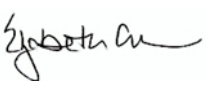

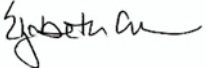


**Halifax Road, Penistone
Proposed Site Access Arrangements
Response Report to Stage 1 Road Safety Audit**

December 2020 (Initial Issue)

Prepared on behalf of
**Barratt Homes & David Wilson Homes
Yorkshire West**

Quality Management

Halifax Road, Penistone – Response Report to Stage 1 Road Safety Audit Project No: 20005-P1				
File reference	O:\Halifax Road, Penistone\RECORD\CORRESPONDENCE\Stage 1 RSA\201216 Halifax Road, Penistone Stage 1 RSA Response Report.docx			
Issue/revision	Initial Issue	Revision 1	Revision 2	Revision 3
Remarks	Draft for BMBC Approval			
Date	16 th December 2020			
Prepared by	E Green			
Signature				
Checked by	J Stackhouse			
Signature				
Authorised by	E Green			
Signature				

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APPENDICES

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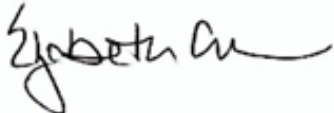
1. Introduction

1.1 PROJECT DETAILS

Table 1.1 Project Details

Report title	Halifax Road, Penistone Proposed Site Access Arrangements Response Report to Stage 1 Road Safety Audit
Date	16 th December 2020
Document reference and revision	201216 Halifax Road, Penistone Stage 1 RSA Response Report – Initial Issue
Prepared by	Optima Highways and Transportation
On behalf of	Barnsley Metropolitan Borough Council (Overseeing Organisation)

Table 1.2 Authorisation Sheet

Project:	Halifax Road, Penistone Proposed Site Access Arrangements
Report Title:	Response Report to Stage 1 Road Safety Audit
Prepared by:	
Name:	Elizabeth Green BEng MSc CEng MICE FCIHT
Position:	Associate Director
Signed:	
Organisation:	Optima Highways & Transportation
Date:	16 th December 2020
Approved by:	
Name:	
Position:	
Signed:	
Organisation:	Barnsley Metropolitan Borough Council
Date:	



1.2 INTRODUCTION

1.2.1 This report provides a response to the items raised within the Stage 1 Road Safety Audit (RSA) dated 15th December 2020 prepared by TMS Consultancy (at the request of BMBC) which considers the proposed site access arrangements from Halifax Road and Wellhouse Lane into a proposed residential development of some 410 dwellings at Halifax Road in Penistone.

1.2.2 The proposed works for which the Stage 1 RSA has been completed comprise:

- A new priority T junction with ghost island right turn holding facilities on Halifax Road; and
- A new simple priority T junction on Wellhouse Lane.

1.2.3 A copy of the Stage 1 Road Safety Audit is provided in Appendix A.

1.2.4 This RSA Response Report has been prepared by Elizabeth Green BEng MSc CEng MICE FCIHT who represents the Design Organisation, Optima Highways & Transportation.

1.3 KEY PERSONNEL

1.3.1 Table 1.3 below contains the details of the key personnel involved in this Stage 1 RSA; representing the Overseeing Organisation, the RSA Team and the Design Organisation.

Table 1.3 Key Personnel

Overseeing organisation	tbc Barnsley Metropolitan Borough Council
RSA Team	Richard Marriott CertEd MCIHT MSoRSA Highways England Approved RSA Certificate of Competency Road Safety Audit Team Leader Road Safety Engineer, TMS Consultancy Phil Cook BSc CEng MICE MCIHT FIHE Highways England Approved RSA Certificate of Competency Road Safety Audit Team Member Director, TMS Consultancy
Design Organisation	Elizabeth Green BEng MSc CEng MICE FCIHT Associate Director Optima Highways and Transportation

1.3.2 Chapter 2 contains the RSA decision log which references each road safety issue/problem, associated recommendation made in the Stage 1 RSA, design organisation response, overseeing organisation response and the agreed RSA action.



2. Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.1 Problem Location – Well House Lane; pedestrian facilities Summary – <i>Increased risk of pedestrian trips and falls.</i> Detail – 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.	Pedestrian crossing facilities should be provided with a dropped kerb and tactile paving across Well House Lane.	The RSA recommendation is accepted and pedestrian crossing facilities will be provided on Well House Lane and will be included as part of the detailed access design once public transport provision is finalised for the development.	As Design Organisation response.	To provide pedestrian crossing facilities on Well House Lane to suit likely pedestrian desire lines. Details of the facilities will be included for consideration within a Stage 2 RSA following completion of the detailed design.
2.2 Problem Location – Well House Lane development access; pedestrian crossing. Summary – <i>Increased risk of pedestrian trips / falls / vehicle conflict.</i> Detail – 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.	The correct tactile paving / delineation / footway termination point should be installed on the northern footway from the development.	The RSA recommendation is accepted and a suitable termination point will be provided.	As Design Organisation response.	To provide a suitable termination point on the northern footway from the development. The detail will be included for consideration within a Stage 2 RSA following completion of the detailed design



RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
2.3 Problem Location – Wellhouse Lane; proposed access Summary – Increased risk of side swipe type collisions. Detail – Vehicles parked on street opposite the location of the proposed junction could impede vehicles turning into and out of the junction which could increase the risk of side swipe or damage only type collisions. In addition, no swept path analysis has been provided for likely vehicle usage at the junction. A lack of suitable geometry at the junction could lead to likely vehicle users turning into or out of the junction into the path of other users, which may be exasperated by any parked vehicles.	Swept path analysis should be undertaken for likely vehicle usage at the junction and the geometry adjusted and parking restrictions introduced as necessary as part of the detailed design.	<p>Whilst not disputing the observations of the audit team it is noted that the properties opposite the location of the proposed site access all benefit from off-road parking and most driveways appear able to accommodate more than one car. It is therefore not clear why there is such levels of on-street parking taking place and this is not always evident.</p> <p>A full swept path analysis has been carried out for the likely vehicle usage and it has been demonstrated that this can be accommodated whilst allowing some on-street parking.</p> <p>Further observations of the level of on-street parking will also be undertaken and restrictions, if required, will be investigated.</p>	As Design Organisation response.	Further observations of existing levels of on-street parking will be undertaken and parking restrictions proposed, if required.
2.4 Problem Location – Halifax Road; proposed access. Summary – Potential risk of side swipe type collisions. Detail – No swept path analysis has been provided for likely vehicle usage at the proposed junction. A lack of	Swept path analysis should be undertaken for likely vehicle usage at the junction and the geometry adjusted, as necessary. Drawing number	The RSA recommendation is accepted and swept path analysis has been carried out. This has resulted in an amendment to the radii to increase these to 15m in line	As Design Organisation response.	To amend the design to fully accord with DBRB with regard to junction radii (as shown on drawing no. 20005/GA/10 Rev C).



RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
suitable geometry at the proposed junction could lead to likely vehicle users turning into or out of the junction into the path of other users or collide with the splitter island. In addition, large vehicles turning right within the right turn lane may swing out unexpectedly into the path of vehicles travelling eastbound.	20005/GA/01 Rev A shows the current radii of the junction at 10m, current guidance CD 123 (formerly 42/95) shows a minimum of 15m for rural roads with ghost island layouts. This should be amended for the detailed design.	with the RSA recommendation. The revised detail is shown on drawing no. 20005/GA/10 Rev C.		
2.5 Problem Location – Halifax Road; proposed pedestrian refuge island. Summary – Risk of darkness related / loss of control collisions. Detail – 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.	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.	The RSA recommendation is accepted. Signage and street lighting will be reviewed at detailed design stage and appropriate provision will be made commensurate with the speed of the road.	As Design Organisation response.	Pedestrian crossing refuges will be provided with appropriate signage and beacon poles. The requirement for street lighting will also be reviewed at detailed design stage. All details will be included for consideration within a Stage 2 RSA following completion of the detailed design
2.6 Problem Location – A629 Halifax Road development access; pedestrian crossing, Summary – Increased risk of pedestrian trips / falls / vehicle conflict. Detail – As per problem 2.2 the current drawings show the footway leading to the west to be tied into the	The correct tactile paving / delineation / footway termination point should be installed on the footway leading west from the development.	The RSA recommendation is accepted and the design has been amended to omit the footway around the radius on the western side as is shown on drawing no 20005/GA/01 Rev C.	As Design Organisation response.	The footway is terminated within the development access and tactile paving and a dropped crossing are provided to allow pedestrians to cross to the opposite side of the access road.



RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
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.		Tactile paving and a dropped crossing are provided to allow pedestrians to cross to the opposite side of the access road.		
2.7 Problem Location – Halifax Road; proposed access Summary – <i>Potential risk of right turning collisions.</i> Detail – 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.	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.	The RSA recommendation is accepted, and the detailed design of the junction will ensure that there is an appropriate level plateau provided on the approach to the junction from the minor arm.	As Design Organisation response.	To provide an appropriate level plateau on the approach to the junction from the minor arm. Level information and other details will be included for consideration within a Stage 2 RSA following completion of the detailed design.



3. Design Organisation and Overseeing Organisation Statements

3.1 DESIGN ORGANISATION STATEMENT

3.1.1 On Behalf of the design organisation, I certify that:

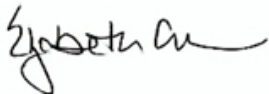
- 1) *the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the overseeing organisation.*

Name: Elizabeth Green BEng MSc CEng MICE FCIHT

Position: Associate Director

Organisation: Optima Highways & Transportation

Date: 16th December 2020



Signed:

3.2 OVERSEEING ORGANISATION STATEMENT

3.2.1 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:

Position:

Organisation: Barnsley Metropolitan Borough Council

Date:

Signed:



Appendices



Appendix A Stage 1 Road Safety Audit





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Proposed Residential Development, Halifax Road, Penistone (Revised Access)

Road Safety Audit Stage 1

on behalf of
Optima Highways & Transportation

TMS reference no: 16052

Date: 15th December 2020

Proposed Residential Development, Halifax Road, Penistone (Revised)

Road Safety Audit Stage 1

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 Tuesday 15th December 2020 in the offices of TMS Consultancy. This RSA1 report supersedes TMS 15098, previously carried out in July 2019.

- 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 visited by the Audit Team on Monday 14th December 2020 at 10:00 hrs. The weather was bright with light rain. 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.
- 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.

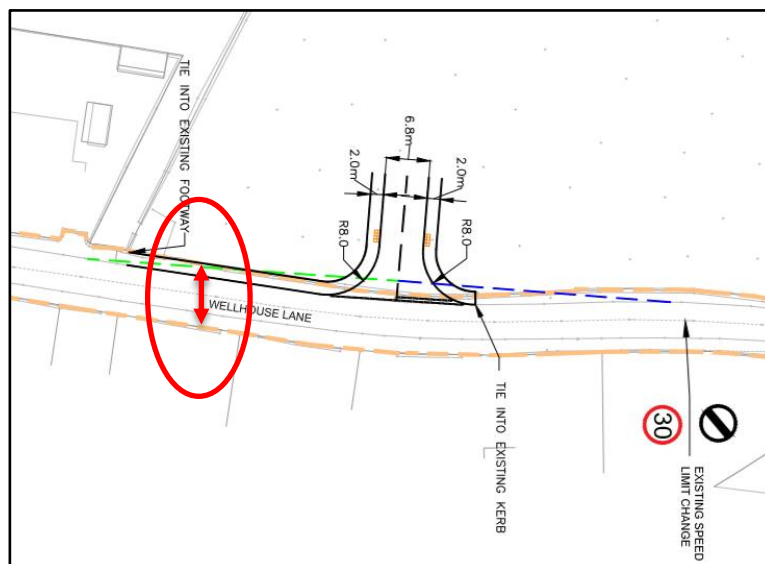
2. Items resulting from this Stage 1 Audit

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

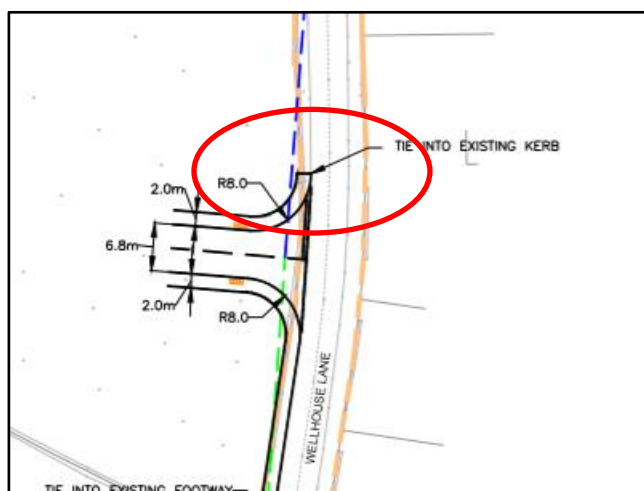
Pedestrian crossing facilities should be provided with a dropped kerb and tactile paving across Well House Lane.

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; proposed access

Summary: Increased risk of side swipe type collisions

Vehicles parked on street opposite the location of the proposed junction could impede vehicles turning into and out of the junction which could increase the risk of side swipe or damage only type collisions. In addition, no swept path analysis has been provided for likely vehicle usage at the junction. A lack of suitable geometry at the junction could lead to likely vehicle users turning into or out of the junction into the path of other users, which may be exasperated by any parked vehicles.

RECOMMENDATION

Swept path analysis should be undertaken for likely vehicle usage at the junction and the geometry adjusted and parking restrictions introduced as necessary as part of the detailed design.

2.4 PROBLEM

Location – A629 Halifax Road; proposed access

Summary: Potential risk of side swipe type collisions

No swept path analysis has been provided for likely vehicle usage at the proposed junction. A lack of suitable geometry at the proposed junction could lead to likely vehicle users turning into or out of the junction into the path of other users or collide with the splitter island. In addition, large vehicles turning right within the right turn lane may swing out unexpectedly into the path of vehicles travelling eastbound.

RECOMMENDATION

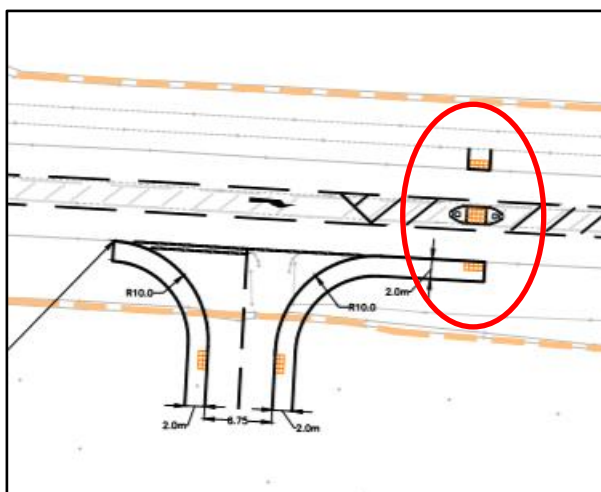
Swept path analysis should be undertaken for likely vehicle usage at the junction and the geometry adjusted, as necessary. Drawing number 20005/GA/0 Rev A shows the current radii of the junction at 10m, current guidance CD 123 (formerly 42/95) shows a minimum of 15m for rural roads with ghost island layouts. This should be amended for the detailed design.

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

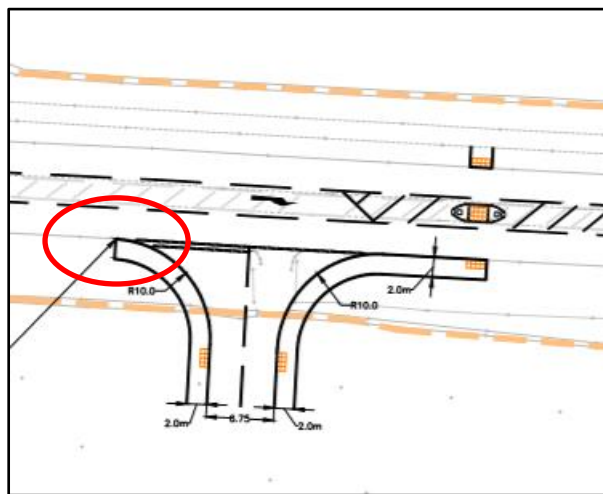
The island should be suitably illuminated with a beacon pole / bollards and high level Keep Left signs. If street lighting is provided, this should extend to the junction area, including the right turn lane.

2.6 PROBLEM

Location – A629 Halifax Road development access; pedestrian crossing

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

As per problem 2.2 the current drawings show the footway leading to the west 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 footway leading west from the development.

2.7 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

A handwritten signature in black ink, appearing to be 'R Marriott'.

Date 15th December 2020

Audit Team Member

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

Signed

A handwritten signature in black ink, appearing to be 'P Cook'.

Date 15th December 2020

TMS Consultancy

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Coventry,
CV4 7EZ



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Appendix A

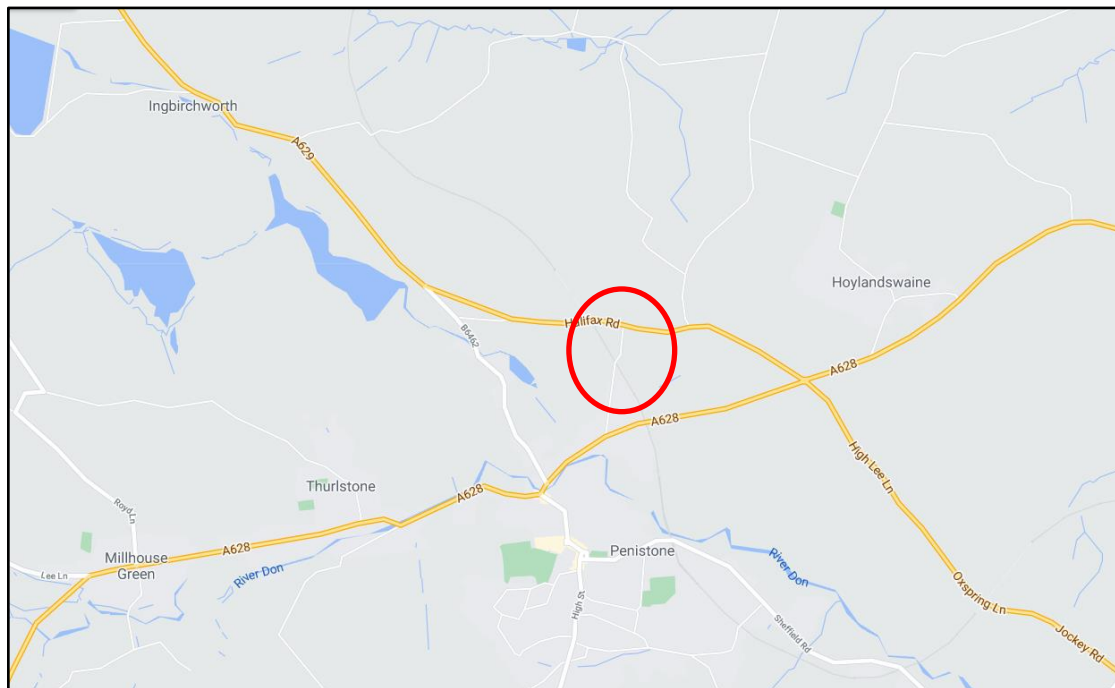
Documents Examined:

-  20005-GA-01-REV_A
-  20005-GA-02-REV_A
-  Figure 1 - Site Location - Strategic
-  Figure 2 - Site Location - Local
-  Penistone Speeds 1
-  Penistone Speeds 2
-  Personal Injury Collision Data
-  RSA1 - Checklist of Information Required

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:

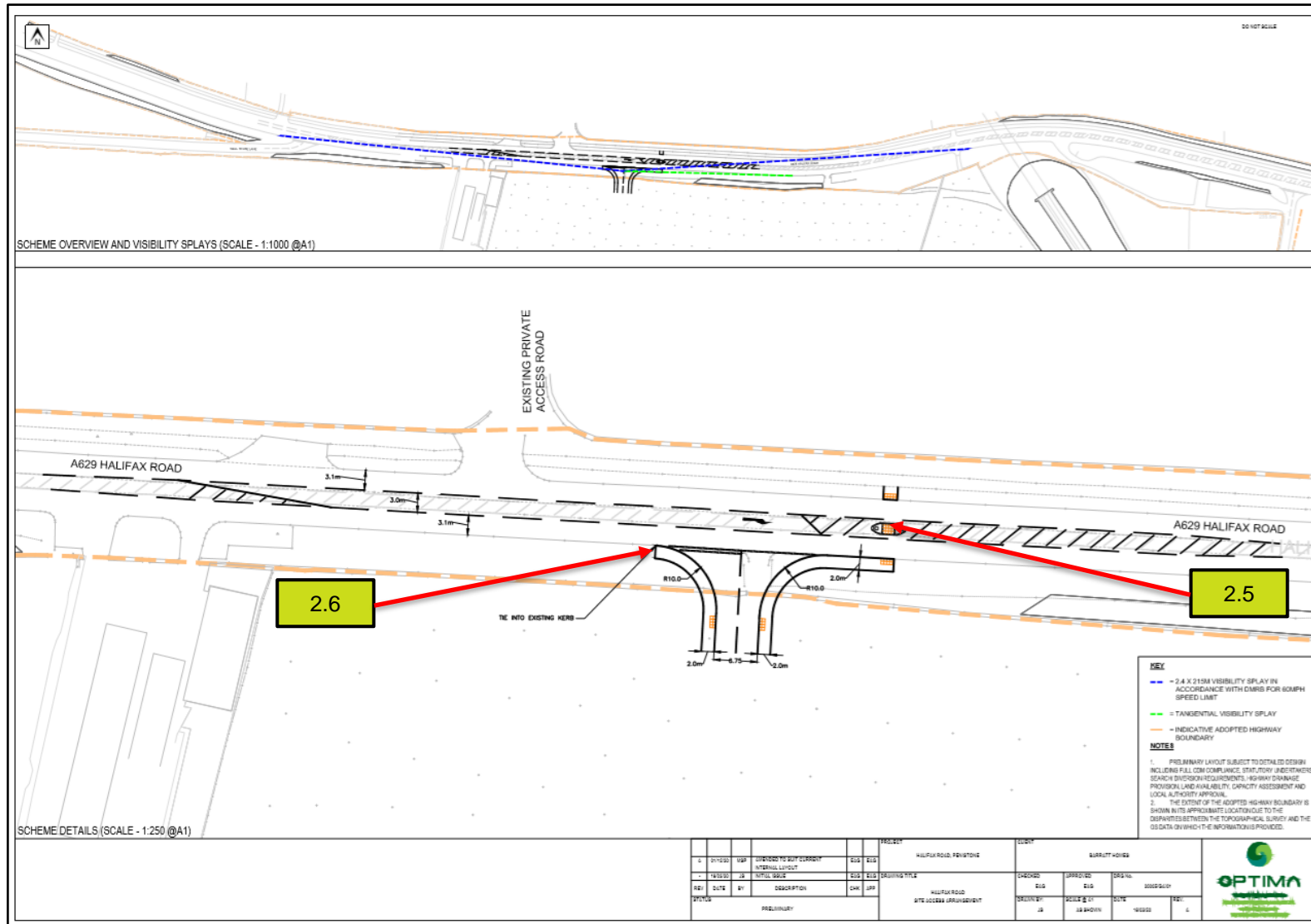


Client: Optima Highways & Transportation

Scheme: Proposed Residential Development, Halifax Road, Penistone (Revised)



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Client: Optima Highways & Transportation
 Scheme: Proposed Residential Development, Halifax Road, Penistone (Revised)

