



GG119 ROAD SAFETY AUDIT RESPONSE REPORT

1. Project Information

Project Title:	Proposed residential development, Healey Lane, Batley.
Project Team:	Via Solutions Ltd
RSA Report Stage	1
RSA Organisation:	VIA Solutions Ltd
RSA Report Reference:	Healey Lane, Batley RSA 1
RSA Report Issue Date:	21 st January 2025
Report Title:	GG119 ROAD SAFETY AUDIT RESPONSE REPORT
Reference:	24036 Healey Lane RSA 1 RR

2. Authorisation

Prepared by:	Tom Lyons
Position:	Design Lead
Team:	Via Solutions
Signed:	
Date:	18/3/25
Approved by:	Tom Lyons
Position:	Design Organisation Lead
Signed:	
Date:	18/3/25

3. Project Details and Planning No.

This report provides a response to the items raised within the Stage 1 Road Safety Audit (dated 21st January 2025) undertaken by VIA Solutions, which considers the safety implications of the proposed highway works associated with a residential development with access via Healey Lane. Planning No. 2024/91760.

4. Key Personnel

Overseeing Organisation

Kirklees Scheme Manager – Chris Bembridge, Principal Engineer, Highways Development Management (HDM)

Organisation Promoting Improvement

GWP Architecture

Road Safety Audit Organisation

VIA Solutions

Design Organisation

Via Solutions

5. Road Safety Audit Decision Log

<p><u>Road Safety Audit Problem and Recommendation</u></p> <p>Problem 1</p> <p>Location: At junction of proposed development access on to Healey Lane.</p> <p>Summary: Lack of clarity for pedestrians on Healey Lane crossing at the mouth of the junction could lead to trips and falls.</p> <p>Detail: There is no indication on the drawings as to where it the designers consider pedestrians on Healey Lane will cross the proposed junction. There are no dropped crossings indicated or associated tactile paving. A lack of drop crossing facilities could lead to trips and falls. Depending on the location selected for the crossing, a lack of tactile paving could lead to uncertainty for blind and partially sighted pedestrians, again leading to the potential for trips and falls.</p> <p>Recommendation</p> <p>Ensure that pedestrian crossing facilities are provided across the mouth of the junction of the proposed development access on to Healey Lane with dropped crossings and tactile paving if appropriate.</p>
<p><u>Design Team Response</u></p> <p>Yes, pedestrian crossing facilities will be detailed at this location on the detailed design drawings.</p>
<p><u>Overseeing Organisation Response</u></p> <p>Agree with RSA Recommendation and Design Team Response.</p>
<p><u>Post-RSA Action</u></p> <p>Suitable dropped pedestrian crossing to be incorporated at the detailed design stage.</p>
<p><u>Road Safety Audit Problem and Recommendation</u></p> <p>Problem 2</p> <p>Location: At junction of proposed development access on to Healey Lane.</p> <p>Summary: Over-wide mouth of junction increases the potential for conflict between pedestrians on Healey Lane and vehicles turning into and out of the proposed development.</p> <p>Detail: Whilst the exact location for pedestrians to cross the access has not been indicated on the current drawings, the use of 10m kerb radii at the mouth of the junction leads to an over-wide crossing distance for pedestrians passing on Healey Lane. This increases the potential for conflict between these pedestrians and vehicles turning into and out of the proposed development.</p> <p>Recommendation</p> <p>Ensure that the crossing distance is minimised for pedestrians and consider the use of 6m radii to facilitate this.</p>
<p><u>Design Team Response</u></p> <p>The use of 10m kerbed radii, is to ensure that when vehicles are parked on street on the far side of Healey Lane across the junction, that large vehicles can manoeuvre safely in and out of the site, without encroaching onto the footways.</p>
<p><u>Overseeing Organisation Response</u></p> <p>The RSA Problem / Recommendation is not accepted, as the design / location of the dropped pedestrian crossing is yet to be determined, so it is not possible to conclude that the crossing distance will be 'over-wide'.</p> <p>The Design Team Response is accepted.</p>
<p><u>Post-RSA Action</u></p> <p>Suitable dropped pedestrian crossing to be incorporated at the detailed design stage.</p>



6. 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:	Tom Lyons
Signed:	
Position:	Design Lead
Organisation:	Via Solutions
Date:	18/3/25
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:	Chris Bembridge
Signed:	
Position:	Kirklees Scheme Manager (Principal Engineer, HDM)
Organisation:	Kirklees Council
Date:	18/03/25

End of Stage 1 RSA Response Report