



KEY

- New kerbs (Full height)
- New kerbs (Flush at crossings)
- New kerbs (Vehicle Crossovers)
- New channels
- Carriageway works, road humps, cushions
- Footway and verge works
- Tactile paving at pedestrian crossings
- Marker posts
- Bollards
- ↑ Traffic sign locations
- White/yellow road markings
- Areas where vehicle detection will trigger LED Matrix sign

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REF.	DATE	REVISIONS
A	May 23	Various revisions following public consultation



Streetscene & Housing
Flint Street, Fartown
Huddersfield, HD1 6LG

SECTION Highway Safety

DRAWN DSB/JW	CHECKED EC
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SCALE N.T.S.	PROJECT NO. 50-61698	DATE May 23
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PROJECT Hade Edge
 Section 106
 Casualty Prevention Scheme

TITLE Preliminary Design
 Scheme Overview
 for Public Consultation

DRAWING No. HS-50-61698-GA01 RevA

CAD No.

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 Ordnance Survey 100019241

HADE EDGE PUBLIC CONSULTATION SUMMARY (File Ref. 50-61698) May 2023

Respondent's Street	Issues	Requests	Designer's Comments	Revisions made	Future Action
Green Abbey Dunford Bridge Green Abbey	None	None	None	N/A	None
Penistone Road Green Abbey Dunford Road Bayfield Close Moorside Road (Honley) Boshaw View	The 40mph speed limit proposal for Penistone Road is too high where residential and business fronting properties with direct access are located, and pedestrian movements occur.	Provide a 30mph limit on Penistone Road	A 30mph speed limit along the section of Penistone Road referred to would not meet National DfT guidance, nor accord with Kirklees Policy arising from the District-Wide Speed Limit Review. The Police would be highly unlikely to support or enforce a 30mph limit. Frontage development only exists along one side of a 200m section of Penistone Road. Other than 'buffer zones', the minimum length of a speed limit needs to be 600m (to ensure that it can be enforced), meaning that the 30mph limit would have to extend into rural areas adjoining the fronted section, which would be wholly inappropriate.	No	None
Hade Edge Hopefield Court Hill Top View Boshaw View	Excessive number of speed humps that may cause unnecessary damage to vehicles, and noise pollution arising from acceleration and braking.	Can the number of humps be reduced?	The humps have been spaced in accordance with National Guidelines (DfT Local Transport Note 1/07) to ensure that the large majority of vehicle speeds are held below 30mph, and to avoid having long distances between the humps where vehicles could accelerate and brake. Significantly reducing the number of humps as suggested - so substantially increasing the spacing - would not achieve these aims.	No	None
Bayfield Close Daisy Lee Lane Strines Moor Road	Excessive speeds of vehicles south of the village on Penistone Road, problems turning at Strines Moor Road / Daisy Lee Lane, 50mph speed limit is too high.	40mph limit should be extended southwards through and beyond Strines Moor Road / Daisy Lee Lane junction.	A 40mph speed limit along this section of Penistone Road would not meet National DfT guidance, nor accord with Kirklees Policy arising from the District-Wide Speed Limit Review. It would also remove the impact of the 40mph gateway currently proposed closer to entry to the Village. The Police would be highly unlikely to support or enforce a 40mph limit. A survey of over 26,000 vehicles (2022) close to Strines Moor Road revealed average speeds of 37.6mph, with approximately 90% of drivers travelling below 45mph. The proposed signing and road marking measures combined with the formal 50mph limit should help to reduce the likelihood of drivers travelling at excessively high speeds through here. Further engineering measures to reduce speeds may be considered if 'after' speed surveys do not show positive results in speed reduction.	No	Speed surveys close to Strines Moor Road after scheme implementation
Green Abbey Boshaw View	30mph speed limit within Village is too high	20mph limit within Village	The roads within the Village would be highly unlikely to meet the approved Kirklees Council Policy for 20mph speed limits, because the bus-friendly traffic calming measures would not reduce speeds far enough. Regardless, the collision rate is extremely low even under current conditions with risk significantly reducing with traffic calming in-situ, therefore a 20mph limit is considered unnecessary.	No	None
Dunford Road Greave Road	Locating traffic calming feature directly adjacent to driveway would necessitate manoeuvring over it, causing inconvenience and excessive wear to vehicle steering / suspension.	Relocate hump	The traffic calming feature will be relocated further away from the driveways, as it will not have a detrimental affect on the overall aims of the scheme.	Yes	None
Hopefield Court Green Abbey	Non-scheme related - water ponding at Greave Road-Snittle Road in junction mouth at Penistone Road.	Improve drainage	Issue to be passed on to drainage section for investigation and action, as no carriageway works are being carried out in this location under this scheme.	No	Contact drainage section
Longley Edge Road Longley Edge Road	Concerned that the LED Matrix sign will not function as intended due to inclement weather, questions maintenance regime.	None made	The LED Matrix sign will be installed and maintained appropriately, in accordance with the suppliers instructions. The viability of remote monitoring will also be investigated, to pick up and address faults as quickly as possible.	No	None
Green Abbey Dunford Road	Speeds of vehicles around Hade Edge School too high, affecting safety of pupils.	20mph Zone around School, possibly with flashing ambers during school times only.	This request is understood, but deferred at this time. Following scheme completion speed readings will be taken along Greave Road past the school, and along the other three approaches to the crossroads, and appropriate action taken based upon the data. We will also be working with the school (as part of another initiative) to find the best solutions to specific issues faced in the vicinity of the school. Flashing Ambers can only be used to highlight that there is a school crossing patrol in operation	No	Speed surveys around school site after scheme completion.
Dunford Road	Inconsiderate parking and abuse of School Keep Clear markings on Greave Road, affecting safety of Hade Edge School Pupils.	Can anything be done?	Whilst the concerns are understood, this is difficult to resolve here, as at every other school in Kirklees, and nationally. On completion of the scheme we will ask for enforcement to be prioritised and we will also be working with the school in the future, on what measures are appropriate to help reduce dependency on car travel.	No	Enforcement initiative following scheme completion.
Bayfield Close	Vehicles parking on Dunford Road close to Bayfield Close junction block visibility to left/right, safety problem.	Prohibition of waiting to protect junction	Waiting restrictions have been added as a result of this response.	Yes	None
Boshaw View	Speeds of traffic makes it dangerous to execute turns at Boshaw Trout junction.	Speed camera(s)	The West Yorkshire Safety Camera Partnership's criteria for the implementation of safety cameras is not met here.	No	None
Longley Edge	Resident believes that Section 106 funding was specifically earmarked for improvements at Boshaw Trout junction, as this is a very dangerous junction.	More extensive improvements to Boshaw Trout junction, including for pedestrians.	The Section 106 Agreement states that funds are to be used to improve road safety for residents of Hade Edge, with no specifics cited. There has been only injury collision at the Boshaw Trout junction in the past 23 years, when a cyclist collided with the wing mirror of a car waiting to turn right. This does not evidence a dangerous junction.	No	None
Dunford Road	Prohibition of waiting across driveway of property would prevent parking by resident / visitors (only room for one car on drive).	Remove double yellow lines from front of driveway	The double yellow lines will be reduced in length as a result of this response.	Yes	None
Penistone Road	Not enough speed reduction measures, and the proposed speed limits are not low enough.	None made, pending inspection of large scale plans at public consultation	No further comments received.	N/A	None
Dunford Road	Lack of LED Matrix signs on approaches to Hade Edge other than B6106 southbound near Boshaw Trout junction.	Additional LED Matrix signs Penistone Road northbound, Scholes Moor Lane, and Dunford Road northbound	The LED Matrix sign is being proposed for Penistone Road southbound near to the Boshaw Trout due to conditions particular to that location, i.e., restricted southbound forward visibility through the bends / cutting approaching the hill brow, and the presence of the junction immediately beyond the brow. Similar problems do not exist in the three additional requested locations.	No	None
Dunford Road	Football and other events cause excessive parking along both sides of Dunford Road impeding traffic flow and leading to weaving.	Prohibition of waiting along one side of Dunford Road	Problems with traffic flows are short lived. However, on-street parking would have to be banned at all times, because event timings vary. The inconvenience to those who considerately park on-street the majority of the time would, therefore, be difficult to justify. Restrictions are already proposed at the pinch points and junctions. Lower speeds should make the problem more manageable when it does occur.	No	None
Strines Moor Road	Excessive speeds of vehicles south of the village on Penistone Road, problems turning at Strines Moor Road / Daisy Lee Lane.	Speed camera(s)	The West Yorkshire Safety Camera Partnership's criteria for the implementation of safety cameras is not met here.	No	None
Green Abbey	Concerns about aggressive driving through priority pinch points.	40mp limit buffer zone along Dunford Road northbound approach to village	Whilst the concern is understood and has already been noted by the Designers, aggressive drivers of the types referred to would be extremely unlikely to abide to a 40mph buffer zone as suggested. Additional speed reducing measures will be considered if problems materialise.	No	Driving behaviour through pinch points to be monitored closely.
Longley Edge Road	Concerned that the proposals will not improve safety at the Longley Edge Road junction.	None made	The 40mph limit, Matrix sign and other signs will improve behaviour at Boshaw junction. Moving the eastern kerblines of the junction out will improve visibility from Longley Edge Road. There has been only injury collision at the Boshaw Trout junction in the past 23 years, when a cyclist collided with the wing mirror of a car which was waiting to turn right. This does not evidence a dangerous junction.	No	None
Longley Edge Road	The 40mph speed limit along B6106 Dunford Road does not extend far enough north to change driver behaviour at Longley Edge Road junction and through Hade Edge.	40mph limit should be extended northwards to Washpit New Road on the outskirts of Holmfirth	A 40mph speed limit along this rural section would not meet DfT guidance, accord with Kirklees Policy arising from the District-Wide Speed Limit Review, nor have any effect upon driver behaviour within Hade Edge. The Police would be highly unlikely to support or enforce a 40mph limit. Almost 95% of southbound vehicles already travelled at < 40mph when recorded just north of the Boshaw Trout junction in 2020 (11 day survey period).	No	None
Strines Moor Road	50mph repeater sign south of Strines Moor Road may inhibit visibility and/or access to small holding.	Relocate sign	The sign is a very small 50mph repeater plate (< 0.25 sq.m) on a 50mm section pole and as such, would be highly unlikely to affect visibility or access. Notwithstanding that, its location is not critical and therefore it will be relocated south, to be central to the two adjacent field accesses with its post positioned up against the wall at the rear of the verge.	Yes	None
Overall Support	22 (92%)				
Position unclear	1 (4%)	Different changes requested = 20	Revisions made = 5 (25%)		
Overall Object	1 (4%)				