OPTIMA
Intelligent Highways Solutions

GG119 ROAD SAFETY AUDIT RESPONSE REPORT

Project Information

Project Title:	Woodward Court, Mirfield
Project Team:	Optima Highways and Transportation Ltd
RSA Report Stage	Stage 1
RSA Organisation:	Road Safety Initiatives
RSA Report Reference:	RSI-MM-0626-006 Issue 1.0
RSA Report Issue Date:	1st July 2026
Report Title:	Response to Woodward Court, Mirfield, Stage 1 Road Safety Audit
Reference:	260706 Woodward Court, Mirfield – RSA Stage 1 Response Report

Authorisation

Prepared by:	Philip Owen
Position:	Managing Director
Team:	Designer
Signed:	
Date:	
Approved by:	Adam Darwin
Position:	Group Engineer - HDM
Signed:	
Date:	

Project Details

This Road Safety Audit Response Report relates to a Stage 1 Road Safety Audit carried out in Mirfield on the proposed residential development access junction in Hepworth Lane, a residential access in Woodward Court and associated improvements in Wellhouse Lane (Planning Application Reference 2025/93355). The objective of the scheme is to provide access to a development of up to 75 residential dwellings. Full details of the scheme can be found within the Road Safety Audit Brief dated 17/06/2026.

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

Bellway Homes – Mark Jones (Head of Planning)

Road Safety Audit Organisation

Road Safety Initiatives – Team Leader: Mark Hedley IEng MCIHT MSoRSA FIHE RegRSA (IHE) Certificate of Competency.

Road Safety Initiatives – Team Member: Martin Morley BSc (Hons) MCIHT MSoRSA Certificate of Competency

Design Organisation

Optima Highways and Transportation Ltd – Philip Owen

Optima Highways and Transportation Ltd – Kate Peel

Road Safety Audit Decision Log

Road Safety Audit Problem and Recommendation

2.1.1 Problem

Location: Proposed residential development access junction in Hepworth Lane.

Summary: Conflicts associated with restricted geometry for vehicles turning right from the access junction.

Detail: Parked vehicles opposite the proposed junction will cause cars turning right out to be on the wrong side of the road, possibly leading to a head-on conflict. In addition, delivery vehicles turning right out may struggle to complete their manoeuvre, possibly leading to conflicts associated with reversing or the overrunning of kerb.

Recommendation

It is recommended that on-street parking is prohibited opposite the new junction

Design Team Response

Recommendation is not accepted and is unnecessary for the following reasons:

- Drivers turning right out of the development access would naturally look in both directions before entering Hepworth Lane and would therefore be able to observe any approaching vehicles. Visibility splays have been provided in accordance with the relevant standards and are supported by the speed survey data. The eastbound 85th percentile speed was recorded at 18 mph, requiring a visibility splay of 2.4 m × 22 m, while the westbound 85th percentile speed was 21.7 mph, requiring a visibility splay of 2.4 m x 28 m (ATC speed survey undertaken between 23/09/25 and 29/09/25). A worst-case visibility splay of 2.4 m x 28 m has been applied in both directions.

- The swept path analysis shown on drawing 25033/ATR/04 would not materially change if the on-street parking opposite the junction was removed, as the geometry and alignment of Hepworth Lane govern the vehicle tracking rather than the presence of parked vehicles.

Overseeing Organisation Response

The RSA Problem is only partially accepted (the element relating to large vehicles turning right), and the RSA recommendation is rejected. The Design Team Response is accepted, with the following additional points noted:

- As confirmed in the Design Team response, adequate junction visibility is to be provided in both directions. Therefore, head-on collisions would not be caused by parked vehicles opposite the junction. Should parking occur to the west of the junction, this could potentially result in right turning vehicles being forced to travel in the off-side lane. However, this is not anticipated to be a frequent occurrence and would be a typical situation in a residential street. Therefore, it has been agreed with the Highway Safety team that on-street parking control measures are not considered necessary at this time.
- As confirmed in the RSA Brief, the right turn movement from the minor arm is not possible by the Kirklees Design Refuse vehicle (but is possible by light vehicles, fire tenders and other smaller emergency service vehicles). However, this is not necessary, as there are alternative routes that can be used by refuse/service vehicles (e.g. the existing bin collection route via Woodward Court, or by turning left from the site egress onto Hepworth Lane). Therefore, it has again been agreed with the Councils Highway Safety team that on-street parking control measures are not considered necessary at this time, as right turn movements by large vehicles are not anticipated (or would be an extremely rare occurrence).
- It is also noted (and is mentioned in the RSA Brief), that consideration was given to making the junction left turn only on exit, to ensure no large vehicles attempt to turn right. However, given that large vehicles are not anticipated to need to turn right (or would be an extremely rare occurrence), and as allowing light vehicles to turn right is beneficial for wider network operation, this option was not considered to be necessary and could create potential enforcement issues if provided (e.g. as there would be no obvious reason for light vehicle drivers why they should not turn right). Similarly, consideration was also given to setting back the island on the minor arm, to ease the right turn movement for larger vehicles. However, this option was also discounted, as

the island being located close to the junction is an important design feature that helps to protect turning cyclists and to discourage abuse of the one-way egress route, and it's relocation further into the junction is likely to reduce its effectiveness.

Post-RSA Action

No further action required.

Road Safety Audit Problem and Recommendation

2.1.2 Problem

Location: Woodward Court

Summary: Parked vehicle hazards

Detail: Inconsiderately parked vehicles at school opening and closing times are likely to restrict sight lines (car park access junction) and cause problems for delivery vehicles at the bend in the road. This may lead to vehicle-to-pedestrian and vehicle-to-vehicle conflicts. In addition, it is unsatisfactory that there is no crossing point for pedestrians where the northern footway crosses the car park access road.

Recommendation: It is recommended that on-street parking is prohibited, both sides of each road, at school opening and closing times. It is also recommended that dropped kerbs are provided for pedestrians crossing the access road that leads to the small car park.

Design Team Response

The comments regarding the on-street parking are not accepted. Comprehensive parking surveys undertaken at Woodward Court identified a maximum of nine vehicles parked on the southern side of the carriageway. The proposed development provides 18 parking spaces (13 within the site car park and 5 on-street in close proximity to Woodward Court), which will more than accommodate the displaced Woodward Court parking.

Woodward Court has an existing carriageway width of approximately 6.0m. It is therefore unnecessary to prohibit parking on both sides of the road as the carriageway can safely accommodate parking on the northern side while maintaining adequate access for vehicles. Any increased parking demand associated with the school pick-up period is temporary, typically lasting no more than around 30 minutes. Introducing additional parking restrictions would simply displace existing parking demand elsewhere on the local highway network rather than resolve it.

In relation to concerns that parked vehicles may affect visibility at the proposed internal Car Park access, the Highway Code advises drivers not to park within 10m of a junction (Rule 243), thereby reducing the likelihood of vehicles obstructing visibility immediately adjacent to the access. Furthermore, the Woodward Court school related parking occurs over a short time period on school days.

The Road Safety Audit recommendation relating to the small car park crossing point has been accepted. Dropped kerbs and tactile paving will be provided across the access road, and a note has been added to Drawing 25033/GA/02 Rev D.

Overseeing Organisation Response

The RSA Problem is accepted, and the RSA recommendation is partially accepted. The Design Team Response is partially accepted, with the following points noted:

- It has been agreed with the Highway Safety team that parking controls should be pursued on one side of Woodward Court only and along the entire shared surface section to the south (as already shown on the proposals plans), as additional restrictions on both sides of the main carriageway would simply displace this parking elsewhere, to potentially less desirable locations. It would also force on-street parking associated with the adjacent dwellings on Woodward Court to vacate the street at school/start finish times, which is unlikely to be desirable to these residents.
- Whilst additional parking controls are not sought for both side of Woodward Court along the site access route, it has been agreed with the Councils Highway Team that parking controls (DYL) should be installed within 10m (from the projection of the kerb lines on the minor arm) either side of the new turning head/parking area junction, as well as extended into the turning head itself, to ensure the free and safe operation of this facility.

- Dropped crossing with tactile paving should be shown on the updated drawing 25033/GA/02. It is recommended that this crossing is inset into the junction for the minimum distance required so that is not provided as an 'in-line' crossing, but is as close to the pedestrian desire line as possible.

Post-RSA Action

Drawing 25033/GA/02 has been updated to Rev. D, which includes the additional parking controls at the turning head/parking area, and dropped crossing/tactile paving at the junction.

Road Safety Audit Problem and Recommendation

2.1.3 Problem

Location: Woodward Court – small car park.

Summary: Reversing vehicle hazard for pedestrians.

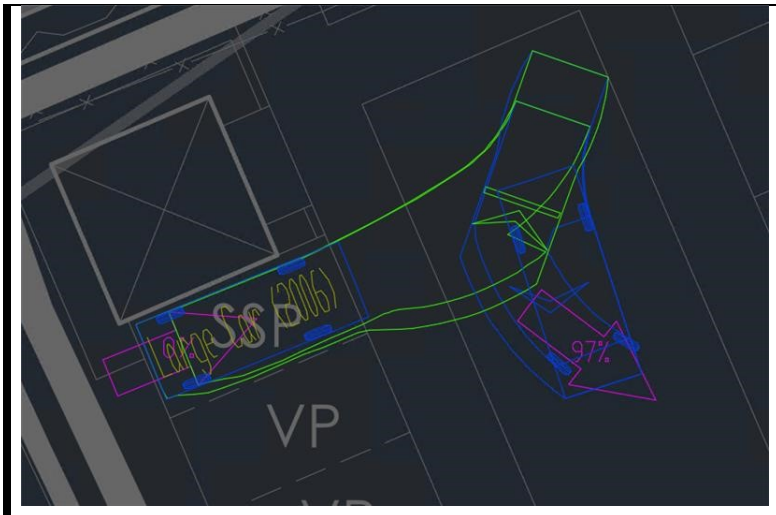
Detail: Car access to some of parking spaces looks difficult, noting that the car park does not include a turning head. If some drivers need several reversing movements to access the end parking bays, this would be a hazard to pedestrians walking through the car park to / from the public footpath

Recommendation: It is recommended that there is swept path analysis of each space in the car park and that the layout is modified where needed, so to reduce the likelihood of multiple reversing manoeuvres simply to get into a parking space.

Design Team Response

The recommendation is acknowledged and accepted. Swept path analysis has been undertaken for the furthest parking space as the car park has evolved since the RSA. The swept path demonstrates that the bay can be accessed without excessive manoeuvring.





Given the limited scale of the car park and the low vehicle flows anticipated, as well as the provision of 2.0m footways around the car park, the likelihood of conflict between vehicles and pedestrians is very low.

Overseeing Organisation Response

The RSA Problem and Recommendation are accepted, and Design Team Response is partially accepted. However, HDM request that the parking spaces be designed at 2.5 x 5.0m per space, to assist with manoeuvring and space utilisation during busy school drop-off/pick-up periods. 0.6m wide margins should also be provided around the spaces (including adjacent to the sub-station), to take account of vehicle overhang and ensure vehicles do not overhang into the footways.

Post-RSA Action

Parking spaces provided at 2.5x5.0m (noting they were always shown as 2.5m x 5.0m) and, following further discussions, 0.45m grass margins to be incorporated – as shown on Rev D of the updated Drawing 25033/GA/02.

Road Safety Audit Problem and Recommendation

2.2.1 Problem

Location: Woodward Court extension – footpath to / from small car park.

Summary: Footpath surface is a possible slip and trip hazard.

Detail: A 13-space car park is proposed on the northwest side of Woodward Court. It is likely that parents and children will use the existing public footpath between the car park and the schools. The footpath surface is a possible slip and trip problem and there is a potential minor injury hazard associated with the overgrowing vegetation.

Recommendation: It is recommended that there is a suitable bound surface for the footpath and that the overgrowing vegetation is cut back.

Design Team Response

RSA recommendation accepted.

A suitable bound surface will be provided, and overgrowing vegetation will be cut back to improve the route for pedestrians. These works will be delivered via a Section 106

financial contribution.

This has been noted on drawing 25033/GA/02 rev D.

Overseeing Organisation Response

The RSA Problem and Recommendation are accepted, and Design Team Response is partially accepted.

It is agreed that improvement works to the existing PROW that are beyond the application site boundary can be delivered by the Council via a Section 106 contribution, which would cover a paved surface and vegetation clearance, with the required contribution to be confirmed by the Councils PROW Team in due course.

However, PROW improvement works within the site boundary should be incorporated into the development proposals, and secured by planning condition. This should include the section of new / improved footpath that links the car park footways to the off-site PROW connection, which should be incorporated into the S38 adoption proposals.

Post-RSA Action

Drawing 25033/GA/02 has been updated to Rev. D to add the note about the off-site footpath works to be secured via S106 agreement, and the proposed highway boundary plan will include the footpath link from the car park to the upgraded footpath.

Road Safety Audit Problem and Recommendation

2.2.2 Problem

Location: Speed tables and junction table in Wellhouse Lane.

Summary: Possible pedestrian / vehicle conflicts at informal crossing locations

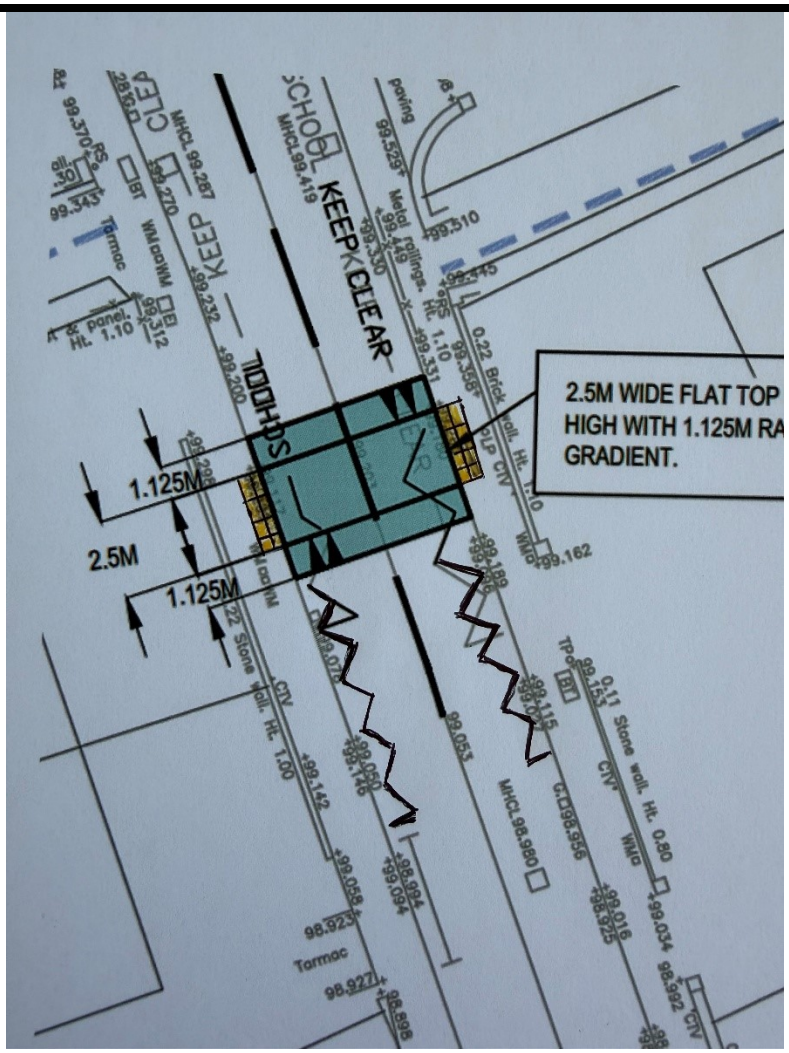
Detail: One of the four speed tables (outside school pedestrian access) will be provided with a pedestrian crossing point. Two of the other three speed tables are likely to be used as informal pedestrian crossing points, being in proximity to the school. However, on-street parking, particularly at school opening and closing times, is likely to restrict visibility for pedestrians attempting to cross Wellhouse Lane on the speed tables. Pedestrian / vehicle conflicts are possible

In addition, the proposed junction table at Wellhouse Lane / Woodward Court lacks a pedestrian crossing point on its South side. This would be useful location for a crossing, as the western footway terminates South of this T-junction

Recommendation: It is recommended that a single yellow line (and TRO) or an extended SCHOOL KEEP CLEAR marking are used to prevent parking at or near two of the speed tables (Outside No. 66 and near PROW MIR/16/20). It is also recommended that crossing points with tactile paving are provided at these two speed tables and on the South side of the Wellhouse Lane / Woodward Court junction table.

Design Team Response

An extended SCHOOL KEEP CLEAR marking has been provided adjacent to PROW MIR/16/20, together with a crossing point incorporating tactile paving.



A crossing point with tactile paving has not been provided at the speed table outside No. 66. Pedestrians are able to cross at the other formal crossing points proposed located to the north and south, and an additional crossing facility at this location is not considered necessary (and one does not exist now). The speed table is intended primarily as a traffic calming feature rather than a pedestrian crossing point and does not align with established pedestrian desire lines, existing Public Rights of Way or a direct access to the school. Additional parking restrictions have also not been introduced at this location, as they would displace on-street parking elsewhere on Wellhouse Lane.

Although a crossing on the southern side of the Wellhouse Lane / Woodward Court junction table was not considered essential due to the proposed crossing on the northern side, the design has been amended to include a crossing point with tactile paving on the southern side of the junction table on 25033/GA/02 Rev D.

Overseeing Organisation Response

The RSA Problem and Recommendation is generally accepted (but not the recommendation associated with the speed table near to No. 66), and the Design Team response is accepted.

However, the Councils Highway Safety Team have highlighted that the extended School Keep Clear markings that have been indicated in the above sketch may not be in full accordance with the Traffic Signs Manual (TSM Chapter 3 – Section 13.28), which is prescriptive in terms of the standard length of markings and maximum total lengths of markings that are permitted. Therefore, the plans should be checked to ensure compliance and updated to comply with the maximum length permitted in TSM as necessary. The final extent of School Keep Clear markings will then need to be determined at the detailed design stage, following the consultation with local residents, as required as part of the associated TRO process.

Post-RSA Action

Drawing 25033/GA/02 has been updated to Rev. D to include the following:

- Dropped crossing and tactile paving at the proposed speed table within the vicinity of PROW MIR/16/20.
- Indicative proposals for the extension of School Keep Clear markings within the vicinity of the new dropped crossing near to PROW MIR/16/20 to improve visibility at the crossing point, with the final details to be agreed at the detailed design stage following the TRO consultation process.
- Dropped crossing and tactile paving provided on the south side of the Wellhouse Lane / Woodward Court junction.

Road Safety Audit Problem and Recommendation

2.2.3 Problem

Location: Woodward Court Extension

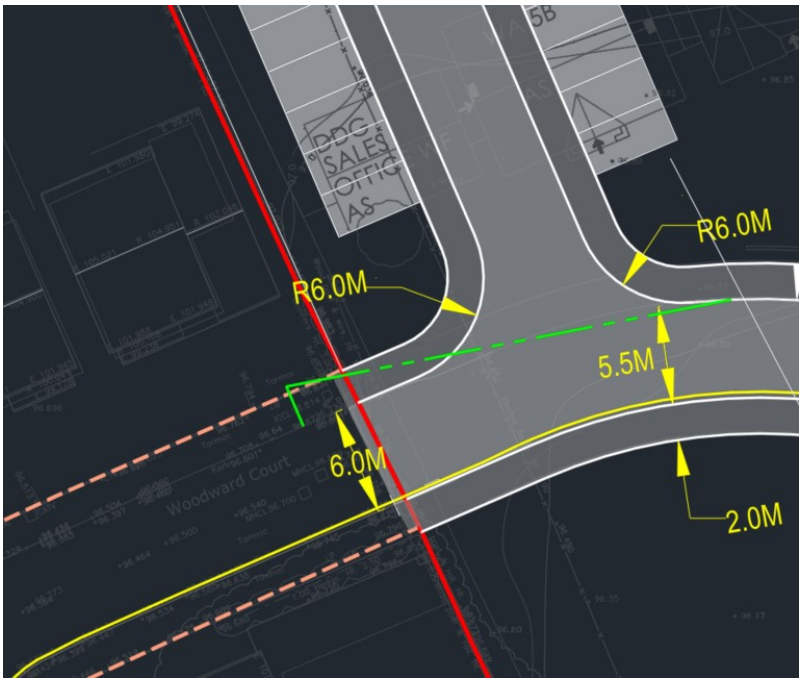
Summary: Potential for 'vehicle-to-pedestrian' incidents associated with restricted visibility.

Detail: Following the proposed extension of Woodward Court, visibility from an existing drive (7 Woodward Court) may be inadequate, because there is a close-boarded fence. Conflicts involving vehicles emerging and people / traffic from the new estate are possible.

Recommendation: It is recommended that adequate visibility is achieved. This could be achieved by realigning the carriageway or by land purchase or by removal of part of the boundary fence.

Design Team Response

In accordance with *Manual for Streets (MfS)*, a setback of 2.4m from the edge of the carriageway can achieve a 25m visibility splay, which is appropriate for a 20mph speed limit.



MfS also recognises that a reduced setback of 2.0m may be acceptable in lightly trafficked, low-speed environments, stating:

"*A minimum figure of 2m may be considered in some very lightly-trafficked and slow-speed situations, but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm. The ability of drivers and cyclists to see this overhang from a reasonable distance, and to manoeuvre around it without undue difficulty, should be considered.*"

Overseeing Organisation Response

The RSA Problem is accepted, and the RSA Recommendation is partially accepted. The Design Team response is accepted, which confirms that adequate visibility will be available to/from the private drive with a set-back distance of 2m, which is adequate in this situation.

Post-RSA Action

No further action required.

Road Safety Audit Problem and Recommendation

2.3.1 Problem

Location: Throughout the scheme.

Summary: Possible collisions at night.

Detail: There may be a loss of control problem (e.g. motorcyclists) if the speed tables are not conspicuous in the dark. Furthermore, the scheme introduces additional crossing points and new carriageways; there may be conflicts if the crossing points and footways are not adequately lit during darkness hours.

Recommendation: It is recommended that upgraded and extended street lighting is included as part of the detailed design.

Design Team Response

RSA recommendation accepted.

Wellhouse Lane, Woodward Court and Hepworth Lane already have street lighting in place. However, at the detailed design S278 stage the existing lighting provision will be reviewed and if appropriate additional street lighting will be provided.

This has been noted on drawings 25033/GA/02 rev D and 25033/GA/10 Rev E.

Overseeing Organisation Response

The RSA Problem and Recommendation, and Design Team Response are accepted.

Post-RSA Action

The existing street lighting within the vicinity of the works should be reviewed at the detailed design stage, and upgraded where necessary. This has been noted on the updated Drawings 25033/GA/02 Rev D and 25033/GA/10 Rev E.

Road Safety Audit Problem and Recommendation

2.3.2 Problem

Location: Proposed residential development access road, north of its junction in Hepworth Lane.

Summary: Possible ‘head-on’ conflicts.

Detail: It may not be obvious to all road users on the development access road where ‘one-way except for cycles’ becomes ‘two-way’. Ambiguities regarding one-way traffic could lead to head-on conflicts or conflicts involving traffic tuning in the road.

Recommendation: It is recommended that the boundary (of ‘one-way except for cycles’. and two-way traffic) is at a safe and suitable location and this boundary is made clear to all road users.

Design Team Response This will be addressed as part of the detailed design of the internal highway layout and considered under a separate Stage 1 Road Safety Audit. The current provisional layout shown the end of the one-way section within the internal road network, providing a clear transition to two-way operation. Appropriate signing, road markings and other measures, where required, will be incorporated as the design develops to ensure the change in traffic operation is clear to all road users.
Overseeing Organisation Response The RSA Problem and Recommendation are accepted, and the Designers Response is partially accepted.
Post-RSA Action Appropriate signage, road markings and other measures to be incorporated at the detailed design stage, for both ends of the one-way street and contra-flow cycle facilities, which must clearly indicate the transition to/from two-way streets. Further development of the preliminary design arrangements is required for the internal arrangements, which will then need to be subject to a separate Stage 1 RSA once the preliminary details are agreed with HDM.
****************End of RSA Stage 1 Decision Log ******************

. 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:	Philip Owen
Signed:	
Position:	Managing Director
Organisation:	Optima Highways & Transportation Ltd
Date:	
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:	
Position:	Kirklees Council Scheme Manager (Group Engineer – HDM, Planning)
Organisation:	Kirklees Council
Date:	

End of Stage 1 RSA Response Report