PROPOSED CARE FACILITY BOOTHROYD LANE, DEWSBURY STAGE 1 ROAD SAFETY AUDIT RESPONSE REPORT

1. Project Details

Table F.1 – Project Details

Report Title:	Stage 1 Road Safety Audit Response Report
Date:	15/07/2026
Document reference and revision:	LTP 6071 Boothroyd Lane RSA 1 – Designers Response 15.07.2026
Prepared by:	Katy Bentley
On behalf of (Overseeing Organisation):	Kirklees Council
Scheme Promotor (e.g. Developer/Applicant)	Horizon Healthcare Ltd

2. Authorisation Sheet

Table F.2 – Authorisation Sheet

Project:	Proposed Care Home Development, Boothroyd Lane, Dewsbury
Report Title:	Stage 1 Road Safety Audit Response Report
Prepared by:	
Name:	Katy Bentley
Position:	Senior Transport Planner
Signed:	K. Bentley
Organisation:	Local Transport Projects
Date:	15/07/2026
Approved by (Overseeing Organisation):	
Name:	Chris Bembridge
Position:	Principal Engineer (HDM)
Signed:	
Organisation	Kirklees Council
Date:	17th July 2026

3. Introduction

3.1.1 **Summary of Scheme** – The highway works that were subject to the Road Safety Audit consist of:

- Widening/improving the existing site access on the eastern side of Boothroyd Lane to serve the development; and
- Providing an uncontrolled pedestrian crossing point (dropped kerbs and tactile paving) on Boothroyd Lane immediately north of the development access.

3.1.2 **Stage 1 & 2 Road Safety Audit Details** – A Road Safety Audit Brief which has been signed by the Overseeing Organisation (ref: Chris Bembridge, dated 15/05/2026). The Stage 1 Road Safety Audit Report was issued to the Overseeing Organisation, and subsequently approved on 22/06/2026.

4. Key Personnel

Table F.3 – Key Personnel

Overseeing Organisation:	Kirklees Council
RSA Team:	Audit Team Leader: Ryan Penn BA(Hons) IEng FIHE FCIHT MSoRSA Principal Associate, Local Transport Projects Audit Team Member: Tony Kirby, IEng MSc FIHE MCIHT RegRSA Managing Director, Local Transport Projects
Design Organisation:	Local Transport Projects & Homewood

5. Road Safety Audit Decision Log

Table F.4 – Road Safety Audit Decision Log

RSA 1&2 Problem	RSA 1&2 Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1 **Location:** Proposed site access junction. **Summary**: Risk of vehicle/vehicle collisions due to potential difficulties for accommodating two-way vehicle movements at the proposed junction No vehicle swept path information has been supplied to demonstrate that two light vehicles (e.g. large cars) can	It is recommended that vehicle swept paths, which take into account the presence of local on-street parking, are checked for two-way light vehicle movements at the junction and, if required, the junction design suitably modified to accommodate the	Swept path analysis has been undertaken for two large cars at the proposed site access junction (Drawing LTP 6695 T1 03 01 – Large Car SPA). The assessment demonstrates that one large car can wait within the site access bellmouth while a second large car completes a turning	RSA problem and Design Team response are accepted.	Swept path analysis shows two large cars can pass within the bell-mouth of the junction so no further action required.

pass each other at the proposed junction. Existing parking that was observed to take place on the western side of Boothroyd Lane may inhibit turning movements at the proposed access junction. If insufficient space is available for two vehicles to manoeuvre, an increased risk of vehicle/vehicle collisions (including with parked vehicles) could be expected within the vicinity of the junction.	manoeuvring requirements.	manoeuvre into or out of the site. The swept path assessment has been undertaken with consideration of the available carriageway width on Boothroyd Lane and demonstrates that the proposed access can safely accommodate two-way light vehicle movements without resulting in conflict between vehicles. Accordingly, the proposed junction layout is considered suitable for its intended operation and no amendments to the access design are proposed.		
2.2 **Location:** Proposed site access junction. **Summary:** Risk of fail to give way collisions due to potentially restricted visibility Part of the existing stone retaining wall on the eastern side of Boothroyd Lane is to be removed to facilitate the provision of a widened access at the site. However, it is unclear how much of the existing wall is to remain in-situ and whether it impacts on the rightwards visibility splay from the proposed site access. If the wall restricts visibility, an increased risk of failure to give way collisions could be expected as drivers emerging from	It is recommended that unobstructed visibility splays which are achievable entirely within the extents of the adopted highway are provided at the junction.	The existing stone retaining wall on the eastern side of Boothroyd Lane is now proposed to be removed and repositioned behind the required visibility splay envelope, as shown on the updated Site Layout Plan (1362_01F – Site Layout). Following completion of these works, unobstructed visibility splays of 2.4m x 45m will be achievable to the right of the proposed access entirely within the adopted highway, in accordance with the recommendation of the RSA.	RSA problem and Design Team response are accepted.	The existing stone retaining wall to be moved behind the visibility splay from the new junction, with improvements to footway along eastern side of Boothroyd Lane, as shown on site layout plan 1362_01F, to achieve full 2.4m x 43m visibility splays to right along highway maintained land. The relocated retaining wall will require formal

the site may not be suitably aware of approaching southbound vehicles on Boothroyd Lane.				approval from the Kirklees Highways Structures Team.
2.3 **Location:** Boothroyd Lane with the immediate vicinity of the proposed site access junction. **Summary**: Risk of two-wheeler loss of control collisions due to poor road surface condition Existing carriageway defects in the form of potholes and spalling are present on Boothroyd Lane within the vicinity of the proposed site access junction. These defects are in the turning area of the new junction and are likely to form a loss of control hazard for turning two-wheelers.	It is recommended that as part of the scheme appropriate resurfacing works are undertaken on Boothroyd Lane with the vicinity of the proposed site access junction.	The Applicant is willing to undertake carriageway resurfacing works on Boothroyd Lane within the immediate vicinity of the proposed site access junction to address the existing defects identified during the Road Safety Audit. The extent and specification of the resurfacing works will be determined during the detailed design stage following the grant of planning permission and will be agreed in consultation with KC Highways.	RSA problem and Design Team response are accepted.	Carriageway resurfacing works to be carried out on Boothroyd Lane after construction has been completed, with the extent of resurfacing to be determined post construction.
2.4 **Location:** Footway on the eastern side of Boothroyd Lane **Summary:** Risk of vehicle/pedestrian collisions due to vegetation encroachment on the footway resulting in some pedestrians walking in the road. Currently, ivy/other vegetation completely encroaches over the eastern footway on the northern section of Boothroyd Lane. The development is likely to increase demand for people using this footway. However, as it	It is recommended that the encroaching vegetation is cut back clear of the footway and maintained as such.	The vegetation currently encroaching onto the eastern footway will be removed as part of the development proposals and maintained clear of the pedestrian route. As shown on the updated Site Layout Plan (1362_01F – Site Layout), the existing footway is also proposed to be improved, including minor widening associated with the relocation of the wall to achieve the required visibility splay, as outlined in	RSA problem and Design Team response are accepted.	Vegetation from along eastern side of Boothroyd Lane to be removed and eastern footway between Moorlands Road and the site access to be improved and resurfaced as part of the works shown on layout plan 1362_01F

is not available for use, this could result in some pedestrians choosing to walk within the road, where they would be at an increased risk of collision with moving vehicles.		Response 2.2. These works will provide a more attractive and usable route for pedestrians travelling to and from the site. In addition, the Applicant is willing to undertake resurfacing works to the eastern footway between the proposed site access junction and the existing footway on Moorlands Road.		
2.5 **Location:** Proposed pedestrian crossing point on Boothroyd Lane **Summary:** Risk of pedestrian trip/fall injuries due to the presence of gullies within the extents of the crossing point An uncontrolled pedestrian crossing point (dropped kerbs and tactile paving) is proposed on Boothroyd Lane immediately north of the proposed site access junction. The crossing location coincides with existing gully locations on both sides of the road, with the gully grates likely to form a trip/fall hazard for crossing pedestrians.	It is recommended that the pedestrian crossing point is suitably positioned away from where the gullies are located.	As outlined in Response 2.4, the existing eastern footway is now proposed to be improved as part of the development proposals and is expected to provide a more attractive and direct route to and from the site. Consequently, the uncontrolled pedestrian crossing facility (dropped kerbs and tactile paving) on Boothroyd Lane has been removed from the revised scheme. As the proposed crossing location has been omitted from the design, the potential conflict between crossing pedestrians and the existing gullies identified in this RSA item has been eliminated.	RSA problem and Design Team response are accepted.	The proposed crossing point is to be removed from the plans and so no further action required.

6. Design Organisation Statement

Table F.5 – Design Organisation Statement

On behalf of the Design Organisation, I certify that: 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:	Katy Bentley
Signed:	
Position:	Senior Transport Planner
Organisation:	Local Transport Projects
Date:	15/07/2026

7. Overseeing Organisation Statement

Table F.6 – Overseeing Organisation Statement

On behalf of the Overseeing Organisation I certify that: 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 The agreed RSA actions will be progressed.	
Name:	Chris Bembridge
Signed:	
Position:	Principal Engineer (HDM)
Organisation:	Kirklees Council
Date:	17/07/2026