



safer roads for everyone

**Halifax Road, Penistone, Sheffield,
South Yorkshire**

Proposed Residential Development

**Road Safety Audit Stage 1 (Revision)
May 2021**

on behalf of
Optima Highways & Transportation

TMS reference no: 16343A
Date: 19th May 2021

Halifax Road, Penistone, Sheffield, South Yorkshire

Proposed Residential Development

Road Safety Audit Stage 1 (Revision)

1. Introduction

1.1 This report describes a Stage 1 Road Safety Audit carried out on Halifax Road and Well House Lane in Penistone, on behalf of Optima Highways & Transportation. The audit was carried out on Wednesday 19th May 2021 in the offices of TMS Consultancy. This RSA1 report supersedes all previous RSA's.

1.2 The audit team members were as follows:

Audit Team Leader

Richard Marriott – CertEd, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
Road Safety Engineer, TMS Consultancy

Audit Team Member

Phil Cook – BSc, CEng, MICE, MCIHT, FIHE
Highways England Approved RSA Certificate of Competency
Director, TMS Consultancy

1.3 The audit comprised an examination of the documents listed in **Appendix A**. The Road Safety Audit was undertaken in accordance with the Brief provided by Elizabeth Green of Optima Highways & Transportation.

1.4 The site was revisited by the Audit Team on Tuesday 18th May 2021 at 12:30 hrs. The weather was bright and clear. Traffic flows were low. Pedestrian flows were very low and cycle flows were not observed.

1.5 The terms of reference of the Road Safety Audit are as described in GG 119. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the design to any other criteria.

1.6 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise collision occurrence.

- 1.7 A scheme drawing is included in **Appendix B**, where the locations of specific problems are referenced. A location plan of the scheme is also included in this Appendix.
- 1.8 The scheme consists of access proposals into a residential development comprising a priority T junction with ghost island right turn holding facilities on Halifax Road and a simple priority T junction on Well House Lane. Amendments considered in this report include vehicle tracking and an amendment to the footway links to Wellhouse Lane.
- 1.9 **Road Safety Audit Response Report**

Following the completion of the road safety audit, the design team should prepare a road safety audit response report in collaboration with the Overseeing Organisation.

The response report should incorporate the following:

- **Decision Log** spreadsheet, where each Problem and Recommendation in the Safety Audit report is reiterated
- In the Decision Log, a response should be provided by the Design Team and Overseeing Organisation for each problem raised in the RSA report, together with an agreed action

Further information is provided in **GG 119 Sections 4.11 to 4.19** and **Appendix F** (where a road safety audit response report template is available).

The response report should be produced and finalised within *one month* of the issue of the RSA report. A copy of the response report should be issued to the Safety Audit Team for information.

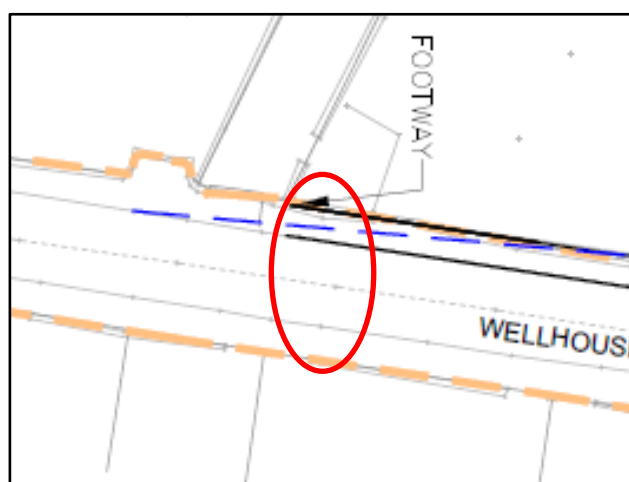
2. Items resulting from this Stage 1 Audit

2.1 PROBLEM

Location – Well House Lane; pedestrian facilities

Summary: Increased risk of pedestrian trips and falls

The current drawings do not show a pedestrian crossing point from the footway serving the new proposed development to the eastern footway. As this is a bus route, this will become a pedestrian desire line and an absence of pedestrian crossing facilities could lead to pedestrians crossing the road at inappropriate places, and / or tripping and falling over full height kerbs. This will be a particular hazard to those with mobility and visual impairments and for those with manual wheelchairs and pushchairs.



RECOMMENDATION

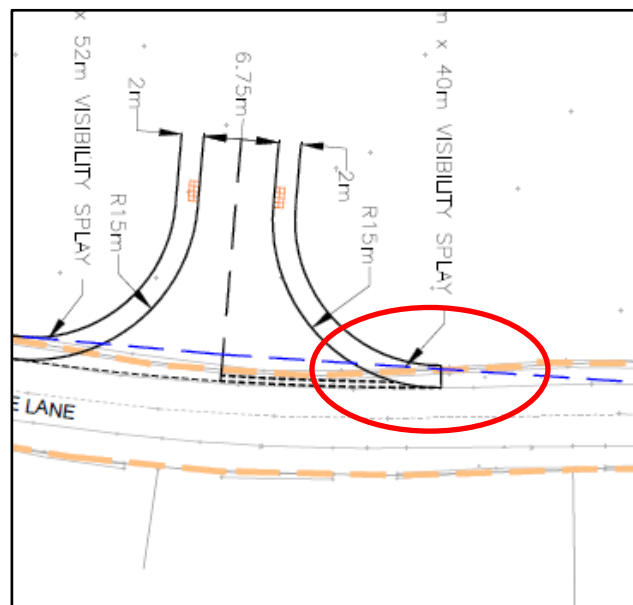
Pedestrian crossing facilities should be provided with a dropped kerb and tactile paving across Well House Lane.

2.2 PROBLEM

Location – Well House Lane development access; pedestrian crossing

Summary: Increased risk of pedestrian trips / falls / vehicle conflict

The current drawings show the northern footway to be tied into the existing kerb which does not currently have a footway. Errant pedestrians may attempt to follow the kerb line northwards and risk being exposed to moving vehicles within the carriageway particularly those with visual impairments, should any delineation be excluded.



RECOMMENDATION

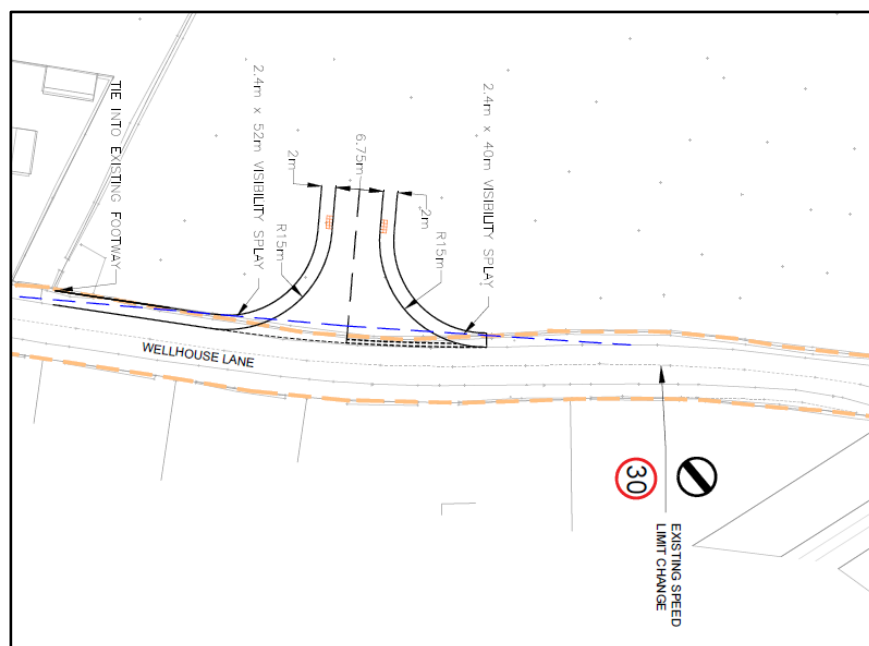
The correct tactile paving / delineation / footway termination point should be installed on the northern footway from the development.

2.3 PROBLEM

Location – Well House Lane development access

Summary: Risk of loss of control /speed related collisions, all road users

The development access has a 15m radii which seems excessive for an urban development (DMRB CD123 R2 recommends 10m urban) and leaves the access point wide enough to allow vehicles to enter and exit at higher speeds than projected. The increase in speed will also increase the possible risk of loss of control type collisions, and also pose a higher risk to pedestrians wishing to utilise the crossing point within the development access. It was also noted during the site visits that vehicles were parking on the eastern kerb line opposite the development access point. This reduces the available road space for large vehicles entering / exiting the development which increases the risk of side swipe type collisions.



RECOMMENDATION

Although the increased radii reduce the risk of side swipe type collisions for vehicles using the development access, further measures should be implemented to reduce the risk of speed related collisions. Features such as a full gateway feature at the terminal signs and associated road markings such as Dragons Teeth should be implemented together with parking restrictions to reduce the number of vehicles parking opposite the development access.

2.5 PROBLEM

Location – A629 Halifax Road; proposed pedestrian refuge island

Summary: Risk of darkness related / loss of control collisions

The A629 Halifax Road is an unlit road with a speed limit of 60mph and the presence of a refuge island could be hazardous to all road users as it may not be visible at night. This could result in loss of control type collisions / island strikes and loss of control due to sharp / late braking. Pedestrians wishing to use the crossing during the hours of darkness may not be conspicuous enough increasing the risk of collision with all road users.

RECOMMENDATION

The island should be suitably illuminated with a beacon pole / bollards and high level Keep Left signs. If street lighting is provided, this should extend to the junction area, including the right turn lane.

2.6 PROBLEM

Location – A629 Halifax Road; proposed access

Summary: Potential risk of right turning collisions

There is a levels difference between the proposed development land and the junction. A steep incline on approach to the junction from the development could lead to vehicles stalling when attempting to set off or setting off slowly. This could increase the risk of right turning type collisions occurring at the junction.

RECOMMENDATION

As part of the detailed design, it should be ensured that a level plateau is provided at the junction of the proposed access road for the length of the largest vehicle likely to use the junction.

3. Audit Team Statement

We certify that the terms of reference of the road safety audit are as described in GG 119.

Audit Team Leader

Richard Marriott – CertEd, MCIHT, MSoRSA
Highways England Approved RSA Certificate of Competency
Road Safety Engineer, TMS Consultancy

Signed



Date 19th May 2021

Audit Team Member

Phil Cook – BSc, CEng, MICE, MCIHT, FIHE
Highways England Approved RSA Certificate of Competency
Director, TMS Consultancy

Signed



Date 19th May 2021

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Appendix A

Documents Examined:

 20005-ATR-06-REV-B

 20005-GA-02-REV-C

Previous Documents Examined:

 20005-ATR-05

 20005-ATR-06

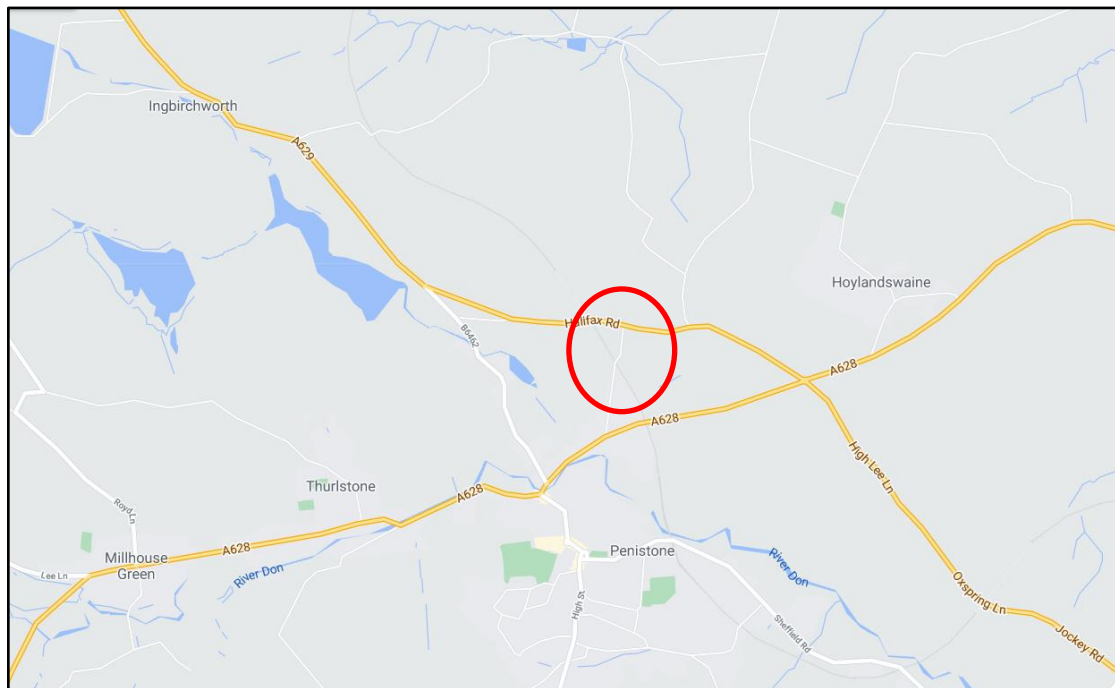
 20005-GA-01-REV_D

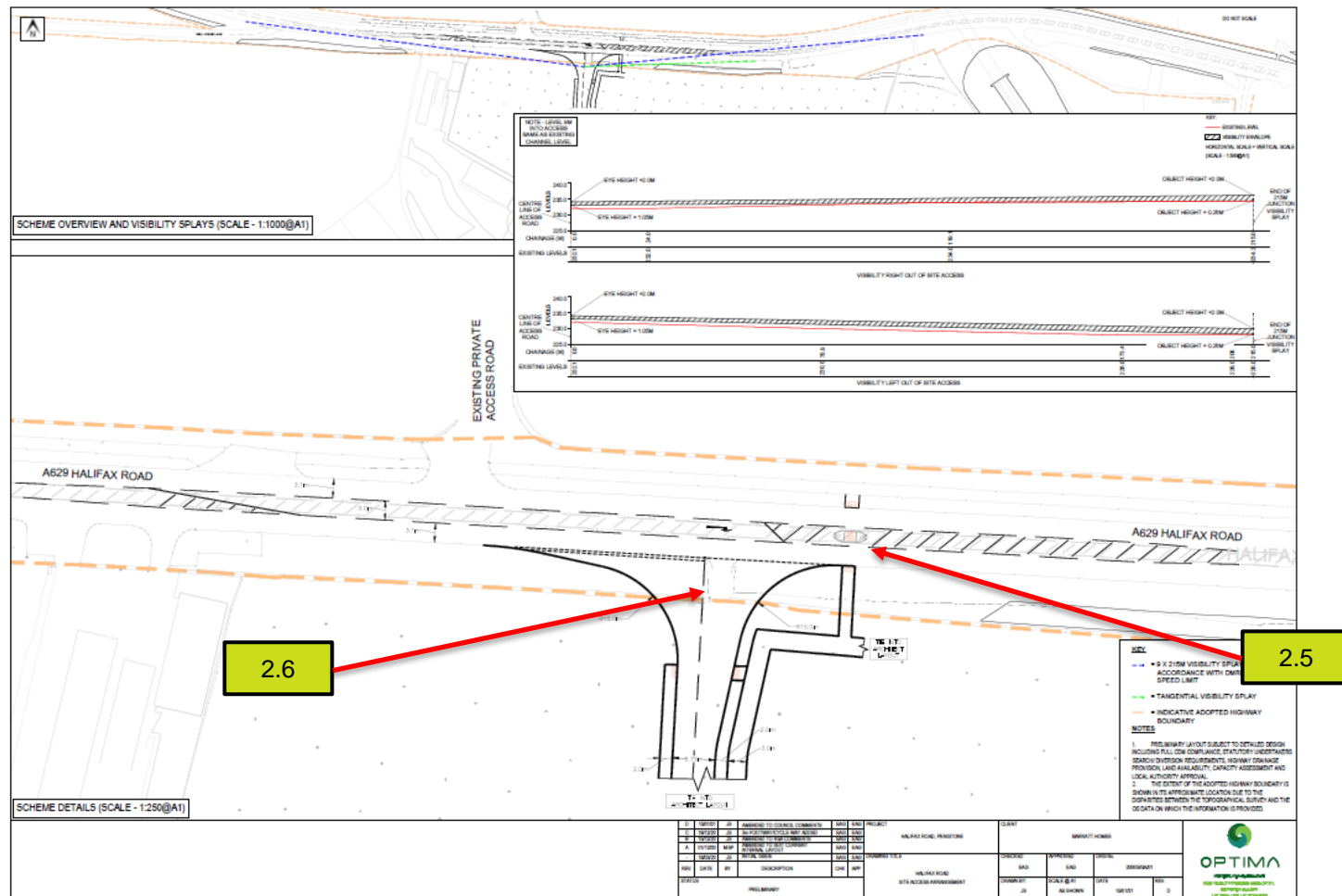
 Halifax Road, Penistone Stage 1 RSA Response Report

Appendix B

Please refer to the following page for a plan illustrating the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

The location of the scheme is shown below:







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Client: Optima Highways & Transportation
Scheme: Halifax Road, Penistone, Sheffield

