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Sevenairs Consulting Ltd

Crossley Lane, Dalton, Kirklees

Road Safety Audit Stage 1

September 2025



Document Control

Report Title:

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

Date of Site Visit

4th September 2025

Document Reference

2025-09 Dalton RSA1 – Revision 0

Report Prepared By:

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On behalf of

Paragon Highways Ltd. – Peach House West, The Walled Garden, Nostell Estate Yard, Wakefield, WF4 1AB

Highway Authority / Overseeing Organisation

Kirklees Council

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Document History:

Revision	Date	Description	By
0	21.09.2025	For Issue	HV

Introduction

Commissioning and Scope

This report results from a Stage 1 Road Safety Audit carried out at the site of a residential development off Crossley Lane in Dalton, Kirklees. The audit was carried out at the request of Leigh Ogden, Managing Director, Paragon Highways on behalf of the developer of the site.

The Road Safety Audit team membership was as follows:

The Audit Team	Haydn Vernals FCIHT FIHE CMILT MSoRSA Directive 2008/96/EC (Certificate of Competency), Road Safety Team Leader in accordance with GG119 Sarah Vernals BAHonsQTS NPQH, Road Safety Team Member in accordance with GG119
Audit Observers	None

The main project comprises of a residential development providing just over 250 new homes across five phases. Highway works in this Section 278 element include works along Long Lane, Crossley Lane and Cold Royd Lane including carriageway resurfacing, new and widened footways, two pedestrian refuges, dropped crossings and associated works. Development access junctions and vehicle dropped crossings within the adopted highway are specifically excluded and will be included in the Section 38 package of works. The scope of this Road Safety Audit is to review the proposed highway works.

The audit has been carried out in accordance with the principles of the National Highways document GG 119 Road Safety Audit. A formal Road Safety Audit Brief was provided to the Audit Team by Leigh Ogden. This provided information regarding the site relevant scheme documents, drawings and contained details of the Road Safety Audit team. The brief was approved by Jon Evans, Kirklees Council. This was considered by the Audit Team to provide sufficient detail to undertake the appropriate stage of audit. The audit team formally accept the brief.

The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. No departures from standard have been brought to the attention of the RSA team with regard to the scheme as designed.

Site Visit Attendance

A site visit took place comprising of the RSA team on Monday 4th September 2025 between 14:00 and 14:30 hours during which the weather was raining and the road surface wet. Traffic conditions were light and generally free flowing with some congestion at a set of temporary traffic signals. A small number of pedestrians and cyclists were observed.

Documents Supplied

- Email proposal background
- PRGN-937-0001 D - General Arrangement
- PRGN-937-0002 D - Long Lane Crossley Lane
- PRGN-937-0003 D - Crossley Lane Cold Royd Lane

- PRGN-937-0004 D - Cold Royd Lane
- PRGN-937-0005 D - Crossley Lane (Mid)
- PRGN-937-0006 D - Crossley Lane (East)
- PRGN-937-0007 B - Standard Details
- PRGN-937-0008 E - Phasing Plan
- PRGN-937-0009 - Long Lane Crossley Lane Tracking
- PRGN-937-0010 - Crossley Lane Cold Royd Lane Tracking
- PRGN-937-0011 Cold Royd Lane Tracking
- PRGN-937-0012 Crossley Lane (Mid) Tracking
- PRGN-937-0013 - Crossley Lane (East) Tracking

Terms of Reference

The terms of reference of this Road Safety Audit are as described in the National Highways document GG119 Revision 2 Road Safety Audit. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. No member of the Audit Team has been directly linked to the scheme design.

Each of the auditors' responses is classified as a 'Problem' that is likely to result in a significant road safety hazard. All comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the plan at the end of the report.

Where recommendations are made, these do not comprise design decisions, and it remains the responsibility of the Design Team to incorporate any changes into the scheme and consider any interactions between design elements.

Previous Road Safety Audits

The audit team have not been made aware of any previous Road Safety Audits on this specific set of works proposals.

Problems Raised at this Stage 1 RSA

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.

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.

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.

RECOMMENDATION

It is recommended that the scope for waiting restrictions near key junctions and pedestrian refuges is established and, where necessary, provided.

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.

RECOMMENDATION

It is recommended that a dropped pedestrian crossing with (ideally) tactile paving is provided across Cold Royd Lane.

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.

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.

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.

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.

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.

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.

Audit Team Statement

We certify that the Road Safety Audit Team have carried out their duties as far as practicable in accordance with GG119 Revision 2.

Road Safety Audit Team Leader

Haydn Vernals FCIHT FIHE CMILT MSoRSA
Directive 2008/96/EC (Certificate of Competency)

Signed:

Director – Sevenairs Consulting Ltd.
20 High Bank, Thurlstone, Sheffield,
South Yorkshire, S36 9QH

Date: 21st September 2025

Road Safety Audit Team Member

Sarah Vernals BAHonsQTS NPQH

Signed:

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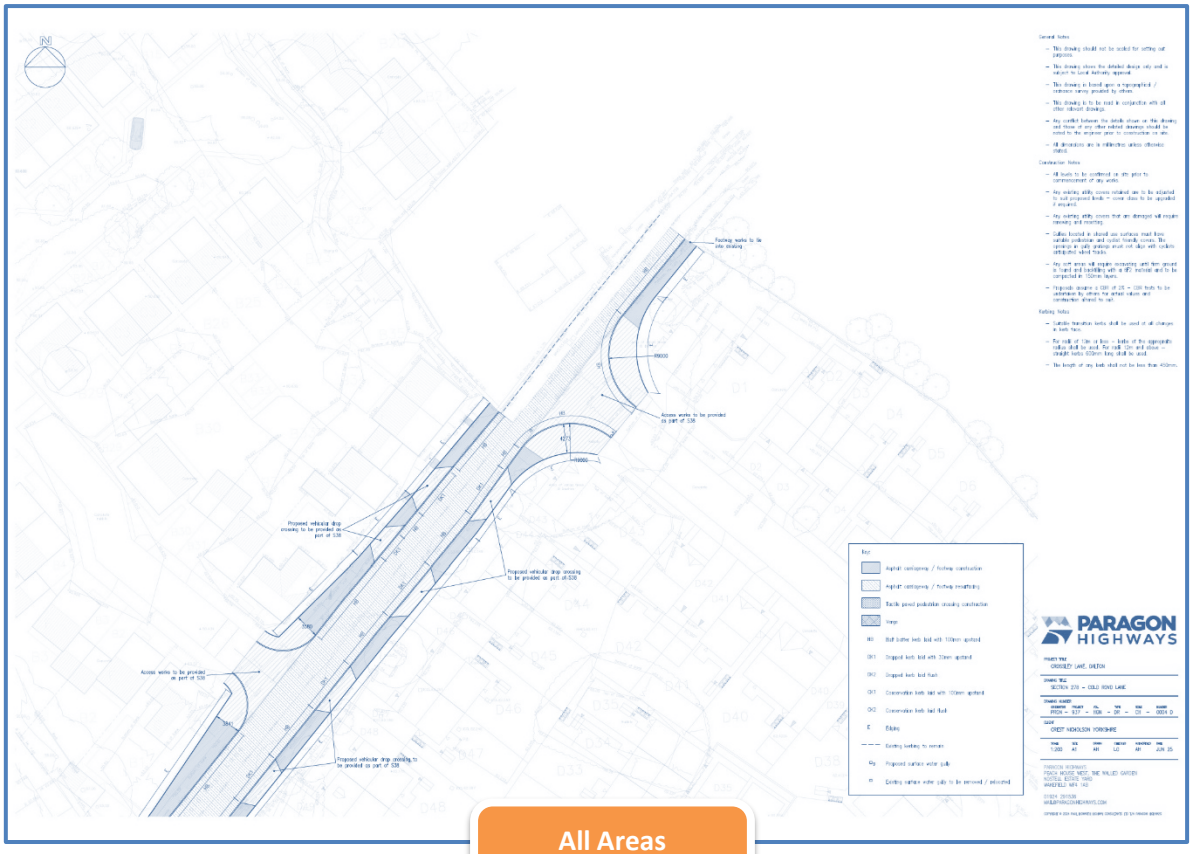
Date: 21st September 2025

Problem Location Plan



All Areas
A-01, A-02 & A-06





All Areas
A-01, A-02 & A-06




A-04
All Areas
A-01, A-02 & A-06
PARAGON HIGHWAYS