

Westgate, Cleckheaton

Technical Note – Implementation of Zebra Crossing on Westgate

8 October 2026

AMA Project Number: 301233

INTRODUCTION AND BACKGROUND

Andrew Moseley Associates (AMA) are instructed in respect of a planning application¹ for residential development at Westgate, Cleckheaton comprising 180 dwellings. The planning application was approved by Kirklees Council on 17th October 2023.

Condition 34, attached to the planning permission, reads as follows:

‘Prior to the occupation of the hereby approved dwellings, notwithstanding the submitted information, a detailed scheme for the upgrade of the existing zebra crossing on Westgate located 20m east of the Hightown Road junction, to include new high intensity beacons, upgraded high friction surfacing on both sides and other associated works shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of sight lines, road markings, signage, construction specifications and details, levels and sections, kerbing, drainage, surface finishes and street lighting, and independent road safety audits covering all aspects of these works.

Unless otherwise agreed in writing by the Local Planning Authority, the development shall not be brought into use until the approved works have been implemented’

Kirklees Council granted technical approval to the detailed design of the required works via the S278 process. However, discussions are ongoing between the contractor appointed to complete the S278 works and Kirklees Council regarding the contract associated with implementing the S278 works. Therefore, at present the S278 works to the zebra crossing 20m east of the Hightown Road junction with Westgate, including upgrade works to the zebra crossing and associated footway works, cannot be completed.

An initial phase of 18 dwellings (Plots 1-8 and 171-180) is due to be occupied. As a result of the S278 discussions, the programme for upgrading the existing crossing has fallen behind the scheduled occupation of the development. The developer would like to explore the feasibility of occupying these dwellings with the existing Zebra crossing in place, prior to implementation of the required upgrade to the Zebra crossing in accordance with Condition 34.

This Technical Note has been prepared to assess the road safety implications of residents occupying the initial phase of development using the existing Zebra crossing prior to implementation of the required upgrade works.

It must be noted that there is a further separate Zebra crossing on Westgate, located west of the proposed access to the development. In accordance with discussions during the course of the planning application, and as captured in Condition 23 on the permission, improvement works to this Zebra crossing will be delivered separately as part of the proposed site access improvement works prior to occupation of the development. No change to the implementation of the works at this Zebra crossing are therefore intended.

¹ Planning application reference: 2021/93567.

ROAD SAFETY

AMA prepared a Transport Assessment (TA) (report number 20664-001) to support the approved planning application. During the study period no collisions were recorded on the crossing. Since the TA was published no collisions have occurred at the crossing.

This reiterates Kirklees Council's acceptance of the TA conclusion that 'there are no extent road safety issues on the highway network in the vicinity of the development site.'

TRANSPORT IMPACTS

As part of their consideration of the planning application, Kirklees Council requested AMA produce a multi-modal trip generation assessment in comments received on 20 May 2022. Table 1 summarises the pedestrian peak hour trip rates and related generation accepted by Kirklees Council, adjusted for the proposed initial phase of 18 dwellings.

Table 1 *Pedestrian Peak Hour Trip Generation (18 Dwellings)*

	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate	0.068	0.250	0.318	0.103	0.077	0.180
Trip Generation	1	5	6	2	1	3

For the purposes of this assessment, it is assumed that all pedestrians generated by the initial phase of 18 units would use the Zebra crossing to the east of the site during the peak hour. In practice, it can be anticipated that some pedestrian journeys would naturally be to the west along Westgate, or to the east but not require use of the Zebra crossing. As such the anticipated usage of the crossing by residents of the initial 18 dwellings can be considered robust.

Table 2 contains the vehicle peak hour trips accepted by Kirklees Council adjusted for the initial phase of 18 dwellings.

Table 2 *Vehicle Peak Hour Trip Generation (18 Dwellings)*

	AM Peak			PM Peak		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Trip Rate	0.143	0.536	0.679	0.440	0.218	0.658
Trip Generation	3	10	12	8	4	12

Using the accepted trip distribution, during either AM or PM peak hour 2 vehicles per hour would pass through the crossing. On average this equates to approximately one vehicle every 30 minutes at peak times.

SUMMARY AND CONCLUSION

Based on the assessment undertaken, occupation of the initial phase of 18 dwellings, comprising of Plots 1-8 and 171-180, would generate up to six pedestrians and two vehicles at the crossing at peak times.

Even on this robust basis, such a change in demand is negligible and operational and road safety terms, and would have no material effect on the safe operation of the existing Zebra crossing.

On the basis of the above, it is clear that the proposed initial phase of 18 dwellings would remain safely and efficiently accommodated in transport and highways terms and can be supported accordingly.