

ROAD SAFETY AUDIT BRIEF



PROPOSED DRIVE-THRU UNIT

LAND NORTH OF A652 BRADFORD
ROAD, BATLEY

ROAD SAFETY AUDIT– STAGE 1

June 2026

Document Reference: DTP-3707526-RSAB

Prepared by:

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On behalf of:

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AUTHORISATION SHEET

Project: Proposed Drive-Thru Unit, Land North of A652 Bradford Road, Batley

Report Title: Road Safety Audit Brief – Stage 1

Prepared by: Rachael Lough

Signed:

Organisation: Dynamic Transport Planning

Date: 5th June 2026

APPROVED ON BEHALF OF THE OVERSEEING ORGANISATION BY:

Name:

Signed:

Organisation: Kirklees Council

Date:

ROAD SAFETY AUDIT BRIEF

1. General Details								
1.1	Highway Improvement Scheme Name and Road Number	Proposed Drive-Thru Unit, on land currently comprising of an existing commercial unit and Petrol Filling Station (PFS).						
1.2	<p>Type of Scheme (e.g. new road scheme, junction improvement, traffic signs and road markings improvement, traffic calming scheme, etc.)</p> <p>The proposed scheme includes the formalising of two existing access points, to create an access only and egress only junction. Including the minor modification to the access junction and the removal of a ghost island right hand turn lane at the egress junction, as part of the development of a drive-thru unit.</p>							
1.3	Road Safety Audit Stage (tick as appropriate)	1 ✓	2	1 & 2	3	Interim	4 (12 Months)	4 (36 Months)
1.4	<p>Overseeing Organisation Project Sponsor Details</p> <p>Kirklees Council</p>				<p>1.5 Design Organisation Details</p> <p>Dynamic Transport Planning Portland House, Belmont Business Park, Durham, DH1 1TW</p>			
1.6	<p>1.6 Police Contact Details</p> <p>Details not required for Stage 1 Road Safety Audit (RSA)</p>				<p>1.7 Maintaining Agent Contact Details</p> <p>-</p>			
1.8	<p>Road Safety Audit Team Membership (if known)</p> <p>Team Leader: Neil Jones BA(hons), DiP FCIHT MSoRSA, Meraki Alliance Ltd Brays Riverview Court, Castle Gate,</p>							

Wetherby, West Yorkshire,
LS22 6LE

Team Member:

Naomi Cook MSc, FCIHT
Meraki Alliance Ltd
Brays Riverview Court,
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Observer:

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1.9 Terms of Reference

The audit team to be pre-approved by the LHA Project Sponsor. The Stage 1 RSA is to be undertaken in accordance with DMRB Standard GG 119 as well as the contents of this Road Safety Audit Brief.

2.	Scheme Description/Objective (brief description of the scheme and its objectives)
2.1	<p>General (including scheme purpose and start date for construction)</p> <p>Formalising existing access arrangements to provide an access only and egress only junction. Minor modifications to the west kerb line of the access junction. Removal of the existing ghost island at the egress junction.</p> <p>The proposed scheme is shown on DTP-3707526-SK001-A</p> <p>Also see the associated Transport Statement (TS) (Document References: DTP-3707526-TS)</p>
2.2	<p>Design Standards Applied to the Scheme Design</p> <p>The scheme has been developed in reference to Manual for Streets principles.</p>
2.3	<p>Design Speeds</p> <p>Within the vicinity of the proposed site the A652 Bradford Road is subject to a 30mph speed limit.</p>
2.4	<p>Speed Limits (state whether mandatory or advisory)</p> <p>There are no proposals to change the existing speed limit on the A652 Bradford Road.</p>
2.5	<p>Existing Traffic Flows/Queues</p> <p>Refer to associated TS.</p>
2.6	<p>Forecast Traffic Flows</p> <p>Refer to associated TS.</p>
2.7	<p>Pedestrian, cyclist and equestrian desire lines</p> <p>See Chapter 4 TS.</p>
2.8	<p>Environmental Constraints</p> <p>Refer to Chapter 2 of the submitted TS.</p>

3. Description of Locality (provide details of any relevant factors which may affect road safety)

3.1 General Description

The A652 Bradford Road is formed of a single carriageway, which runs in a north-west/south-east orientation to the south of the site. Within the vicinity of the site, the road is approximately 9m in width, subject to a 30mph speed limit and supported by streetlighting.

The existing access points to the site are supported by ghost island right hand turn lanes. A pedestrian refuge island crossing point is also provided across the A652 at the site frontage.

3.2 Relevant Factors which may affect Road Safety

The existing access points to the site are supported by ghost island right hand turn lanes. Pedestrian footways and on road cycle lanes are provided along both sides of the road, supported by double yellow line parking.

The proposals include minor modifications to the existing access arrangements at the site. It is proposed that the western access junction will become access only, with the eastern junction egress only, forming a one-way system at the site.

As part of the proposed development, the western access junction will be subject to minor narrowing to facilitate the construction of the EV charging bays. It is noted that the location of the junctions will be retained, with the eastern access junction unchanged, the supporting ghost island right hand turn lane will be removed as part of the development.

The proposed access arrangements are shown on, DTP-3707526-SK001-A and DTP-3707526-ATR001-A. demonstrating that the largest anticipated service vehicles can safely access/egress the site in forward gear.

4. Personal Injury Collision Analysis (provide personal injury collision data covering both the extent of the scheme and the adjoining sections of highway)

4.1 Summary of Personal Injury Collision Data (a minimum of the most recent 36 months available)

As requested by the LHA, the most recent available accident data for a period of 3 years (2022 – 2024, inclusive) has been obtained from the DfT:



Source: DfT, 2026

4.2 Personal Injury Collision Details

An incident of 'slight' severity was recorded at the A652 Bradford Road / Bridge Street access junction, involving a single car.

In 2023 an accident of 'serious' severity was reported along the A652 Bradford Road, within the vicinity of the site. The incident involved what the data classifies as a young driver, a motorcycle and a car.

5.	Departures and Relaxations from Standards (including details of their status – approved or pending), plus any Design Strategy Records produced for improvements to existing motorways and trunk roads.
5.1	Departure/Relaxation from Standards No formal departures from standard are proposed as part of the works.
6.	Previous Road Safety Audit Reports, Road Safety Audit Response Reports and Exception Reports.
6.1	Previous Road Safety Audit Reports and Audit Response Reports N/A
6.2	Exception Reports N/A

7. Strategic Decisions – Items outside the scope of this Road Safety Audit			
7.1 Overall N/A			
8. List of included documents and drawings			
8.1 Documents <ul style="list-style-type: none"> DTP-3707526-TS 			
8.2 Drawings <ul style="list-style-type: none"> DTP-3707526-SK001-A DTP-3707526-ATR001-A Batley – 251072 – 203D Proposed Layout 			
9. Checklist (thick all that are included and provide reasons for those that are not included)			
Road Safety Audit Brief including description of scheme objectives	✓	Site Location Plan	✓
Scale layout plans	✓	Construction/typical details	✓
Previous Road Safety Audit Reports	N/A	Previous Road Safety Audit Response Reports	N/A
Road Safety Audit Exception Reports	N/A	Departures and Relaxations from Standards	N/A
Traffic signal staging	✓	Personal Injury Collision data	✓
Personal Injury Collision plot	✓	Traffic counts	N/A

Speed surveys	N/A	NMU desire lines and volumes	✓
NMU Context and Audit Report	✓	Items outside the scope of the RSA/speed limits	✓
Other factors that may impact on road safety	✓	Design speeds/speed limits	✓
Design standards used	✓	Adjacent land uses	✓

Road Safety Audit Brief Approved By:

Name: Rachael Lough

Position: Transport Planner

Signed:

Date: 5th June 2026