



Healey Lane, Batley

Stage 1 Road Safety Audit

August 2025

HEALEY LANE, BATLEY

HEALEY ISLAMIC TRUST

STAGE 1 ROAD SAFETY AUDIT

Report by: David Bell

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Ref: 25-117-001.02

Date: August 2025

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Road Safety Audit Location Plan

1.0 INTRODUCTION

- 1.1 This report comprises Stage 1 Road Safety Audit (RSA) as defined in the Department for Transport (DfT) Design Manual for Roads and Bridges (DMRB) Standard GG 119 Road Safety Audit.
- 1.2 This Audit has been undertaken on behalf of Healey Lane Islamic Trust and is concerned with the development proposals for a new mosque and madrasa on the existing Healey Lane site at Batley.
- 1.3 The proposals consist of a new four storey building which will occupy the eastern portion of the site, the repurposing of the existing mosque building at the western side of the site to provide ancillary community facilities and the demolition of the existing commercial units on the site immediately to the east of the existing mosque.
- 1.4 A new surface level car park will be provided on the site and an undercroft car park totalling some 59 spaces. The existing accesses into the site will be redesigned to provide a one-way circulatory system within the site, with vehicles travelling in an anticlockwise direction after entering the site at the proposed entry only western access and emerging onto Healey Lane at an exit only at its eastern end.
- 1.5 The western access is 6.0 metres wide with kerb radii of 6.0 metres and the eastern access is 5.5 metres with 6.0 metre kerb radii.
- 1.6 In the vicinity of the site, Healey Lane has a 8.5 metre wide carriageway with a c.1.8 metre wide central hatching and footways varying in width between 1.8 and 2.0 metres to both sides on a gradient of some 8%. At approximately the midpoint of the site frontage there is an uncontrolled pedestrian crossing with refuge island with speed cushions on each approach. It is subject to a 30mph speed limit with 'no waiting at any time' restrictions along the majority of the site frontage and 2 no. on street parking bays at the western extent of the site. The road is-lit with streetlight columns present at regular intervals.
- 1.7 This Road Safety Audit considers the road safety implications of the new accesses onto Healey Lane and the internal site layout.
- 1.8 The Audit Team comprised: -

Road Safety Audit Team Leader

Adam Bradley BSc (Hons), EngTech MCIHT
Associate

Bryan G Hall Consulting Civil and Transportation Planning Engineers

Road Safety Audit Team Member

David Bell
Director

MEng, CEng, MCIHT, (Certificate of Competency in Road Safety Audit
gained in October 2013)

Bryan G Hall Consulting Civil and Transportation Planning Engineers

1.9 The Audit took place at the site of the proposed development on the afternoon of Monday 28th July (14:00-15:00). The RSA team visited the site together and during the Audit the weather was sunny, and the road surface was dry. Traffic movements were moderate during the Audit visit with nominal number of pedestrian movements.

1.10 The Audit Team have been provided with a copy of the Stage 1 Road Safety Audit Brief and appendices dated 5th February 2025 (Ref 21-382-005.02) The scheme drawings listed below have been audited.

Drawing No	Description
20185-D02-B	Site Plan
21/382/TR/006 Rev C	Eastern Site Access Visibility Splay
21/382/TR/008 Rev C	Visibility Along Healey Lane for Right Turners into Site
21/382/ATR/002 Rev B	Swept Path Analysis of Refuse Vehicle

1.11 At the request of the audit team the following further information has also been provided as background information:

Drawing No	Description
20185-D-04-A	Proposed Plans
20185-D05	Proposed Elevations (Ancillary Building)
20185-D06-A	Proposed Elevations (New Building)
20185-D03-A	Ancillary Building Plans

1.12 The terms of reference of the RSA are as described in GG 119. The auditor has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance to any other criteria. Only items requiring comment are included in the Audit.

2.0 ITEMS RAISED IN THIS COMBINED STAGE 1 ROAD SAFETY AUDIT

- 2.1 All items raised within this Stage 1 RSA are shown on the annotated plan at **Appendix BGH1**.

Problem A

- 2.2 Location – Western Entry Only Site Access

Summary

Risk of collisions between vehicles waiting to turn right into the access from Healey Lane and vehicles travelling westbound.

Drivers attempting to turn right into the access are likely to enter the existing central hatching area and will have to wait for gaps in the oncoming traffic on Healey Lane. Drivers of oncoming vehicles including larger vehicles such as buses currently travelling westbound around the bend encroach into the central hatching area as illustrated in Images No.1 and 2. If a vehicle is waiting to turn right there is an increased risk of head on type collision or rear end shunt type collision if the oncoming vehicle brakes suddenly to avoid a collision.

The presence of parked cars in the existing 2 no. disabled parking bays on Healey Lane will exacerbate the risks. In the event that there are vehicles waiting to turn right into the site, vehicles including larger vehicles may not be able to safely pass parked cars and vehicles waiting to turn into the site, leading to an increased risk of queuing vehicles across the existing pedestrian crossing facility and site access.

Photograph 1 -Vehicle entering hatched central reserve



Photograph 2-Larger Vehicle entering hatched central reserve



Recommendation

Provide measures to ensure vehicles travelling westbound do not have to use the central hatching area when travelling around the bend or along the site frontage. Remove the on street disabled parking bays and implement 'no waiting at any time' restrictions on Healey Lane along the site frontage.

Problem B

2.3 Location – Western Entry Only Access

Summary

Lack of pedestrian connection between footway on Healey Lane and building entrance at the second floor on the west elevation will lead to increased risk of conflict between pedestrians and vehicles at the access.

The desire line for pedestrians to access and leave the building to/from the west will be through the western vehicular site access. There is no connection or crossing point between the Healey Lane footway and the internal pedestrian route which will lead to pedestrians including vulnerable users such as children walking across the access in the carriageway in an uncontrolled manner, leading to an increased risk of pedestrian to vehicle collisions.

Recommendation

Provide safe pedestrian connection point between the Healey Lane footway to the west and the building entrance on the western elevation.

Problem C

2.4 Location – Interface between New Building and Healey Lane footway at existing pedestrian refuge crossing point.

Summary

The level difference between the back of footway and the hardstanding around the building presents a trip/fall hazard for pedestrians using Healey Lane.

The proposed level difference between the back of footway on Healey Lane is some 1.5 metres and with a soft landscaped embankment. When pedestrians are waiting to cross at the refuge there is an increased risk that pedestrians will use the embankment to pass leading to an increased risk of trips and falls.

Recommendation

Provide measures to reduce the risk of trips/falls at this location.

Problem D

2.5 Location – Main building entrance onto Healey Lane

Summary

Existing street lighting reduces the effective footway width close to the building entrance.

The existing street lighting column shown in Photograph No.3 reduces the effective width available to pedestrians and during busy periods to pass safely pedestrians may need to step into the carriageway of Healey Lane to pass each other, leading to an increased risk of collisions between pedestrians and vehicles.

Photograph 3 -Existing Lighting Column



Recommendation

Relocate street lighting column.

Problem E

2.6 Location – Easten and Western Site Accesses

Summary

Drivers failing to observe the one way system and attempting to leave or enter the wrong accesses.

Both the eastern and western vehicular accesses are relatively wide for one way operation with radii that encourages drivers to either enter or leave the site at the incorrect location. The widths of the two accesses could allow two way passing of cars leading to a further increased risk of drivers disobeying the one way system and an increased risk of collisions between vehicles entering and leaving the site,

and with vehicles travelling along Healey Lane. The width of the accesses also unnecessarily increases the distance that pedestrians have to cross leading to an increased risk of collisions between pedestrians and vehicles.

Recommendation

Reduce the access widths and radii where feasible to reduce the risk of drivers misusing the one way system and provide an appropriate signage scheme.

Problem F

2.7 Location – Pedestrian access between existing and new buildings

Summary

The pedestrian desire line between the two building is across a ramp leading to an increased risk of trip/falls.

The pedestrian desire line is across a proposed vehicular ramp and this will lead to an increased risk of trip/falls for pedestrians. Drivers will also be focused on the ramp and may not be aware of crossing pedestrians leading to an increased risk of vehicle to pedestrian collisions.

Recommendation

Provide pedestrian crossing point away from the vehicle ramp

Problem G

2.8 Location – Access to under croft car park.

Summary

Poor intervisibility between drivers entering and leaving the car park.

The access to the under croft car park only allows single passing of vehicles. Drivers entering and leaving at the same time will fail to see each other leading to an increased risk of vehicle to vehicle collisions.

Recommendation

Provide a car park management system to warn drivers approaching the car park that a vehicle is leaving.

Problem H

2.9 Location – On site car park

Summary

Risk of servicing vehicles undertaking reversing manoeuvres within the site.

It is not clear from the background information where delivery/servicing vehicles will wait within the site and the bins are located close to the proposed ramp and the internal pedestrian crossing desire line. Without management there is a risk service vehicles will undertake reversing manoeuvres where pedestrians are present or block the one way circulatory system. This will lead to an increased risk of vehicle to pedestrian collisions.

Recommendation

Ensure servicing is managed to minimise the risk of reversing manoeuvres whilst pedestrians are present.

3.0 AUDIT STATEMENT

3.1 We certify this audit has been carried out in accordance with GG119.

ROAD SAFETY AUDIT TEAM LEADER

Adam Bradley BSc (Hons), MCIHT
Associate
Bryan G Hall Consulting Civil and Transportation Planning

Signed:

Date: 05.08.2025

ROAD SAFETY AUDIT TEAM MEMBER

David Bell
Director
MEng, CEng, MCIHT,
(Certificate of Competency in Road Safety Audit gained in October 2013)
Bryan G Hall Consulting Civil and Transportation Planning Engineers

Signed:

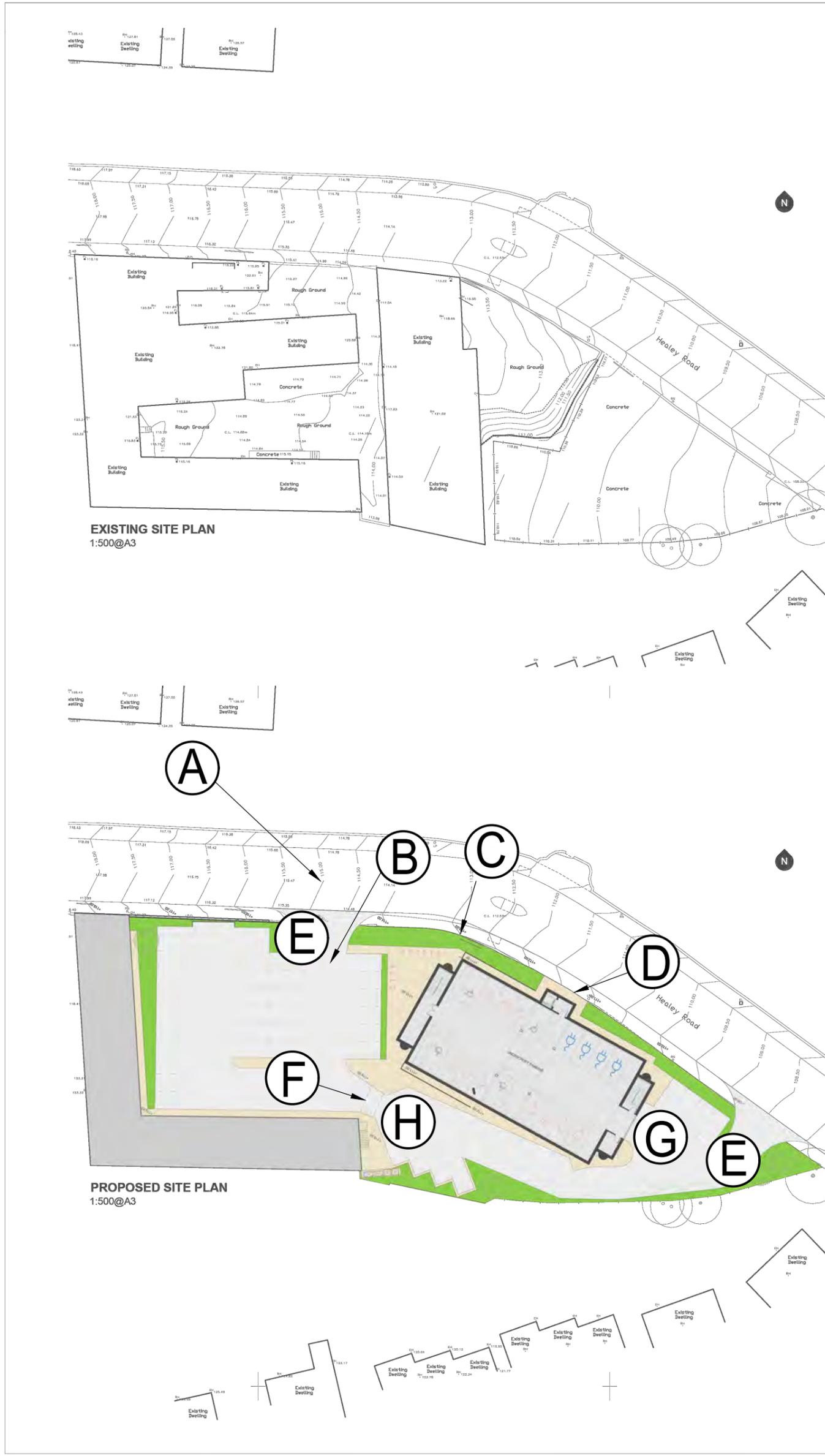
Date: 05.08.2025

APPENDIX BGH 1

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NOTES:

SITE AREA
3045 SQM
EXISTING GROSS INTERNAL FLOOR AREA
1968 SQM
PROPOSED GROSS INTERNAL FLOOR AREA
CONVERSION 878 SQM
NEW-BUILD 1620 SQM
TOTAL 2486 SQM

EXISTING PARKING:
OFF STREET PARKING SPACE: 29
PROPOSED PARKING:
OFF STREET PARKING SPACE: 59
BICYCLE SPACES: 10

KEY

- SITE BOUNDARY
- EXISTING
- PROPOSED
- HARD LANDSCAPING WORKS**
- TARMACADAM
- BLOCK PAVING
- BOUNDARY TREATMENT**
- 375MM HIGH BRICK WALL
- 1.8M TIMBER FENCE
- SOFT LANDSCAPING WORKS**
- PROPOSED SEMI-MATURE TREE
- EXISTING TREES TO BE RETAINED
- LAWN AREAS
- LOW LEVEL SHRUBS
- HIGHWAYS**
- ⊠ 4x ACCESSIBLE PARKING SPACE
- ⊠ 4x ACTIVE EV SPACE
- ⊠ 10x PASSIVE EV SPACE
- ⊠ 10x SHEFFIELD STANDS

REVISIONS:
REV A: 9/7/23 - PLANING ISSUE
REV B: 29/1/25 - SWEPT PATH UPDATED

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PROJECT:
MASJID QUBA, HEALEY LANE, BATLEY

TITLE:
REDEVELOPMENT OF MOSQUE COMPLEX WITH DEMOLITION AND PART CHANGE OF USE OF WORKSHOPS TO ANCILLARY BUILDING

DESCRIPTION:
SITE PLAN

DATE: 9/7/23 **DRAWN:** HED
SCALE: 1:500 **CHECKED:** YA

DRAWING REF: 20185-D02-B **REV:**

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