



Sevenairs Consulting Ltd

Main Avenue, Cowlersley, Kirklees

Road Safety Audit Stage 1

October 2025



Document Control

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Main Avenue, Cowlersley, Kirklees – Road Safety Audit Stage 1

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Report Prepared By:

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On behalf of

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Highway Authority / Overseeing Organisation

Kirklees Council

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Document History:

Revision	Date	Description	By
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Introduction

Commissioning and Scope

This report results from a Stage 1 Road Safety Audit carried out at the site of a residential development off Main Avenue in Cowlersley, Kirklees. The audit was carried out at the request of John Turner, Associate, TPS Transport Consultants on behalf of the developer of the site.

The Road Safety Audit team membership was as follows:

The Audit Team	Haydn Vernals FCIHT FIHE CMILT MSoRSA Directive 2008/96/EC (Certificate of Competency), Road Safety Team Leader in accordance with GG119 Sarah Vernals BAHonsQTS NPQH, Road Safety Team Member in accordance with GG119
Audit Observers	None

The main project comprises of a residential development providing 57 new homes. Highway works in this Section 38 element include a development spine road linking Main Avenue to Windsor Road, three private shared driveways, associated footways, driveway crossings, visitor parking laybys and mitigation works outside the school including waiting restrictions as well as a school keep clear. The scope of this Road Safety Audit is to review the proposed completed highway works.

The audit has been carried out in accordance with the principles of the National Highways document GG 119 Road Safety Audit. A formal Road Safety Audit Brief was provided to the Audit Team by John Turner. This provided information regarding the site relevant scheme documents, drawings and contained details of the Road Safety Audit team. The brief was approved by Ryan Kinder, Kirklees Council. This was considered by the Audit Team to provide sufficient detail to undertake the appropriate stage of audit. The audit team formally accept the brief.

The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. No departures from standard have been brought to the attention of the RSA team with regard to the scheme as designed.

Site Visit Attendance

A site visit took place comprising of the RSA team on Thursday 2nd October 2025 between 12:30 and 13:00 hours during which the weather was overcast and the road surface dry. Traffic conditions were light and free flowing with a small number of pedestrians observed and no cyclists observed.

Documents Supplied

- Email proposal background
- N81-3084-102-P11 – Proposed Site Layout
- P2445-T-1002-D – Swept Path Analysis
- 2153-QD-XX-HD-DR-C-03-01-P04 – Engineering Layout
- 2153-QD-XX-HD-DR-C-05-01-P04 – Proposed Long Sections

Terms of Reference

The terms of reference of this Road Safety Audit are as described in the National Highways document GG119 Revision 2 Road Safety Audit. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. However, 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. No member of the Audit Team has been directly linked to the scheme design.

Each of the auditors' responses is classified as a 'Problem' that is likely to result in a significant road safety hazard. All comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the plan at the end of the report.

Where recommendations are made, these do not comprise design decisions, and it remains the responsibility of the Design Team to incorporate any changes into the scheme and consider any interactions between design elements.

Previous Road Safety Audits

The audit team have not been made aware of any previous Road Safety Audits.

Problems Raised at this Stage 1 RSA

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.

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.

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.

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.

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.

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.

Audit Team Statement

We certify that the Road Safety Audit Team have carried out their duties as far as practicable in accordance with GG119 Revision 2.

Road Safety Audit Team Leader

Haydn Vernals FCIHT FIHE CMILT MSoRSA
Directive 2008/96/EC (Certificate of Competency)

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Signed:



Date: 5th October 2025

Road Safety Audit Team Member

Sarah Vernals BAHonsQTS NPQH

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Signed:



Date: 5th October 2025

Problem Location Plan

