



Haigh Huddleston & Associates

Civil & Structural Engineering Consultants

Unit 4, Midgley Business Park, Bar Lane, Midgley WF4 4JJ

t 01924 574074 e info@haighhuddleston.co.uk

E19/7567/HH/009

21 November 2024

EMAIL ONLY

S38 Adoptions Team
Highway Design & Development
Kirklees Council
PO Box 1720
Huddersfield
HD1 9EL

Dear Sir,

Re: Development off Lingards Road, Slaithwaite for SB Homes.

This letter has been prepared as a response to the S38 Stage 2 Road Safety Audit undertaken by Meraki Alliance. Each problem raised by the Road Safety Audit has been listed, along with the recommendations and our designers response:

Problem 2-1 – Access junction.

Summary: *Obstructed visibility will increase the risk of failure to give way type collisions. The audit Team were concerned that on street parking could block visibility to the left for vehicles exiting the development. During the site visit it was noted that cars were parked outside number 45 Lingards Road within the proposed visibility splay (see photo attached to RSA Report) Obstructed visibility will increase the risk of failure to give way type collisions.*

Recommendation: *Ensure that unobstructed visibility is provided.*

Designers Response: Site visits have been carried out and confirm that the photo taken on the day of the audit is of temporary parking only and an additional photo has been provided by ourselves to show the site entrance clear of obstruction.

In addition, the potential of any future temporary on street parking occurring in proximity of the site entrance will be greatly reduced once the highway and footpath is installed and fully completed.



Overseeing Organisation Response:

Problem – 2-2 – Uncontrolled crossing access junction.

Summary: *Obstructed visibility between pedestrians on the crossing and approaching vehicles will increase the risk of pedestrian/vehicle collisions.*

An uncontrolled crossing is proposed at the new site access junction which is slightly inset. The Audit Team considered that the position of the crossing could lead to physical features around the junction (hedge/trees) blocking intervisibility between pedestrians on the crossing and approaching vehicles. DMRB CD 109 states that visibility at uncontrolled crossings is measured 1.5m back from the edge of carriageway with a splay appropriate for the speed of approaching vehicles tuning into the development. Obstructed visibility will increase the risk of pedestrian/vehicle collisions.

Recommendation: *It is recommended that visibility splays of at least 1.5m x 40m are provided and if these cannot be provided without obstruction then the crossing will need to be moved.*

Designers Response: *As the 1.5m x 40m visibility splay could not be provided at the current crossing positions, it was agreed to move the crossing forward and introduce a central refuge island at the access entrance to help reduce the crossing distance to below 10m whilst ensuring the natural pedestrian desire line is maintained in accordance with Local Transport Note 2/95 The design of Pedestrian Crossings. Please refer to drwg no. 7567/022E for reference.*

Overseeing Organisation Response:

I trust the above statement meets with your satisfaction, however should you require any further information please do not hesitate to contact me direct.

Yours faithfully,