Roberts Highway Consultants

Stage 1 Road Safety Audit Overseeing Organisation Response Report
RSA Report Reference: 24-1535.01-RSA1-REV A
Project: Dowker Street, Milnsbridge

7th October 2026
Steve Blackmore – Kirklees Council

Ref	Summary of Problems & Recommendations	Designers Response	Designers Recommendation of Project Sponsor	Overseeing Organisation Response	Agreed RSA Action
Problem 1 (3.2)	Location: Dowker Street – south of the access. Summary: Parked vehicles may increase the risk of junction related collisions. During the site visit it was observed that there is a parking bay along the western side of Dowker Street immediately to the south of the site access. Under the revised access arrangement, the bay will start approximately 11m from the access centre point. Although observed vehicle speeds were low, and therefore the proposed 43m visibility splay may be excessive, there remains a risk that visibility for and of drivers exiting from the site will be obstructed, resulting in them pulling out into the path of a northbound vehicle on Dowker Street resulting in side impact or shunt type collisions. It is recommended that the parking bay is shortened so that unobstructed visibility – commensurate with measured vehicle speeds – is provided.	Disagree. The parking bay located south of the access was already in place when the previous land use at the site was operational. Additionally, the parking would be temporary, and due to the one-way traffic arrangement and the existing parking bays, vehicles exiting could extend slightly beyond the access give-way line to achieve better visibility without compromising safety. The mitigation measures proposed to resolve Problem 2 will also address this concern by eliminating on-street parking resulting in a wider carriageway. The revised drawing indicates a slight reduction in the length of the parking bay, without reducing the number of available spaces.	Kirklees Council to review and monitor in line with audit comment.	It is noted that the RSA Team refer to a proposal indicating visibility splays 43 metres in length on drawing RHC-23-068-02f reviewed by the RSA Team and yet drawing DSH-AJP-XX-00-DR-C-1580-P01 S38 & S278 JUNCTION VISIBILITY LAYOUT only indicates visibility splays of 25m in length. A speed survey will therefore be required to establish an appropriate visibility splay length to an acceptable standard lower than 43 metres. The parking TRO restrictions and lining will need to be adjusted accordingly once the speed survey results have been reviewed by Kirklees.	Provide a 7-day speed survey within 50 metres of this development access junction. Once this has been established and agreed by Kirklees the proposed visibility splay length will be confirmed and the Parking TRO and lining will be agreed accordingly. Please resolve in advance of S38 application validation as the red line boundary is subject to change and a S73 Planning Amendment may be required.

Problem 2 (3.3)	Location: Dowker Street – at / opposite the site. Summary: Parked vehicles opposite the site access risk being struck by turning large vehicles. During the site visit it was observed that, likely due to the lack of restrictions compared to the western side of Dowker Street, a number of vehicles were parked opposite the site access. With the creation of a residential development, it is likely that vehicles may be parked on both sides of Dowker Street to each side of the development access. This may impede the movement of large, refuse type vehicles entering or exiting from the development. Should this be the case there is a risk that drivers may mount the footways or have to reverse within the junction, risking collisions with other vehicles or even pedestrians. It is recommended that a swept path analysis is undertaken so that a refuse vehicle is able to enter and exit the site safely without overrunning the footway / reversing within the junction.	Agreed. Double yellow lines will be installed on the opposite side of the access to restrict parking over a length of 18 meters. Additionally, the Traffic Regulation Order (TRO) will be amended to remove the parking restrictions for vehicles using the bays on the western side of the carriageway, designating this area as unrestricted parking, as illustrated in the revised drawing. The TRO would also cover the minor reduction in the parking bay length.	A review of such should be undertaken at a detailed design stage by Kirklees Council in-line with audit comment.	The refuge vehicle swept path drawing will determine the extent of TRO Waiting restrictions.	Provide a swept path drawing for a refuge vehicle and propose the waiting restrictions on a signing and lining drawing prior to S38 validation as the red line boundary may change and a S73 may be required.

DATE: 03/12/2024