



PARAGON
HIGHWAYS

The Former Combs Hostel Hall Lane, Thornhill, Dewsbury Feasibility Report

May 2025

Project Number: 2414

Peach House West, The Rear Walled Garden,
Nostell Estate, Wakefield WF4 1AB ☎ 01924
291536

✉ mail@paragonhighways.com
paragonhighways.com

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1.0 Recent Site History

- 1.1.1 The redevelopment of the former hostel buildings located at Hall Lane, Thornhill, near Dewsbury was granted planning approval in January 2016 for the demolition of the of the hostel buildings and the erection of a residential development. Planning application ref: 2014/49/92815/E refers. That permission has now lapsed. The site location is shown in the plan immediately below.

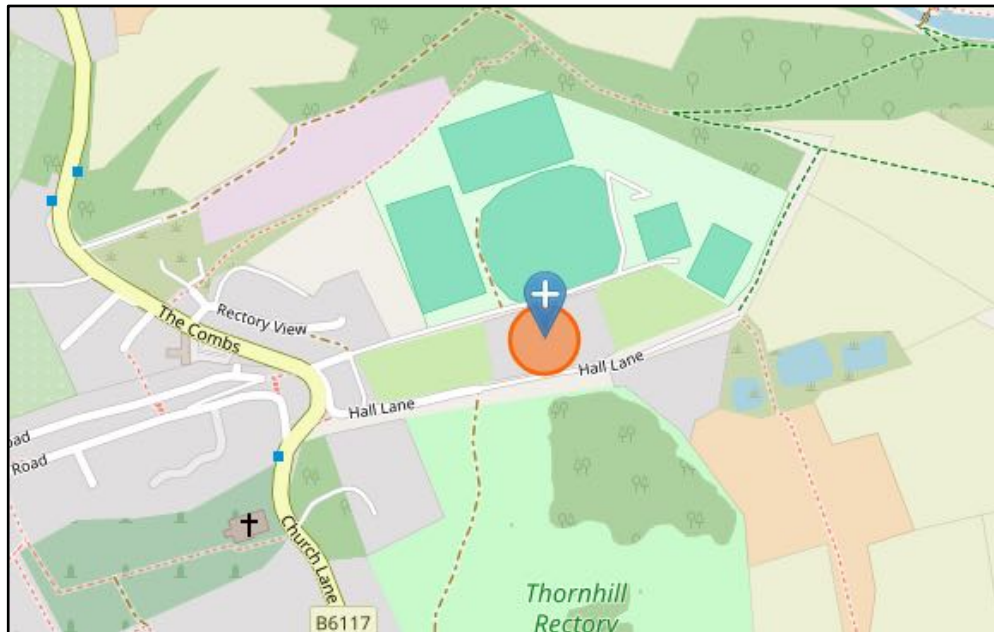


Fig 1: Site Location Plan

- 1.1.2 There were 21no. conditions attached to the planning approval and condition no.21 (part) stated that *“Notwithstanding the requirements of condition nos. 1 and 2 (general approval of the site access and appearance etc) a feasibility report for a scheme to improve the sight lines at the junction of Hall Lane with Church Lane shall be submitted to and approved in writing by the LPA before any development commences”*. The reason for the condition was to investigate if improvement works to the junction of Hall Lane with Church Lane are feasible in the interests of highway safety, and where appropriate to secure these, and to accord with Policy T10 of the UDP.
- 1.1.3 Paragon Highway Consultants are not aware of any Feasibility Study being submitted to discharge this particular condition (part).

2.0 Local Highway Network

- 2.1.1 The site currently gains access from an unnamed access road which provides a link to the site and to Thornhill Cricket, Tennis and Bowling Club. This access is relatively narrow, surfaced, lit for part of its length and has narrow verges to both sides. Where it approaches Hall Lane, it is relatively steep and has a TRO restricting on street parking / waiting at any time. The layout of the junction including the white lining (Give Way markings) would suggest that traffic entering and leaving the site would have the right of way from those travelling along Hall Lane.
- 2.1.2 Hall Lane serves as a means of access to property nos. 63-79 and to a farm stead and two other dwellings. Hall Lane is also surfaced, relatively narrow and has narrow footways to both sides beyond no. 79. It is lit up to some gate posts located some 275 metres or so from its junction with The Combs. From this point it leads to a series of farm tracks and public rights of way and eventually the Calder and Hebble Navigation.
- 2.1.3 Traffic movements along both routes are considered to be light.
- 2.1.4 Church Lane forms part of the B6117 class 2 highway. The B6117 forms an important link between the A642 Huddersfield / Wakefield road to the south with the A614 and B6409 to the north west. The B6117 provides direct access to numerous properties several side road junctions and also provides access to parks, industrial estates and farmland. It is moderately trafficked throughout the day with a noticeable increase at the network peaks.
- 2.1.5 On the approach to the Hall Lane junction from the south there is a double bend along the highway with double central white lining preventing overtaking. There is also a warning sign advising drivers of the double bends and to reduce speed now. There are also Slow markings in red asphalt on the approach to the aforementioned junction. Street lighting is provided to minor road standards. Closer to the junction there is a chevron sign emphasising the bend in the highway.
- 2.1.6 On the approach to the Hall Lane junction from the north there is also a series of bends prior to the one leading to this junction. Again, there are on carriageway Slow markings, a double central white lining system, warning signage on the approach to this particular bend and also a chevron sign emphasising the bend in the highway.
- 2.1.7 There is a TRO throughout this section of highway along the B6117 preventing on street parking at any time. The speed limit at this point is 30mph however, general traffic speeds are estimated to be below the speed limit. However, a radar speed survey would be required to prove the actual traffic speeds.

3.0 Accident Data

- 3.1.1 The Crashmap website has been utilised to determine the accident data for the 5 years up to December 2023. The information provided is approved by the National Statistics Authority and reported on by the Department for Transport. The considerable search area (shown in Fig 2 below) reveals that there have been no recorded injury accidents over the 5-year period.

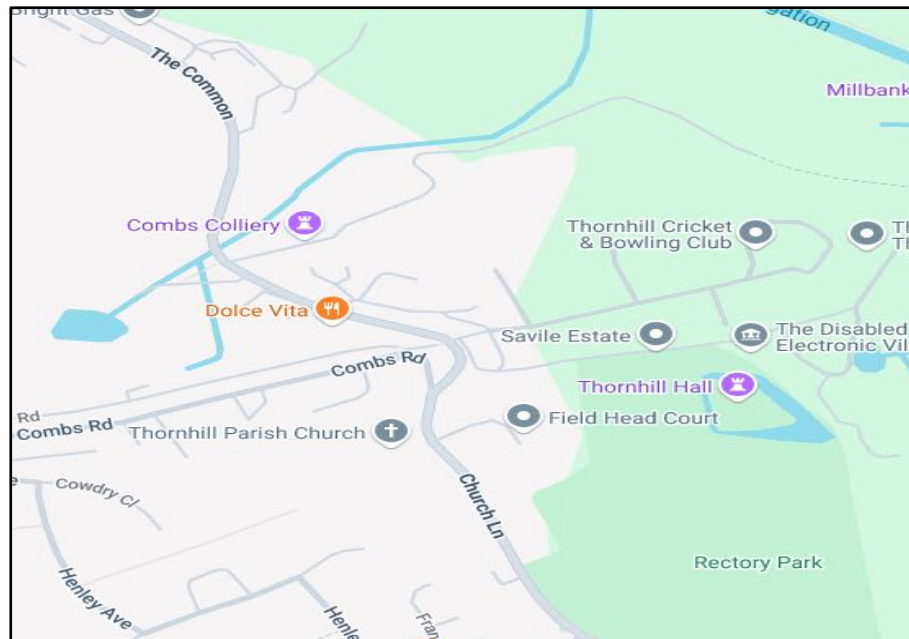


Fig 2: Crashmap Search area

- 3.1.2 Based upon the accident data, the injury accident record along a considerable section of the B6117, which includes the junction under consideration and the bends in the highway leading up to same does not indicate a road safety problem which would warrant treatment or be a cause for concern to the Local Highway Authority.
- 3.1.3 The Hall Lane / B6117 junction is included within this accident search which has an excellent road safety record with in the timeline; therefore, it would appear to currently operate in a safe manner.

4.0 Potential Sight Line Improvements

- 4.1.1 As mentioned in para 3 above the junction currently operates in a safe and efficient manner based upon the accident data. Therefore, the need to provide improvements to the sight lines for emerging drivers would appear to be unrequired.
- 4.1.2 Sight lines measured from the junction of Hall Lane with the B6117 would provide 2.4 x 90 metres to the north west and 2.4 x tangent to the south thereby meeting current guidance.
- 4.1.3 Notwithstanding this there is evidence that vehicles park on the wide footway outside no.51 The Combs (see Fig 3 below) and should they be say be parked outside the main door to the property this would obscure visibility for egressing drivers in the critical direction.

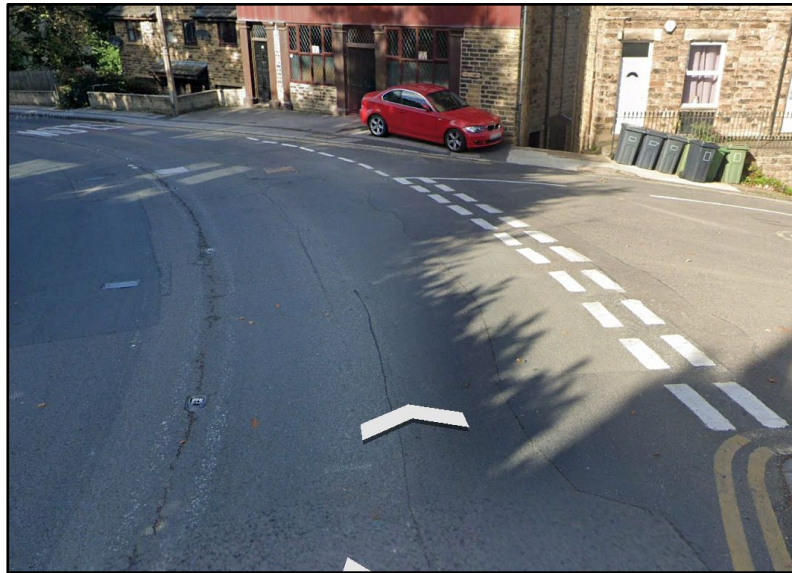


Fig 3 Vehicle parked on the footway to the north of the Hall Lane junction with the B6117 (Google Earth image).

- 4.1.4 To overcome this issue concrete bollards or similar should be erected 600mm back from the kerb line in locations that would prevent on footway parking but still allow for pedestrian / wheelchair through access.

- 4.1.5 Although not improving visibility as such, warning signage could be installed along the B6117 on both approaches to the junction warning through drivers of the Church Lane junction ahead. As shown in Fig 4 below.

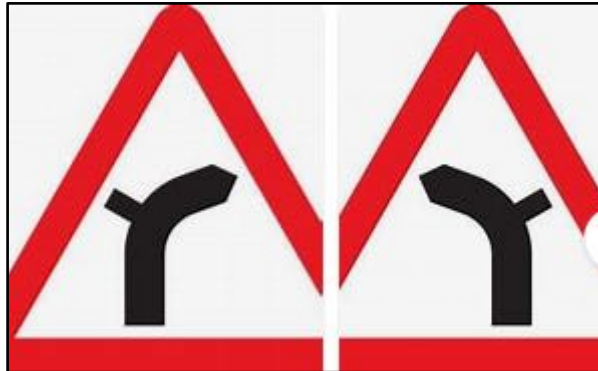


Fig 4 Junction on bend ahead – road safety warning sign Diagram 512.1A and 512.1B.

- 4.1.6 Notwithstanding the potential improvements suggested above it is recommended that a Stage 1 Road safety Audit is undertaken to comply with GG119 Road Safety Audit (rev 2) of any improvements proposed in and around the Hall Lane / B6117 junction.

5.0 Conclusion

- 5.1.1 There were 21no. conditions attached to the planning approval and condition no.21 (part) stated that “Notwithstanding the requirements of condition nos. 1 and 2 (general approval of the site access and appearance etc) a feasibility report for a scheme to improve the sight lines at the junction of Hall Lane with Church Lane shall be submitted to and approved in writing by the LPA before any development commences”. The reason for the condition was to investigate if improvement works to the junction of Hall Lane with Church Lane are feasible in the interests of highway safety, and where appropriate to secure these, and to accord with Policy T10 of the UDP.
- 5.1.2 Sight lines measured from the junction of Hall Lane with the B6117 would provide 2.4 x 90 metres to the north west (critical direction) and 2.4 x tangent to the south thereby meeting current guidance.
- 5.1.3 Minor improvements can be made to protect visibility to the north west by the inclusion of bollards to prevent on footway parking and the inclusion of additional signage to advise drivers of through traffic of the existence of the junction on a severe bend.
- 5.1.4 Notwithstanding the potential improvements suggested above it is recommended that a Stage 1 Road safety Audit is undertaken to comply with GG119 Road Safety Audit (rev 2) of any improvements proposed in and around the Hall Lane / B6117 junction.