GG119 ROAD SAFETY AUDIT RESPONSE REPORT

Project Information

Project Title:	Blackmoorfoot Road, Huddersfield
Project Team:	Miller, ARP and AMA
RSA Report Stage	Stage 1
RSA Organisation:	Optima
RSA Report Reference:	Blackmoorfoot Road, Huddersfield – Miller Parcel Internal Layout Stage 1 Road Safety Audit August 2025 (Rev 0)
RSA Report Issue Date:	22nd October 2025
Report Title:	GG119 Road Safety Audit Response Report - Stage 1 RSA
Reference:	Rev 2

Authorisation

Prepared by:	George Maclean
Position:	Design Lead (AMA)
Team:	N/A
Signed:	George Maclean
Date:	22/10/25
Approved by:	Alex McGarrell
Position:	Design Organisation Lead (AMA)
Signed:	Alex McGarrell
Date:	22/10/25

Project Details

This Road Safety Audit Response Report relates to a Stage 1 Road Safety Audit of the internal layout of the Miller land parcel (Application Reference 2024-92235), within a larger residential development on land off Blackmoorfoot Road and Felks Stile Road, Huddersfield.

Key Personnel

Overseeing Organisation

Kirklees Council Highways Service – Phillip Waddington (Group Engineer – Highway Safety)

Kirklees Council Scheme Manager – Adam Darwin (Group Engineer – HDM, Planning)

Organisation Promoting Improvement

(Developer) – Thomas Dixon (Miller)

Road Safety Audit Organisation

(RSA Company) – Martin Whittaker, Optima (Road Safety Audit Team Leader)

Design Organisation

(Designers) – Alex McGarrell, AMA (Design Organisation Lead)

Road Safety Audit Decision Log

Road Safety Audit Problem and Recommendation

Problem 1

Location: *Road M9a opposite plots 67/68.*

Summary: *A pedestrian may be struck when emerging from the footpath.*

Detail: *A pedestrian footpath is provided within the NEAP play area at the northern extent of the site. A footpath connection is provided to road M9a, which is laid out as a shared surface. The footpath is situated between a bin collection point and visitor parking layby, which restricts visibility to/from the crossing position, increasing the risk of a pedestrian-vehicle collision.*

Recommendation

It is recommended that pedestrian visibility splays are provided from the crossing position and the bin collection point and visitor parking layby are relocated accordingly.

Design Team Response

Recommendation accepted: The bin collection point has been relocated, and the closest VP layby has been removed in order to provide the appropriate pedestrian visibility splays. The amendments are shown on Drawing No. AMA-22224-SK-093 P06 – All Visibility Splays (Miller).

Overseeing Organisation Response

The RSA Recommendation and Design Team Response is accepted.

Post-RSA Action

The final location/design for the BCP's to be agreed with the Waste Collection Authority at the discharge of condition stage.

Road Safety Audit Problem and Recommendation

Problem 2

Location: *Full extent of works.*

Summary: *Street trees may impact on visibility splays.*

Detail: *AMA drawing 22224-SK-093 P05 illustrates all visibility splays within the development. Neither the Ninetween 47 Technical Planning Layout or Presentation Layout include details of street trees, however it is noted that both drawings refer to a separate detailed landscape plan, which has not been supplied to the Road Safety Audit Team and may differ from the AMA drawing.*

The trees illustrated on the AMA visibility drawing are shown to be located within visibility splays or within crossing positions as shown within the example below. Large planting within visibility splays could increase the potential for a crossing pedestrian to be struck by oncoming traffic.

Recommendation

It is recommended that the location of all street trees is reviewed to ensure visibility splays are avoided.

Design Team Response

The street trees have been relocated outside of the splays. The trees have been positioned by the tree advisor on the project to ensure that they don't impact upon the visibility splays. The revised tree positions are shown on the revised plan AMA-22224-SK-093-P06 – All Visibility Splays (Miller).

Overseeing Organisation Response

The RSA Recommendation and Design Team Response is accepted, with the revised plan now showing street trees outside of visibility splays.

Post-RSA Action

The street tree details and associated works to be agreed at the S38 Technical Approval Stage.

Road Safety Audit Problem and Recommendation

Problem 3

Location: *Private drives (opp plot 58 and 70).*

Summary: *Delivery vans may be required to reverse over excessive distances.*

Detail: *The swept path analysis of private drives (AMA drawing AMA2224-SK090-P05-2.2) shows the panel van over running footways/kerbs. Whilst this appears to be a drafting issue, in the absence of accurate swept path analysis, panel vans may be required to reverse over long distances increasing the risk of a collision between a delivery van and pedestrian.*

Recommendation

It is recommended that the swept path analysis is repeated.

Design Team Response

This was due to the Miller plot XREF being slightly in the wrong location. This has now been amended accordingly. The revised plans AMA-22224-SK-090-P06 – Panel Van Turning Heads (Miller) 2.2.

Overseeing Organisation Response

The RSA Recommendation and Design Team Response are accepted, with the revised plan now showing acceptable tracking.

Post-RSA Action

No further action required.

Road Safety Audit Problem and Recommendation

Problem 4

Location: *Full extent of works.*

Summary: *Potential for ponding during poor weather conditions.*

Detail: *No details of the proposed drainage system have been provided at this preliminary design stage. The absence of appropriate drainage my result in surface water accumulating on carriageways and footways, particularly at low points or where shallow gradients are provided. This could increase the risk of loss of control incidents during poor weather conditions.*

Recommendation

It is recommended that suitable drainage is provided at the detailed design stage.

Design Team Response

As part of the section 38 process, Miller Homes will share their detailed proposed road drainage design with Kirklees Council. The road drainage will be designed to comply with Kirklees S38 standards.

Overseeing Organisation Response

The RSA Recommendation and Design Team Response is accepted.

Post-RSA Action

Suitable drainage arrangements to be agreed at the S38 Technical Approval Stage.

Road Safety Audit Problem and Recommendation

Problem 5

Location: *Full extent of works.*

Summary: *Potential for collisions during the hours of darkness.*

Detail: *The absence of appropriate street lighting may result in the potential for a collision during the hours of darkness involving a vehicle and pedestrian or cyclist negotiating the junctions or crossings.*

Recommendation

It is recommended that suitable street lighting is provided at the detailed design stage to ensure that the internal layout is suitably illuminated.

Design Team Response

As part of the section 38 process, Miller Homes will share their detailed proposed street lighting design with Kirklees Council. The street lighting will be designed to comply with Kirklees S38 standards.

Overseeing Organisation Response

The RSA Recommendation and Design Team Response is accepted.

Post-RSA Action

Suitable street lighting arrangements to be agreed at the S38 Technical Approval Stage.

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:	Alex McGarrell
Signed:	Alex McGarrell
Position:	Design Organisation Lead
Organisation:	AMA
Date:	22/10/25
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:	Adam Darwin
Position:	Group Engineer – HDM, Planning
Organisation:	Kirklees Council
Date:	25/09/25

End of Stage 1 RSA Response Report