

East of Leeds

TRU Alliance

**Peckfield Level Crossing
Closure, Pit Lane, Micklefield
Non Motorised User Route
Safety Assessment**

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The latest version of this document shall supersede any previous versions.

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1. INTRODUCTION

1.1 Commission and Terms of Reference

1.1.1 This report has been prepared in response to a commission dated 16th May 2023 from Geoff Blackburn Senior Design Manager (Design Team) on behalf of J Coleman, Contractor's Engineering Manager Network Rail (3rd Party Organisation) for a Route Safety Assessment on the proposals to close the Micklefield Level Crossing, Pit Lane, Micklefield. This Route Safety Assessment will consider the safety implications to non-motorised users (NMU's) from the proposals and has been carried out for TRU Alliance at the request of the Local Highway Authority Leeds City Council (Overseeing Organisation).

1.1.2 The assessment has been carried out using the guidance provided in National Highways Design Manual for Roads and Bridges document GG119 'Road Safety Audit' and GG142 'Walking, cycling and horse-riding assessment and review' as well as the guidance on best practice given in the CIHT's document 'Road Safety Audit Guidelines'. The assessment considers the safety implications of NMU's being diverted from using Pit Lane from its junction with Great North Road, Micklefield south to the rail Level Crossing to using Great North Road southwards and then west along Pit Lane to reach the Level Crossing in accordance with the Scheme included in the Network Rail (Leeds to Micklefield

Enhancements) Order. All three streets are maintained in the public interest by the Local Highway Authority, which is Leeds City Council

1.1.3 The Design Organisation is SYSTRA Ltd, Meridian House, The Crescent, York YO24 1AW.

1.2 Scope

1.2.1 The Road Safety Engineer undertaking this assessment, approved by J Coleman (Network Rail) for and on behalf of Leeds City Council for this project was:

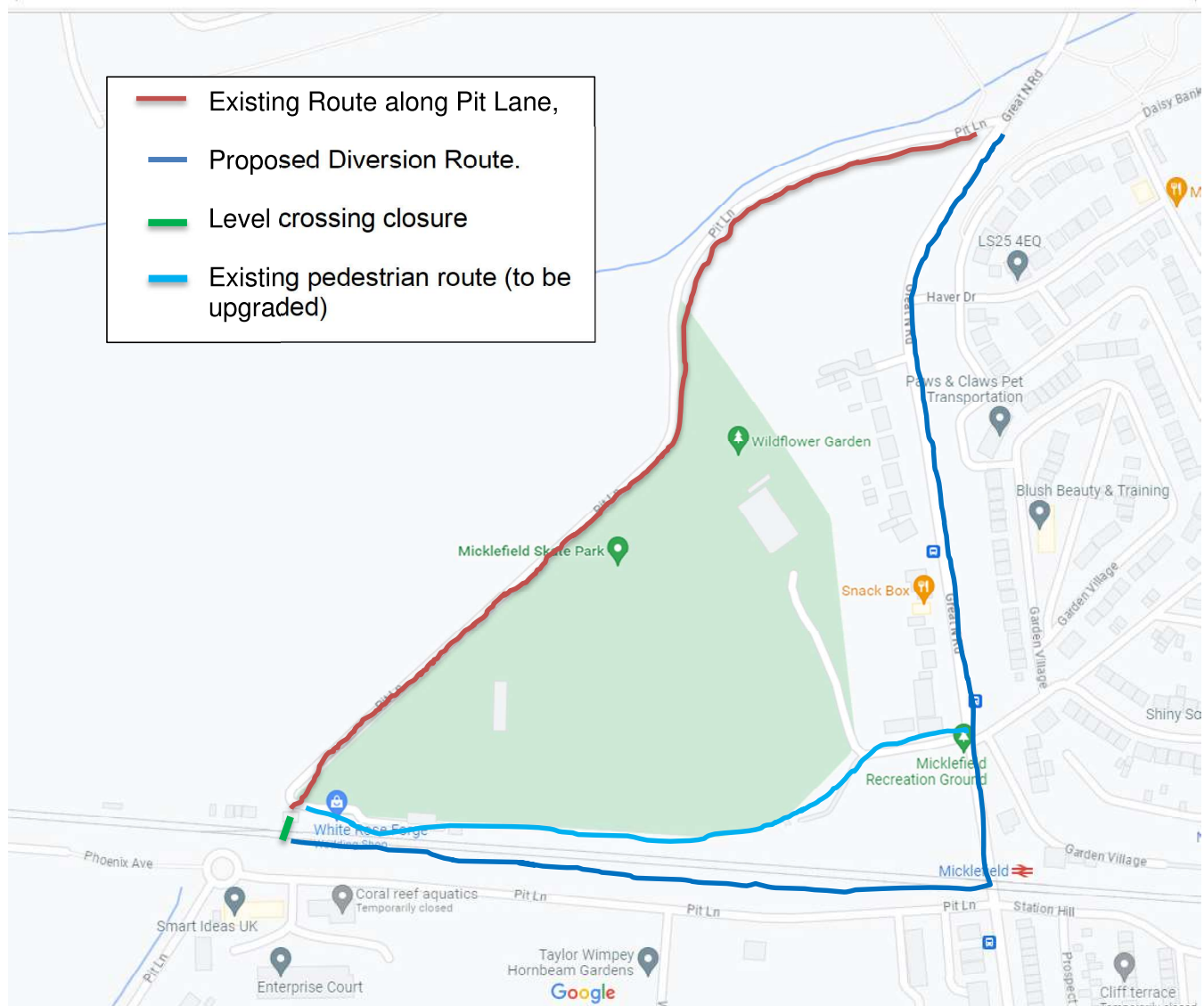
SAFETY ENGINEER
David Bowie BSc (Hons) MSc CoC RSA
Associate Director
SYSTRA Ltd
100 Wellington Street
Leeds, LS1 1BA

1.2.1 The responses were prepared by the design team and are prefaced in the report by “TRU response”.

1.3 The Scheme and relevant Background Information

1.3.1 The scheme included in the Leeds to Micklefield TWAO is to close the Micklefield Rail Level Crossing, Pit Lane, Micklefield. The rail crossing is only for use by NMU as no vehicular provision is provided.

1.3.2 In this particular instance the proposals are to divert NMU's away from the use of Pit Lane between its northern junction with Great North Road and its southern junction with Pit Lane/Phoenix Avenue and use Great North Road and Pit Lane as an alternative (the route and diversion are shown below).



1.3.3 The existing route from Great North Road south down Pit Lane to the Level Crossing is approximately 640m in length. The proposed diversion route south down Great North Road and west along Pit Lane to the crossing is approximately 900m. The proposed diversion route is therefore 260m longer than the existing route. The average walking speeds of adults typically range between 1.0 and 1.6m per second. Accordingly, the diversion route would take pedestrians between an extra 2 minutes and 42 seconds and 4 minutes and 20 seconds over and above that of the existing route. The average cycling speeds of adults typically range between 3.67 and 6.34m per second depending on terrain. Accordingly, the diversion route would take cyclists between an extra 41 seconds and 1 minute and 10 seconds over and above that of the existing route.

1.3.4 The traffic conditions on Pit Lane to the Level Crossing are exceptionally light as this section of Pit Lane only provides access to a small number of properties to its southern extent adjacent to the rail line and the route is a dead end for motorised vehicles. Great North Road is the principle north/south route through the urbanised area of Micklefield and as such it carries a significantly higher volume of traffic than Pit Lane. However, the level of traffic using Great North Road does not appear to be high. The latest data

available taken from a count on Great North Road to the north of Micklefield shows a AADT of 3138 vehicles as of 2017. Taking into account traffic growth in the intervening period the AADT is still likely to be less than 4000 vehicles AADT which is considered relatively low for this classification of road and acceptable for on carriageway cycling (LTN 1/20).

1.3.5 During the latest five year period to (01 January 2107 to 31st December 2021) there were no recorded Personal Injury Accidents (STATS 19) on either the existing route (Pit Lane) or the proposed route (Great North Road / Pit Lane). Whilst this period covers some of the impacts experienced during the 'Covid' pandemic the records show that latest recorded Personal Injury Accident on the existing Route, Pit Lane, was 16th February 2011 and on the proposed route occurring at the junction of Great North Road / Pit Lane & Station Hill was 29th May 2009. Accordingly, both routes exhibit an exceptionally good safety history in terms of STATS 19 historical records. Accordingly, it can be said that the risk of a personal injury accident occurring on both the existing and proposed routes is very low for all road user groups.

1.4 The Report

1.4.1 The assessment comprised an examination of documents forming the NMU Route Safety Assessment Brief and an examination of the routes using 'Google' street view and site visits. A visit to the

site was undertaken during the hours of daylight between 1.00 and 1:40pm on Friday 14th April 2023 and then again on the 10th July 2023 between 12.00 and 2.30pm.

1.4.2 The documents were made available by G Stamper Team Leader Highways Systra Ltd who also was available to respond to queries from the Assessor to clarify detailed issues, to provide additional details and to achieve an Audit Brief acceptable to the Audit Team.

1.4.3 The total documents forming the NMU Route Safety Assessment Brief approved by J Coleman, Network Rail Contractor's Engineering Manager for and on behalf of Leeds City Council were as follows;

DOCUMENT REF/DATE	DOCUMENT TITLE
	Micklefield Crossing Diversion Route
	STATS 19 data 60 months to end of December 2021
	ATC data 2017

1.4.4 These documents were considered to form an acceptable Brief for the purposes of this Route Safety Assessment.

1.4.5 The Assessment took place at Systra Ltd's Leeds office during June / July 2023.

1.5 Site Visit

1.5.1 The Assessor visited the site during the hours of daylight between 1.00 and 1:40pm on Friday 14th April 2023 and then again on Monday 10th July 2023 between 12.00 and 2.30pm.

1.5.2 The weather during this first visit was cold, overcast with light rain. The carriageway was wet during the site visit. On the second visit the weather was warm but overcast with very light rain towards the end of the visit. The carriageway was dry but damp in locations and lying water was present in low spots/pot holes.

1.5.3 There were no vehicles or NMU's present on the existing route along Pit Lane during the first site visit in April. On the second visit there were three pedestrians observed, one being a dog walker. Only two of the pedestrians used the rail Level Crossing. No other NMU's or vehicles were observed. The speed limit of Pit Lane is unknown as the lane is unlit and there are no speed limit signs present. From the route

information signage present at its junction with Great North Road it not clear what the status of the Lane is but a Public Bridleway leads from it (Lower Peckfield Lane) and a Public Footpath 'new path'.

1.5.4 On both site visits traffic flows on Great North Road were light and vehicles were observed to be traveling at or within the speed limit. The speed limit being 30mph with street lights present. Traffic flows along Pit Lane and at the Pit Lane roundabout were very low with only 2 vehicles observed during the first site visit and 4 observed during the second visit. The speed limit of Pit Lane is 30mph and all vehicles observed appeared to be travelling at or within the speed limit. However, it should be noted that the Assessor took no actual speed measurements. The Assessor observed only very light pedestrian flows on Great North Road with 1 cyclists observed during the first site visit and four during the second. There was only three pedestrians observed using Pit Lane during the second visit (2 having used the Level Crossing) and none during the first visit. No cyclist were observed using Pit Lane during either visit.

1.5.5 There was no evidence of any equestrian use of the existing route. The nearest equestrian facilities to the level crossing are Garthforth Stables at Nanny Goat Ln, Garforth, Leeds LS25 2DQ some 4.5 Km to the west and the Yorkshire Equestrian Centre at Laith Staid Lane, South Milford, Leeds LS25 6JX some 3.6 Km to the east both of which have severe severance obstacles in between themselves and the level crossing location. It is therefore highly unlikely that there is any equestrian use of the existing route along Pit Lane but both Equestrian facilities should be consulted on the proposed closure in any event.

1.6 Scope of Assessment

1.6.1 The Assessment has been undertaken with reference to the Design Manual for Roads and Bridges Standard GG119 'Road Safety Audit' and GG142 'Walking, cycling and horse-riding assessment and review' as well as the guidance on best practice given in the CIHT's document 'Road Safety Audit Guidelines'. The Assessor has not been previously involved with the any aspect of this scheme.

1.6.2 The scheme has been examined and this report compiled only with regard to the safety implications for road users of the proposals as presented. This has been achieved by identifying the

relevant safety issues inherent in both routes and then comparing them. It has not been examined or verified for compliance with any other Standards or criteria.

1.6.3 Any sign diagram references contained within this report refer to the Traffic Signs Regulations and General Directions 2016 (as amended) and the Traffic Signs Manual.

1.6.4 Issues of safety concern and their locations have been identified within this report and locations are indicated on the A4 plan supplied for use by the Audit Team in Annex B.

1.6.5 It is the Overseeing Organisation's responsibility to ensure that all issues raised by the Road Safety Assessor are given due consideration. To assist with this, the Design Organisation, (SYSTRA), should prepare a Response Report to this Assessment.

2. ITEMS RAISED AT THIS ROAD SAFETY ASSESSMENT

2.1 EXISTING ROUTE – PIT LANE (From its junction with Great North Road south to the Rail Level Crossing)

2.1.1 The existing route from Great North Road south down Pit Lane to the Level Crossing is approximately 640m in length. The lane is narrow single track with no formal passing places and is a 'no through route' for motorised traffic. The lane provides access to a small number of properties at its southern extent as well as agricultural access to the adjacent farm land and the rear of Micklefield Youth and Adult Centre playing fields. Accordingly, traffic flows on Pit Lane are exceptionally low but the lane is likely to be used by large agricultural/maintenance vehicles at times.

2.1.2 The construction of the lane is part compacted granular material on its southern half and metalled macadam for the first half from Great North Road. No street lighting is present apart from one amenity lighting column near its junction with Great North Road where the public bridle way and footway is present. The lane has no positive drainage system in place and storm water run off is to the verges and through the lane itself.

2.1.3 PROBLEM

Location 2.1.3 – General to the Route

Summary – The condition of the Lane is poor in parts with various sections having large deep pot holes present.

Detail – The Lane has had numerous repairs undertaken to it in the past ranging from compacted granular materials to concrete and macadam pot hole infill. However, some of these repairs have failed and other unrepaired deep pot holes remain present. The extent of the poor condition of the lane at specific locations makes use of the route by walkers, cyclists and horse riders hazardous. The only way to avoid these is to use the sides of the lane/agricultural land which has its own obvious issues. The use of the

lane by those who have mobility impairment is therefore completely impractical and unsafe. In addition, the use of the lane on a regular basis for commuting purposes is impracticable. The lane in its current condition should therefore only be used for leisure purposes.



TRU response – The works proposed on Pit Lane north of the railway line are provision of passing places along the length of the unadopted lane, minor refurbishment of the unmade surface and provision of a turning area / parking area just to the north of the level crossing and adjacent to the cottages. It is not expected that these works will lead to a material increase in vehicle movements on Pit Lane. The upgrade works to Pit Lane are proposed to provide easier, smoother and safer access to the existing cottages for residents, deliveries and collection of refuse and all other users.

2.1.4 PROBLEM

Location 2.1.4 – General to the Route

Summary – Lack of positive drainage in the lane creates areas of ponding in wet weather conditions which also fills the pot holes masking their depth.

Detail – The Lane has no positive drainage system and storm water run off is through natural permutation of the lane itself and the adjacent land. In wet weather conditions the lane ponds at locations where there are low points and where run off / permutation is slow. In addition the pot holes quickly fill with storm water which masks their depth creating a hazard and inconvenience. The extent of the ponding in wet weather conditions makes use of the route by walkers, cyclists and horse riders impracticable. The only way to avoid these is to use the sides of the lane and adjacent agricultural land which has its own obvious issues. The use of the lane during wet weather conditions is therefore considered impracticable for commuting purposes and indeed for most leisure purposes. The lane in its current condition is therefore likely to be avoided by all Non-Motorised User groups during wet/poor weather conditions.

TRU response –The works proposed on Pit Lane north of the railway line are limited to provision of passing places along the length of the unadopted lane, minor refurbishment of the unmade surface and

provision of a turning area / parking area just to the north of the level crossing and adjacent to the cottages. The scheme does not generate additional traffic and therefore no additional drainage or changes to the existing drainage arrangements are proposed as part of the works.

2.1.5 PROBLEM

Location 2.1.5 – General to the Route

Summary – Lack of street lighting in Pit Lane north of the railway line coupled with its general condition make it hazardous for use during the hours of darkness.

Detail – The lane has no street lighting. In dark conditions the condition of lane ponding will not be apparent to walkers or horse riders and even to some extent cyclists who would be expected to have working lights. The pot holes and general uneven condition of the lane in places would present themselves as significant hazards to non-motorised road user groups. In addition the fear of crime would also act as a deterrent to those non-motorised users that might otherwise be minded to use the lane. The lanes use in winter months is therefore likely to be limited by the short daylight hours. The use of the lane during dark conditions is therefore considered impracticable for commuting purposes and indeed for leisure purposes. The lane in its current condition is likely to be avoid by all Non-Motorised User groups at night.

TRU response –There are no proposals to provide any additional street lighting on Pit Lane since the scheme does not generate additional traffic.

2.1.6 PROBLEM

Location 2.1.6 – General to the Route

Summary – Lack of passing places and narrow width of Pit Lane north of the railway line introduce a potential conflict scenario between vehicles and non-motorised users.

Detail – The Lane is single carriageway width sufficient to only allow one vehicle use. There is insufficient lane width for a vehicle to pass either a pedestrian, cyclist or horse rider within its current extents. In order to pass one another it is likely that the Non-Motorised User will be forced to stand to the side within the adjacent agricultural field which has its own obvious issues being unbound soil. Whilst it is expected that the likely frequency of conflict between these groups will be very limited the risk is nevertheless present.

TRU response –due to the proposed closure of the level crossing upgrade works to Pit Lane are proposed to provide easier and smoother access to the existing cottages for residents, deliveries and collection of refuse. The works proposed on Pit Lane north of the railway line include the provision of passing places along the length of the unadopted lane. Since the scheme does not generate additional traffic, there is no material change to the current situation.

2.1.7 PROBLEM

Location 2.1.7 – General to the Route

Summary – Over hanging tree branches create a potential hazard for equestrian users.

Detail – Pit Lane north of the railway line has several locations where trees have grown close to the edge of the route. There are several trees which have growth out into and above the lane whereby the overhanging branches and foliage create a hazard for equestrian users. The lane has limited width by which a horse rider can avoid the overhang and are therefore at risk of contact with the foliage with potential risk of injury particularly to the head and face area. Avoidance of the overhanging trees could deviate equestrian users into the adjacent agricultural field for extended distances. This is likely to deter equestrian users from using this route.

TRU response – Noted, but this is an existing problem with respect to the bridleway use.

2.1.8 PROBLEM

Location 2.1.8 – Level Crossing Point

Summary –The Equestrian mount/dismount facilities are in exceptionally poor condition and cannot/should not be used.

Detail – The equestrian mount/dismount facilities on either side of the Level Crossing are in exceptionally poor condition to the point that they cannot / should not be used due to the risk of potential injury to the user. They are wooden and the wood is rotted through and covered in moss as can be seen in the photographs below. In all probability it is unlikely that the level crossing has used by equestrian users for many years.



TRU response – due to the proposed closure of the level crossing, mounting and dismounting provision will no longer be required.

2.2 PROPOSED ROUTE – GREAT NORTH ROAD / PIT LANE (From the junction of Great North Road with Pit Lane south to the junction of Great North Road, Station Hill and Pit Lane and west along Pit Lane to the Level Crossing)

2.2.1 The proposed route from the junction of Pit Lane with Great North Road south down to the cross roads of Great North Road with Station Hill and Pit Lane then west along Pit Lane is approximately 900m in length. Great North Road is single carriageway (one lane in either direction) of width in excess of 8m except where it narrows as it passes beneath the rail bridge to its cross roads with Station Hill and Pit Lane where the width is approximately 7.3m. The carriageway is subject to a speed limit of 30mph and street lighting is present and is provided with positive highway drainage. Pedestrian footways of varying width are present on both sides of the carriageway. Where side roads connect into Great North Road the pedestrian footways are provided with dropped kerb crossing points across the side road bell mouths.

2.2.2 The carriageway is a standard metalled construction with asphalt surface layer which appears to be in good condition. The footways are predominantly of asphalt construction except towards the southern end of the route to the cross roads at Station Hill and Pit Lane where concrete paving slabs are provided. The paving slabs appear to be in good condition with very minimal damage to a few slabs but no trip hazards present. The footway narrows significantly to approximately 1m as it passes through the rail overbridge.

2.2.3 Pit Lane west from its junction with Great North Road and Station Hill is single carriageway of approximately 5.6m width for the first 130m from the junction where upon it widens to just over 6m. No centre line carriageway markings are present except at the cross roads and immediate approach to the roundabout adjacent to the Level Crossing. The carriageway is subject to a 30mph speed limit with street lighting present and positive highway drainage provided. Footways are present on both sides of the carriageway apart from the first 130m from the cross roads where only a footway on the south side of the carriageway is provided.

2.2.4 The construction of the Pit Lane is a standard metalled construction with asphalt surface layer which appears to be in good condition. The footways are of standard construction with an asphalt surface.

2.2.5 PROBLEM

Location 2.2.5 – General to the Route Great North Road & Pit Lane

Summary – The existing width of the footways will not support formalised shared walking and cycling.

Detail – The proposed diversion route along Great North Road and Pit Lane has no formalised off carriageway cycling provision. The existing footways are for the majority of the route narrower than the required minimum 2.5m for shared unsegregated walking and cycling. As such cyclists using the diversion route would be expected to use the carriageway. Although the speed limit is 30mph and traffic flows are relatively moderate and Great North Road and light on Pit Lane there is an increased risk of potential

conflict with motor vehicles over and above that of using the existing route to reach the level crossing. In all probability those confident cyclists using the diversion route will cycle within the carriageway with no real issue and those less confident are likely to cycle upon the footway even though they are not officially permitted to do so.

TRU response – as part of the works by the housing developer on the south of Pit Lane, the footpath is being upgraded and widened along part of Great North Road and through the existing railway underbridge. There is also an alternative route for non-motorised users on the north side of the railway line by use of the upgraded footpath through the recreation ground and back to the level crossing closure point.

2.2.6 PROBLEM

Location 2.2.6 – General to the Route Great North Road & Pit Lane

Summary – The existing width of the footways are not of sufficient width to support equestrian use of Great North Road and Pit Lane.

Detail – The existing footways along the proposed diversion route of Great North Road and Pit Lane are of insufficient width to support use by equestrian users. Accordingly any diverted equestrian users as a result of the potential Level Crossing closure will be required to use the carriageway as no alternative convenient route or facility exists. Placing equestrian users within the live carriageway increases the potential for vehicular conflicts with this road user group over and above use of the existing route to the level crossing. However, it should be noted that traffic conditions on Great North Road are relatively moderate and in all probability equestrian demand on the diversion route will be exceptionally low if at all.

TRU response – in addition to section 2.2.5 above and TRU response, user surveys at the level crossing have shown that equestrian use appears non-existent

2.2.7 PROBLEM

Location 2.2.7 – General to the Route Great North Road & Pit Lane

Summary – The existing width of the footways are restricted in specific locations by verge overgrowth.

Detail – The existing footways along the proposed diversion route along Great North Road and Pit Lane are restricted in width by verge overgrowth. In some instances the overgrowth narrows a 1.8m to 2.5m footway down to below 1m in width. Whilst it should be noted that existing pedestrian usage was observed to be low the subsequent additional use as a result of housing development and the proposed level crossing closure will increase pedestrian usage of the existing footways. Accordingly, there will be an increased chance of pedestrians passing each other on the live carriageway with risk of vehicular conflict. The opportunity to clear the overgrowth along the route should therefore be taken.



TRU response – management of overgrowth on verges and footpaths is not part of the remit of TRU and Network Rail but it is noted that improvement in footpath widths can be achieved by maintenance of vegetation.

2.2.8 PROBLEM

Location 2.2.8 – General to the Route Great North Road & Pit Lane

Summary – A restriction is caused by poor placement of the sign and the lack of tactile increases the risk of visually impaired pedestrians crossing at inappropriate location

Detail – It was observed that the section 278 works linked to the Pit Lane Taylor Wimpey housing site have been implemented. The works narrow the Great North Road carriageway width to 6m as it passes under the rail bridge and increases the width of the existing narrow footway to 2.6m thereby removing the existing pedestrian pinch point. However, the informal dropped crossing point the across the Pit Lane junction mouth has not been provided with pedestrian tactile paving and a new sign post for the 'Give Way' sign (diag no. 602) causes an obstruction to the movement of pedestrians across the junction. Both matters should be addressed as part of 'snagging' accordingly.



TRU response – Noted. We would expect this to be part of the s278 handover process.

3. SUMMARY OF SAFETY ASSESSMENT & ROUTE COMPARISON

3.1 EXISTING ROUTE – PIT LANE

3.1.1 This assessment has identified six matters of safety concern each of which carry an inherent risk to non-motorised users of Pit Lane. In addition, there is an inherent specific risk associated with the uncontrolled railway level crossing which this assessment has not considered as this will be covered by a separate risk assessment. Whilst some of the issues could be addressed by regular maintenance there are issues which would simply be too expensive to address, such as drainage and street lighting, if Pit Lane was to be used for anything more than leisure and access activities.

3.1.2 This assessment has shown that the only reasonable use of Pit Lane is for NMU leisure activities and localised access. The two site visits have demonstrated that the likely use of the lane by NMU is exceptionally low and in all probability has not been used by horse riders for many years. However, it would be advisable to undertake NMU surveys of the Level Crossing use and the Lane itself.

3.2 PROPOSED ROUTE

3.2.1 This assessment has identified four matters of safety concern each of which carry an inherent risk to non-motorised users. The footways along the route could be improved by simple maintenance to clear the overgrowth as identified in Problem 2.2.6 of this report. Problem 2.2.7 should either be addressed through snagging with Taylor Wimpey or via a Stage 3 Road Safety Audit process.

3.2.2 The remaining two issues of concern Problems 2.2.4 & 2.2.5 relate to the principle of cyclists and equestrian users being required to use the live carriageway of Great North Road and Pit Lane as a diversion route. However, it should be noted that the proposed diversion route is already in use by NMU's including cyclists and the STATS 19 historical accident data shows that there have been no recorded injury accidents along the route since May 2009. The number of additional NMU's diverted to the route as a result of the proposed Level Crossing are likely to be very low. Indeed, it is probable that there will be no diverted equestrian users as the evidence suggests that they have not been present on Pit Lane or the Level Crossing for many years.

3.3 ROUTE COMPARISON

3.3.1 The existing route from Great North Road south down Pit Lane to the Level Crossing is approximately 640m in length. The proposed diversion route south down Great North Road and west along Pit Lane to the crossing is approximately 900m. The proposed diversion route is therefore 260m longer than the existing route. Average walking speeds of adults typically range between 1.0 and 1.6m per second. Accordingly, the diversion route would take pedestrians between an extra 2 minutes and 42 seconds and 4 minutes and 20 seconds over and above that of the existing route. The level of distance

difference between the two routes and extra travel time is therefore considered to be of no real significance to NMU's.

3.3.2 Pit Lane has inherent issues in terms of drainage and lighting which means its use by NMU's will be limited to light and fair weather conditions whereas the diversion route is well lit and drained and accordingly available for use at all times.

3.3.3 Pit Lane is not appropriate for use by mobility impaired pedestrians whereas the diversion route has footways which are in good condition with dropped crossing points and therefore readily available for use by all.

3.3.4 Pit Lane for leisure cyclists and equestrian users offers a slightly safer highway environment during daylight and fair weather conditions. However, use by these users groups appears to be very limited.

3.3.5 Both routes have an excellent STATS 19 Accident history.

4. CONCLUSIONS AND RECOMMENDATIONS

4.1 CONCLUSION

4.1.1 Should the Level Crossing closure proceed the proposed diversion route south along Great North Road and west along Pit Lane would provide an equitable and safe route for displaced NMU's subject to the recommendations below.

4.2 RECOMMENDATIONS

4.2.1 A NMU use survey of the Level Crossing and Pit Lane should be undertaken to determine the level of current use.

4.2.2 Footway maintenance should be undertaken to clear the overgrowth in the locations on Great North Road and Pit Lane as shown on the plan at Appendix B.

4.2.3 Tactile paving should be provided at the dropped crossing point across the junction mouth of Pit Lane and the 'Give Way' sign relocated to avoid causing an obstruction to the crossing.

4.3 TRU RESPONSES TO SUMMARY AND RECOMMENDATIONS

4.3.1 An NMU survey was undertaken in 2014 and 2016 and shows no usage by equestrians. Anecdotal reports are that the crossing is used by equestrians but there is no evidence of this. The survey results will be forwarded separately

4.3.2 Noted. This report will be forwarded to LCC for information.

4.3.3 Noted. Tactile paving at the junction of Pit Lane and Great North Road is believed to be covered by the s278 agreement between LCC and the housing developer.

4.3.4 There is an existing pedestrian route from the northern point on the existing level crossing, along the northern edge of the railway line through the recreation ground and out onto Great North Road. TRU are proposing to upgrade this route as part of the Leeds to Micklefield TWAO..

5. ASSESSOR STATEMENT

5.1.1 I certify that I have not been involved in any aspect of the planning and design of the proposals considered in this road safety assessment and that the assessment has been undertaken with appropriate due care and diligence.

SAFETY ASSESSOR

Name: David Bowie BSc(Hons) MSc CoC RSA

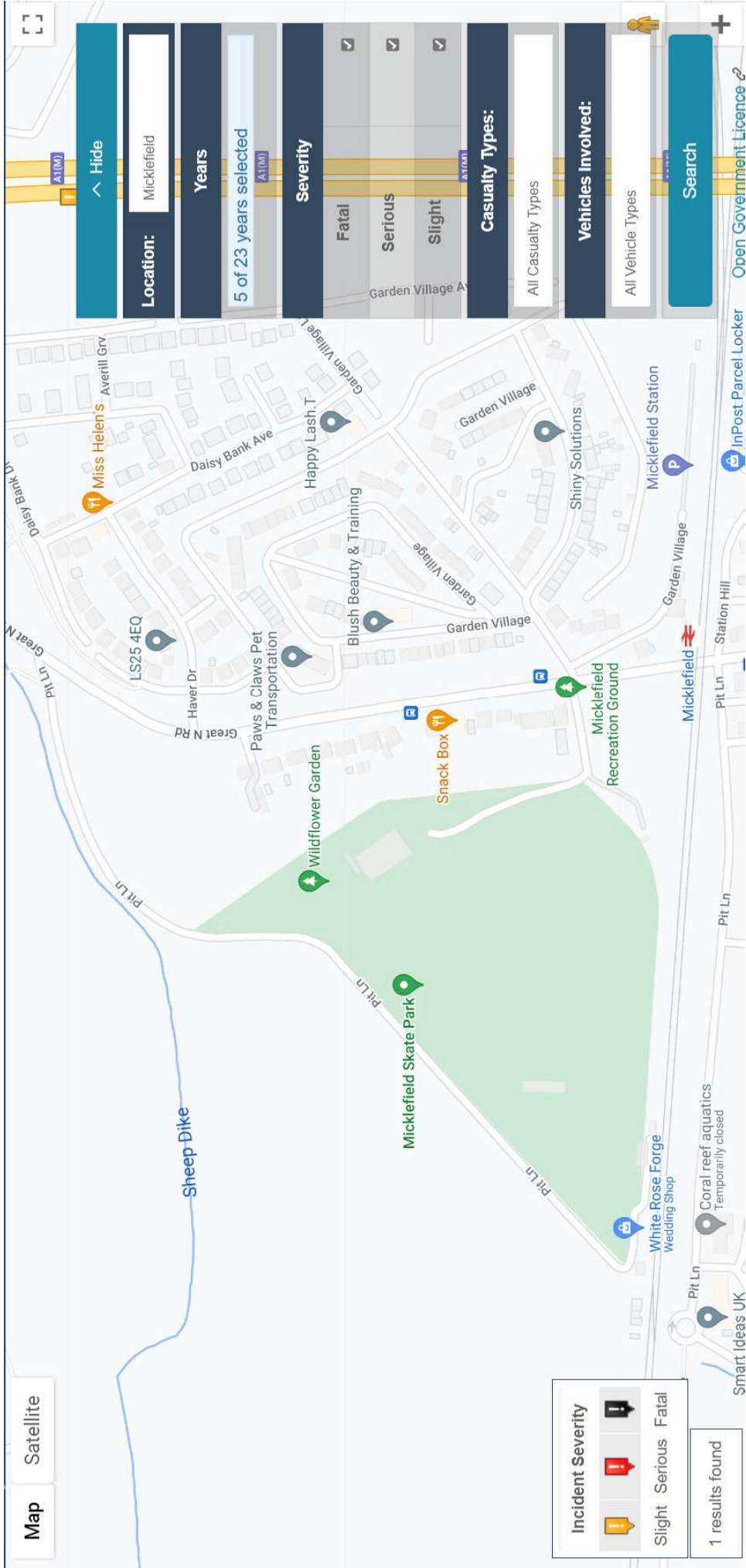
Signed: 

Position: Associate Director

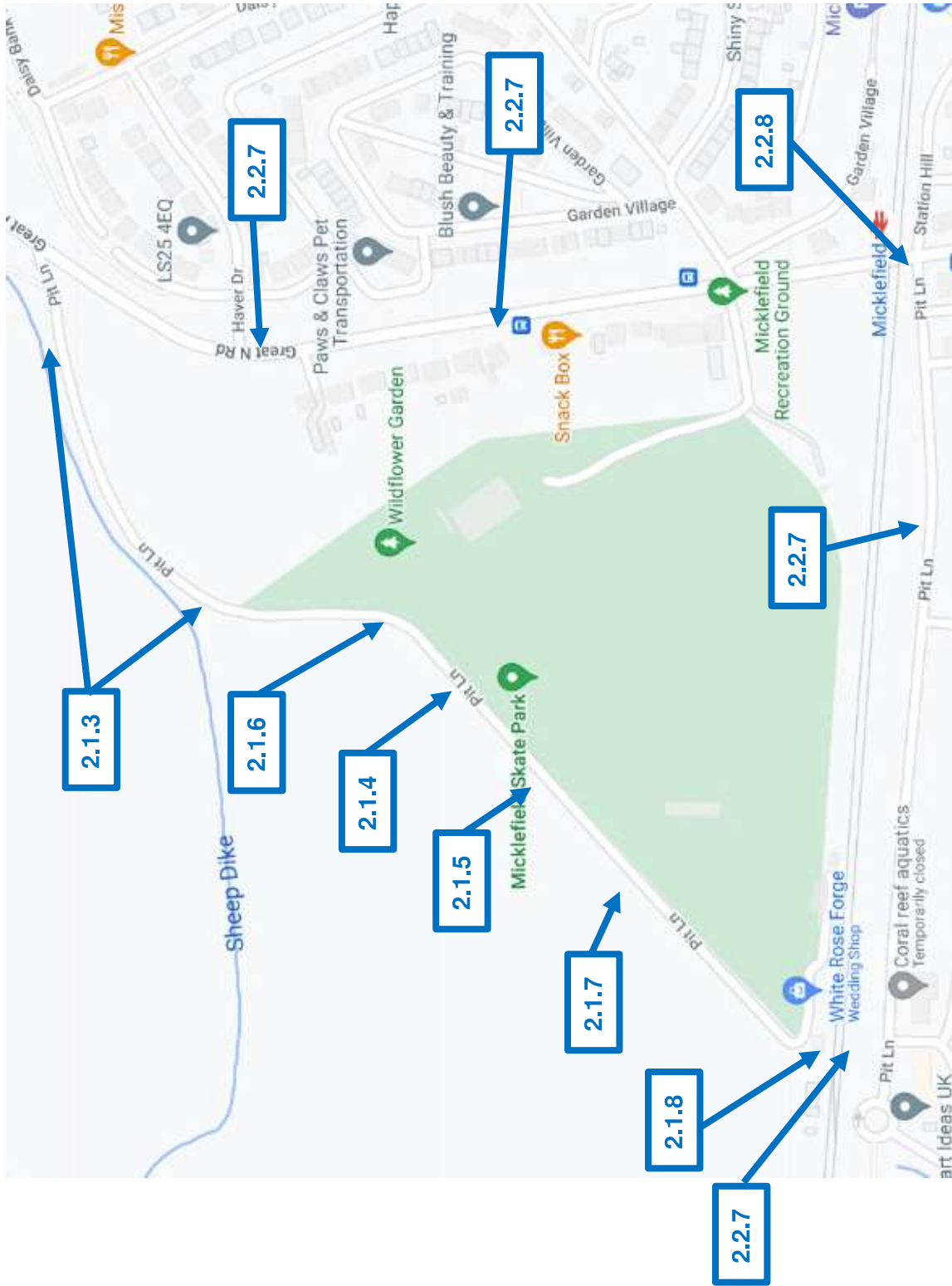
Organisation: SYSTRA Ltd

Date: 11th July 2023

APPENDIX A – STATS 19 ACCIDENT LOCATION PLAN



APPENDIX B – PROBLEM LOCATION PLAN





 **TRANSPENNINE
ROUTE UPGRADE**

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