

Miller Homes & Vistry Homes
Limited

Felks Stile Road / Blackmoorfoot
Road, Huddersfield

Stage 2 Road Safety Audit
Response Report



Control Sheet

CLIENT: Miller Homes & Vistry Homes Limited
PROJECT TITLE: Felks Stile Road / Blackmoorfoot Road,
Huddersfield
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1. Road Safety Audit Response Report

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Report Title:	Stage 2 Road Safety Audit Response Report
Date:	15/04/2026
Document reference and revision:	169635-SAN-BMF-RP-02-001
Prepared by:	Sanderson Associates Consulting Engineers
On behalf of:	Miller Homes & Vistry Homes Limited
Table F.2 Authorisation sheet	
Project:	Felks Stile Road / Blackmoorfoot Road, Huddersfield
Report Title:	Stage 2 Road Safety Audit Response Report
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Organisation:	Sanderson Associates Consulting Engineers
Date:	15/04/2026

F2 Introduction

- A. This report results from a Stage 2 Road Safety Audit carried out on the Proposed Section 278 access arrangements associated with a proposed residential development on land off Blackmoorfoot Road and Felks Stile Road, Huddersfield, at the request of the Overseeing Organisation (the Local Highway Authority) Kirklees Council, Highway Design and Development, Place Directorate, PO Box 1720, Huddersfield, West Yorkshire, HD1 9EL.
- B. The Audit took place on site on Tuesday 24th March 2026 between the hours of 13:30 and 14:45. The weather was fine/dry. Moderate traffic volumes were observed along both Blackmoorfoot Road and Felks Stile Road, with a limited number of pedestrians and cyclists.
- C. The following report documents each problem raised at the Stage 2 audit, and a Designers Decision Log has been provided for acceptance by the overseeing organisation.

F3 Key personnel

Table F.3 Key Personnel	
Overseeing Organisation:	S38 Adoptions Team Highway Design & Development Kirklees Council PO Box 1720 Huddersfield HD1 9EL
RSA team:	Martin Whittaker FIHE MSoRSA – Road Safety Audit Team Leader (Director, Optima) James Stackhouse BA (Hons) MCIHT AMSoRSA - Road Safety Audit Team Member (Senior Transport Planner, Optima)
Design Organisation:	Sanderson Associates Consulting Engineers

F4.1 Table F4.1 Road Safety Audit Decision Log - Items Raised from previous Stage 1 Road Safety Audit Report

PROBLEM Table 2.1 Problem 1

Location Felks Stile Road access.

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

A pedestrian visibility splay of 1.5m x 22m is shown from the north-western 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.

Stage 2 RSA

Problem addressed. It is noted that the Site Clearance drawing identifies the dry-stone wall to be removed and AMA drawing 425-92-103.01 rev T illustrates suitable visibility from the crossing onto Felks Stile Road.

PROBLEM Table 2.2 Problem 2

Location Felks Stile Road access.

Summary Lack of cycle discharge position.

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 north-western 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 south eastern 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 high 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 Felks 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 Felks Stile Road access, who will be able to avoid cycle traffic when accessing the nearby bus stops on Felks Stile Road.

Post-RSA Action

The movement plan needs to be updated to correctly show the available movement routes through 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).

Stage 2 RSA

Problem not addressed.

Despite the Design Team and Overseeing Organisation confirming that a footway, rather than cycleway is proposed along the eastern side of the access, a cycleway is now shown on the detailed design drawings.

Design Team Response

In line with the Movement Strategy the design has been updated to remove any cycle infrastructure on the footway east of the proposed access. This is confirmed as footway only and aligns with previous agreed design principals.

Overseeing Organisation Response

Agree with design Response. There is no cycle infrastructure proposed on the footway to the east of the access, and it is confirmed that this section is intended to function as a footway only. The Road Safety Audit Team confirmed by email dated 06 May 2026 that this issue had been closed

PROBLEM Table 2.3 Problem 3

Location Felks Stile Road.

Summary Lack of dropped crossing to the bus stop.

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 Felks Stile Road / Blackmoorfoot Road junction is not on the most direct desire line for pedestrians accessing the northwest bound bus stop on Felks 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 north westbound 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.

Stage 2 RSA

Problem addressed.

PROBLEM Table 2.4 Problem 4

Location Felks Stile Road.

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

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 kerb line 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.

Stage 2 RSA

Problem addressed.

PROBLEM Table 2.5 Problem 5

Location Felks Stile Road access.

Summary The presence of existing vegetation and a parking layby restricts visibility for emerging vehicles. 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.

Stage 2 RSA

Problem not addressed. Although the Site Clearance drawing confirms removal of the existing vegetation along the site frontage, the layby has not been removed (refer to problem 15).

Design Team Response

[Refer to Problem 15 below for Designers Response](#)

Overseeing Organisation Response

PROBLEM Table 2.6 Problem 6

Location Blackmoorfoot Road – Public House access.

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

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.

Stage 2 RSA

Problem addressed.

PROBLEM Table 2.7 Problem 7
Location Blackmoorfoot Road access.

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

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 collision.

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 northeast bound 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 its 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'.

Stage 2 RSA

Problem not addressed. The agreed Post RSA action has not been incorporated within the Detailed Design drawings (refer to problem 16).

Design Team Response

[Refer to Problem 16 for Designers Response](#)

PROBLEM Table 2.8 Problem 8

Location Blackmoorfoot Road access.

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

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.

Stage 2 RSA

Problem addressed.

PROBLEM Table 2.9 Problem 9

Location Blackmoorfoot Road access.

Summary Lack of advisory cycle lane road markings

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).

Stage 2 RSA

Problem addressed. An extended dropped crossing is identified on the S278 Kerbing Layout.

PROBLEM Table 2.10 Problem 10

Location Blackmoorfoot Road pedestrian crossing.

Summary Pedestrians are encouraged to walk on the carriageway.

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 house Lane, 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 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).

Stage 2 RSA

Problem addressed. A new footway has been provided to connect the pedestrian crossing with the public house pedestrian access.

PROBLEM Table 2.11 Problem 11

Location Blackmoorfoot Road/Felks Stile Road access.

Summary

Visibility to the southwest is restricted. 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 cannot 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 Felks 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 north eastbound 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 its 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 its current width of circa 2.8m to 3.3m, which would then allow greater width for a northeast bound 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 southwest bound traffic to pass a vehicle waiting to turn right into Felks 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.

Stage 2 RSA

Problem addressed.

PROBLEM Table 2.12 Problem 12
Location Blackmoorfoot Road/Felks Stile Road.

Summary Visibility from the proposed crossing may be restricted.

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.

Stage 2 RSA

Problem addressed.

PROBLEM Table 2.13 Problem 13
Location Full extent of speed limit changes.

Summary Signage obscured by existing vegetation.

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.

Stage 2 RSA

Problem not addressed. No drawings have been supplied to confirm that appropriate visibility is provided to the proposed signs (refer to problem 17).

Design Team Response

[Refer to Problem 17 for Designers Response](#)

Overseeing Organisation Response

PROBLEM Table 2.14 Problem 14

Location Full extent of works.

Summary Potential for collisions during the hours of darkness.

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.

Stage 2 RSA

Problem not addressed. A street lighting design has not been supplied to the Road Safety Audit Team (refer to problem 18).

Design Team Response

[Refer to Problem 18 for Designers Response](#)

F4.2 Table F4.2 Road Safety Audit Response Report - Items Raised at Stage 2 Road Safety Audit

ITEMS RAISED AT STAGE 2 ROAD SAFETY AUDIT				
RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
Table 3.1 Problem 15 Location: Felks Stile Road access. Summary: The presence of a parking layby restricts visibility for emerging vehicles. Detail Visibility splays of 2.4m x 120m were indicated on preliminary drawings subject to the Stage 1 Road Safety Audit, however visibility to the northwest of the access may be restricted by an existing layby to the northwest of the access when in use (as illustrated in the image below) by a parked vehicle. 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 the existing layby is removed or relocated outside the visibility splay.	Response: Agree with RSA recommendation. The informal parking layby has been identified for removal and replaced with grassed verge to tie in neatly to existing.	Response: Agree with Auditor's recommendation and support design organisation's response. The existing parking layby will be removed and replaced with a grass verge in accordance with revised drawings.	None.
Table 3.2 Problem 16 Location: Blackmoorfoot Road access. Summary: 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.	Recommendation: It is recommended that additional measures are provided to discourage overtaking such as widening the island, providing red thermoplastic surfacing within the central hatching (to visually reinforce the through lane width), provide central island beacons, road markings (cycle symbol for example) past the island to indicate a cyclists expected road positioning or whether warning signage could be provided.	Response: Accepted – Red thermoplastic surfacing has been provided within the central hatching. Drawings have been updated in accordance with the RSA response provided during RSA 1 (which was accepted by Kirklees Council previously; but missed from the drawing updates).	Response: Agree with Auditor's recommendations and support Design Organisation's response. The revise drawing show red thermoplastic surfacing with the central hatching. the Central Hatch / central Island beacon is to be proposed by designer.	None.

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 collision. It is recommended that additional measures are provided to discourage overtaking such as widening the island, providing red thermoplastic surfacing within the central hatching (to visually reinforce the through lane width), provide central island beacons, road markings (cycle symbol for example) past the island to indicate a cyclists expected road positioning or whether warning signage could be provided.				
Table 3.3 Problem 17 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.	Response: Noted – drawings have been updated to include vegetation clearance adjacent to signage, predominantly along Blackmoorfoot Road. This vegetation is over hanging from third party land and needs to be maintain in both existing and proposed situations.	Response: Agree with Auditor's recommendation and Design Organisation response. The revised drawings have been updated to indicated vegetation clearance adjacent to existing signage.	None.
Table 3.4 Problem 18 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	Recommendation: It is recommended that suitable street lighting is provided to ensure that the new junctions, shared footway/cycleway and crossings are suitably illuminated.	Response: Noted – a street lighting design has now been prepared by Kirklees Council reference 50-61888-6856. It is recognised that this design only appears to cover Felks Stile Road and that a scheme for Blackmoorfoot Road should be prepared to close out this Problem.	Response: Agree with Auditor's recommendation and Design Organisation response. A street lighting design has been prepared for Felks Stile Road and Blackmoorfoot Road to ensure that the proposed junction, shared footway/cycleway, and crossing facilities are adequately illuminated in accordance with the relevant design standards.	None.

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.				
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F5 Design Organisation and Overseeing Organisation statements

Table F.5 Design Organisation Statement

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	D Bowker
Signed	
Position	Technical Director
Organisation	Sanderson Associates Consulting Engineers
Date	15/04/2026

Table F.6 Overseeing Organisation Statement

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	Kumaravel Kurusamy
Signed	REDACTED
Position	Group Engineer
Organisation	Kirklees Council
Date	09/06/2026



FAIRHURST



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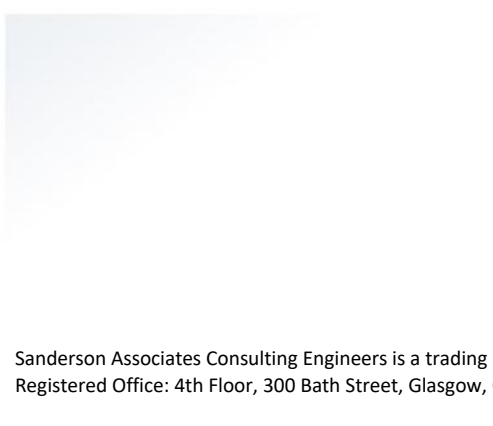
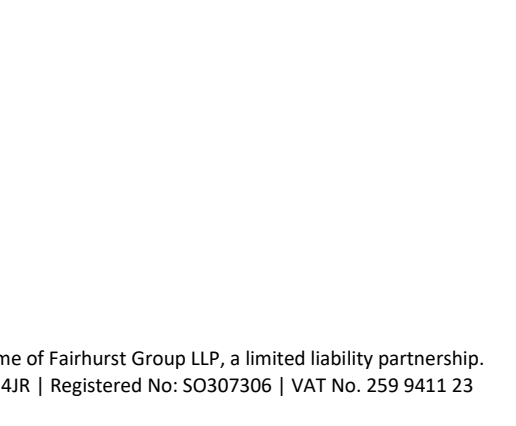
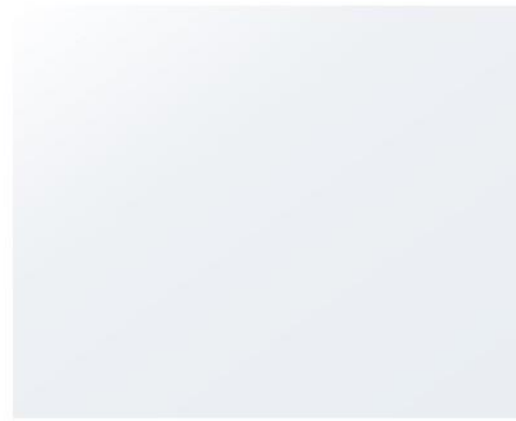


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