

1 Project details

Table 1 Project details and authorisation

Project:	Proposed Mosque and Madrasa, Healey Lane, Batley
Report title:	Stage 1 Road Safety Audit Response Report
Date:	07.10.2025
Document reference and revision:	21-382-007.02
Produced by:	Bryan G Hall
On behalf of:	Kirklees Council
Prepared by:	
Name:	Daniel McLean
Position:	Senior Transport Consultant
Signed:	
Organisation:	Bryan G Hall
Date:	07.10.2025
Checked By:	
Name:	Geoff Bowman
Position:	Consultant
Signed:	
Organisation:	Bryan G Hall
Date:	07.10.2025
Approved By:	
Name:	Nick Calder
Position:	Principal Engineer
Signed:	
Organisation:	Bryan G Hall
Date:	07.10.2025

2 Introduction

This is the Response Report for the Stage 1 Road Safety Audit (ref: 25-117-001.02) dated 05.08.2025 for a proposed mosque and madrasa on the existing Healey Lane site.

Table 2 Introduction

Scheme Details	Kirklees Council
Stage of RSA	Stage 1
RSA Details	Report reference: 25-117-001.02, dated 05.08.2025.

3 Key personnel

Table 3 Key personnel

Overseeing Organisation:	Kirklees Council
RSA team:	Adam Bradley and David Bell of Bryan G Hall Limited
Design organisation:	Bryan G Hall Limited

4 Road safety audit decision log

Table F.4 Road safety audit decision log

RSA Problem	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
<p>A: Risk of collisions between vehicles waiting to turn right into the access from Healey Lane and vehicles travelling westbound.</p>	<p>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.</p> <p>Remove the on street disabled parking bays and implement 'no waiting at any time' restrictions on Healey Lane along the site frontage.</p>	<p>The updated site plan attached to this Response Report shows both on-street disabled bays are now to be removed. Four disabled bays will be provided within the site, which is an increase on the two currently being provided on Healey Lane.</p> <p>The updated site plan now also shows an extension of the recently implemented 'no waiting at any time' restrictions along the site frontage on Healey Lane.</p>		
<p>B: 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.</p>	<p>Provide safe pedestrian connection point between the Healey Lane footway to the west and the building entrance on the western elevation.</p>	<p>The site plan has been updated and shows steps immediately to the north of the western elevation of the building. These will be used by pedestrians accessing the proposed development from the west.</p> <p>Additional landscaping has been provided around the access to further restrict pedestrians accessing the site from this location.</p>		
<p>C: The level difference between the back of footway and the hardstanding around the building</p>	<p>Provide measures to reduce the risk of trips/falls at this location.</p>	<p>As part of the detailed design process appropriate measures will be considered and provided to</p>		

presents a trip/fall hazard for pedestrians using Healy Lane.		reduce the risk of trips/falls at this location.		
D: Existing street lighting reduces the effective footway width close to the building entrance.	Relocate street lighting column.	As part of the detailed design process the position of the street lighting column will be reviewed and relocated if necessary in consultation with Kirklees Highways officers.		
E: Drivers failing to observe the one way system and attempting to leave or enter the wrong accesses.	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.	It is not possible to reduce the access widths and radii as it would not be possible for a refuse vehicle to service the development. As part of the detailed design process, suitable road signs and road markings will be provided to reinforce the one-way system.		
F: The pedestrian desire line between the two building is across a ramp leading to an increased risk of trip/falls.	Provide pedestrian crossing point away from the vehicle ramp.	The updated site plan shows that the ramp has been removed from the proposals and the pedestrian crossing point is to remain in the same location.		
G: Poor intervisibility between drivers entering and leaving the car park.	Provide a car park management system to warn drivers approaching the car park that a vehicle is leaving.	Vehicle speeds through the car park and around this bend will be very low. A car parking management plan will be implemented to effectively manage the car park. The client is content with this being secured via a condition.		
H: Risk of servicing vehicles undertaking reversing manoeuvres within the site.	Ensure servicing is managed to minimise the risk of reversing manoeuvres whilst pedestrians are present.	A servicing management plan will be provided. The client is content with this being conditioned.		

5 Design Organisation and Overseeing Organisation statements

Table 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:	Daniel McLean
Signed	
Position:	Senior Transport Consultant
Organisation:	Bryan G Hall
Date:	07.10.2025

Table 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:	KC TO COMPLETE
Signed:	KC TO COMPLETE
Position:	KC TO COMPLETE
Organisation:	KC TO COMPLETE
Date:	KC TO COMPLETE