

GG119 ROAD SAFETY AUDIT RESPONSE REPORT

Project Information

Project Title:	Smithy Place Lane, Honley, HD9 6PR
Project Team:	Sanderson Associates Consulting Engineers
RSA Report Stage	Stage 1 RSA
RSA Organisation:	Sanderson Associates Consulting Engineers
RSA Report Reference:	169955-001-02
RSA Report Issue Date:	17/09/26
Report Title:	<u>GG119 Road Safety Audit Response Report</u>
Reference:	169955-SAN-HGS-XX-RP-C-01-003

Authorisation

Prepared by:	Jamie Garthwaite
Position:	Apprentice Design Technician
Team:	Highways
Signed:	Jamie Garthwaite
Date:	28/09/2026
Approved by:	Dave Bowker
Position:	Technical Director
Signed:	Dave Bowker
Date:	28/09/2026

Project Details

This Road Safety Audit Response Report relates to a Stage 1 Road Safety Audit carried out to the Public Right of Ways HOL/31/30, PROW HOL/31/60 & HOL/31/40, including improvements to the steps between Smithy Place and Smithy Place Lane, Huddersfield (Planning Application Reference 2021/92206).

Carriageway / Bridleway resurfacing of PROW HOL/31/30 (Section of Smithy Place to east of the S38 road crossing), plus additional resurfaced width at the bend (subject to agreement with adjacent landowner), to provide smooth running surface and ensure drainage away from residential properties on the north side, as shown on drawings:

- 169955-SAN-HGS-XX-DR-C-07_201-P05 - Proposed Pavements (Sheet 1 of 3)
- 169955-SAN-HGS-XX-DR-C-07_202-P04 - Proposed Cross Sections (Sheet 2 of 3)
- 169955-SAN-HGS-XX-DR-C-07_203-P03 - Proposed Cross Sections (Sheet 3 of 3)

Bridleway resurfacing of PROW HOL/31/60 (Section of Smithy Place to west of S38 road crossing), to provide crushed sandstone path to full width and edgings (where necessary), as shown on drawing '169955-SAN-HGS-XX-DR-C-07_101 - Proposed Pavements'.

Footpath surfacing of PROW HOL/31/40 (PROW that runs through development site to north of Smithy Place). These works are as indicated on drawing HWAY 002 Rev F, and include a crushed stone section to

the south that connects to PROW HOL/31/60 and a tarmac section through the development that links to the POS/Play area and then continues north.

These works have been implemented in conjunction with the S38 works for the development, and no further comments were required as part of this RSA1 in relation to the tarmac section of footpath. However, the interaction of the constructed crushed stone path with the PROW works on Smithy Place is within the scope of this RSA1. A further section of PROW HOL/31/60 that runs to the north of the turning head and east of a mature tree that is off-line from the new tarmac path is to be provided as a 2m wide mown grass verge to allow continued use of the definitive footpath alignment (although most users will use the new tarmac path instead that has already been implemented next to the play area).

Drawing HWAY 002 Rev F shows the indicative arrangements of the works to PROW HOL/31/40, and shows the northern mown grass section (not yet completed, as it requires relocation of some shrub planting) and the southern crushed stone path section (already implemented), which has been considered as part of this RSA1.

Key Personnel

Overseeing Organisation

Kirklees Council Highways Service – Phillip Waddington (Group Engineer – Road Safety)
Kirklees Council Scheme Manager – Adam Darwin (Group Engineer – HDM, Planning)

Organisation Promoting Improvement

Miller Homes – Lewis Galtress (Developer Scheme Manager)

Road Safety Audit Organisation

Sanderson Associates - Dave Ramsden Team Leader, Consultant Road Safety Engineer, Ashley Armitage, Team Member

Design Organisation

Sanderson Associates – Dave Bowker (Design Organisation Lead)

Road Safety Audit Decision Log

Road Safety Audit Problem and Recommendation

3.1 Problem

Location: Smithy Place near Oak Way

Summary: Potential Vehicular Access to The Residential Development

Detail: Vehicular access to the properties on Smithy Place is currently, and should remain, solely from the existing junction with Smithy Place Lane. However, the improvement works widen and improve the surface of the PROW, particularly along the short section beyond the last residential property, up to the crossing point on Oak Way, and the design includes a sign at the Oak Way crossing reading "public bridleway vehicle access only to property on Smithy Place". This wording, combined with the improved surface and width, does not preclude use of this section by existing residents seeking to egress into the Miller Homes development, nor does it prevent non-resident drivers from within the development using it to access Smithy Place or as a through route to Smithy Place Lane. Retaining any vehicular function on this short section introduces unnecessary conflict between vehicles and pedestrians, cyclists and equestrians, on a link that could otherwise be designed to promote NMU use exclusively. There doesn't appear to be an operational need for this section to accommodate vehicles in either direction, given that suitable vehicular access already exists via Smithy Place Lane.

Recommendation: It is recommended that the short section of PROW between the last residential property on Smithy Place and the Oak Way crossing is designed and signed to exclude vehicular access in both directions, including access/egress by existing Smithy Place residents, with a physical measure - such as a bollard, gate, or other restriction appropriate to NMU use - provided at this point, and that the proposed sign wording at the Oak Way crossing is amended to remove any reference to vehicle access, so that the existing junction with Smithy Place Lane remains the sole point of vehicular access to the properties on Smithy Place.

Design Team Response

The Audit Teams Problem and Recommendation are noted, however due to the existing refuse collection strategy, which uses a small refuse vehicle/cage van utilising the existing PROW in a single direction due to limited turning facilities, either entering via Woodhead Road and exiting on to Smithy Place or vice versa, physical barriers or bollards would prevent vehicles accessing the existing properties.

It is therefore considered maintain the existing signage as shown on the current design drawings 169955-SAN-HGS-XX-DR-C-07_201 - Proposed Pavements (Sheet 1 of 3) and 202 Proposed Pavements (Sheet 2 of 3) are to be maintained.

Overseeing Organisation Response

The RSA Problem is noted, but the recommendation is not accepted. The Design Team Response is accepted.

Physical measures are not feasible to prevent all vehicles using Smithy Place, as the use of the route needs to be maintained to allow for refuse collection for the properties on Smithy Place. It is also likely that these properties (or at least some of them) benefit from historic access rights to use Smithy Place to access their properties, which also need to be maintained.

It is noted that Planning Condition 10 Item B, includes reference to the provision of 'No Motor Vehicle – Except for Access' TRO along Smithy Place. However, the Highway Authority have confirmed that this is not necessary, as it is already an offence for most drivers to drive on the PROW without lawful authority (Section 34 of RTA), which is actionable by the police (with the exception of authorised users, such as those that benefit from private access rights and the waste collection authority etc).

Therefore, the proposed advisory signage that states "public bridleway vehicle access only to property on Smithy Place" has been agreed with the PROW Team and Highway Authority and is considered to be

sufficient to highlight to the public that the route is a bridleway and should not be used by unauthorised vehicular traffic. This approach is consistent with other similar locations in Kirklees, such as Hassocks Lane, Honley, which is signed in a similar manner.
<u>Post-RSA Action</u> <u>No further action required.</u>
*****End of RSA Stage 1 Decision Log *****

5. 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:	Dave Bowker
Signed:	Dave Bowker
Position:	Design Organisation Lead
Organisation:	Sanderson Associates
Date:	02/10/26
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:	Adam Darwin
Signed:	Adam Darwin
Position:	Kirklees Council Scheme Manager (Group Engineer – HDM, Planning)
Organisation:	Kirklees Council
Date:	02/10/26

End of Stage 1 RSA Response Report