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Highways, Transportation & Safety Consulting

Scar Lane, Milnsbridge – Proposed Industrial Development S278 Works

Stage 1 Road Safety Audit

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Report Produced for:	Haigh Huddleston & Associates
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Report Produced by:	Meraki Alliance, Watkin Avenue, Old Colwyn, Conway LL29 9NN Neil Jones - Tel:+44 (0) 7737682487
On behalf of:	Kirklees Council

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1 Introduction

1.1 General

This report has been prepared in response to a request to undertake a Stage 1 Road Safety Audit (RSA) (i.e. completion of preliminary design), by Haigh Huddleston and Associates on behalf of Kirklees Council. The scheme submitted for audit are the S278 highway infrastructure works associated with the proposed redevelopment of a former industrial/commercial site located off Scar Lane.

The proposed development site is located to the north of Scar Lane, Milnsbridge and is directly opposite the Scar Lane / Britannia Road priority junction and served by a priority onto Scar Lane. There is an existing commercial premises served by the same access point located due west of the development site which will be unaffected by the proposals.

Scar Lane at this location is a single carriageway around 7.3m with residential properties on either side. This widens to 7.8m in the vicinity of the site access / junction with Britannia Road opposite. This widening continues to the east up to the junction with Crow Lane. The widening allows for the provision of on road parking along the north side of Scar Lane in a layby formed between the site access and Crow Lane. There are footways running adjacent to Scar Lane at both sides of the carriageway. These footways are 1.2m wide at the northern side and 1.5m wide at the southern side. Scar Lane is subject to a 30mph speed limit and street lighting is provided.

There is a 3-arm mini roundabout located around 40m east of site where Scar Lane and Crow Lane meet. Crow Lane is a two way single carriageway road that heads north from the mini roundabout. It is around 8.8m wide and provides 1.9m wide footways at either side. Crow Lane is subject to a 30mph speed limit and street lighting is provided.

The proposed works included within this RSA Stage 1 consists of:

- Narrowing of the overall carriageway width of Scar Lane at the proposed access from 7.8m to 7m
- Amendments to the centre lining positioning on Scar Lane to reflect the carriageway narrowing and to allow the proposed access give way markings to be relocated into the existing carriageway southbound running lane
- Amendments to the current parking laybys in front of the properties to the east of the access

The documents submitted for consideration as part of the audit, were made available to the Road Safety Audit Team by Harry Nixon of Haigh Huddleston and Associates on behalf of Kirklees Council. The documents forming this RSA are listed in **Appendix 1**. The audit comprised an examination of documents and an examination of the site.

Overseeing Organisation: Kirklees Council

Client: Mr Benjamin Good

Design Organisation: Haigh Huddleston and Associates

1.2 Road Safety Audit Team

The Road Safety Audit Team membership approved was:

Audit Team Leader: **Neil Jones** BA Dip FCIHT MSoRSA
Holder of HE RSA Certificate of Competency

Audit Team Member: **Naomi Cook** MSc FCIHT
Holder of HE RSA Certificate of Competency

1.3 Personal Injury Collision Data

The Audit Team examined *Crashmap* for the most recent five-year period of personal injury collision (PIC) data (2020-2024). (see **Figure 1**).

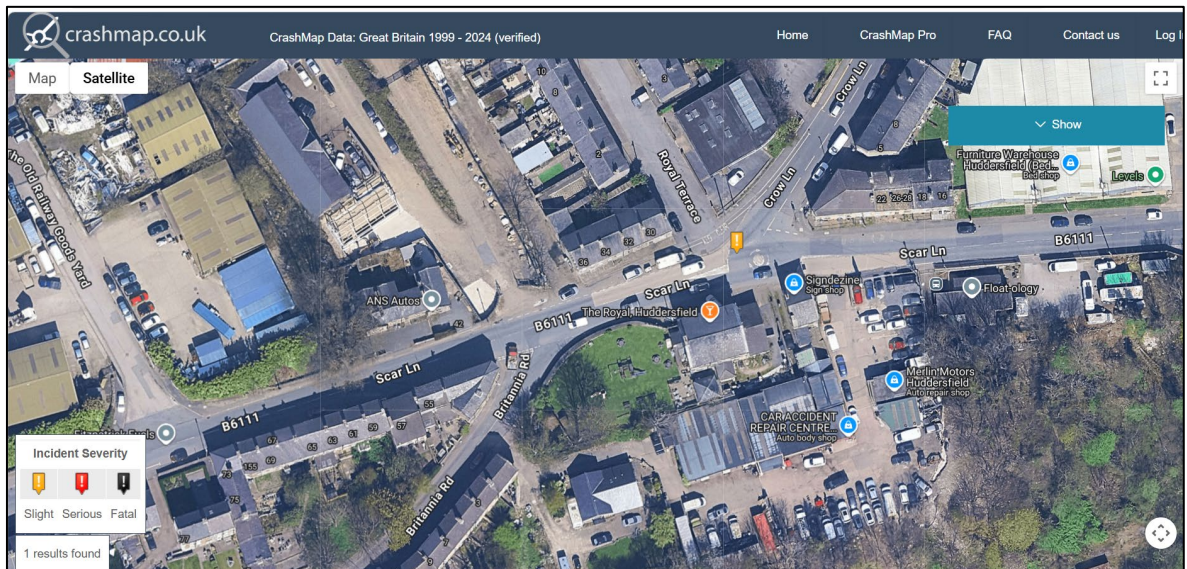


Figure 1: Collision Data

Examination of the data indicates that one PIC has been recorded in the vicinity of the proposed site. The PIC is slight in severity and occurred in 2023. It involved a car entering the mini roundabout into the path of a motorcycle on the circulatory carriageway causing injuries to the rider.

1.4 Previous Road Safety Audits

The audit team have not been made aware of any previous road safety audits carried out on this scheme.

1.5 Departures or Relaxations from Standards

The audit team were not made aware of any Departures or Relaxations from Standard as part of the proposed design.

1.6 Details of Site Visit

A site visit was undertaken on the morning of Wednesday 28 May 2026 between 11:45hrs and 12:15hrs. Whilst on site the weather was fine and the road surface was dry, and no incidents were noted. Traffic was light and free flowing. It should be noted that the site visit was carried out during school half term and therefore traffic & pedestrian flows may not be reflective of a normal weekday morning.

A low number of pedestrian movements were witnessed on site walking along Scar Lane. No cyclists were observed.

1.7 Items Outside the Scope of the Road Safety Audit

During the site visit, the audit team identified a blocked gully immediately to the north of the proposed access (see photo).





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The give way and roundabout sign on the Scar Lane eastbound entry onto the mini roundabout had been struck and is leaning over (see photo). It could be in danger of falling into the carriageway or being struck once again by another vehicle as it is leaning towards the running lane.



1.8 Disclaimer

The Road Safety Audit comprised an examination of the documents and drawings supplied to the Road Safety Audit Team (referenced in Appendix 1 of this report). No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

The Terms of Reference are as described in the National Highways Design Manual for Roads and Bridges document GG119 'Road Safety Audit'. The scheme has been examined and this report compiled only with regard to safety implications to road users of the scheme as presented. It has not been verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. However, any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

Furthermore, any recommendations included within this report should not be regarded as being prescriptive design solution to the problem raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, as stipulated in GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which should be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

It is the Project Sponsor's responsibility to ensure that all problems raised by the Road Safety Audit Team are given due consideration.


In the event of a collision and any resulting legal action, Meraki Alliance Ltd would have to defend its actions on the basis that it took such care, as in all circumstances was reasonably required, to ensure that the highway was not dangerous to road users. It is important therefore that recommendations contained in the report are acted upon wherever possible.

2 Items Raised at this Stage 1 Road Safety Audit

This section details the findings of this Stage 1 Road Safety Audit. All locations of identified problems are illustrated on the plan included at **Appendix 2**.



2.1 Road Safety Audit - Problems Stage 1

PROBLEM		1-1
Location:	General to scheme	
Summary:	Drivers could become confused if old road markings are not fully removed before the new markings are implemented	
<p>The scheme will introduce a number of changes to the carriageway markings. If the new carriageway markings are laid on top of the old carriageway without fully removing the old ones, drivers could become confused as to where they should be positioned with the carriageway or where they should stop or give way. This could result in drivers making inappropriate manoeuvres and/or failing to stop or give way resulting in collisions with other vehicles or pedestrians/cyclists.</p>		
RECOMMENDATION		
Ensure the existing carriageway markings are fully removed or that the carriageway is resurfaced.		

PROBLEM		1-2
Location:	Proposed development access	
Summary:	Increase in cross path collisions or pedestrian collisions, due to obstructed visibility	
<p>Proposed visibility splays at the junction indicated on the design drawings are achieved though established hedgerow to the rear of the footway, which could impede intervisibility between users at the proposed access and vehicles on Scar Lane. If intervisibility is impeded there is a risk of collisions resulting from vehicles exiting the access into the path of an approaching vehicle.</p>		
		
RECOMMENDATION		
<p>Ensure that the visibility splay is achieved and is kept free of obstructions, in perpetuity by undertaking site clearance.</p>		

END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN THIS STAGE 1 ROAD SAFETY AUDIT

3 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119	
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	NEIL JONES
SIGNED:	
POSITION:	PRINCIPLE ENGINEER
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	04 JUNE 2026
ROAD SAFETY AUDIT TEAM MEMBER	
NAME:	NAOMI COOK
SIGNED:	
POSITION:	ASSOCIATE DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	04 JUNE 2026



Appendix 1 – Audited Documents

Document / Drawing	Title	Revision
8392_040A	General Arrangement Plan	A
8392_041	Existing and Proposed Carriageway Long Section	-
21126	Transport Assessment	-
-	Planning Permission for Development	-
E25/8392/034	Vehicle Tracking Plan	-
E25/8392/041	Carriageway Long Section	-
-	RSA Brief	-



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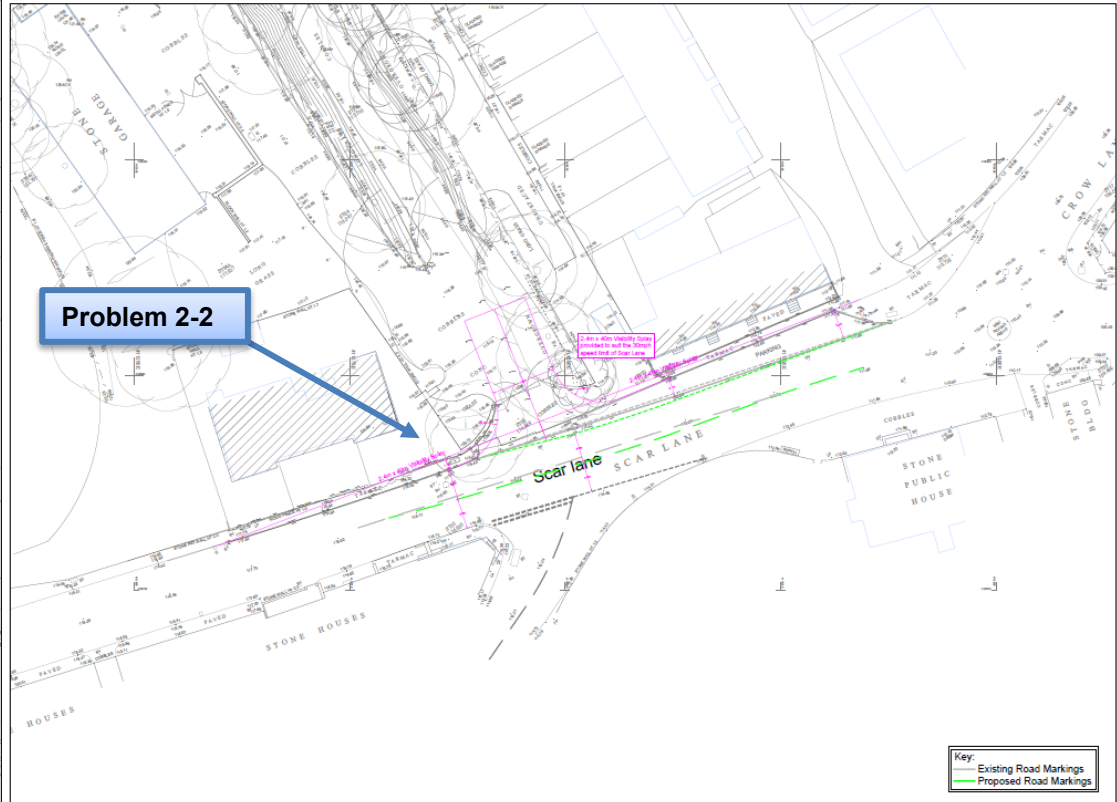
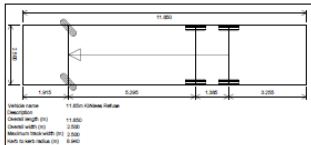
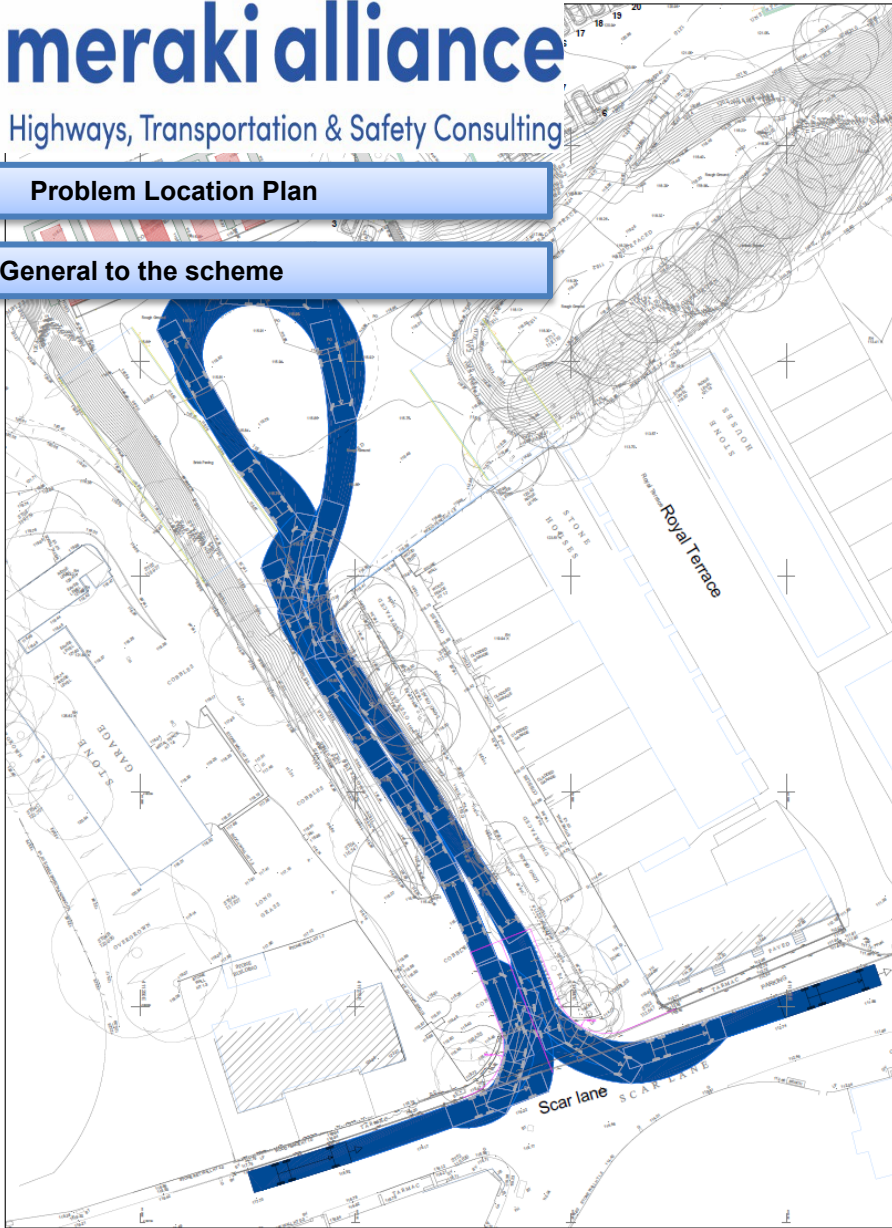
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Appendix 2 – Problem Location Plan



Problem Location Plan

Problem 2-1 – General to the scheme



Rev	Description	Date	By
A	Updated to show extended survey and road widening	03/08/20	HW
B	Check		

PRELIMINARY