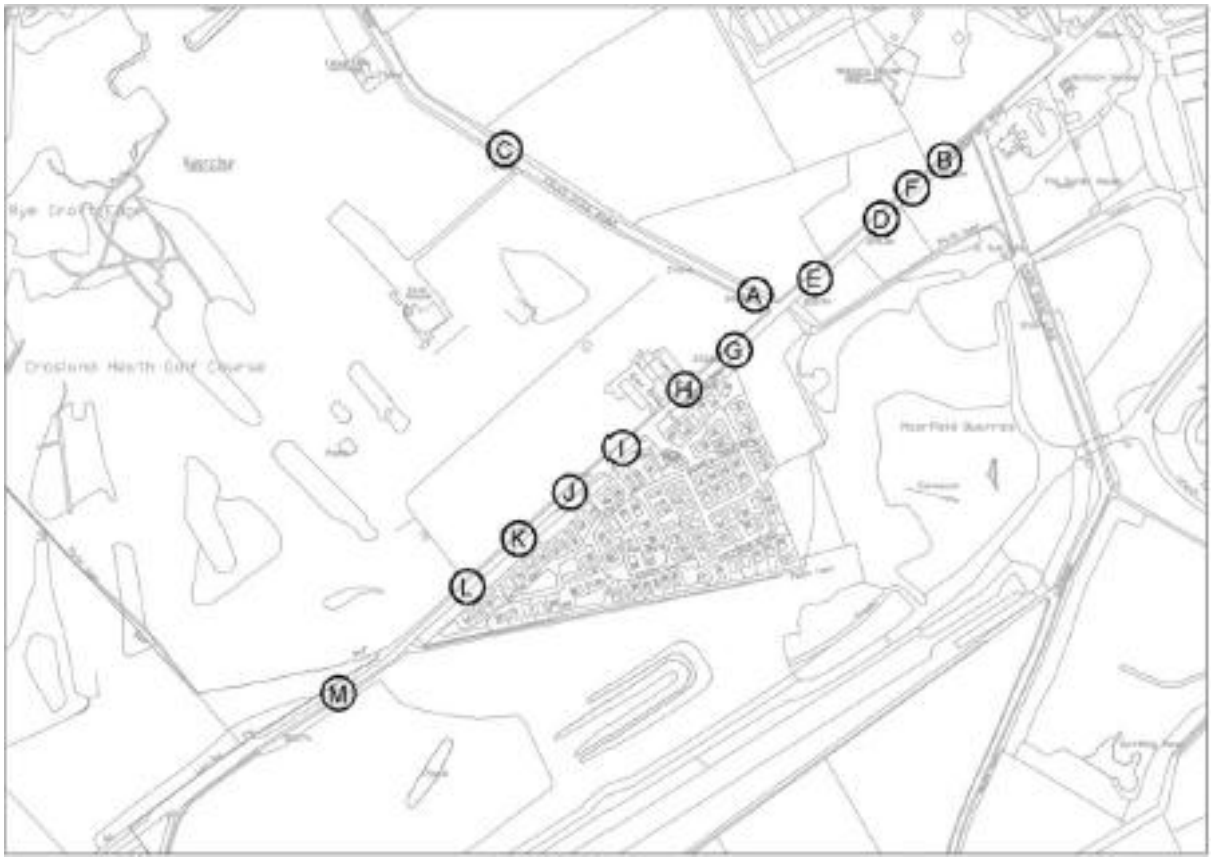
Highways Note on Speed Limit Measures on Blackmoorfoot Road and Felks Stile Road

3rd April 2025

INTRODUCTION

This note sets out the proposed speed limit measures on Blackmoorfoot Road and Felks Stile Road.

A plan showing the proposed strategy is set out below along with the notes for each location identified. A detailed plan (AMA/22224/SK067) is attached at **APPENDIX A**.



A. Existing 40mph / National Speed Limit terminal point on Felks Stile Road (includes signage only) to be removed.

B. Existing 30 / 40mph terminal point on Blackmoorfoot Road (including road markings and signage) to be removed.

C. Relocated 40mph / National Speed Limit terminal point on Felks Stile Road, to be provided with nearside and offside terminal signage for both approaches. This will include a 40mph signage (Dia. 670 TSRGD) on yellow backing boards. Gateway road markings have been provided (see 425-92-103.08 Rev C – S278 Signing and Lining Layout) on entry to the 40mph speed limit that includes 'Dragons teeth' markings (min. 15 marks, as per existing Blackmoorfoot Road arrangement) and additional 40mph Roundel (dia. 1065 TSRGD). NSL terminal signs (dia. 671 TSRGD) to be provided with grey backing board to match the width of the 40mph signs on the reverse side.

D. Relocated 30mph / 40mph Speed limit terminal point on Blackmoorfoot Road provided with nearside and offside terminal signage for both approaches. Due to the narrow verge on the south side, this will need these terminal signs to be provided on a pole located immediately adjacent to the wall, with an offset bracket so that the signs are overhanging the boundary wall/field edge. The terminal signs on the north side of the road should be located 450mm from kerb edge on offset brackets to maximise visibility, without impacting the available footway width (that must comply with DfT document 'Inclusive mobility'). Both 30mph and 40mph signs (Dia. 670 TSRGD) to be provided on yellow backing boards. Gateway road markings provided (see AMA/22224/SK060 – Proposed Site Access – P01) on entry to the 30mph speed limit that includes 'Dragons teeth' markings (min. 15 marks, as existing arrangement) and additional 30mph Roundel (dia. 1065 TSRGD). The new gateway road markings will affect the existing deflection arrows (dia. 1014 TSRGD) that are currently provided for the southwestbound direction in advance of the double white line system at the Felks Stile Road junction (see point E below) and will be relocated (most likely, to the northeast, prior to the new ghost island markings for the site access).

E. The existing double white line system and unorthodox right turn lane markings will be removed and replaced with hatch markings (dia. 1040 TSRGD) instead. Due to the narrow width of Blackmoorfoot Road, the hatching would need to be provided at the minimum 800mm width (700mm centre to centre – See Figure 2-8 of TSM Chapter 5) and include a gap in the hatching for right turners at the Felks Stile Road junction. These hatch markings will be provided to a similar extent as the current double white line system, which will allow the existing deflection arrows (dia. 1014 TSRGD) on the northeastbound approach to remain in their current position. However, the deflection arrows on the southwestbound approach will be relocated due to the relocated 30 / 40mph terminal point (as mentioned at point D).

F. 'Staggered junction ahead' warning signage (dia. 507.1 TSRGD) will be provided on Blackmoorfoot Road on approach to the Sands House Lane and site access junction for the northeastbound direction. These should include 2 no. sign locations, with the first being a standard sign with distance plate on a yellow backing board, located on the nearside, circa 30m northeast of the new 30/40mph speed limit terminal point (and circa 86m southwest of the Sands House Lane junction). The second sign, also located on the nearside a further 30m northeast (and circa 56m southwest of the Sands House Lane junction) will be a 'Vehicle Actuated Sign' (VAS) that displays a 'Staggered junction ahead' warning sign and a 'Slow Down' message (See section 1.7 of TSM Chapter 4 and TAL 1/03), which will be triggered by vehicles exceeding a pre-determined safe speed on the approach to the staggered junctions. These sign locations would be compliant with the siting guidance in TSM Chapter 4 (warning signs to be 45-110m from the hazard – See Table A-1). Similar to the new speed terminal signage, these signs will be located 450mm from the kerb edge on offset brackets, to maximise visibility without adversely affecting the available footway width.

G. Existing back-to-back 'T-junction ahead' warning signs (dia. 506.1 TSRGD) at the back of the northern footway on Blackmoorfoot Road (warning of Felks Stile Road and Hill Tree Park/Andrew Cresent junctions), with 'Reduce Speed Now' plates (dia. 511 TSRGD) will be replaced with new signs on yellow backing boards. Due to the narrow footway width, the signs will be located to the back of the footway (as existing) on a new pole at the minimum required mounting height (min. 2.1m clear headroom is required). Existing 'SLOW' road marking for the northeastbound direction shall remain.

H. The existing warning sign for 'Frail or Disabled pedestrians likely to cross road ahead' (Dia. 544.2 TSRGD) and distance plate on yellow backing board, with accompanying 'SLOW' road marking will remain.

I. New 40mph repeaters (dia. 670 TSRGD) on yellow backing boards will be provided on both sides of Blackmoorfoot Road (for both directions), between the two junctions (in/out) for Hill Tree Park.

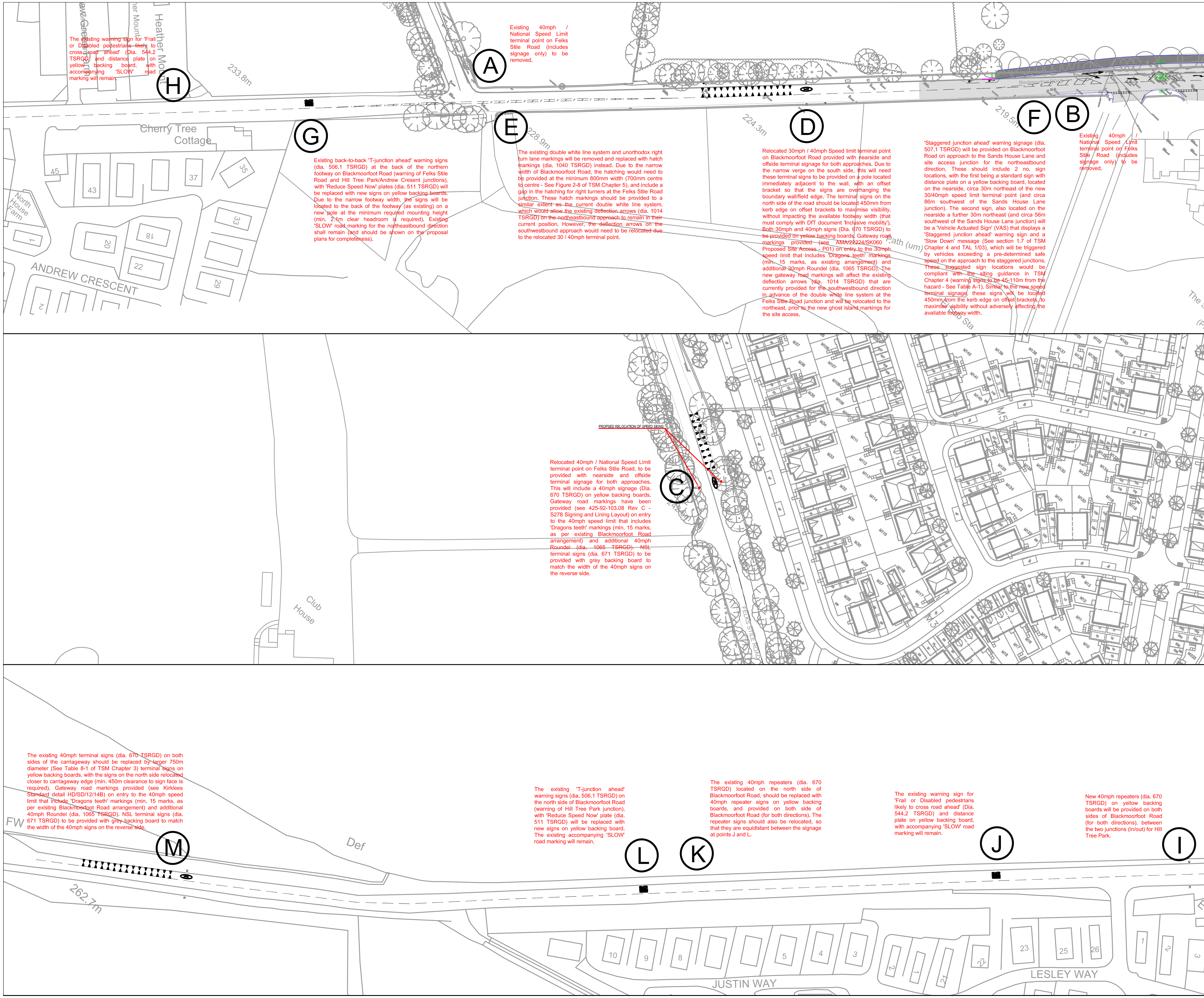
J. The existing warning sign for 'Frail or Disabled pedestrians likely to cross road ahead' (Dia. 544.2 TSRGD) and distance plate on yellow backing board, with accompanying 'SLOW' road marking will remain.

K. The existing 40mph repeaters (dia. 670 TSRGD) located on the north side of Blackmoorfoot Road, shall be replaced with 40mph repeater signs on yellow backing boards, and provided on both side of Blackmoorfoot Road (for both directions). The repeater signs shall also be relocated, so that they are equidistant between the signage at points J and L.

L. The existing 'T-junction ahead' warning signs (dia. 506.1 TSRGD) on the north side of Blackmoorfoot Road (warning of Hill Tree Park junction), with 'Reduce Speed Now' plate (dia. 511 TSRGD) will be replaced with new signs on yellow backing board. The existing accompanying 'SLOW' road marking will remain.

M. The existing 40mph terminal signs (dia. 670 TSRGD) on both sides of the carriageway shall be replaced by larger 750m diameter (See Table 8-1 of TSM Chapter 3) terminal signs on yellow backing boards, with the signs on the north side relocated closer to carriageway edge (min. 450m clearance to sign face is required). Gateway road markings shall be provided (see Kirklees Standard detail HD/SD/12/14B) on entry to the 40mph speed limit that include 'Dragons teeth' markings (min. 15 marks, as per existing Blackmoorfoot Road arrangement) and additional 40mph Roundel (dia. 1065 TSRGD). NSL terminal signs (dia. 671 TSRGD) to be provided with grey backing board to match the width of the 40mph signs on the reverse side.

Appendix A
Proposed Speed Limit Measures Plan



Rev	Description	Date	By
P02	Amended to address LHA comments	03.04.25	RID
P01	Preliminary Issue	21.03.25	RID

ANDREW MOSELEY ASSOCIATES

Transport & Infrastructure Consultants

15 St Paul's Street
Second Floor
Leeds
LS1 2JG

www.amatp.co.uk

Project:

BLACKMOORFOOT ROAD, HUDDERSFIELD

Client:

VISTRY YORKSHIRE

Drawing:

PROPOSED SPEED LIMIT MEASURES

Drawn By:	Date:	
RID	18.03.2025	
Checked: AMM	Scale: 1:500	Paper: A3
Drawing No. AMA-22224-SK066		Rev. P02