



## GG119 ROAD SAFETY AUDIT RESPONSE REPORT

### Project Information

Project Title:	Main Avenue, Cowlersley
Project Team:	TPS Consultants Ltd
RSA Report Stage	Stage 1
RSA Organisation:	Sevenairs Consulting
RSA Report Reference:	2025-10 Cowlersley RSA1 – Revision 0
RSA Report Issue Date:	05.10.2025
Report Title:	<a href="#">Main Avenue, Cowlersley RSA Response Report</a>
Reference:	P2445_20251010_Main Avenue, Cowlersley_RSA Response Report

### Authorisation

Prepared by:	John Turner
Position:	Associate Transport Planner
Team:	
Signed:	<i>John Turner</i>
Date:	17.10.25
Approved by:	Charlotte Green
Position:	Associate Director
Signed:	<i>Charlotte Green</i>
Date:	17.10.25

### Project Details

This Road Safety Audit Response Report relates to a Stage 1 Road Safety Audit carried out on a proposed residential housing layout to provide 57 new homes in Cowlersley, Huddersfield. The scheme includes the proposed highway layout, which includes a spine road connecting Main Avenue and Windsor Road, three shared private driveways associated footways, driveway crossings, visitor parking laybys and mitigation works outside the school including waiting restrictions, as well as school keep clear markings.

### Key Personnel

#### **Overseeing Organisation**

Kirklees Council Highways Service – Phillip Waddington (Group Engineer – Highway Design & Safety)  
Kirklees Council Highway Development Management (Planning) – Adam Darwin (Group Engineer – HDM)

#### **Organisation Promoting Improvement**

*Thirteen Housing Group – Dave Butler*

#### **Road Safety Audit Organisation**

*Sevenairs* – Haydn Vernals (Road Safety Audit Team Leader)

#### **Design Organisation**

*Engineer - Queensbury Design*

*Architect – ID Partnership*

## Road Safety Audit Decision Log

### Road Safety Audit Problem and Recommendation

#### **Problem A-01**

**Location:** Roads 1, 3, 4 & 7

**Summary:** *Skid Resistance – Insufficient skidding resistance may increase the risk of loss of control type collisions.*

**Detail:** At this early stage, consideration may not have been given to surfacing materials. The audit team note that some roads have a gradient greater than 5%. Steeper gradients may need to have a greater skidding resistance due to the greater influence that a gradient may have on vehicles slowing downhill and setting off uphill. Insufficient skidding resistance may increase the risk of loss of control type collisions.

#### **Recommendation**

It is recommended that the need for a greater skidding resistance is established and, where necessary, provided.

### Design Team Response

Accepted. However, the road gradients within the site don't appear to justify the need for higher levels of skid resistant surfacing. This is a matter of detailed design, to be agreed as part of the Section 38 process.

### Overseeing Organisation Response

Agree with design team response, the gradients of the proposed road will be designed in accordance the Councils section 38 technical approval procedure this will include suitable road surface materials.

### Post-RSA Action

Suitable road surface materials will be included at detailed design stage.

### Road Safety Audit Problem and Recommendation

#### **Problem A-02**

**Location:** Roads 1 & 3

**Summary:** *Specific Road Users – Lack of crossing facility may increase the risk of collisions involving users who rely on mobility aids.*

**Detail:** There are desire lines for pedestrians between footways which have no provision for pedestrians with mobility issues, specifically those users with prams, wheelchairs or mobility scooters. The alternatives for these users may require them to use drop kerbs provided for driveways which are often not flush or to cross at locations where visibility to approaching vehicles may be otherwise compromised. This lack of dropped crossings on desire lines may increase the risk of collisions involving users with mobility issues.

#### **Recommendation**

It is recommended that a dropped pedestrian crossing with (ideally) tactile paving is provided at these locations. Specific locations will need to consider the risk of vehicle overrun as well as damage to the tactile paving by large vehicles, in particular refuse collection vehicles.

Including but not limited to:

- Across Road 1 – Near the junction with Road 3
- Across Road 1 – Somewhere near Plot 6
- Across Road 1 – Somewhere near Plot 27
- Across Road 3 – Near the junction with Road 3 to link with footway to Warneford Road.

### Design Team Response

Accepted. It has been agreed with the planning case officer that these improvements do not need to be shown on the site layout at this time. These will be considered further as part of the S38 process, with all details provided at this time.

Overseeing Organisation Response

Agree with RSA problem and recommendation and design team response.

Post-RSA Action

Footway dropped crossings to be incorporated into the site layout at the junctions mentioned at all locations, these will be designed to a suitable standard a detailed design stage.

Road Safety Audit Problem and Recommendation

**Problem A-03**

**Location:** Route between Road 3 and Warneford Road.

**Summary:** Specific Road Users – Insufficient provision for users who rely on mobility aids may increase collisions involving this user group.

**Detail:** A footway is shown linking the development to Warneford Road. It is unclear at this early stage if the footway will form a contiguous route between the development and Warneford Road. The audit team noted that the existing footpath does not provide for pedestrians who rely on mobility aids such as wheelchairs, scooters, prams etc and is not in a good state of repair. Also, there are third party planters blocking the footways. Furthermore, the existing provision requires able footed pedestrians to step into the carriageway area of Warneford Road to transition between footways. Insufficient provision for pedestrians and users who rely on mobility aids may increase collisions, trips and falls involving these user groups.

**Recommendation**

It is recommended that a contiguous paved footway route is provided to Warneford Road and that access to the footways is protected from parked vehicles.

Design Team Response

Accepted. A footway is being provided, as shown on the proposed site layout up to the redline boundary of the site, connecting with the Public Right of Way which runs along the northern boundary of the site. This will be maintained by a Management Company. The pedestrian link as shown is going through an area of public open space with a 1:12 gradient. Improvements to the public right of way are being provided, in response to specific comments from the PROW officer and this will be dealt with via a commuted sum and picked up in the S106 agreement.

Overseeing Organisation Response

Agree with RSA problem and recommendation and design team response.

Post-RSA Action

A footway is to be incorporated with the design requirements to be approved by the Councils PROW team.

\*\*\*\*\*End of RSA Stage 1 Decision Log\*\*\*\*\*

## 5. Road Safety Audit Response Report Statements

<p><b>On behalf of the Design Organisation, I certify that:</b></p> <p><b>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.</b></p>	
Name:	John Turner
Signed:	<i>John Turner</i>
Position:	Associate Transport Planner
Organisation:	TPS Transport Consultants Ltd
Date:	17.10.25
<p><b>On behalf of the Overseeing Organisation, I certify that:</b></p> <p><b>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,</b></p> <p><b>2) The agreed RSA actions will be progressed.</b></p>	
Name:	Ryan Kinder
Signed:	<i>R. Kinder</i>
Position:	Principal Engineer
Organisation:	Kirklees Council
Date:	30/10/2025

**End of Stage 1 RSA Response Report**