GG119 ROAD SAFETY AUDIT RESPONSE REPORT

Project Information

Project Title:	Blackmoorfoot Road, Huddersfield
Project Team:	Vistry, Miller, ARP and AMA
RSA Report Stage	Stage 1
RSA Organisation:	Optima
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Authorisation

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Date:	12.08.2025
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Signed:	Alex McGarrell
Date:	12.08.2025

Project Details

This Road Safety Audit Response Report relates to a Stage 1 Road Safety Audit carried out on the Blackmoorfoot Road / Felks Stile Road Highway Scheme in Huddersfield (Planning Application Reference 2020/92546 and S73 application 2024-92614 that relates to amendments to the site access conditions). The scheme comprises the construction of a new ghost island priority junction access onto Blackmoorfoot Road and simple priority junction on to Felks Stile Road, with associated works at the Blackmoorfoot Road/Felks Stile Road junction, and speed limit changes and signage improvements on Felks Stile Road and Blackmoorfoot Road. The site access on Blackmoorfoot Road will be in the form of a ghost island right-turn T-junction. The site access on Felks Stile Road will be in the form of a simple priority T-junction. These two access points will provide the primary routes into a major new housing development (700 dwellings, 70 bed care home and local centre). These accesses will be connected by an internal spine road (not subject to this RSA1), which will accommodate a new bus route.

Key Personnel

Overseeing Organisation

Kirklees Council Highways Service – Liz Cusick (Operational Manager – Highway Design & Safety)

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

Organisation Promoting Improvement

(Developer) – Thomas Dixon (Miller) and Sam Buswell (Vistry)

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: *Felks Stile Road access.*

Summary: *Visibility from the crossing may be restricted by an existing boundary wall.*

Detail: *A pedestrian visibility splay of 1.5m x 22m is shown from the northwestern crossing position onto Felks Stile Road, avoiding an existing boundary wall located at the back of the shared footway/cycleway.*

A larger visibility splay of 1.5m x 33m is shown from the cycle transition point, which relies on the removal of the existing boundary wall. Although the wall is hatched grey, which may suggest it is being removed (consistent with the wall reconstruction on the opposite side of the junction), there are no accompanying notes on the drawing or within the key to confirm its removal.

Should the wall be retained, visibility from the cycle transition point would be restricted, increasing the potential for a vehicle/cycle collision.

The Road Safety Audit Team note that a 1.5m 'X' distance has been applied to the cycle transition point rather than 2.4m required within LTN 1/20, Table 5.6, however if the wall is to be removed, visibility can be achieved from the greater set back position.

Recommendation

It is recommended that the existing wall is removed to achieve appropriate visibility from the cycle transition point and that suitable notes are added to the drawing to confirm this.

Design Team Response

Recommendation accepted, note added to general arrangement drawing confirming existing wall to be removed where required for visibility splays. Cycle transition visibility splay "X" distance amended to 2.4m.

Overseeing Organisation Response

The RSA Recommendation and Design Response are accepted, and the revised notes have been added to drawing 425-92-103.01 Rev T.

Post-RSA Action

The Highway boundary will need to include the required visibility splay(s). This should be included on the updated Reserved Matters Adoption Extents Plan (Eng-001) in due course, following the RSA1 of the internal layout; and will then be included within the S38 highway adoption boundary.

Road Safety Audit Problem and Recommendation

Problem 2

Location: *Felks Stile Road access.*

Summary: *Lack of cycle discharge position.*

Detail: *The Road Safety Audit Brief states that a 3.0m wide shared footway/cycleway is to be provided on the northwest side of the access, however it is noted that the Nineteen47 Movement Plan (drawing 420 rev I), indicates that 3.0m wide shared footway/cycleways are proposed along both flanks of the site access.*

The northwestern flank of the junction is provided with cycle 'hop on/hop off' facilities and associated shared use path and end of route signage and advisory cycle lane markings.

However, the facility on the southeastern flank continues around the junction radius and narrows to a 2.0m wide footway. In this location, no dropped kerbs, end of cycleway signage, hazard paving or advisory cycle lane markings are provided.

As a result, cyclists may either continue along the footway, resulting in potential cycle/pedestrian collisions or re-enter the carriageway at an unsuitable location, over a full hight kerb, which could lead to a potential vehicle/cyclist collision.

Recommendation

It is recommended that dropped kerbs, end of cycleway signage, hazard warning paving and advisory cycle lanes road markings are provided.

Design Team Response

Recommendation not accepted: The Nineteen47 movement plan is incorrect, the proposal is for a footway only on the eastern side of the access and therefore there is no requirements for cycle transition or signage.

Overseeing Organisation Response

The RSA Recommendation is not accepted, and the Design Team Response is accepted.

The movement plan supplied to the RSA Team incorrectly showed a shared cycle/footway on both sides of the Felk Stile Road access. This is not correct, as the shared cycle/footway is proposed on the west side only, with a footway on the east side. The rationale for this, is to ensure that shared cycle/footways are generally provided on only one side of the internal streets, to allow pedestrians to have a choice of routes that will allow them to avoid cycle traffic. This includes pedestrians accessing the proposed care home, which is located on the east side of the Felk Stile road access, who will be able to avoid cycle traffic when accessing the nearby bus stops on Felk Stile Road.

Post-RSA Action

The movement plan needs to be updated to correctly show the available movement routes though the site by all modes.

The preliminary design drawings (including internal site layout drawings) need to clearly show what type of pedestrian and cycle facilities are being proposed, to avoid further confusion. At the detailed design stage, the proposed pedestrian and cycle routes need to include clear signing, lining, tactile paving and kerb transition proposals, to ensure that all users clearly understand the intended use of all routes. This includes clear signing of the shared cycle/footways at transition points, with repeater signage provided at appropriate intervals (but avoiding sign clutter).

Road Safety Audit Problem and Recommendation

Problem 3

Location: *Felks Stile Road.*

Summary: *Lack of dropped crossing to the bus stop.*

Detail: *A pedestrian dropped crossing is not provided on the desire line between the development and the existing north westbound bus stop.*

As a result, pedestrians, including vulnerable road users such as wheelchair users and those with prams or pushchairs, may experience difficulty in crossing the carriageway due to the presence of a full-height kerb along the southern flank of the carriageway.

The absence of a dropped crossing may lead to the potential for trips, falls, or vulnerable road users becoming stranded within the carriageway resulting in potential vehicle/pedestrian collisions.

Recommendation

It is recommended that a suitable pedestrian crossing facility is provided on the pedestrian desire line between the development and the north westbound bus stop.

Design Team Response

Recommendation not accepted: A pedestrian crossing is proposed at the junction of Felks Stile Road and Blackmoorfoot Road which is approximately 14m east of the northwest bus stop. Pedestrians and vulnerable road users will use this crossing to gain access to the bus stop.

Overseeing Organisation Response

The RSA Recommendation is not accepted, and the Design Team Response is accepted.

Whilst the proposed dropped crossing at the Felk Stile Road / Blackmoorfoot Road junction is not on the most direct desire line for pedestrians accessing the northwestbound bus stop on Felk Stile Road, it is considered to be the most suitable crossing location, which requires only a short deviate of walking route (circa 40m in total). This crossing is also located to the rear of the northwestbound bus stop, which is in accordance with good practice (e.g. crossings should not normally be placed in front of a bus stop, to avoid alighting pedestrians immediately crossing in front of the bus).

Post-RSA Action

No further action required.

Road Safety Audit Problem and Recommendation

Problem 4

Location: *Felks Stile Road.*

Summary: *The introduction of kerbing along the frontage of the development may result in standing water.*

Detail: *A new footway with kerbs is to be introduced along the full frontage of the Site. Currently, a drainage ditch is provided along the southern boundary of Felks Stile Road, however it appears some surface water may drain into the existing grass verge along its northern flank. The introduction of kerbing along the full length of frontage will prevent this and may overwhelm the existing gully at the Blackmoorfoot Road/Felks Stile Road junction.*

The absence of formal drainage may result in standing water, leading to potential loss of control incidents, particularly during poor or freezing weather conditions.

Recommendation

It is recommended that suitable drainage is provided along the frontage of the Site as part of the detailed design of the scheme, or it is demonstrated that the existing drainage system is suitable to accommodate the increased run off.

Design Team Response

Recommendation accepted: The detailed Section 278 design will incorporate appropriate drainage, such as gullies into the design along the northern kerbline at appropriate spacing and outfall via a pipe to the existing ditch on the southern side of Felks Stile Road.

Overseeing Organisation Response

The RSA Recommendation is accepted, and the Design Response is partially accepted.

Suitable drainage will need to be incorporated at the S278 detailed design stage, based on the requirements of the Highway Authority.

Post-RSA Action

Suitable drainage arrangements to be agreed at the S278 detailed design stage.

Road Safety Audit Problem and Recommendation

Problem 5

Location: *Felks Stile Road.*

Summary: *The presence of existing vegetation and a parking layby restricts visibility for emerging*

vehicles.

Detail: *Visibility splays of 2.4m x 120m are indicated on drawings provided, however visibility to the northwest of the access may be restricted (particularly during summer months) due to the presence of vegetation and an overhanging tree.*

In addition, although it is acknowledged that the existing layby to the northwest of the access may not be frequently occupied, when in use (as illustrated in the image below) a parked vehicle may also restrict visibility to/from the junction.

Insufficient visibility could lead to a collision between vehicles emerging from the Site and those travelling along Felks Stile Road.

Recommendation

It is recommended that all vegetation and obstructions within the visibility splay are cleared and appropriately maintained during the lifetime of the development and that the existing layby is removed or relocated outside the visibility splay.

Design Team Response

Recommendation accepted: Any vegetation obstructing visibility splays will be cleared and appropriately maintained for the lifetime of the development. The existing layby will be removed as part of the proposed works. A note has been added to the general arrangement plan.

Overseeing Organisation Response

The RSA Recommendation and Design Team response are accepted, and the additional note relating to the informal layby removal has been added to drawing 425-92-103.01 Rev T.

Post-RSA Action

The site clearance proposals and details for the removal of the informal layby to be agreed at the S278 detailed design stage.

Road Safety Audit Problem and Recommendation

Problem 6

Location: *Blackmoorfoot Road – Public House access.*

Summary: *Potential for refuse/delivery vehicles overrunning the pedestrian refuge island.*

Detail: *A swept path analysis is provided of a Kirklees refuse vehicle turning left out of The Sands House public house onto Blackmoorfoot Road.*

The analysis indicates that the manoeuvre is extremely tight, with minimal margin for error, due to the proximity of the proposed pedestrian refuge island located between the public house access and Sands House Lane. Based on the analysis presented, there appears to be a risk that larger vehicles could overrun or collide with the refuge island.

Furthermore, the assumed starting position and orientation of the vehicle may not be practically achievable when considering the internal layout of the public house and the location of the bin store. In reality, larger vehicles may adopt an alternative exit path, which may increase the likelihood of a vehicle overrunning or striking the refuge island, resulting in a potential vehicle/pedestrian collision or damage to the street furniture.

It is worth noting that the analysis adopts an inconsistent approach, with the right turn entry movement showing the vehicle travelling to the western frontage of the site, whereas the exit assumes an origin from the rear of the public house.

Recommendation

It is recommended that the swept path analysis is revisited to ensure the exiting vehicle is realistically positioned and oriented. Following the revised analysis, should the swept path impact on the proposed refuge island, it is further recommended that the island be repositioned or redesigned to ensure all vehicle movements can be comfortably accommodated.

Design Team Response

The swept path analysis has been amended. The KC Design refuse vehicle doesn't not impact upon the refuge island when turning left out. In reality it is likely to be a smaller private refuse vehicle. The vehicle is also likely to travel to the public house from the east and travel back east, therefore, not turning left out of the access.

Overseeing Organisation Response

The RSA Recommendation and Design Team response is partially accepted.

Drawing AMA-22224-SK065-1.1 Rev. P02 confirms that the Kirklees Design Refuse vehicle can undertake all turns at the amended pub access, without any kerb overhang (including the refuge island). Therefore, all likely vehicle types and movements can be accommodated.

Post-RSA Action

No further action required.

Road Safety Audit Problem and Recommendation

Problem 7

Location: *Blackmoorfoot Road access.*

Summary: *The splitter island may result in vehicle/cyclist collisions.*

Detail: *The proposed design includes a 1.2m wide splitter island intended to protect cyclists turning right from Blackmoorfoot Road into the development. Through lanes of 3.7m are provided adjacent to the splitter island.*

Guidance contained within LTN 1/20 and Chapter 6 of the Traffic Signs Manual 'Traffic Control' state that lane widths between 3.2m and 3.9m should be avoided as it can encourage drivers to attempt unsafe overtaking of cyclists, when there is insufficient space to do so.

Whilst the Road Safety Audit Team agrees that the splitter island is an important feature of the scheme, as a consequence, westbound and eastbound cycle traffic could be 'squeezed' by drivers misjudging the passing clearance, resulting in a potential vehicle/cyclist collisions.

It is worth noting that the analysis adopts an inconsistent approach, with the right turn entry movement showing the vehicle travelling to the western frontage of the site, whereas the exit assumes an origin from the rear of the public house.

Recommendation

The Road Safety Audit Team's preferred option would be to provide lane widths of 4.0m past the splitter island, consistent with the pedestrian refuge island opposite the public house. However, the Overseeing Organisation has confirmed that this is not feasible, due to the resultant impacts on either the taper length or the right turn lane length.

As such, it is recommended that either the right turn cycle facility and island are removed or additional measures are provided to discourage overtaking such as widening the island, providing red thermoplastic surfacing within the central hatching on both the approach to and around the island (to

visually reinforce the through lane width), provide road markings (cycle symbol for example) past the island to indicate a cyclists expected road positioning or whether warning signage could be provided.

Design Team Response

Accepted. Red thermoplastic surfacing will be provided within the central hatching.

Overseeing Organisation Response

The RSA Recommendation and Design Team response are partially accepted.

The main kerb alignment is the best that can be achieved within the highway/site constraints. Therefore, as HDM confirmed to the RSA Team (and mentioned in the RSA Brief and RSA report), there is no scope to widen the carriageway further in this location.

To clarify on this point, it is noted that to widen the carriageway further to increase the lane width past the island to 4m+, the only options would be to either further reduce the northeastbound exit taper (both the road markings and the nearside kerb alignment) from the ghost island, which is already below standard (currently 1:15, which is below the recommended taper of 1:20); or alternatively to move the splitter island to the southwest of the private access to Matlock House, which would in turn significantly reduce the length of the right turn lane into the development site access. Neither of these options would be acceptable to the Overseeing Organisation; and would give rise to other safety concerns.

The alternative option that has been recommended by the RSA Team is to reduce the gap to a maximum of 3.2m. However, this is also not acceptable option for the Overseeing Organisation, as this would result in the through lanes being reduced below 3.25m wide (to 3.05m wide lanes + min. 150mm road marking offset), which is a specific requirement of the Kirklees S278 Highway Design Team.

The other option included in the RSA Recommendation that suggests removing the right turn cycle facility is not considered to be an appropriate or proportionate response to the problem raised, as this facility is an important element of the design, and it's removal would be detrimental to cyclists.

Therefore, the alternative RSA recommendation to incorporate additional measures to discourage overtaking passed the island should be incorporated instead, as well as measures to make the island more conspicuous to approaching drivers.

As such, the RSA Recommendation to provide red coloured surfacing within the central hatching on approach to the traffic island should be incorporated. For consistency, the coloured surfacing should be applied to the hatched tapers on both approaches to the ghost island markings.

In addition to the coloured surfacing, it is also considered that a central island beacon could be provided at the traffic island, to ensure it is conspicuous to approaching drivers. For consistency, a central island beacon should also be provided at the pedestrian refuge island also proposed on Blackmoorfoot Road as part of these works. However, these beacons should only be provided, subject to agreement with the street lighting team at the detailed design stage.

Post-RSA Action

The site access layout drawing GA AMA/22224/SK060 P10 has been updated to indicate that coloured surfacing will be provided within the hatching; and that central island beacons will be provided on the traffic / refuge islands on Blackmoorfoot Road, with the notes confirming the provision of the beacons is 'subject to agreement with the Kirklees Street Lighting Team, at the detailed design stage'.

Road Safety Audit Problem and Recommendation

Problem 8

Location: *Blackmoorfoot Road access.*

Summary: *The width of the pedestrian refuge island may result in vehicle/cyclist collisions.*

Detail: *The side arm of the junction includes a 2.0m wide pedestrian refuge island, connecting to a 3.0m wide shared footway/cycleway along Blackmoorfoot Road. The Road Safety Audit Brief states that the reduced width of the island has been provided in order to minimise tree loss.*

The swept path analysis confirms that both buses and refuse vehicles entering the development require the full width of the lane, with minimal margin for error, passing in very close proximity to the island. Although the Road Safety Audit Team acknowledges that use of the island by larger bicycles may be limited, there is concern that the narrower island width could lead to vehicles encroaching on cyclists

using the island, if a cyclist (particularly a less experienced rider) does not position themselves entirely within the island, increasing the risk of a vehicle/cyclist collision.

Recommendation

It is recommended that the island is increased to 3.0m in accordance with LTN 1/20 guidance.

Design Team Response

A 2m island width is considered appropriate in this location given the limited use that is likely to occur by cyclists. The SPA has been updated to show more clearly that the vehicles do not impact upon the refuge island when turning into the access.

Overseeing Organisation Response

The RSA Recommendation is partially accepted and the Design Team response is rejected.

Whilst it is agreed that the use of the refuge island by cyclists (or pedestrians) is anticipated to be low (particularly as this crossing point is only likely to be used by existing users, as development users are likely to have crossed within the site at the proposed parallel crossing located circa 70m into the site); and that the frequency of large vehicles turning will also be low (e.g. circa 1-2 buses per hour), there would still be a risk of a misaligned cyclist waiting on the refuge island being struck by a turning vehicle.

Therefore, the refuge island should be widened to 2.5m, which is the minimum recommended width in DMRB (See CD143 – Table E/4.7). This should be achieved by setting back the kerb lines on either side of the minor road carriageway by circa 250mm, to ensure that the current lane widths on the minor arm are maintained; which should have minimal additional impact on the existing trees. Minor adjustment to the bus layby located in the site access road will also be required to accommodate these amended kerb lines.

Post-RSA Action

The site access layout drawing GA AMA/22224/SK060 P10 has updated to include a 2.5m wide refuge island, and associated SPA drawings have been updated.

Road Safety Audit Problem and Recommendation

Problem 9

Location: *Blackmoorfoot Road access.*

Summary: *Lack of advisory cycle lane road markings.*

Detail: *A dropped kerb, tactile paving and advisory cycle lane road markings are provided to the west of the junction to denote the start of the shared footway/cycle provision. At the end of the shared footway/cycle, dropped kerbs and tactile paving are provided, however the advisory cycle lane markings have not been provided (consistent with the Felks Stile Road junction).*

The provision of a short length of advisory cycle lane, raises awareness of the likelihood of a cyclist entering the carriageway, therefore the absence of the road markings could increase the potential for a cyclist being struck by an oncoming vehicle, discharging into the carriageway.

Although it is acknowledged that this is a preliminary design, the use of tactile paving at the start and end of the shared facility, rather than corduroy, may cause confusion for visually impaired users by failing to distinguish between pedestrian and cycle routes.

Recommendation

It is recommended that a short length of advisory cycle lane road markings are provided at the end of the shared footway/cycleway and that the tactile paving is stipulated corduroy paving at the detailed design stage.

Design Team Response

Agreed. The layout has been updated accordingly.

Overseeing Organisation Response

The RSA Recommendation and Design Team Response are accepted.

However, it is noted that based on the current marking arrangements shown on drawing AMA-22224-SK-060 1.1 Rev P07, it appears that a longer length of dropped kerb may be necessary at the cycle/carriageway transition point, to ensure cyclists waiting to enter the carriageway do not block access to the dropped kerb for cyclists wishing to turn right onto the cycle/footway.

Post-RSA Action

The road markings and cycle/carriageway transition arrangements to be agreed at the detailed design stage. This may need to include suitable tactile paving to warn blind/partially sighted pedestrians not to cross/enter the carriageway at cycle transition points should flush kerbs be used (e.g. tramline paving may need to be provided adjacent to these flush transitions).

Road Safety Audit Problem and Recommendation

Problem 10

Location: *Blackmoorfoot Road pedestrian crossing.*

Summary: *Pedestrians are encouraged to walk on the carriageway.*

Detail: *A new pedestrian refuge island is proposed between the development and the existing public house.*

In order to accommodate the crossing, a short length of footway is proposed along the frontage of the public house, however this footway terminates before reaching both the vehicular access to the public house and the Blackmoorfoot Road/Sands House Lane junction. As a result, pedestrians accessing the public house must either walk within the bell mouth of the vehicular access or walk along the edge of the carriageway to reach the pedestrian access located along Sands House Lane. The absence of a suitable pedestrian connection may increase the potential for a pedestrian/vehicle collision.

Recommendation

It is recommended that the proposed footway is extended around the Blackmoorfoot Road/Sands House Lane junction, using the apparent unused area of the carriageway along the eastern flank of Sands HouseLane, in order to connect with the existing pedestrian access to the public house.

Design Team Response

Accepted. The design has been amended to provide a 1.5m footway along to initial northern section of Sand House Lane.

Overseeing Organisation Response

The RSA Recommendation and the Design Team responses are accepted.

The introduction of the footway appears to be achievable without significantly affecting turning traffic at the junction, and maintains a minimum carriageway width on Sands House Lane of circa 7.3m (and circa 8m wide at the junction entry).

Post-RSA Action

The site access layout drawing GA AMA/22224/SK060 P10 has been updated to include a 1.5m wide section of footway on Sands House Lane that terminates at the pubs pedestrian access. Appropriate dropped kerbs to be incorporated at the detailed design stage to allow access to the start of the footway at the pub accesses (both the pedestrian and vehicle accesses).

Road Safety Audit Problem and Recommendation

Problem 11

Location: *Blackmoorfoot Road/Felks Stile Road access.*

Summary: *Visibility to the southwest is restricted.*

Detail: *Visibility at the Blackmoorfoot Road/Felks Stile Road junction is restricted in both directions, due to the narrow footway and presence of a stone boundary wall.*

Visibility to the northeast is restricted to 2.4m x 20.8m (as noted on drawing 425-92-103.01 rev P), but is proposed to be improved to 2.4m x 120m by widening the footway and reconstructing the boundary wall.

The existing level of visibility to the southwest is not indicated on the drawing, but was observed to fall well short of 120m. Although it is noted that enhanced speed limit measures are proposed on the approach to the junction, it is considered unlikely that these alone would reduce speeds to align with the level of visibility provided.

The restricted visibility and increased use of the junction resulting from the development, may increase the risk of a vehicle/vehicle collision.

Recommendation

It is recommended that the existing level of visibility is confirmed. If visibility is found to fall short of recommended levels, it is recommended that further speed restraint measures are introduced. The Road Safety Audit Team noted that a substandard ghost island right turn pocket is provided at the junction, which could potentially be removed to allow the footway along Blackmoorfoot Road to be widened. This may allow the giveaway position to be relocated to improve visibility in both directions. This potential solution may also reduce the extent of wall reconstruction identified to the north of the junction.

Design Team Response

The land to the south-western side of Felks Stile Road is privately owned by the golf club, therefore, the stonewall can not be relocated. The visibility splay to the right along Blackmoorfoot Road from Felks Stile Road have been accepted by the LHA as part of the design process.

Overseeing Organisation Response

The RSA Recommendation and Design Team response are rejected.

It is acknowledged that visibility to the southwest from the Felk Stile Road junction is below 2.4x120m. However, it is not possible to improve visibility in this direction without additional third party land (from the golf course), which is not available. This is why this issue was proposed to be mitigated by improved signage and road marking on approach to the junction (that extend to the 40mph/NSL transition to the southwest).

The RSA recommendation to build out the footways to allow the give-way line to be moved forward is not desirable in this situation, as this would create an abrupt alignment on Blackmoorfoot Road that is otherwise straight. This could result in northeastbound traffic colliding with the nearside kerb that has been built out. This risk of this type of incident would be most likely in dark conditions or when the carriageway is covered by snow.

A visibility splay of circa 2.1x120m (measured with 1m offset to the assumed position of the nearside wheel track) is currently available looking southwest from the Felks Stile Road minor arm. Therefore, drivers are required to edge out by circa 0.3m into Blackmoorfoot Road to achieve the full 120m ‘y’ distance. Based on HDM’s check of collision data at the junction over the last 20 years, there have been no incidents relating to drivers edging out in this manner (or any turning incidents from the minor arm for that matter). Therefore, the sub-standard visibility at the junction does not appear to have had a significant detrimental impact on it’s operation.

However, this situation could be improved by removing the central hatching on Blackmoorfoot Road (that was proposed to be amended in the current design) within the vicinity of the junction, and replace it with a centreline marking only. This would allow the existing northeast bound lane on Blackmoorfoot Road to be widened from it’s current width of circa 2.8m to 3.3m, which would then allow greater width for a northeastbound driver to pass a vehicle that has edged out of the Felks Stile Road junction (by circa 0.3m to achieve their required 2.4x120m visibility splay).

It is noted that the removal of the central hatching on Blackmoorfoot Road should have no significant detrimental effect on the junction operation, as it is of insufficient width to allow southwestbound traffic to pass a vehicle waiting to turn right into Felk Stile Road, and thus serves little purpose.

Post-RSA Action

The site access layout drawing GA 452-92-103.08.02 has been updated to show the removal of the central hatching on Blackmoorfoot Road within the vicinity of the Felks Stile road junction, and replaced with a centre line marking. The available visibility of 2.1m x 120m is also be noted on drawing 425-92-103.03.02-B.

Road Safety Audit Problem and Recommendation

Problem 12

Location: *Blackmoorfoot Road/Felks Stile Road access.*

Summary: *Visibility from the proposed crossing may be restricted.*

Detail: *A new pedestrian crossing with tactile paving is located at the junction of Blackmoorfoot Road and Felks Stile Road. Although it is noted that the existing boundary wall along Blackmoorfoot Road is being set back to improve junction visibility to the northeast, it is unclear from the drawings provided whether the crossing has been positioned to provide appropriate pedestrian visibility.*

Insufficient intervisibility between pedestrians and approaching vehicles at the crossing point may result in the potential for vehicle/pedestrian collisions.

Recommendation

It is recommended that pedestrian visibility splays are indicated on the drawing to demonstrate that suitable visibility can be achieved. If appropriate visibility cannot be provided, it is recommended that the location of the crossing is reviewed and adjusted accordingly.

Design Team Response

Recommendation accepted: Pedestrian visibility splays of 1.5m x 22m have been indicated on the proposed general arrangement drawing, visibility splays can be achieved within the set back wall to the north and the existing wall to the south.

Overseeing Organisation Response

The RSA Recommendation is accepted, and the Design Team response is partially accepted.

The amended drawing shows the 1.5m x 22m pedestrian visibility splay on the north side of the junction measures over the boundary wall, which may block visibility for some users (e.g. small children). Therefore, the wall should be set back behind the pedestrian visibility splay.

Post-RSA Action

The site access layout drawing GA 452-92-103.01-T has updated to show the wall set back behind the pedestrian visibility splay.

Road Safety Audit Problem and Recommendation

Problem 13

Location: *Full extent of speed limit changes.*

Summary: *Signage obscured by existing vegetation.*

Detail: *It was noted that a number of existing signs that are proposed to be upgraded where partially or wholly obscured by existing vegetation, compromising driver awareness of the posted speed limit and potential hazards. Reduced sign conspicuity may reduce the effectiveness of the proposed speed limits and sign enhancements, resulting in higher approach speeds and increasing the potential severity of a collision.*

Recommendation

It is recommended that visibility to all signage is reviewed and either the signs are relocated or vegetation is removed to ensure unobstructed visibility.

Design Team Response

Agreed. This will be addressed during the detailed design process.

Overseeing Organisation Response

The RSA Recommendation and Design Team response are accepted.

Post-RSA Action

Visibility to all signs to be reviewed at the detailed design stage, with vegetation clearance and / or signs relocated as necessary, ensuring that adequate visibility can be easily maintained.

Road Safety Audit Problem and Recommendation

Problem 14

Location: *Full extent of works.*

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

Detail: *The development will result in an increase in vehicular, pedestrian and cycle traffic. There is currently no existing street lighting provision along Felks Stile Road and the existing lighting along Blackmoorfoot Road may not be sufficient to illuminate the new access.*

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 new junctions, shared footway/cycleway and crossings are suitably illuminated.

Design Team Response

Agreed. This will be addressed during the detailed design process.

Overseeing Organisation Response

The RSA Recommendation and Design Team response are accepted.

Post-RSA Action

Suitable street lighting proposals to be incorporated at the detailed design stage, for the full extent of the site access and junction improvement works.

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:	A. McGarrell
Position:	Design Organisation Lead
Organisation:	AMA
Date:	12.08.2025
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:	12.08.25

End of Stage 1 RSA Response Report