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-MH-0926-001 Issue 1.0
RSA Report Issue Date:	19th September 2026 (to Kirklees Council) & 21st September 2026 (to Optima)
Report Title:	Response to Woodward Court, Mirfield, Stage 1 Road Safety Audit (Internal Site Layout & Flash Lane Pedestrian Crossing)
Reference:	260922 Woodward Court, Mirfield – Site Layout 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 on a proposed Site Layout for a residential development on land to the east of Woodward Court, Mirfield, as well as an off-site S278 improvement to provide a dropped pedestrian crossing (with tactile paving) to assist with crossing Flash Lane, to the south of the junction with Wellhouse Lane (Planning Application Reference 2025/93355).. Full details of the schemes can be found within the agreed Road Safety Audit Brief prepared by Optima dated 7th September 2026.

Key Personnel

Overseeing Organisation

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

3.1.1 Problem

Location: Flash Lane – Pedestrian Crossing

Summary: Inadequate visibility of pedestrian may lead to collisions.

Detail: Parked vehicles may result in inadequate inter-visibility between drivers and pedestrians using the proposed crossing point. Pedestrians must be able to see and be seen by approaching traffic. If inadequate visibility is achieved, then there is a risk of pedestrian conflicts with approaching traffic. exacerbated

Recommendation

It is recommended that the visibility between pedestrians and approaching drivers should be adequate for the likely approach speeds.

Design Team Response

The recommendation is noted and the following review has been undertaken of the inter-visibility between pedestrians and drivers:

- The proposed pedestrian crossing point, and its associated inter-visibility with drivers, is already protected by two factors:
  - the Highway Code instructs drivers not to park opposite or within 10m of a junction, unless in an authorised parking space (Rule 243)
  - the existing presence of several private drives on Flash Lane as well as the bus stop also ensures that vehicles will not park within the vicinity of the crossing point
- For the above reasons, potential parking restrictions are not typically necessary at uncontrolled dropped kerb crossing points at junctions to protect visibility splays, particularly in a low speed residential environment where the primary route is on a straight, clear alignment. This is the case here (and also on other similar uncontrolled pedestrian crossing points proposed on Wellhouse Lane and Hepworth Lane, which were separately audited by RSI (RSA dated 1/7/26) and rightly, were deemed to be safe and satisfactory).
- The dwellings in the vicinity of the crossing are provided with off street parking and therefore although some parking may occur on-street at times, this is not a permanent situation as may be more the case for a defined on-street parking bay for example. Any temporary on-street parking also takes place away from the junction i.e. beyond the Highway Code limitations and the drive-way access points.
- Para 7.8.5 of Manual for Streets states "*Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking bays should be provided outside the visibility splay. However, in some circumstances, where speeds are low, some encroachment may be acceptable*"
- The bus stop on Flash Lane (close to the Wellhouse Lane junction) already exists and therefore pedestrians are (and have been) already crossing Flash Lane in this location, with any associated temporary on-street parking occurrences. As provided in the RSA Brief, accident data covering the period from 1 March 2021 to 28 February 2026) confirms that no personal injury accidents have been recorded at the Flash Lane/Wellhouse Lane junction during this period.

In consideration of the above further assessment, it is concluded that the inter-visibility between pedestrians and drivers is adequate, allowing for some temporary on-street parking occurring away from the junction crossing point. No amendments to the proposed design are therefore considered to be necessary.

Overseeing Organisation Response

The RSA Problem and Recommendation are partially accepted, and the Design Team Response is not fully accepted.

Whilst it is acknowledged that the Highway Code advises drivers to not park opposite or within 10m of a junction, unless in an authorised parking space (Rule 243), this rule is not always fully respected; and

there is evidence of this in this location (See Google street view images of July 2024 and June 2023, indicating cars parked on the footway directly opposite the Flash Lane / Wellhouse Lane junction).

Therefore, it is considered that 'No waiting' DYL restrictions should be incorporated into the proposals at the Flash Lane / Wellhouse Lane junction, to re-enforce the Highway Code rule (e.g. withing 10m of the junction on both sides of Flash Lane). In addition to these DYL, bar road marking should also be incorporated in front of the private drive (No. 11) adjacent to these DYL, to further discourage obstructive parking within the vicinity of the junction and pedestrian crossing.

These additional road marking should assist pedestrians crossing at the new uncontrolled pedestrian dropped crossing, by discouraging vehicles waiting within its immediate vicinity, and make crossing pedestrians more conspicuous to approaching drivers. These additional road markings should not significantly impact existing residents, as they would be reinforcing existing parking rules.

Post-RSA Action

The 'No Waiting' DYL and bar markings have been shown indicatively on the preliminary design drawing 25033/GA/03 Rev A, with the final details to be agreed at the detailed design stage (and subject to the statutory TRO consultation process for the 'No waiting' DYL's).

**********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:	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