



Sevenairs Consulting Ltd

Knowl Road, Golcar, Kirklees

Road Safety Audit Stage 1/2

July 2025



Document Control

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Knowl Road, Golcar, Kirklees – Road Safety Audit Stage 1/2

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Report Prepared By:

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On behalf of

Paragon Highways Ltd. – Peach House West, The Walled Garden, Nostell Estate Yard, Wakefield, WF4 1AB

Highway Authority / Overseeing Organisation

Kirklees Council

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Document History:

Revision	Date	Description	By
0	28.07.2025	For Issue	HV

Introduction

Commissioning and Scope

This report results from a Stage 1/2 Road Safety Audit carried out at the site of a residential development off Knowl Road in Golcar, Kirklees. The audit was carried out at the request of Leigh Ogden, Managing Director, Paragon Highways 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 seven new homes. Highway works include the development access, footways continued into the development access with a dropped crossing, the development road and relocated bus stop. The scope of this Road Safety Audit is to review the proposed 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 Leigh Ogden. This provided information regarding the site relevant scheme documents, drawings and contained details of the Road Safety Audit team. The brief was approved by Mark Berry, 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 Monday 21st July 2025 between 07:45 and 08:15 hours during which the weather was sunny 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
- PRGN 2376-0001 A – Kerbing & Surfacing
- PRGN 2376-0002 A – Proposed Contours
- PRGN 2376-0003 – Long Sections
- PRGN 2376-0004 Cross Sections
- PRGN 2376-0005 Typical Sections
- PRGN 2376-0006 Bus Shelter Detail

- PRGN 2376-0007 Site Boundary

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 1/2 RSA

PROBLEM – B-01

Location: Development Access – Interface between footways and shared space.

Summary: Specific Road Users – Non flush interface at the development access may increase the risk of collisions involving pedestrians who rely on mobility aids.

A K1 type kerb is shown at the interface between the footway and the shared space development road. It is unclear what height difference will be provided here from the drawings. Should a pedestrian who relies on a mobility aid (wheelchair, mobility scooter, pushchair etc) need to transition between the footway and the shared space at this location, a non-flush kerb may obstruct their route. This may result in the pedestrian using the carriageway area and dropped kerb in the junction mouth which may consequentially increase the risk of collisions involving these users.

RECOMMENDATION

It is recommended that a flush interface is provided between the footways and the shared space development road.

DESIGNERS RESPONSE

Accepted, flush crossing now shown.

PROBLEM – B-02

Location: Development Road – Interface between shared space and dwellings.

Summary: Specific Road Users – Non flush interface at the development access may increase the risk of collisions involving pedestrians who rely on mobility aids.

A K15 type kerb with a 30mm upstand is shown at the interface between the shared space development road and margin strip. Should a pedestrian who relies on a mobility aid (wheelchair, mobility scooter etc) need to transition between the shared space and a dwelling, the 30mm kerb may obstruct their route. This may result in the pedestrian being thrown from their mobility aid and potentially involved in a collision with a vehicle using the shared space or otherwise unable to access their home.

RECOMMENDATION

It is recommended that a flush interface is provided between the shared spaced development road and access points to dwellings.

DESIGNERS RESPONSE

Not accepted, not standard for margins to be flush.

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)

Director – Sevenairs Consulting Ltd.
20 High Bank, Thurlstone, Sheffield,
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Signed:



Date: 28th July 2025

Road Safety Audit Team Member

Sarah Vernals BAHonsQTS NPQH

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Signed:



Date: 28th July 2025

