133 P2 S278 Horizontal Alignments
	 25469-DR-C-0134 P1 S278 Vertical Alignments
	 25469-DR-C-0135 P2 S278 Legal Adoption Plan
	 25469-DR-C-0137 P2 S278 Road Markings
	 25469-DR-C-0138 P1 S278 Gully Catchment Plan
	 25469-DR-C-0139 P1 S278 Construction Details
	 25469-DR-C-0140-P4 S278 Site Entrance Geogrid Details
	 25469-DR-C-0136 P2 S278 Vehicle Swept Path Tracking
	 25469 Fieldhead Lane, Birstall RSA 1 2 Brief

2.3. SCOPE

2.3.1. Where possible the road safety audit was carried out in accordance with the requirements of Design Manual for Roads and Bridges document ‘GG 119 Road Safety Audit’, Revision 2. The Audit team has examined and reported only on the road safety implications of the scheme as constructed and has not examined or confirmed the compliance of the design to any other criteria.

2.4. COLLISION DETAILS

- 2.4.1. A review of the personal injury collision data as provided in Crashmap UK's database, indicates that there were no injury collisions recorded on Field Head Lane in the vicinity of or at the proposed site access.

3. Items Raised at Previous Road Safety Audits

3.1. PREVIOUS ROAD SAFETY AUDIT

3.1.1. The audit team are not aware of any previous audits conducted on this scheme.

4. Items Raised at this RSA

4.1. SUMMARY

4.1.1. Table 3 below summarises the findings of the Stage 1 & 2 Road Safety Audit, with the individual problems being described in more detail in the subsections further below. Where there is 'N/A' in the Problem column, this indicates an item that is not for consideration in a Stage 1 & 2 audit (as indicated in Appendix B of GG 119 Rev 02).

TABLE 3. STAGE 1 & 2 ROAD SAFETY AUDIT CHECKLIST

Item	Problem
Local Alignment	
Visibility	No
New/Existing Road Interface	No
Vertical Alignment	No
General	
Departures from Standards	No
Cross-sections and Cross-sectional Variation	No
Landscaping	No
Climatic Conditions	No
<i>Drainage</i>	No
Lay-bys	No
Public Utilities/Services Apparatus	No
Access	No
Skid Resistance	No
Emergency Vehicles	No
Future Widening	No
Agriculture	No
Fence and Road Restraint Systems	No
Adjacent Development	No
Basic Design Principles	No
Bridge Parapet	No
Network Management	N/A
Specific Road Users	No

Junctions	
Layout	Yes
<i>Visibility</i>	Yes
T, X, Y - Junctions	No
All Roundabouts	No
Mini Roundabouts	No
Traffic Signals	No
Walking, Cycling and Horse Riding	
Adjacent Land	No
<i>Pedestrians</i>	Yes
<i>Cyclists</i>	No
<i>Equestrians</i>	No
Traffic Signs, Carriageway Markings and Lighting	
Signs	No
Variable Message Signs (VMS)	No
Lighting	No
Poles / Columns	No
Carriageway Markings	No

4.2. JUNCTIONS

LAYOUT

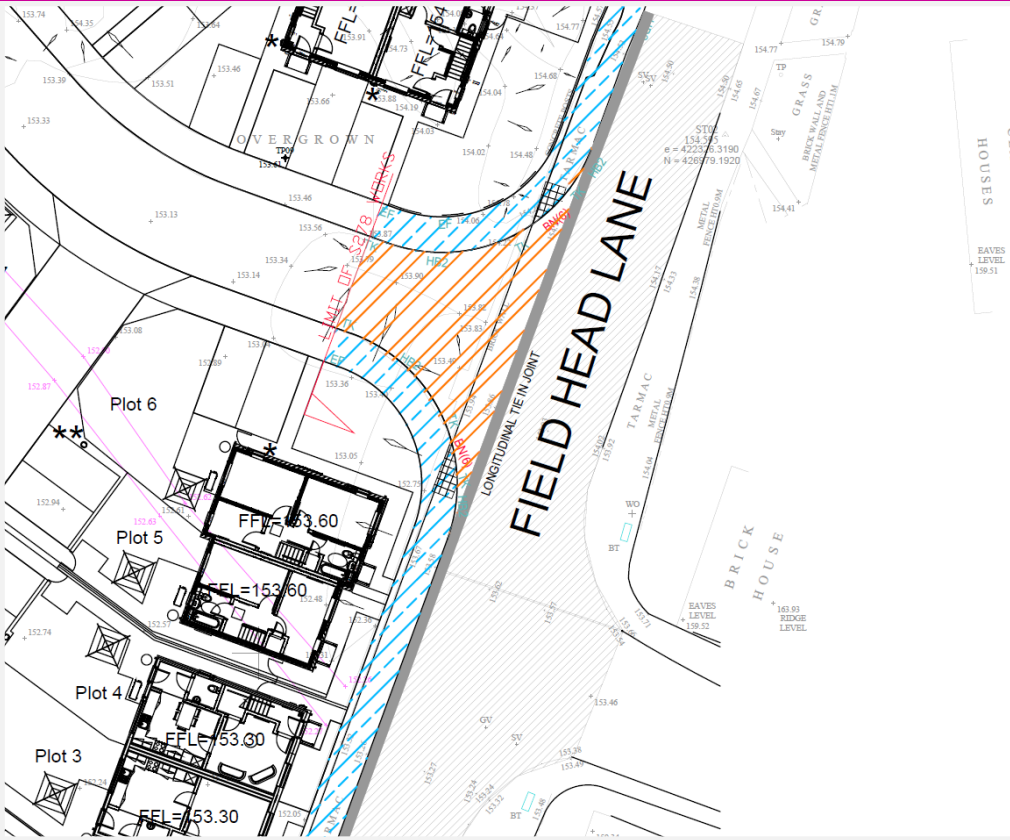
Problem 1	
Location	Site access off Field Head Lane.
Summary	It is not clear if the tracking analysis demonstrates that there is sufficient carriageway available at the junction.
<p>It is not clear if there will be sufficient carriageway available to accommodate vehicle turning movements at the junction, 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.</p>	
Recommendation	
<p>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.</p>	

DESIGNERS RESPONSE:

DART have undertaken tracking as shown on drawing 25469-DR-C-0136 P2 S278 Vehicle Swept Path Tracking

4.3. WALKING, CYCLING AND HORSE RIDING

PEDESTRIANS

Problem 3	
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.
<p>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.</p>	
 <p>The diagram is a detailed site plan of a residential area. A road labeled 'FIELD HEAD LANE' runs diagonally from the bottom right towards the top right. To the left of the road are several plots labeled 'Plot 3', 'Plot 4', 'Plot 5', and 'Plot 6'. Each plot contains a house with a footprint and various annotations like 'FFL = 53.60' and 'FEL = 53.30'. A 'LONGITUDINAL TIE IN JOINT' is marked on the road. A 'BRICK HOUSE' is shown to the right of the road. The tactile paving layout is shown with blue and orange hatched areas. The blue hatching is oriented parallel to the road, while the orange hatching is oriented perpendicular to it. A 'SMALL DRIP GUTTER' is also indicated. The plan includes numerous elevation points and technical details.</p>	
Recommendation	
<p>It is recommended that the designers arrange the inline tactile paving in accordance with best practice.</p> <p>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.</p> <p>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.</p>	

DESIGNERS RESPONSE:

AMENDED TO SHOW IN LINE PAVING AS SUGGETED REFER TO 25469-DR-C-0131 P5 S278
Construction Layout

4.4. ADDITIONAL COMMENTS

- 4.4.1. It is noted that there are no drainage gullies along Field Head Lane passing the site. While the development will not add any additional surface run off onto the public road surface, the designers should satisfy themselves that there are no existing issues with surface water run-off, and ponding in the area, that could have an impact on development users travelling along Field Head Lane, resulting in a loss of vehicle control. If this is the case, then additional drainage gullies will be required.

5. Audit Team Statement

5.1. CERTIFICATION

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

TABLE 8. AUDIT TEAM CERTIFICATION

Audit Team Leader	
Tom Lyons BEng CEng MICE MSoRSA Consultant Via Solutions The Old Coach House 1 Campbell Street Leeds LS28 6DP	Tom Lyons Dated: 11 th March 2026
Audit Team Member	
Chris Yarrow BEng MCIHT Managing Director Via Solutions The Old Coach House 1 Campbell Street Leeds LS28 6DP	Chris Yarrow Dated: 11 th March 2026

TABLE 9. OVERSEEING ORGANISATION REVIEW AND SIGN OFF

Authority Name	
Officer Name:	
Position	
Signature	
Date:	
Comments:	