GG119 ROAD SAFETY AUDIT RESPONSE REPORT

Project Information

Project Title:	Blackmoorfoot Road, Huddersfield
Project Team:	Vistry, Adept and AMA
RSA Report Stage	Stage 1
RSA Organisation:	Optima
RSA Report Reference:	Blackmoorfoot Road, Huddersfield – Vistry Parcel Internal Layout Stage 1 Road Safety Audit October 2025 (Rev 0)
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Authorisation

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Team:	N/A
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Date:	13/11/25
Approved by:	Alex McGarrell
Position:	Design Organisation Lead (AMA)
Signed:	Alex McGarrell
Date:	13/11/25

Project Details

This Road Safety Audit Response Report relates to a Stage 1 Road Safety Audit of the internal layout of the Vistry land parcel (Application Reference 2024-92365), 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) – 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: *Private drive serving plots 10-15 (at the head of Road V3).*

Summary: *The proximity of the turning head may conflict with users of the shared footway/cycleway.*

Detail: *A private drive serving plots 10-15 forms a turning facility immediately adjacent to the shared footway/cycleway connecting the Millers parcel with Road V3.*

The proximity of the turning head to the path may result in larger vehicles reversing back onto or overhanging the shared footway/cycleway and increases the risk of a collision with a pedestrian or cyclist.

Recommendation

It is recommended that a suitable vehicle restraint barrier is provided between the shared footway/cycle and the turning head. Alternatively, it is recommended that the layout/design of the turning facility is amended to provide adequate separation.

Design Team Response

Recommendation accepted: The layout has been amended to provide a 1m gap between the shared private drive and the 3m shared footway / cycleway. The amendments are shown on the updated site plan (n2114V_009M Presentation Layout). The tracking that demonstrate that the turning area still works in this location is shown on the updated Drawing No. AMA-22224-SK-097-P05 Panel Van Turning Heads (Vistry)-1.2 and AMA-22224-SK-097-P05 Panel Van Turning Heads (Vistry)-2.2.

Overseeing Organisation Response

The RSA Recommendation and Design Team Response are accepted. The revised layout now provides adequate separation between the turning head and shared use path.

Post-RSA Action

No further action required.

Road Safety Audit Problem and Recommendation

Problem 2

Location: *Shared footway/cycle between plots 16 and 10 (Road V3).*

Summary: *Cyclists may discharge into the carriageway into the path of oncoming traffic.*

Detail: *The shared footway/cycleway connecting the Millers parcel with Road V3 terminates opposite plot 16, where the traditional estate road meets a private drive. The private drive incorporates a formal visitor car parking space, which when occupied, may obstruct visibility to a cyclist when travelling eastbound parallel to one another.*

Although it is acknowledged that vehicular speeds may be low, the restricted visibility between an eastbound vehicle emerging from the private drive and an eastbound cyclist (particularly a child), could increase the risk of a collision as the cyclists discharges onto the carriageway.

Recommendation

It is recommended that the visitor parking bay is relocated or removed to provide suitable intervisibility between the private drive and shared footway/cycleway.

Design Team Response

Recommendation accepted: The layout has been amended to relocating the VP layby that would impact upon the intervisibility between the private drive and shared footway / cycleway. The VP layby has been replaced with a standard VP parking spaces further into the private drive. The amendments are shown on the updated site plan (n2114V_009M Presentation Layout).

Overseeing Organisation Response

The RSA Recommendation and Design Team Response are accepted. The revised layout has now removes the potential obstruction to inter-visibility by relocating the visitor parking bay further into the private drive.

Post-RSA Action

No further action required.

Road Safety Audit Problem and Recommendation

Problem 3

Location: *Bin collection point adjacent to plot 10 (Road V3).*

Summary: *The bin collection point restricts visibility from the driveway.*

Detail: *A bin collection point is provided adjacent to plot 10, immediately to the east of the driveway. The bin collection point would be located within the pedestrian intervisibility splay. When occupied, the presence of the bins would likely block visibility between pedestrians on the footway and an emerging vehicle from the driveway, increasing the potential for a collision.*

Recommendation

It is recommended that the bin collection point to the rear of the substation is enlarged to provide a single bin collection point for plots 10-15.

Design Team Response

Recommendation accepted: The BCP has been moved 2m further east to ensure that it does not impact on the pedestrian intervisibility to the driveway of Plot V10. The amendments are shown on the updated site plan (n2114V_009M Presentation Layout).

Overseeing Organisation Response

The RSA Recommendation and Design Team Response are accepted. The revised layout has now removes the potential obstruction to inter-visibility by relocating the BCP further away from the drive.

Post-RSA Action

No further action required.

Road Safety Audit Problem and Recommendation

Problem 4

Location: *Footpath connection opposite plots 121 and 134.*

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

Detail: *A pedestrian footpath is provided between road V2 and V8a (opposite plot 121) and between road V18 and the play area (opposite plot 134). Both footpaths emerge onto shared surfaces in close proximity to parking laybys and a bin collection point is also located immediately to the east of the connection onto road V18.*

When occupied, the parking laybys (and bin collection point) are likely to restrict visibility to/from the footpath connection, particularly to smaller children. Although it is acknowledged that speeds will be very low, as reversing vehicles will be a common occurrence within the turning heads, there is a risk of a collision between a pedestrian and reversing vehicles.

Recommendation

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

Design Team Response

Recommendation accepted: The BCP and VP layby on V18 have been relocated in order to ensure that 1m x 17m pedestrian visibility splays can be achieved. On V8, the VP layby has been relocated to ensure that a 1m x 17m pedestrian visibility splay can be achieved. The splays are considered appropriate given that pedestrian are entering a Type C shared surface street and vehicle speeds in these locations would be 15mph or lower while they are manoeuvring in / out of the VP laybys, using the turning head to turnaround or entering exiting the shared private drive on V18 serving Plots V135 and V136. The amendments are shown on the updated site plan (n2114V_009M Presentation Layout). The pedestrian visibility splays are shown on Drawing No. AMA-22224-SK-094-P06 – All Visibility Splays (Vistry)-1.2 and AMA-22224-SK-094-P06 – All Visibility Splays (Vistry)-2.2.

Overseeing Organisation Response

The RSA Recommendation and Design Team Response are accepted. The revised layout has now reduced the potential obstructions to inter-visibility, by relocating the visitor parking bays and BCP; and it has been demonstrated that adequate inter-visibility will be available based on the anticipated speed of turning vehicles within the turning heads.

Post-RSA Action

No further action required.

Road Safety Audit Problem and Recommendation

Problem 5

Location: *Shared surface road V15 opposite plots 234 & 239.*

Summary: *Parking may occur on the widened margins.*

Detail: *Widened hard margins have been provided on the inside of the two ninety degree bends along road V15, adjacent to plots 234 and 239 in order to accommodate forward visibility.*

Based on the drawings provided, this appears to be a widened hard margin. The widened area, may be used for parking, which would restrict forward visibility and potentially obstruct larger delivery or refuse vehicles, resulting in a potential vehicle-vehicle or vehicle-pedestrian collision.

Recommendation

It is recommended that measures are introduced in order to prevent parking within the forward visibility splays at the detailed design stage.

Design Team Response

Recommendation accepted: Measures to prevent parking within the forward visibility splays will be added to the layout at the detailed design stage.

Overseeing Organisation Response

The RSA Recommendation and Design Team Response are accepted.

Post-RSA Action

Measures to prevent parking within the widened hard margins, which are required to achieve adequate forward visibility at bends, to be incorporated at the detailed design stage. This may include bollards, low level planning, or other appropriate measures as required by the Highway Authority.

Road Safety Audit Problem and Recommendation

Problem 6

Location: *Shared footway/cycleway connecting to PRoW HUD/234/50.*

Summary: *Cyclists may use the footpath.*

Detail: *A shared footway/cycleway is provided at the northeastern corner of the development which connects to PRoW HUD/234/50, which is a footpath. No hazard warning paving has been provided, which may encourage cyclists to cycle along the footpath in conflict with pedestrians.*

Recommendation

It is recommended that end of cycleway signage and hazard warning paving is provided at the detailed design stage.

Design Team Response

Recommendation accepted: These elements will be added to the layout and dealt with at the detailed design stage.

Overseeing Organisation Response

The RSA Recommendation and Design Team Response are accepted.

Post-RSA Action

Measures to demarcate the transition between the proposed cycle / footway and the existing public footpath to be incorporated at the detailed design stage. This will need to include appropriate signage (including PROW finger post signage and end of cycle route signage), lining (if necessary) and hazard warning paving, which is designed in accordance with good practice guidance. A pedestrian field gate will also be required at the footpath transition that is in accordance with the appropriate British Standard and the requirements of the Councils Public Rights of Way (PROW) Team.

Road Safety Audit Problem and Recommendation

Problem 7

Location: *Junction of road V1 and V3*

Summary: *Cyclists may continue along the footway.*

Detail: *A 3m wide shared footway/cycleway is provided along road V1 from its junction with Blackmoorfoot Road, around the local centre parcel and terminates where it meets road V3. Hazard paving is provided around the bend on the side road, however cyclists travelling westbound may be unaware that the facility has ended and could continue along the footway, which is laid out with the same 3m width. This could increase the risk of conflict between cyclists and pedestrians.*

Recommendation

It is recommended that end of cycleway signage and hazard warning paving is provided in a suitable location to prevent use of the footway at the detailed design stage.

Design Team Response

Recommendation accepted: These elements will be added to the layout and dealt with at the detailed design stage.

Overseeing Organisation Response

The RSA Recommendation and Design Team Response are accepted.

Post-RSA Action

Measures to clearly demarcate the start / end of the shared use cycle / footway to be incorporated at the detailed design stage. This will need to include appropriate signage, lining and hazard warning paving, designed in accordance with good practice guidance.

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:	26/11/25
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:	26/11/25

End of Stage 1 RSA Response Report