



Road Safety Audits Ltd.

Transport Planning and RSA Consultant.

Road Safety Audits / Transport Statements / Highways Planning Application Advice / Planning Appeal Statements / Speed Surveys

Road Safety Audit: Stage 1

**Formation of temporary construction access track
A629 Penistone Road, Birds Edge**

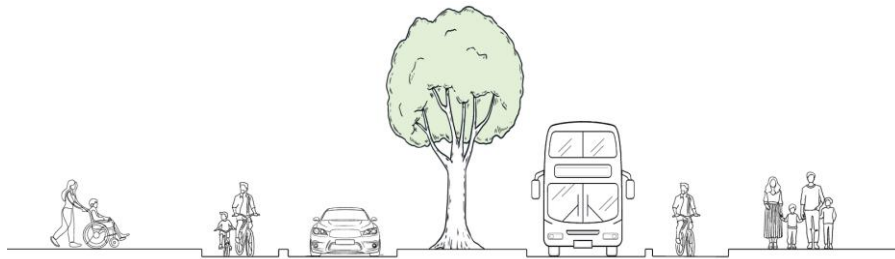
Plough Barn, Birds Edge Lane, Huddersfield

Prepared by

Road Safety Audits Limited

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Issue and revision record

This report has been issued & amended as follows:

Revision	Date	Author	Checker(s)	Approver	Description
DRAFT 1	04.09.2026	G Kidd	T Robinson	T Robinson	For checking
FINAL	15.9.2026	G Kidd	T Robinson	T Robinson	For Checking

Distribution List

Person	Organisation	Copy	Date
Adam Darwin	Kirklees Council	Electronic	17.09.2026
Gillian Kidd	Road Safety Audits Limited	Electronic	17.09.2026
Dan Heneghan	Heneghan Architecture	Electronic	17.09.2026

Produced for: Kirklees Council
Report Dated: 15 September 2026
Report Reference: RSA/ENG/170926

Road Safety Audit Team Leader: Tim Robinson B Eng Civ Eng MCIHT

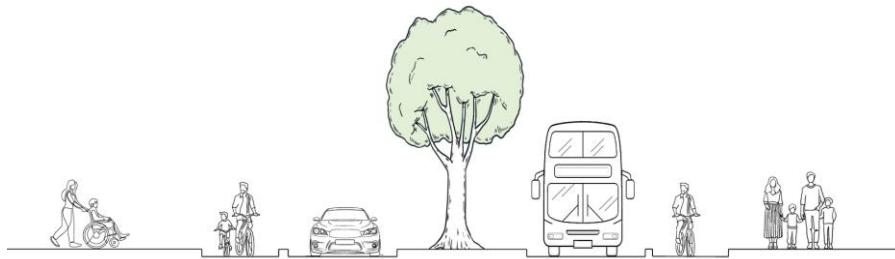
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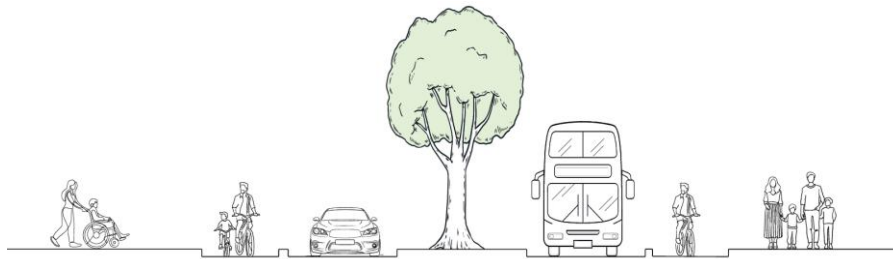
Appendix A: Drawings and documents provided

Appendix B: Plan of items raised by this audit

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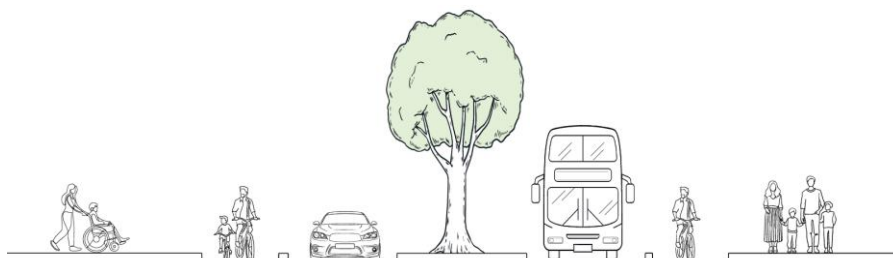
1 INTRODUCTION

- 1.1 This report results from a Stage 1 Road Safety Audit (carried out prior to detailed design), requested by Heneghan Architecture, and on behalf of the Overseeing Organisation – Highway Authority Kirklees Council. The scheme relates to a proposed temporary access track on Penistone Road to facilitate the development of Plough Barn, Birds Edge Lane, Birds Edge, Huddersfield HD8 8XR.
- 1.2 Collision data was provided as part of the Brief. Examination of the data states that there have been **no** Person Injury Collisions (PICs) within 200m of the proposed access within the last 5 years of data available.
- 1.3 Traffic count data was made available as part of the Brief. Weekly count 52,409
- 1.4 Speed data was provided as part of the Brief; showing the 85th percentile speeds of up to 45.6mph.
- 1.5 The audit team consisted of:

Team Leader: Timothy Robinson Eng (Hons) Civ Eng MCIHT
Principle Road Safety Engineer
Road Safety Audits Limited

Team Member: Gillian Kidd BSc (Hons) MCIHT
Traffic & Road Safety Engineer
Road Safety Audits Limited

- 1.6 The Audit Team was approved by Sheila Henley, Kirklees Highways Development Management 12th August 2026 for Tim Robinson and 13th August 2026 for Gillian Kidd.
The Audit Brief was submitted by Dan Heneghan of Heneghan Architecture Ltd on 27th August 2026



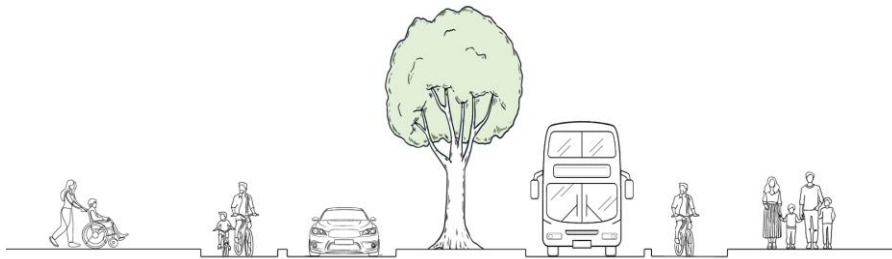
The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief reference 2562 provided by Adam Darwin Kirklees Highways Development Management 28th August 2026.

The Road Safety Audit comprised an examination of the documents provided, and these are listed in Appendix A.

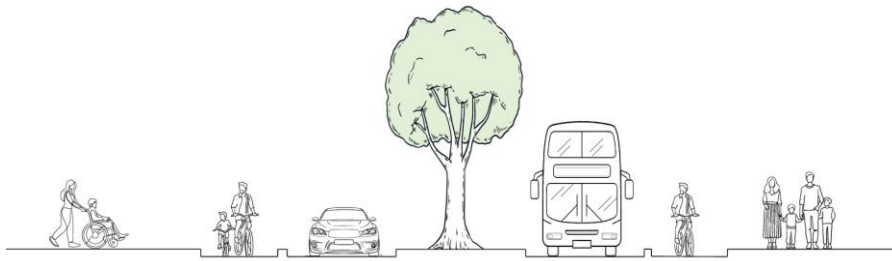
- 1.7 The site was visited at the following times/conditions:

Day/Date	Time	Weather Conditions	Traffic Flow
Friday 4 th Sept 2026	10.45-11.15hrs	Dry/Cloudy	Light

- 1.8 The Terms of Reference are as described in the National Highways Design Manual for Roads and Bridges document GG119 'Road Safety Audit'. The scheme has been examined and this report compiled only with regard to safety implications to road users of the scheme as presented. It has not been verified for compliance with any other Standards or criteria. However, in order 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. However, any audit comments should not be construed as implying that a technical audit has been undertaken in any respect
- 1.9 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems identified. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 1.10 This Road Safety Audit makes allowance for the fact that strategic decisions on matters such as route choice, junction type, standard of provision and approved Departures from Standards already reflect an appropriate balance of a number of factors including road safety.

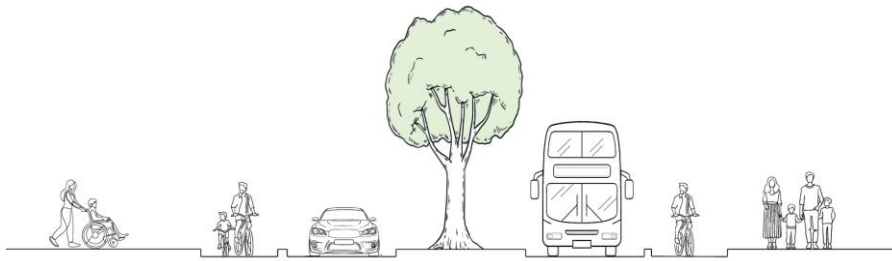


- 1.11 The Audit Team have not been made aware of any departures or relaxations from standards.
- 1.12 The reader is reminded that a Road Safety Audit is not limited to the new works alone where there are features that are considered by the Audit Team to affect the general safety in the area. Section 3 of this report lists 'Problems' identified from the drawings and as a result of the site visit relating to the proposed changes to the highway layout that are directly, or indirectly, related to the area (e.g. features/matters within the proposed works or immediate surrounds which the Audit Team feel should be brought to the attention of the Designer or other organisations even though they might not pose an immediate risk associated with the proposed works), and which are considered by the Audit Team to warrant attention under the subject proposals, generally by the maintaining authority. On occasions there are more sensitive issues or issues that fall outside the audit Brief, but which are of such a nature that Auditors feel should be specifically brought to the attention of the authorities - such issues, if they arise, are usually dealt with in detail in separate correspondence.



2 ITEMS RAISED BY PREVIOUS AUDITS AND REPORTS

- 2.1 It is understood that no previous road safety audits have been undertaken in relation to the scheme.



3 ITEMS RAISED BY THIS AUDIT

3.1 General

3.1.1 **PROBLEM**

LOCATION: Proposed temporary construction access track, site junction with the A629 Penistone Road

SUMMARY: Visibility Splay

Visibility to the southeast of the proposed temporary access junction appears to be restricted due to sight-line obstruction caused by the existing hedge and trees, as illustrated in Photo 1. Such reduced visibility may increase the risk of drivers emerging from the construction access failing to adequately observe approaching north-westbound traffic, and vice versa, potentially resulting in give-way-type conflicts. Photo 2 shows the existing visibility splay to the northwest of the site entrance.

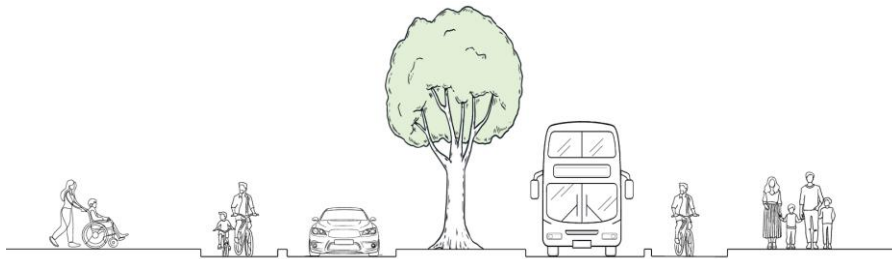
Furthermore, the visibility splay shown on the submitted plan has been measured from within the footway, which is incorrect, as the correct 2.4 metre x-distance would place the driver's eye position inside the site access. The width of the footway varies on either side of the entrance—approximately 2.0 metres on the north-western side and 1.7 metres on the south-eastern side—meaning that measuring the splay from within the footway does not represent the appropriate driver position.

The visibility splay should instead be taken from an x-distance of 2.4 metres set back from the front of the kerb line to the inside of the entrance, in accordance with standard practice, as this represents a reasonable maximum distance between the front of a vehicle and the driver's eye position.

Photo 1 - southeast of access

Photo 2 - northwest of access





RECOMMENDATION

Vegetation within the visibility splay should be cut back and maintained to ensure adequate sight lines are provided at the junction. The visibility splay should be re-drawn and assessed from a set-back position of 2.4 metres from the back of the kerb line, to avoid any encroachment into the running carriageway

3.2 Non-Motorised Road User Provision

No comments at this stage

3.3 Road Signs and Markings

3.3.1 PROBLEM

LOCATION: Development site junction with Penistone Road

SUMMARY: Temporary warning signage – new access

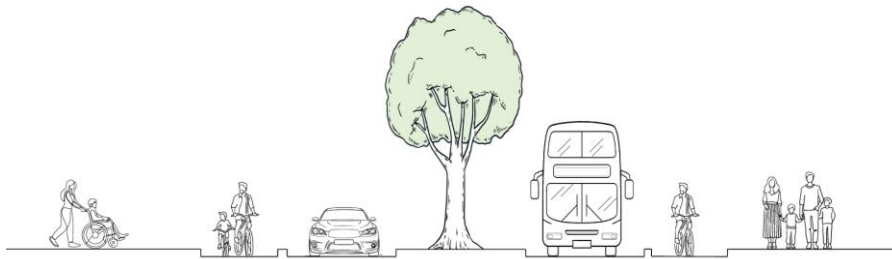
The submitted plans do not indicate the provision of any warning signage to alert drivers to the presence of a new access at this location. The absence of such signage may increase the potential for vehicle conflict, including shunt-type collisions.

The access lies within a 30mph speed limit, shown in photo 3 approximately 74 metres from the terminal signs.

Observations made on site suggested that vehicle speeds remained higher until further towards the junction with Birds Edge Lane, which may further elevate the risk of conflict at the new access.

Photo 3 – Current speed limit signage





RECOMMENDATION

Appropriate temporary warning signage should be provided to highlight the presence of the new access and reduce the likelihood of vehicle conflict.

3.4 Lighting and Signals

No comments at this stage

3.5 Landscaping

3.5.1 PROBLEM

LOCATION: Development site junction with Penistone Road

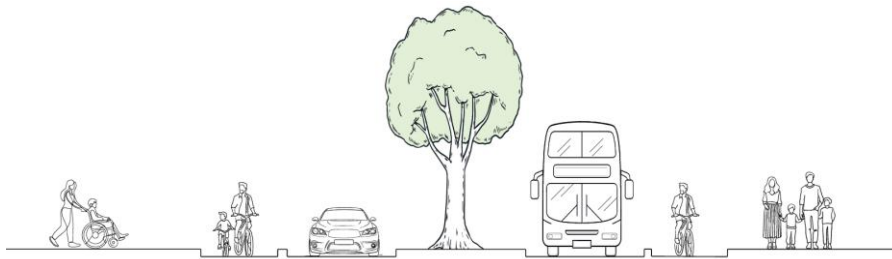
SUMMARY: Insufficient visibility due to levels of land at the access

A difference in gradient between the existing footway and the land on which the access track is proposed to be formed appears to create visibility issues, as illustrated in Photo 4.

The fall in land levels on the approach to the entrance, combined with wall heights of approximately 1.1metres to the southeast and 0.74 metres to the northwest, with pillars either side at around 1.3 metres, may restrict drivers' ability to adequately observe approaching traffic. This may increase the potential for emerging vehicle conflicts.

Photo 4 showing evidence of land levels





RECOMMENDATION

A review of the proposed internal track levels should be undertaken and reprofiled if necessary to ensure that suitable visibility splays can be achieved. It may also be beneficial to increase the gradient level to provide improved stability for HGVs accessing and egressing the site.

3.6 Surface Characteristics and Drainage

3.6.1 PROBLEM

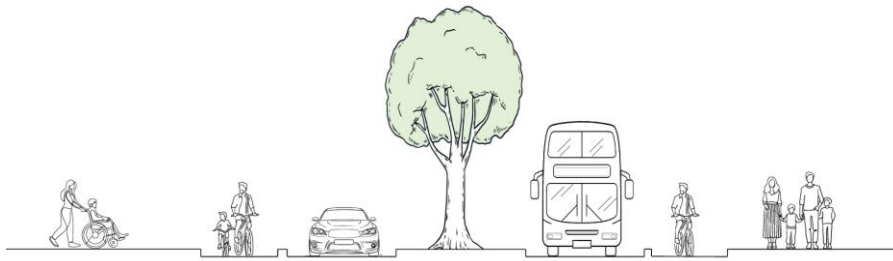
LOCATION: Development site access junction

SUMMARY: Gully location could cause loss of control / damage to gully

A cast iron gully is present on the highway as shown in photo 5 below. Due to the proposed widening of the access the gully will be within the mouth of the junction and is likely to be overrun by construction site traffic. This may increase the risk of structural failure of the gully if not suitably constructed to withstand the loading associated with heavy vehicle overrun.

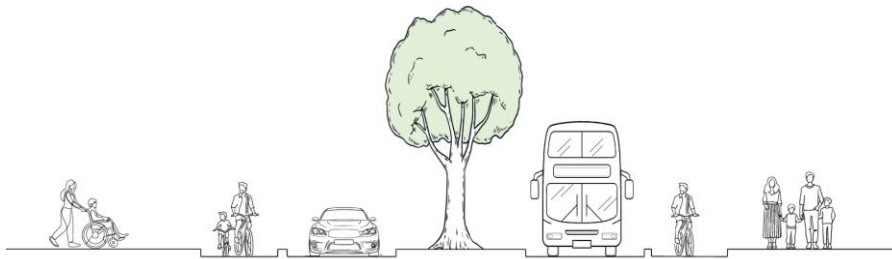
Photo 5 - Existing gully





RECOMMENDATION

The gully should be repositioned outside the mouth of the junction as part of the works or reinstalled using a construction and cover that provides skid-resistance performance complementary to the adjacent carriageway surface.

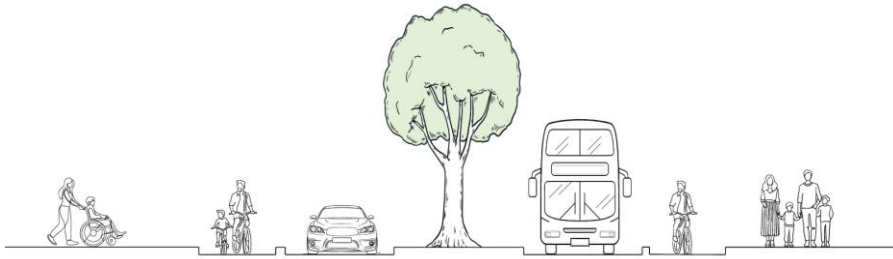


4 AUDIT TEAM STATEMENT

We certify that this Road Safety Audit has been carried out in accordance with DMRB GG119.

AUDIT TEAM LEADER	
Tim Robinson CIHT Principle Road Safety Engineer Road Safety Audits Limited	Signed:
	Date: 07.09.26

AUDIT TEAM MEMBER	
Gillian Kidd Traffic & Road Safety Engineer Road Safety Audits Limited	Signed: 
	Date: 07.09.26



APPENDIX A

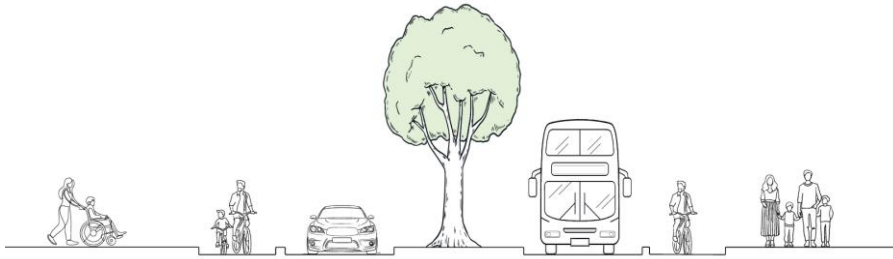
DRAWINGS AND DOCUMENTS PROVIDED

2562 – Audit Brief

2562 – Access Statement - PO2

2562-0501-PO2 – Temporary Access Track

2562-0503-PO2 – Temporary Access Point



APPENDIX B

PLAN OF ITEMS RAISED BY THIS AUDIT

