Crossley Lane, Dalton, Kirklees - Road Safety Audit Stage 1

4th September 2025

RSA Decision Log

Road Safety Audit Problem	A-01
Location	Long Lane, Crossley Lane, and Cold Royd Lane
Summary	Drainage – Ineffective drainage of surface water may increase the risk of skidding or loss of control type collisions.
At this early stage, drainage details may not have been considered. It was noted that the development will be generally level but will have a number of features that may trap surface water such as dropped crossings and new junctions. This may increase the risk of standing surface water on the carriageway and in crossing points with detritus buildup in these areas. This may consequently cause skidding type collisions or slips and falls by pedestrians using these areas which can be life changing, especially for older pedestrians.	
Road Safety Audit Recommendation	
It is recommended that all areas are provided with suitable surface water drainage measures to minimise the risk of standing water and detritus. It is also recommended that details of these are provided at the next stage of road safety audit including gully locations, levels and contours.	
Design Team Response	
Not accepted - gulley locations already shown.	
Overseeing Organisation Response	
Agreed RSA Action	
Road Safety Audit Problem	A-02
Location	Long Lane, Crossley Lane, and Cold Royd Lane
Summary	Network Management – Increased on-street parking may increase the risk of collisions involving pedestrians and other active mode users or junction related collisions.
The proposals introduce a pedestrian refuge and crossing points on an established residential frontage as well as a second pedestrian refuge and new junctions on what will become a new residential frontage. On-street parking along these roads is likely to increase and may, in some locations, obscure the crossing or junction visibility. This may increase the risk of collisions involving pedestrians and other active mode users or junction related collisions.	
Road Safety Audit Recommendation	
It is recommended that the scope for waiting restrictions near key junctions and pedestrian refuges is established and, where necessary, provided.	
Design Team Response	
Not accepted - proposals include enough visitor parking and residents parking within site.	
Overseeing Organisation Response	
Agreed RSA Action	
Road Safety Audit Problem	A-03
Location	Cold Royd Lane – Near Junction with Crossley Lane.
Summary	Specific Road Users – Lack of crossing facility may increase the risk of collisions involving users who rely on mobility aids.
There is a desire line along the northern footway of Crossley Lane where no provision has been made for pedestrians with mobility issues, specifically those users with prams, wheelchairs or mobility scooters. The alternatives for these users may require them to use drop kerbs provided for driveways or to cross at locations where visibility to approaching vehicles may be otherwise compromised.This lack of dropped crossings on desire lines may increase the risk of collisions involving users with mobility issues.	
Road Safety Audit Recommendation	
It is recommended that a dropped pedestrian crossing with (ideally) tactile paving is provided across Cold Royd Lane.	
Design Team Response	
Accepted - tactile paved crossing now shown.	
Overseeing Organisation Response	
Agreed RSA Action	
Road Safety Audit Problem	A-04

Location	Crossley Lane – Towards the eastern end of the development.
Summary	Specific Road Users – Lack of crossing facility may increase the risk of collisions involving users who rely on mobility aids.

There is a desire line to cross Crossley Lane where no provision has been made for pedestrians with mobility issues, specifically those users with prams, wheelchairs or mobility scooters. The alternatives for these users may require them to use drop kerbs provided for driveways or to cross at locations where visibility to approaching vehicles may be otherwise compromised. This lack of dropped crossings on desire lines may increase the risk of collisions involving users with mobility issues.

Road Safety Audit Recommendation

It is recommended that a dropped pedestrian crossing with (ideally) tactile paving is provided across Crossley Lane towards the eastern end of the development.

Design Team Response

Accepted - tactile paved crossing now shown.

Overseeing Organisation Response

Agreed RSA Action

Road Safety Audit Problem	A-05
Location	Crossley Lane – At the pedestrian crossing refuges.
Summary	Cycles – Width provision for cycles may increase the risk of shunt or side swipe type collisions involving this user group.

Details of kerb-to-kerb widths have been provided at the proposed refuges. At these locations, cyclists are at risk on the main carriageway from vehicles passing too close due to a potential ambiguity of width as they overtake the slower moving cyclist. Incompatible width provision for cyclists may increase the risk of shunt or side swipe type collisions involving this user group.

Road Safety Audit Recommendation

It is recommended, as per advice in LTN 1/20 Chapter 7, that widths between 3.1m and 3.9m may encourage close overtaking by motor vehicles at pinch points and should be avoided.

Design Team Response

Not accepted - proposed widths are to allow vehicle tracking as agreed with HDC.

Overseeing Organisation Response

Agreed RSA Action

Road Safety Audit Problem	A-06
Location	Crossley Lane – At the pedestrian crossing points.
Summary	Lighting – Insufficient carriageway surface illumination may increase the risk of collisions involving pedestrians during the hours of darkness.

There is currently street lighting provision in the vicinity of the proposed pedestrian crossing points along Crossley Lane. This is likely to provide a standard level of carriageway illumination for a commercial frontage. The introduction of dropped crossings will focus pedestrians to cross at these locations where pedestrians and other active mode users may not have enough contrast against background light from the adjacent development and vehicle headlights. Insufficient carriageway surface illumination at the crossing points may increase the risk of collisions involving pedestrians and other active mode users during the hours of darkness.

Road Safety Audit Recommendation

It is recommended that carriageway surface illumination is provided to a higher class/level in the vicinity of the proposed crossing points. This may be as simple as increasing the output from the existing LED luminaries.

Design Team Response

Partially accepted - lighting design to be done by Kirklees Council street lighting team.

Overseeing Organisation Response

Agreed RSA Action