







**High Street, Great Houghton  
Proposed Residential Development  
Response Report to Combined Stage 1 and 2 Road  
Safety Audit**

February 2026 (Rev 1)

Prepared on behalf of

**Avant Homes (West Yorkshire) Ltd**

# Quality Management

High Street, Great Houghton - Response Report to Combined Stage 1 and 2 Road Safety Audit Project No: 21069					
<b>File reference</b>	O:\High Street, Great Houghton\TEXT\REPORTS\260227 High Street Great Houghton - Designers Response Report (Rev 1).docx				
<b>Issue/revision</b>	<b>Initial Issue</b>	<b>Revision 1</b>	<b>Revision 2</b>	<b>Revision 3</b>	<b>Revision 4</b>
<b>Remarks</b>	Final	RSA Actions			
<b>Date</b>	3 <sup>rd</sup> February 2026	26 <sup>th</sup> February 2026			
<b>Prepared by</b>	R Peach	R Peach			
<b>Signature</b>					
<b>Checked by</b>	S Chapman	S Chapman			
<b>Signature</b>					
<b>Authorised by</b>	M Whittaker	M Whittaker			
<b>Signature</b>					

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Appendix C	Optima Highways Drawing No. 21069/ATR/20-A






# 1. Introduction

## 1.1 PROJECT DETAILS

**Table 1.1 Project Details**

Report title	High Street, Great Houghton Proposed Residential Development Response Report to Combined Stage 1 and 2 Road Safety Audit
Date	26 <sup>th</sup> February 2026
Prepared by	Optima Highways and Transportation Ltd
On behalf of	Barnsley Metropolitan Borough Council

**Table 1.2 Authorisation Sheet**

<b>Project:</b>	High Street, Great Houghton
<b>Report Title:</b>	Response Report to Combined Stage 1 and 2 Road Safety Audit
<b>Prepared by:</b>	
Name:	Sam Chapman
Position:	Associate Transport Planner
Signed:	
Organisation:	Optima Highways & Transportation Ltd.
Date:	26 <sup>th</sup> February 2026
<b>Approved by:</b>	
Name:	Andrew Tunnacliffe
Position:	Principal Engineer
Signed:	
Organisation:	Barnsley Metropolitan Borough Council
Date:	11 <sup>th</sup> March 2026
<b>THE ABOVE SIGNATURE IS ENDORSED BY IAN WILSON ACTING ON BEHALF OF BMBC</b>	
Name:	Ian Wilson (Hons) CEng MICE
Position:	Group Manager Highway Delivery
Signed:	
Organisation:	Barnsley Metropolitan Borough Council
Dated:	11.03.2026



## 1.2 OVERVIEW

1.2.1 This report provides a response to the items raised within the combined Stage 1 and Stage 2 Road Safety Audit dated 21<sup>st</sup> January 2026, prepared by Road Safety Initiatives, which considers the proposed Site access arrangements and the off-site improvements associated with a proposed residential development on land to the east of High Street, Great Houghton. A copy of the Combined Road Safety Audit Stage 1 and Stage 2 is provided in **Appendix A**.

1.2.2 This RSA Response Report has been prepared by Sam Chapman (Associate Transport Planner) and Richard Peach (Transport Planner), who represents the Design Organisation (Optima Highways & Transportation Ltd.).

## 1.3 KEY PERSONNEL

1.3.1 Table 1.3 below contains the details of the key personnel involved in this Stage 1 and Stage 2 RSA representing the Overseeing Organisation, the Road Safety Audit Team and the Design Organisation.

**Table 1.3 Key Personnel**

Overseeing organisation	<u>Barnsley Metropolitan Borough Council</u> Andrew Tunnacliffe, Principal Engineer, Traffic Sarah Sharp MIHE Senior Engineer, Highways Development Control
RSA Team	<u>Road Safety Initiatives</u> Team Leader: Mark Hedley IEng MCIHT MSoRSA FIHE RegRSA (IHE) Certificate of Competency. Team Member: Martin Morley BSc (Hons) MCIHT MSoRSA Certificate of Competency <u>Barnsley Metropolitan Borough Council</u> Nathan Copley, FIHE Senior Engineer, Traffic
Design Organisation	<u>Optima Highways and Transportation Ltd</u> Transport Planner: Richard Peach Associate Transport Planner: Sam Chapman BA (Hons)

1.3.2 The RSA decision log which references each road safety issue/problem, design organisation response, overseeing organisation response and the agreed RSA action are contained within Chapter 2.



## 2. Stage 1 and 2 Road Safety Audit Decision Log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action	Design organisation Response	Overseeing Organisation Response	Final Agreed RSA Action
		Response 1 (dated 5 <sup>th</sup> February 2026)			Response 2		
<p><b>3.1.1</b> <b>Location:</b> High Street (at and near the proposed refuge island outside No.119) <b>Summary:</b> Kerb strikes are possible. <b>Detail:</b> Half on / half off footway parking near the proposed refuge island is a hazard for HGVs and buses driving through the gap between near refuge island and existing kerb lines. This could lead to kerb strikes and for a vehicle to lose control. Similarly, the detailed design drawings lack the appropriate 'keep left' bollards on the new refuge island.</p>	<p>It is recommended that the waiting restrictions are introduced to prevent inconsiderate parking near the new refuge island. It is also recommended that suitable 'keep left' bollards are installed on the refuge island and that temporary signs are erected (e.g. NEW TRAFFIC ISLANDS) to alert drivers of the location of the new pedestrian refuge.</p>	<p><b>Accept</b> –The dwellings in the vicinity of the crossing are provided with private off-street parking with space to accommodate multiple vehicles. The half on / half off parking observed is considered to be a result of owners of these properties parking on the roadside for convenience rather than as a consequence of inadequate parking provision.</p> <p>The presence of the refuge island would prevent inconsiderate parking in this location, since it is an offence to wilfully obstruct the free passage along a highway under Section 137 of the Highways Act 1980.</p> <p>The risk of vehicles parking in a location that would result in blocking of the northbound running lane for HGVs and buses is considered low, however 'H' bar road markings will be provided to ensure that parking does not occur in the immediate vicinity of the island.</p> <p>On this basis, the risk of kerb strikes arising specifically as a result of obstructive parking and vehicles subsequently losing control is considered to be low, and any residual risk is considered acceptable within the context of a low-speed environment, typically defined by 30mph speed limits in villages.</p> <p>The proposed pedestrian refuge island will be accompanied by suitable 'keep left' bollards and temporary signs (Diagram No. 7014e) will be erected. The proposed bollards, H bar road markings and a swept path analysis is shown on the updated Optima Highways Drawing No. <b>21069-GA-03-B</b> in <b>Appendix B</b>.</p>	<p>Whilst it's acknowledged that wilfully obstructing the highway is an offence, there is the potential for residents/visitors to park in such a way that allows cars to pass freely but unknowingly prevent a HGV or bus from doing so without striking the kerbs.</p> <p>H-bar markings act as a deterrent and are not enforceable, so cannot guarantee that this will resolve the issue. As well as the other suggestions within the RSA, consideration should be given to implementing waiting restrictions by means of double yellow lines. This can be reviewed and processed internally by BMBC. If a scheme is designed and gains cabinet approval, implementation will be the responsibility of the Developer.</p>	<p>Developer/designer to contact BMBC traffic department to review the possibility of introducing waiting restrictions on High Street. Note the cost of progressing a TRO is £7,500 (not including implementation) and our Traffic team will need sufficient warning to process the TRO in a timely manner</p>	<p>No further action required. Traffic Regulation Order to be investigated as agreed within RSA Response 1.</p>		
<p><b>3.1.2</b> <b>Location:</b> Proposed refuge island in High Street outside No. 119 and 121. <b>Summary:</b> Potential for conflicts associated with vehicles turning slowly.</p>	<p>It is recommended that a swept path analysis of the two existing crossovers is carried out and the refuge island is modified or relocated, if appropriate.</p>	<p><b>Accepted</b> – A swept path assessment has been undertaken to demonstrate vehicles turning to / from Nos. 119 and 121 High Street. This assessment has demonstrated that vehicles associated with Nos. 119 and 121 High Street enter / exit without striking the refuge island.</p>	<p>Swept path highlights that vehicles can access their drives to 119 and 121 high Street, no repositioning required.</p>	<p>Swept paths have been updated to remove reverse manoeuvres.  Optima Highways Drawing No. <b>21069-ATR-20-A</b></p>	<p>No further action required.</p>		



RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action	Design organisation Response	Overseeing Organisation Response	Final Agreed RSA Action
		Response 1 (dated 5 <sup>th</sup> February 2026)			Response 2		
<p><b>Detail:</b> Drivers turning to / from Nos. 119 and 121 High Street may struggled to complete their manoeuvres due to the presence of a new refuge island. Vehicles turning relatively slowly or reversing manoeuvres could lead to conflicts with passing traffic. A manoeuvring vehicle could strike the refuge island.</p>		Optima Highways Drawing No. <b>21069-ATR-20</b> (contained at <b>Appendix C</b> ) demonstrates that vehicles can adequately access the driveways of Nos. 119 and 121.	Note: The swept paths are demonstrating vehicles reversing onto the public highway. These should be removed, given there is adequate space for vehicles to enter/exit their drives in a forward gear motion.	(contained at <b>Appendix C</b> ) demonstrates that vehicles can adequately access the driveways of Nos. 119 and 121.			
<p><b>3.2.1</b> <b>Location:</b> Development access junction in High Street. <b>Summary:</b> Potential for a 'failure to give way' collision. <b>Detail:</b> Some of the 'give-way' road markings could become obscured or worn out, possibly leading to a 'failure to give way' collision.</p>	It is recommended that a 'give-way triangle' road marking and a 'give-way' sign are included in the development access at the junction with High Street.	<b>Accepted</b> – The development junction will have a 'give way triangle' and include a 'give way' sign (Diagram No. 602), as shown on the Optima Highways Drawing No. <b>21069-GA-03-B</b> in <b>Appendix B</b> .	Accepted. Give way sign to be illuminated.	Design to incorporate illuminated give way sign – street lighting layout to be amended to suit	No further action required.		
<p><b>3.2.2</b> <b>Location:</b> Development access junction and other proposed vehicle accesses on High Street <b>Summary:</b> Potential for vehicle-to-vehicle collision. <b>Detail:</b> Some of the intended visibility splays include areas of highway verge and are adjacent to property boundaries. If landscaping, hedges, etc. are within the visibility splays, collisions with involving turning traffic are possible, if the correct visibility distances are not achieved in practise.</p>	It is recommended that the visibility splays are kept clear of obstructions e.g. landscaping, property boundary fencing, advertising boards, etc.	<b>Accepted</b> – The proposed visibility splays will be kept clear of obstructions. Visibility splays from all junctions are provided within the adopted highway.	Comments accepted.	No further action required.			
<p><b>3.3.1</b> <b>Location:</b> High Street northbound lane, at the proposed refuge island outside No. 119 <b>Summary:</b> Potential trip hazard. <b>Detail:</b> The inspection cover outside No. 119 High Street is a possible trip hazard for pedestrians using the new refuge island.</p>	It is recommended that either the crossing or the manhole are relocated. If this is not practical, it is recommended that a non-slipcover is installed and that the carriageway is suitably reinstated.	<b>Accepted</b> – The manhole will have a non-slip cover installed and the surrounding carriageway is to be appropriately reinstated - as noted on the Optima Highways Drawing No. <b>21069-GA-03-B</b> in <b>Appendix B</b> .	Comments accepted.	No further action required. Design drawings to reflect the information shown on <b>21069-GA-03-B</b> .			
<p><b>3.3.2</b> <b>Location:</b> High Street between the Avant Homes 'Houghton Place' development and the existing bus stop (Service 219) <b>Summary:</b> Potential for a vehicle/pedestrian collision. <b>Detail:</b></p>	It is recommended that there is a safe and convenient crossing and associated accessible walk route between the development middle access junction and the existing bus stop.	<b>Accepted</b> – A new dropped crossing has been provided as shown on drawing <b>21069-GA-03-B</b> in <b>Appendix B</b> . The crossing is located south of the main access and provides dropped kerbs and tactile paving to cater for vulnerable users and reduces the risk of pedestrian trips / falls stepping up or down from full height kerbs, providing direct access to the existing bus stop.	BMBC acknowledge that a crossing point in this location may assist in catering for pedestrian desire lines. However, in the other two locations where crossing points are introduced along High Street a central island has been	Design to be updated to incorporate central island at proposed crossing point	The potential to introduce a central refuge island rather than a dropped crossing has been investigated to the south of the main access. Given the	Comments accepted	No further action required. Drawings to reflect introduction of crossing point without the central island



RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action	Design organisation Response	Overseeing Organisation Response	Final Agreed RSA Action
		Response 1 (dated 5 <sup>th</sup> February 2026)			Response 2		
<p>Some pedestrians will seek their most direct route across High Street between the northern parts of the development and the existing bus stop. This is a potential pedestrian desire line for crossing High Street and the un-named existing bus loop. In the absence of dropped kerbs, pedestrians may trip and fall stepping up or down from the full height kerb or be vulnerable should they spend longer in the carriageway when crossing.</p>			<p>included – presumably to ensure the crossing point is safe where the carriageway width is over 8m.</p> <p>Particularly considering the proximity of the NSL gateway east of the new crossing point, if one is to be introduced here then consideration should be given to accompanying this with a central island to be consistent with the other crossing points proposed on High Street</p>		<p>turning movements associated with refuse vehicles entering and exiting the site a swept path assessment has identified that a central refuge island would be hit by large vehicles when turning left out of the site access. The risk of vehicles overrunning the central island is therefore considered high. The crossing distance in this location is 7.75m and therefore a dropped crossing is considered suitable as the risk of a pedestrian / vehicle conflict arising is considered to be low and any residual; risk is considered to be acceptable given a suitable crossing has been identified as was the initial RSA recommendation.</p>		



### 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.*

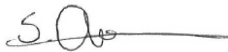
Name: Sam Chapman BA (Hons)

Position: Associate Transport Planner

Organisation: Optima Highways & Transportation

Date: 26<sup>th</sup> February 2026

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: Andrew Tunnacliffe

Position: Principal Engineer

Organisation: Barnsley Metropolitan Borough Council

Date: 11<sup>th</sup> March 2026

Signed: 

THE ABOVE SIGNATURE IS ENDORSED BY IAN WILSON ACTING ON BEHALF OF BMBC

Name: Ian Wilson

Position: Group Manager Highway Delivery

Organisation: Barnsley Metropolitan Borough Council

Date: 11.03.2026

Signed: 



# Appendices



# Appendix A Combined Stage 1 and Stage 2 Road Safety Audit





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# “HOUGHTON PLACE”, GREAT HOUGHTON, S38 AND S278 WORKS

Combined Stage 1 and Stage 2 Road Safety Audit  
Client: Avant Homes

21/01/2026

# Quality Management

## Issue Record

ISSUE	REVISION	DESCRIPTION	DATE	PREPARED BY	CHECKED
1	-	Final	21 January 2026	<i>Martin Morley</i>	<i>Mark Hedley Nathan Copley</i>

Document number - RSI-MH-0925-010 Issue 1.0

# “Houghton Place”, Great Houghton, S38 and S278 Works

## Combined Stage 1 and Stage 2 Road Safety Audit

21/01/2026

### Overseeing Organisation

Barnsley Metropolitan Borough Council

### Client

Avant Homes

### Design Organisation

Optima Highways and Transportation Consultancy Ltd

### Road Safety Audit Team Organisation

Road Safety Initiatives LLP

[www.roadsafetyinitiatives.co.uk](http://www.roadsafetyinitiatives.co.uk)

### Registered Address

Road Safety Initiatives LLP  
OC380991  
c/o One Two One Accounts Limited  
44 Astley Road,  
Seaton Delaval,  
Northumberland, NE25 0DG

### Enquiries regarding this audit should be made to

**M Morley**

Partner

Road Safety Initiatives LLP

Tel: +44 (0)7758 408396

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**APPENDIX A – Scheme Documents Issued for Road Safety Audit**

**APPENDIX B – Location Plans**

# 1 Introduction

- 1.1.1 This report results from a Combined Stage 1 and Stage 2 Road Safety Audit carried out on the proposed highway works for Avant Homes' "Houghton Place" residential development on the east side of High Street, Great Houghton. This is at the request of Ian Wilson and Andrew Tunnacliffe, Barnsley Metropolitan Borough Council (Overseeing Organisation).
- 1.1.2 The terms of reference of the Road Safety Audit are as described in DMRB GG 119. The Road Safety Audit Team has examined and reported only on the road safety implications in the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.
- 1.1.3 The Road Safety Audit Team membership, approved by Ian Wilson and Andrew Tunnacliffe, Barnsley Metropolitan Borough Council (Overseeing Organisation), consisted of:

<b>Team Leader</b>	<b>Martin Morley, BSc (Hons), MCIHT, MSoRSA</b> Certificate of Competency in Road Safety Audit gained in Feb 2013 Partner, Road Safety Initiatives LLP
<b>Team Member</b>	<b>Mark Hedley, IEng, MCIHT, MSoRSA, FIHE, RegRSA(IHE)</b> Certificate of Competency in Road Safety Audit gained in Nov 2013 Partner, Road Safety Initiatives LLP
<b>Observer</b>	<b>Nathan Copley, FIHE</b> Senior Engineer - Traffic, Barnsley Metropolitan Borough Council

- 1.1.4 The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief provided by Sam Chapman, Optima Highways and Transportation Consultancy Ltd and approved by Ian Wilson and Andrew Tunnacliffe, Barnsley Metropolitan Borough Council (Overseeing Organisation). The Road Safety Audit comprised an examination of the documents provided and listed in **Appendix A**.
- 1.1.5 The Road Safety Audit Team<sup>1</sup> visited the site together on Wednesday 7<sup>th</sup> January 2026 between 11:15 and 12:10 hours. It was cold and sunny, and the road surfaces were damp at the time of the site visit. During the site visit<sup>2</sup>, traffic flows were light, and a few pedestrians and no cyclists were observed.
- 1.1.6 Matters which the Terms of Reference exclude from this report, but which the Road Safety Audit Team wishes to draw to the attention of the Overseeing Organisation, will be supplied in a separate document in the covering email to this Road Safety Audit Report.
- 1.1.7 All Road Safety problems are referenced to the design drawings and the locations have been indicated on the plans supplied with the Road Safety Audit Brief in **Appendix B**.

<sup>1</sup> Martin Morley and Mark Hedley.

<sup>2</sup> Nathan Copley visited the site on Friday 16th January 2026 between 13.00 and 13.30.

- 1.1.8 This Road Safety Audit will review the road safety aspects of the Section 38 Works and the S278 Works associated with the proposed “Houghton Place” residential development, High Street, Great Houghton. The following details are taken directly from the Road Safety Audit Brief:

*“Vehicular access is sought to be provided from High Street via a simple priority T-junction. A small number of dwellings will be served from private drives directly off High Street, one private drive to the north of the main access and two to the south.*

*The proposed development will see the implementation of off-site Highway improvements. To improve pedestrian connectivity Pedestrian/cycle access will be provided via the Site access from High Street and via dedicated footpaths towards the north and south of the Site. In addition, a 2.0m wide footway will be provided along the Site frontage connecting to the existing footways along High Street.*

*Towards the north of the Site, a connection will be possible onto the nearby PRow network via the Site access / dedicated northern pedestrian link and the proposed 2.0m footway along the Site frontage.*

*To improve pedestrian connectivity to the south, a second<sup>3</sup> pedestrian refuge island is proposed on High Street to the south of the main Site access, just to the north of the proposed pedestrian link into the Site. This connection will provide an improved connection with the nearby bus stop turnaround area on High Street*

*The length of the visibility splays at the proposed access have been informed by the results of the radar speed survey. Based on the recorded speeds, a visibility splay of 2.4m x 47m is required to the south and a visibility splay of 2.4m x 51m is required to the north. These splays will also be provided at each of the private drive accesses.”*

- 1.1.9 The objectives of the scheme are to provide vehicle and pedestrian access for the proposed 108 dwellings, which could be expected to generate in the region of 49 two-way vehicle trips during the weekday peak periods.
- 1.1.10 The Road Safety Audit Team was not informed of any strategic decisions made and agreed by the Overseeing Organisation.
- 1.1.11 The Road Safety Audit Team was not informed of any Departures from Standards.

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<sup>3</sup> The design drawings submitted for Road Safety Audit only have one pedestrian refuge.

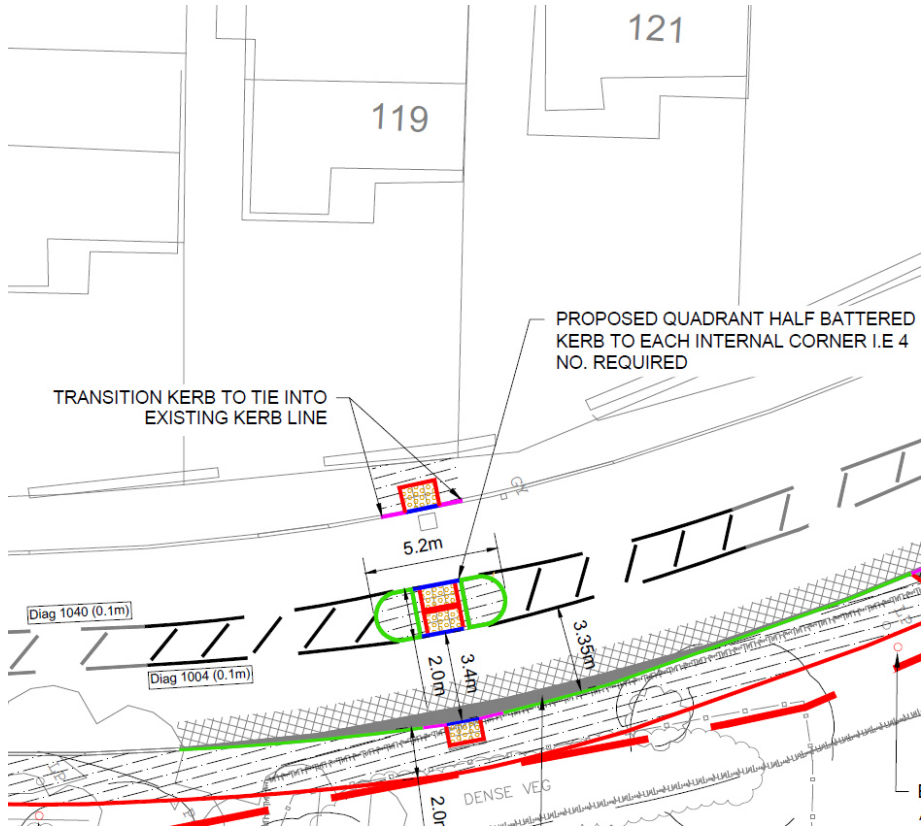
## 2 Items Raised at previous Road Safety Audits

2.1.1 No previous Road Safety Audit has been undertaken on this scheme.

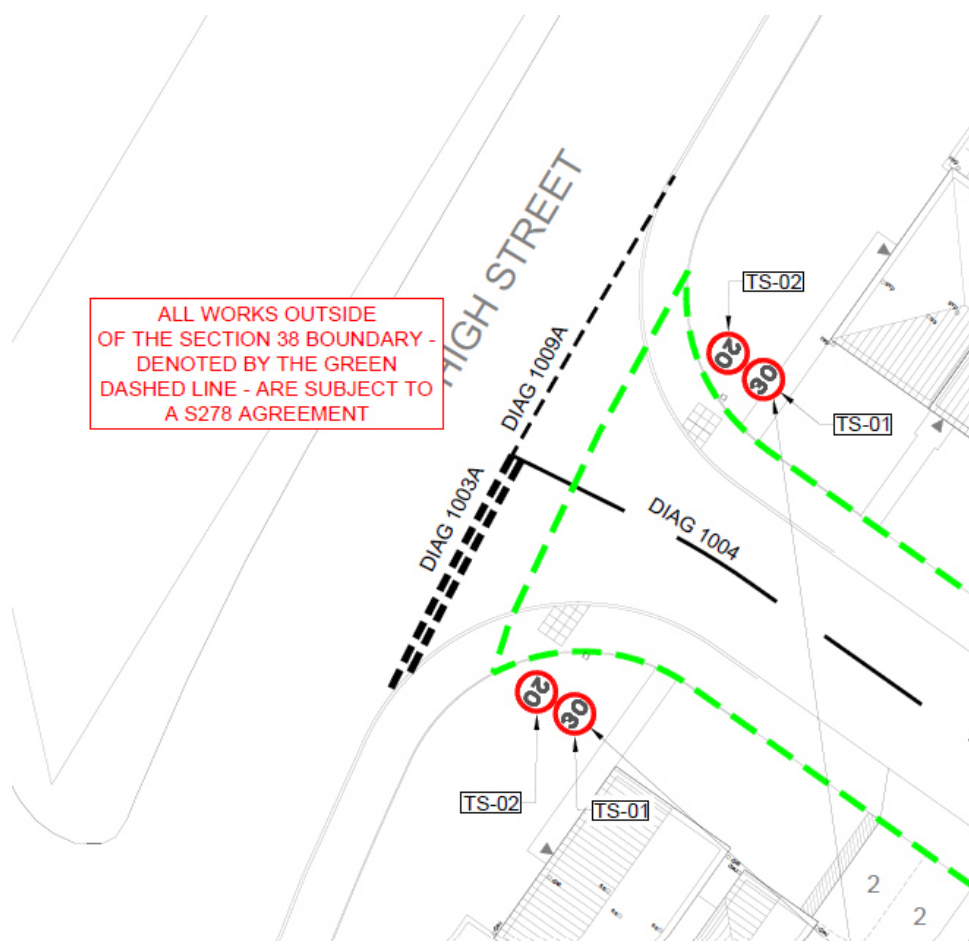
## 3 Items raised at this Combined Stage 1 and Stage 2 Road Safety Audit

### 3.1 LOCAL ALIGNMENT

<b>PROBLEM 3.1.1</b>	
<b>Location</b>	High Street at and near the proposed refuge island outside No. 119.
<b>Summary</b>	Kerb strikes are possible.
<p>Half on / half off footway parking near the proposed refuge island is a hazard for HGVs and buses driving through the gap between new refuge island and the existing kerblines. This could lead to kerb strikes and for a vehicle to lose control. Similarly, the detailed design drawings lack the appropriate 'keep left' bollards on the new refuge island.</p>	
	
<b>RECOMMENDATION</b>	
<p>It is recommended that waiting restrictions are introduced to prevent inconsiderate parking near the new refuge island. It is also recommended that suitable 'keep left' bollards are installed on the refuge island and that temporary signs are erected (e.g. NEW TRAFFIC ISLANDS) to alert drivers of the location of the new pedestrian refuge.</p>	


<b>PROBLEM 3.1.2</b>	
<b>Location</b>	Proposed refuge island in High Street outside No. 119 and No. 121.
<b>Summary</b>	Potential for conflicts associated with vehicles turning slowly.
<p>Drivers turning to / from Nos. 119 and 121 High Street may struggle to complete their manoeuvres due to the presence of a new refuge island. Vehicles turning relatively slowly or reversing manoeuvres could lead to conflicts with passing traffic. A manoeuvring vehicle could strike the refuge island.</p> 	
<b>RECOMMENDATION</b>	
<p>It is recommended that a swept path analysis of the two existing crossovers is carried out and the refuge island is modified or relocated, if appropriate.</p>	

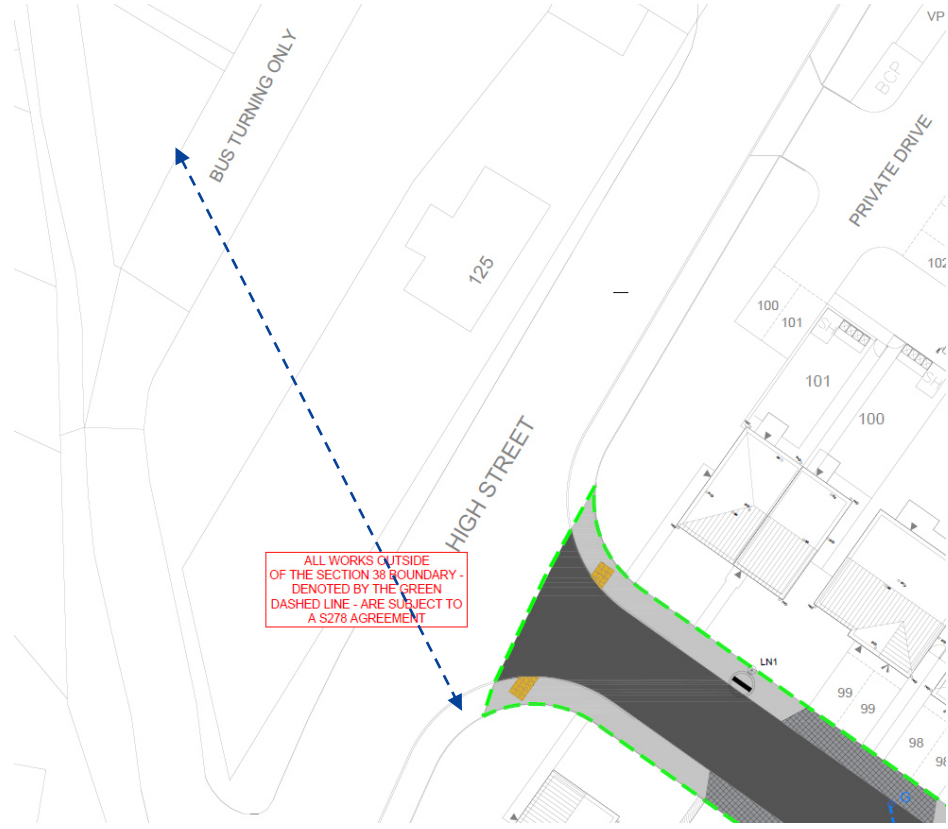
### 3.2 JUNCTIONS

<b>PROBLEM 3.2.1</b>	
<b>Location</b>	Development access junction in High Street.
<b>Summary</b>	Potential for a 'failure to give way' collision.
<p>Some of the 'give way' road markings could become obscured or worn out, possibly leading to a 'failure to give way' collision.</p> 	
<b>RECOMMENDATION</b>	
<p>It is recommended that a 'give way triangle' road marking and a 'give way' sign are included in the development access at the junction with High Street.</p>	

<b>PROBLEM 3.2.2</b>	
<b>Location</b>	Development access junction and other proposed vehicle accesses in High Street.
<b>Summary</b>	Potential for vehicle-to-vehicle collisions.
Some of the intended visibility splays include areas of highway verge and are adjacent to property boundaries. If landscaping, hedges etc are within the visibility splays, collisions with involving turning traffic are possible, if the correct visibility distances are not achieved in practice.	
<b>RECOMMENDATION</b>	
It is recommended that the visibility splays are kept clear of obstructions e.g. landscaping, property boundary fencing, advertising boards etc.	

### 3.3 WALKING, CYCLING AND HORSE RIDING

<b>PROBLEM 3.3.1</b>	
<b>Location</b>	High Street northbound lane, at the proposed refuge island outside No. 119.
<b>Summary</b>	Potential trip hazard.
<p>The inspection cover outside No. 119 High Street is a possible trip hazard for pedestrians using the new refuge island.</p>	
<b>RECOMMENDATION</b>	
It is recommended that either the crossing or the manhole are relocated. If this is not practical, it is recommended that a non-slip cover is installed and that the surrounding carriageway is suitably reinstated.	

<b>PROBLEM 3.3.2</b>	
<b>Location</b>	High Street between the Avant Homes' "Houghton Place" development and the existing bus stop (Service 219).
<b>Summary</b>	Potential for a vehicle / pedestrian collision.
<p>Some pedestrians will seek their most direct route across High Street between the northern parts of the development and the existing bus stop. This is a potential pedestrian desire line for crossing High Street and the un-named bus loop road. In the absence of dropped kerbs, pedestrians may trip and fall stepping up or down from full height kerbs or be vulnerable should they spend longer in the carriageway when crossing.</p> 	
<b>RECOMMENDATION</b>	
It is recommended that there is a safe and convenient crossing and associated accessible walk route between development middle access junction and the existing bus stop.	

\*\*\*\* END OF IDENTIFIED PROBLEMS AND RECOMMENDATIONS MADE AT THIS COMBINED STAGE 1 AND STAGE 2 ROAD SAFETY AUDIT \*\*\*\*

## 4 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

ROAD SAFETY AUDIT TEAM LEADER	
<b>Name:</b>	Martin Morley
<b>Signed:</b>	
<b>Position:</b>	Partner
<b>Organisation:</b>	Road Safety Initiatives LLP
<b>Date:</b>	21 January 2026
ROAD SAFETY AUDIT TEAM MEMBER	
<b>Name:</b>	Mark Hedley
<b>Signed:</b>	
<b>Position:</b>	Partner
<b>Organisation:</b>	Road Safety Initiatives LLP
<b>Date:</b>	21 January 2026
ROAD SAFETY AUDIT TEAM OBSERVER	
<b>Name:</b>	Nathan Copley
<b>Signed:</b>	
<b>Position:</b>	Senior Engineer - Traffic
<b>Organisation:</b>	Barnsley Metropolitan Borough Council
<b>Date:</b>	21 January 2026

# Appendices, Figures and Tables

## Appendix A: Scheme Documents Issued for Road Safety Audit

DRAWING REFERENCE	REV	TITLE
25027-LE-ZZ-ZZ-DR-D-3400	P02	SECTION 278 - LEGAL BOUNDARY
25027-LE-ZZ-ZZ-DR-D-3401	P02	S278 PROPOSED GENERAL ARRANGEMENT
25027-LE-ZZ-ZZ-DR-D-3402	P02	S278 PROPOSED CONTOURS AND SECTIONS
25027-LE-ZZ-ZZ-DR-D-3403	P02	S278 PROPOSED DRAINAGE
25027-LE-ZZ-ZZ-DR-D-3404	P02	SECTION 278 – VISIBILITY SPLAYS
25027-LE-ZZ-ZZ-DR-D-3405	P02	SECTION 278 – HIGHWAY CONSTRUCTION DETAILS
25027-LE-ZZ-ZZ-DR-D-3406	P01	SECTION <sup>4</sup> 38 - VEHICLE TRACKING

DRAWING/DOCUMENT REFERENCE	REV	TITLE
25027-LE-ZZ-ZZ-DR-D-0001	P02	SECTION 38 - AGREEMENT PLAN SHEET 1
25027-LE-ZZ-ZZ-DR-D-0002	P02	SECTION 38 - AGREEMENT PLAN SHEET 1
25027-LE-ZZ-ZZ-DR-D-0003	P02	SECTION 38 - SURFACING PLAN SHEET 1
25027-LE-ZZ-ZZ-DR-D-0004 <sup>5</sup>	P02	SECTION 38 – SURFACING PLAN SHEET 2

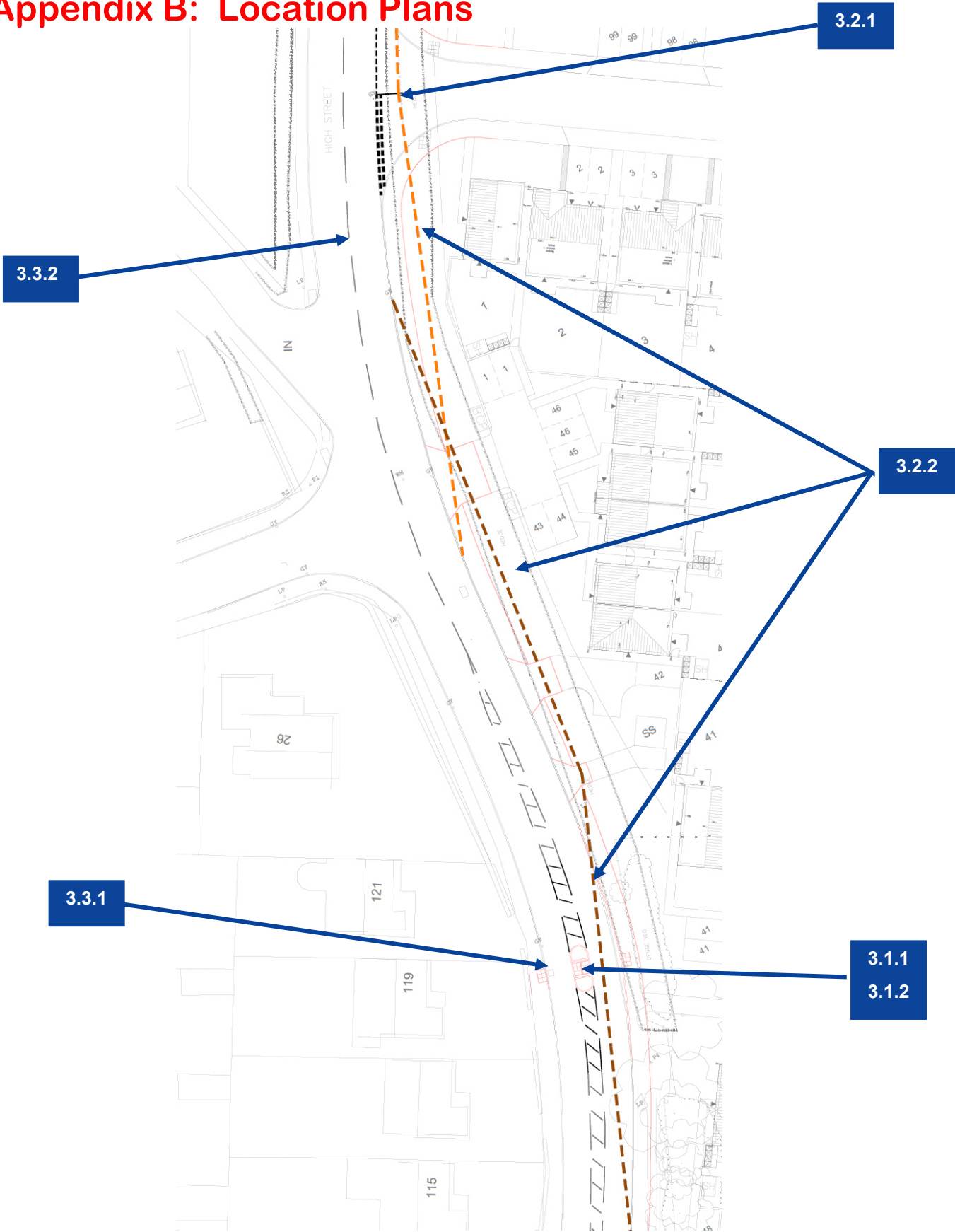
<sup>4</sup> It is probable that there is an error in the drawing title and it should say "SECTION 278 – VEHICLE TRACKING"

<sup>5</sup> Drawing number incorrectly shows 0002

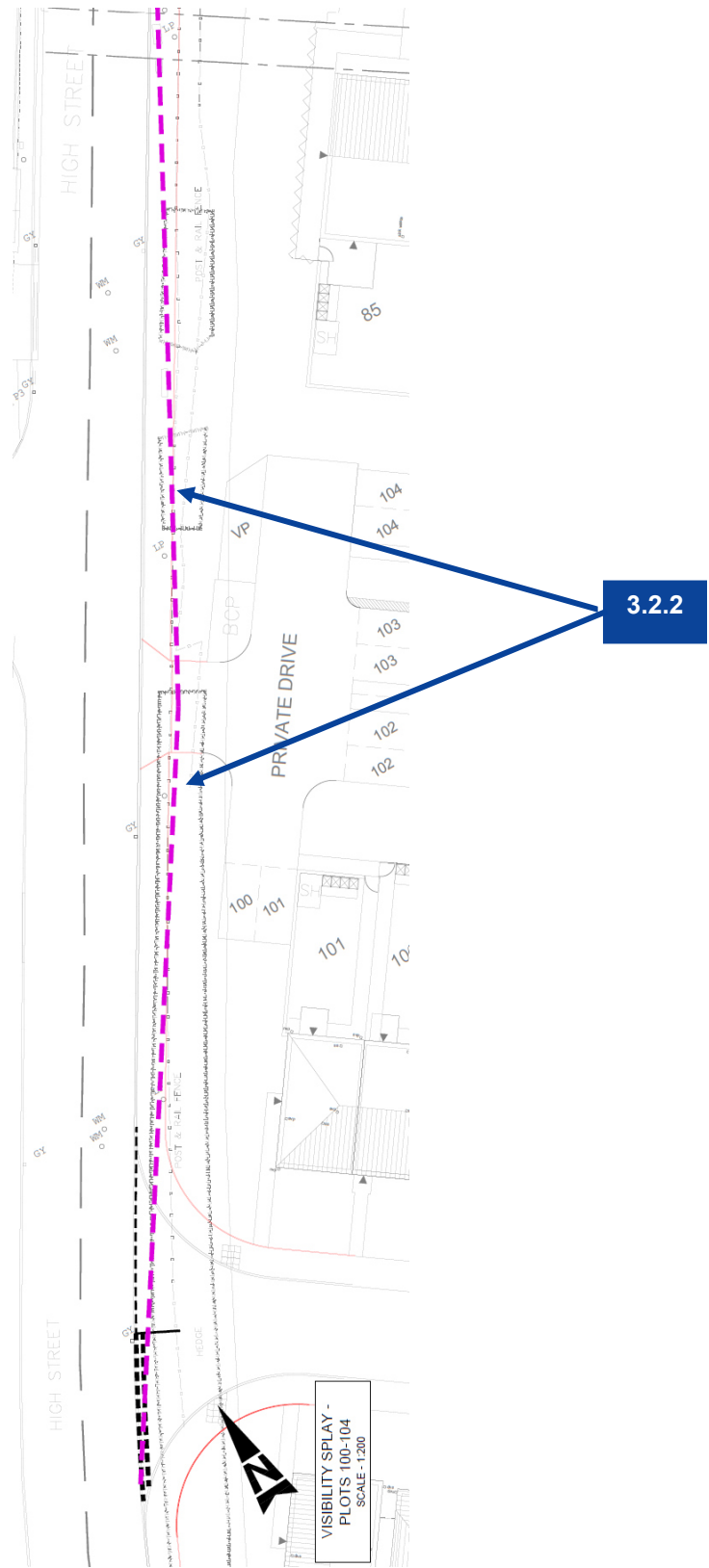
DRAWING/DOCUMENT REFERENCE	REV	TITLE
25027-LE-ZZ-ZZ-DR-D-0005	P02	SECTION 38 - KERBING PLAN SHEET 1
25027-LE-ZZ-ZZ-DR-D-0006	P02	SECTION 38 – KERBING PLAN SHEET 2
25027-LE-ZZ-ZZ-DR-D-0007	P02	SECTION 38 – PROPOSED LEVELS PLAN SHEET 1
25027-LE-ZZ-ZZ-DR-D-0008	P02	SECTION 38 – PROPOSED LEVELS PLAN SHEET 2
25027-LE-ZZ-ZZ-DR-D-0009	P02	SECTION 38 – VEHICLE TRACKING SHEET 1
25027-LE-ZZ-ZZ-DR-D-0010	P02	SECTION 38 – VEHICLE TRACKING SHEET 2
25027-LE-ZZ-ZZ-DR-D-0013	P02	SECTION 38 – GULLY AREAS PLAN SHEET 1
25027-LE-ZZ-ZZ-DR-D-0014	P02	SECTION 38 – GULLY AREAS PLAN SHEET 2
25027-LE-ZZ-ZZ-DR-D-0015	P02	SECTION 38/104 – HIGHWAY & DRAINAGE LONG SECTIONS
25027-LE-ZZ-ZZ-DR-D-0017	P02	SECTION 38 – ROAD MARKINGS AND TRAFFIC SIGNS – SHEET 1
25027-LE-ZZ-ZZ-DR-D-0018	P02	SECTION 38 – ROAD MARKINGS AND TRAFFIC SIGNS – SHEET 1

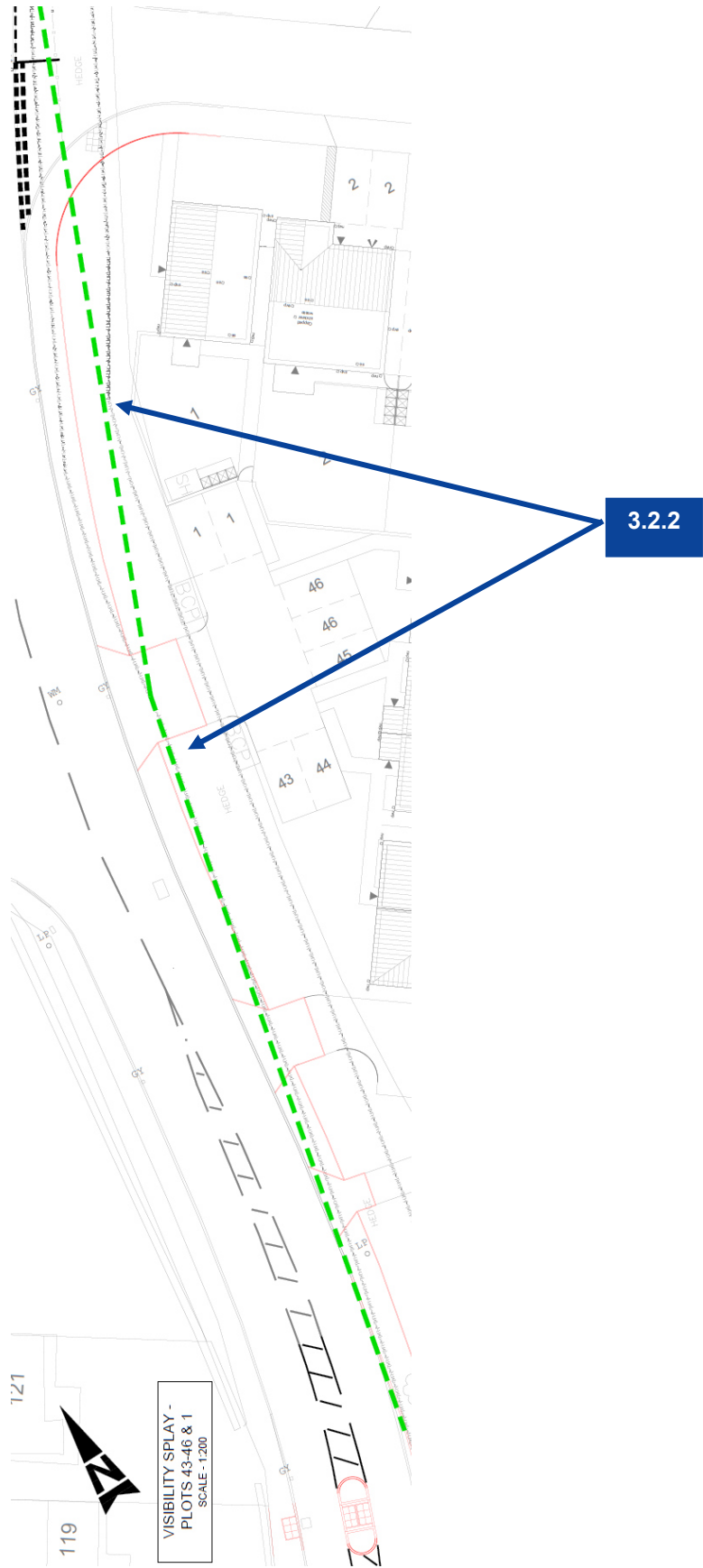
DRAWING/DOCUMENT REFERENCE	REV	TITLE
O:\High Street, Great Houghton\TEXT\REPORTS\231002 High Street, Great Houghton, Transport Assessment.docx	Rev 2 12 Feb 2024	High Street, Great Houghton Proposed Residential Development Transport Assessment
21069 High Street, Great Houghton Safety Audit Brief	5 Jan 2026	Combined Stage 1 and 2 Road Safety Audit Brief

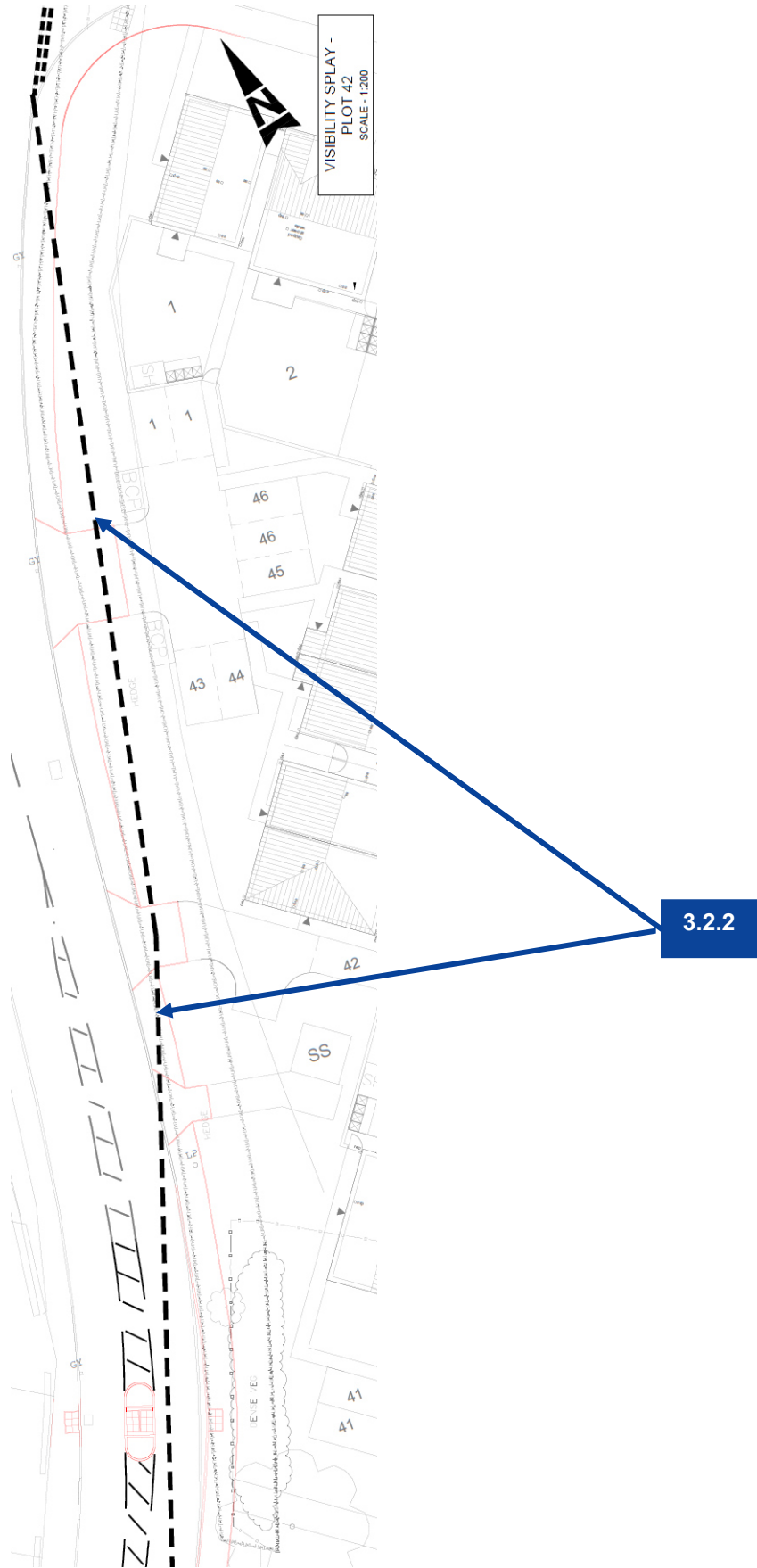
# Appendix B: Location Plans









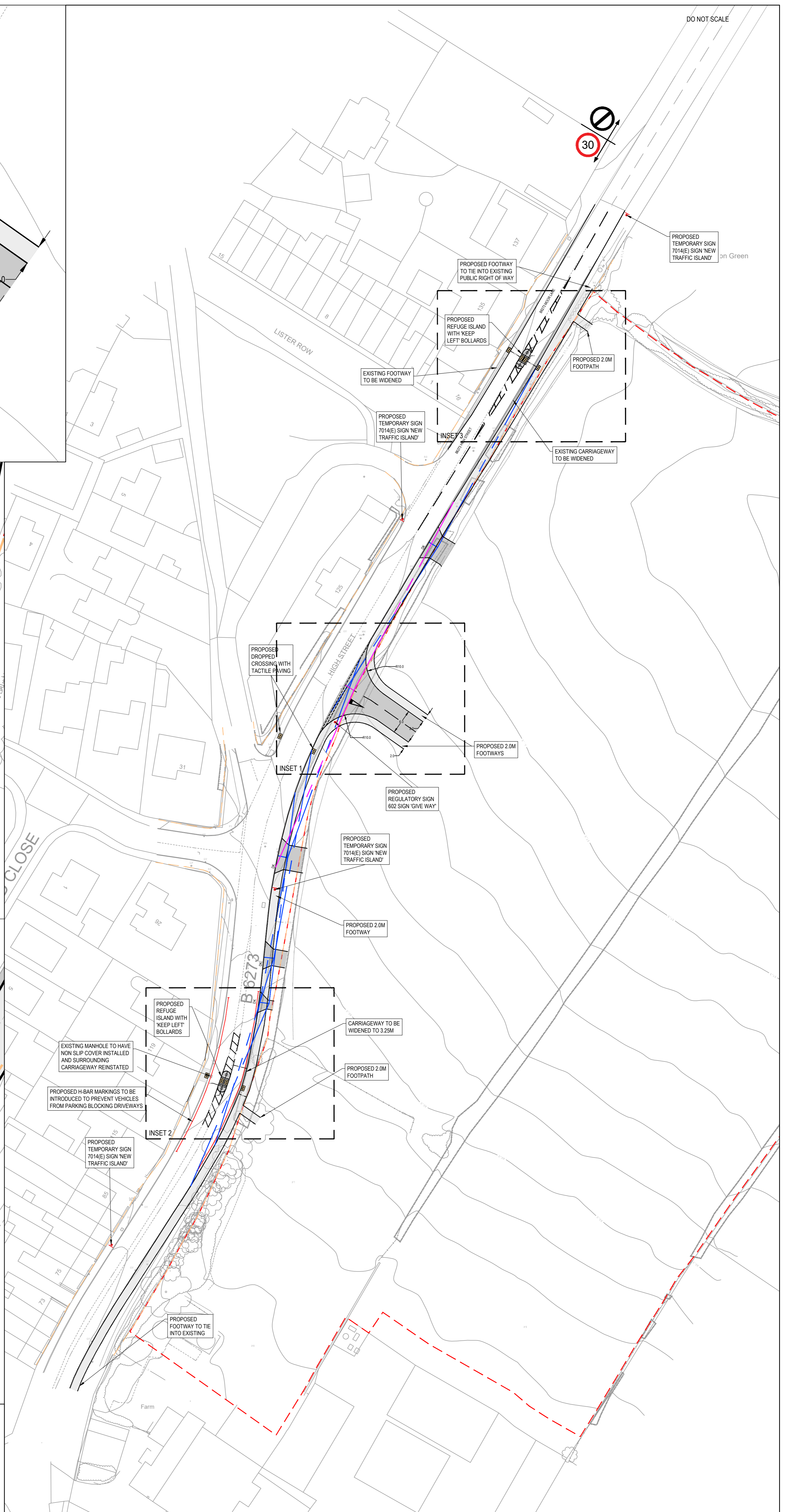
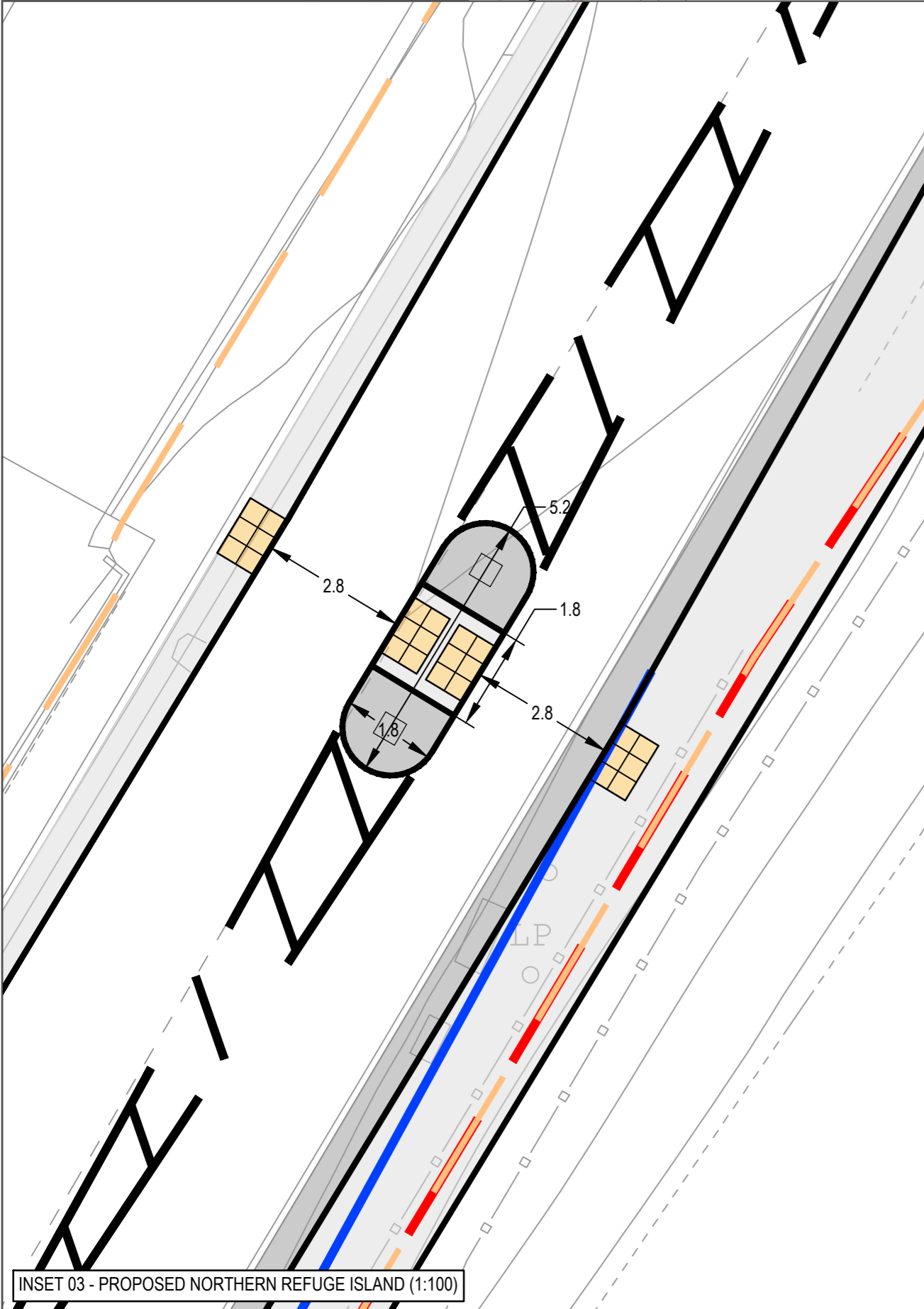
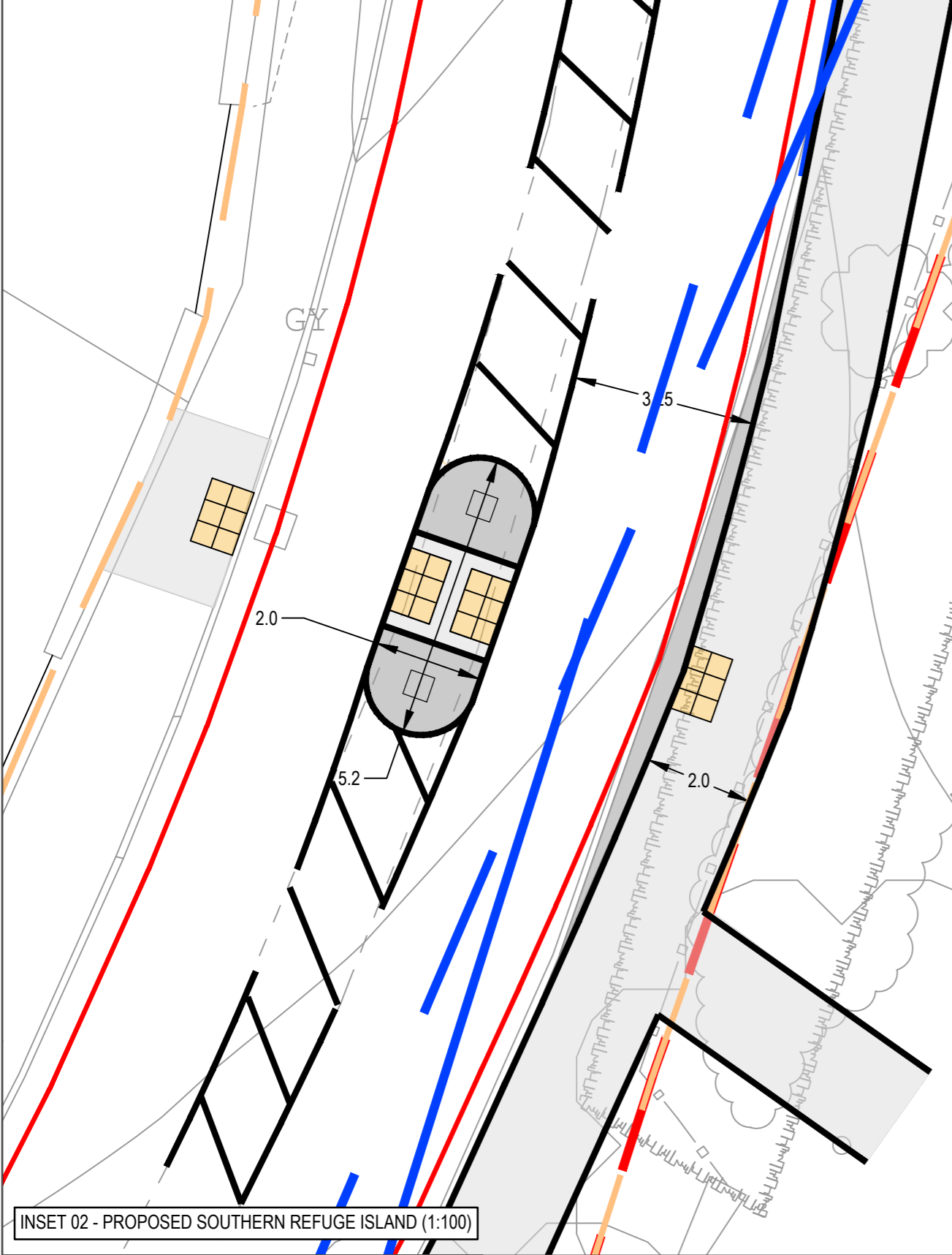
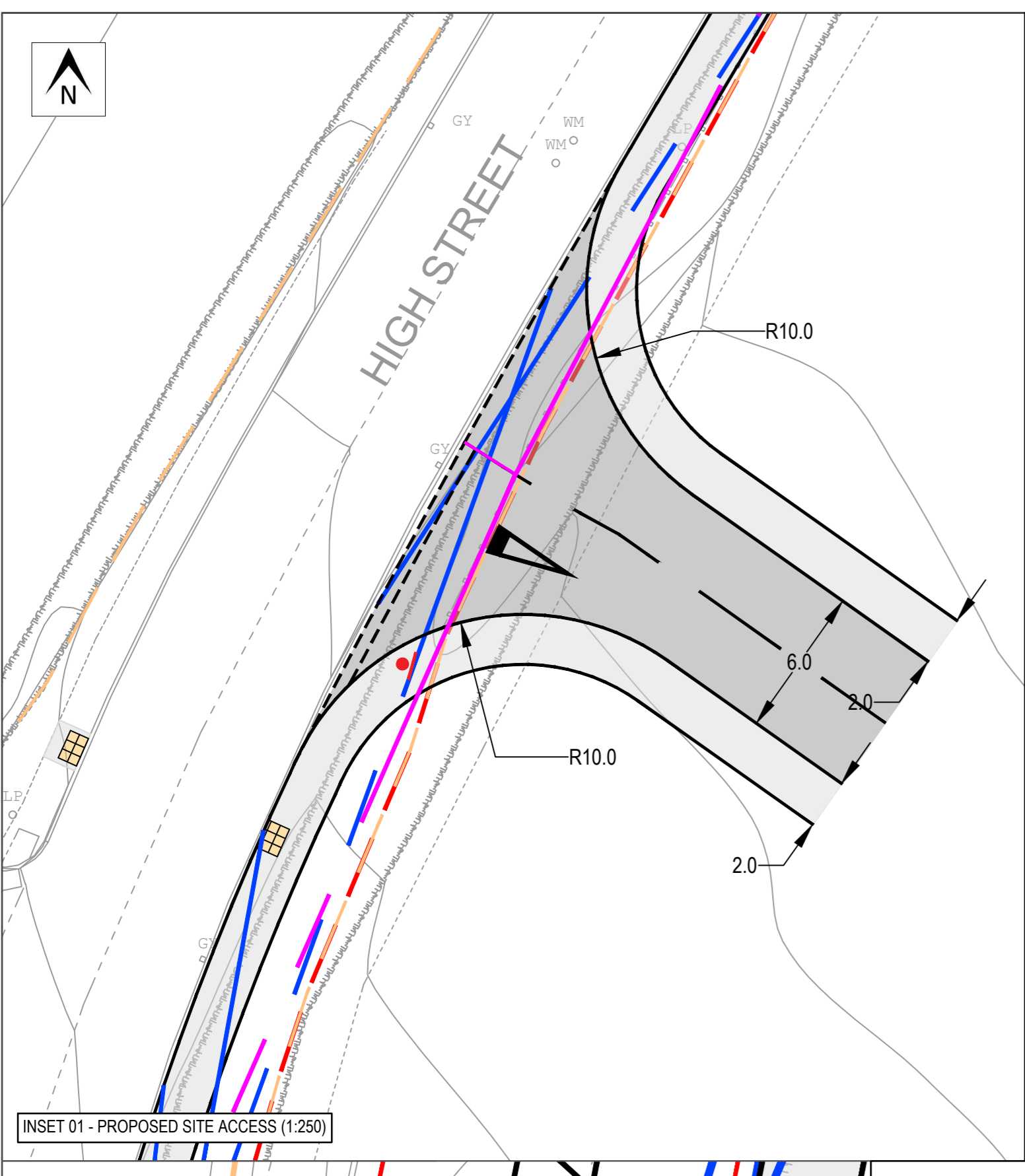
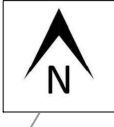


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## **Appendix B Optima Highways Drawing No. 21069/GA/03/B**





- KEY:**
- PROPOSED CARRIAGEWAY
  - PROPOSED FOOTWAY
  - PROPOSED TACTILE PAVING
  - PROPOSED SITE ACCESS JUNCTION VISIBILITY SPLAY (SEE NOTE 1)
  - PROPOSED PRIVATE DRIVE JUNCTION VISIBILITY SPLAY (SEE NOTE 1)
  - PROPOSED H-BAR MARKINGS
  - PROPOSED SIGN
  - EXISTING ROAD MARKINGS
  - HIGHWAY ADOPTION

**NOTES:**

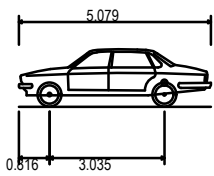
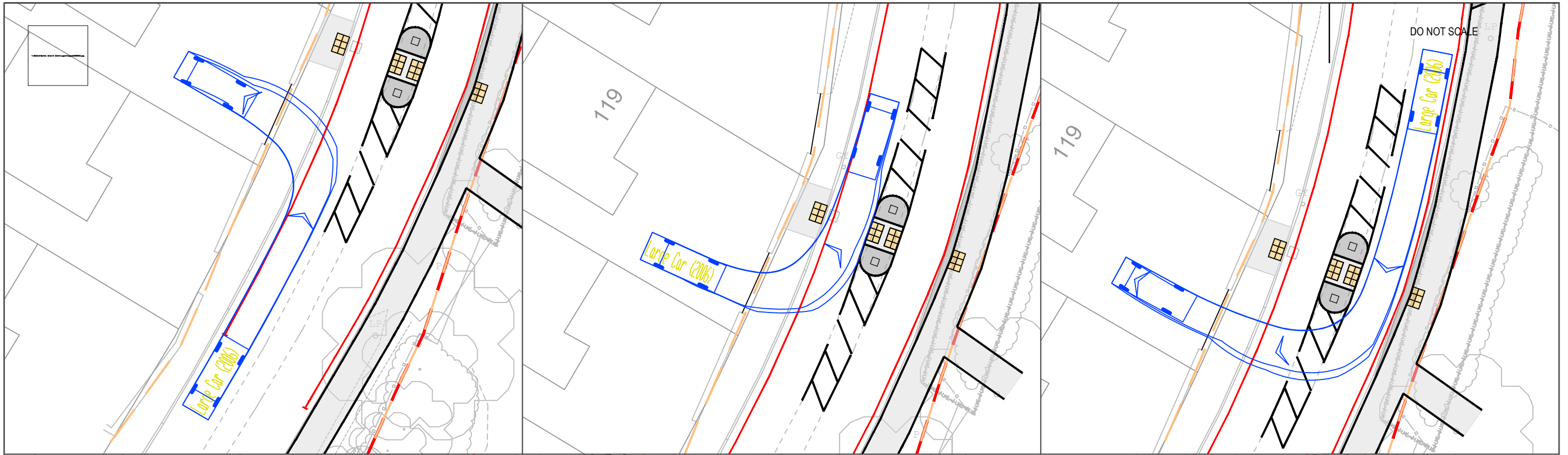
- JUNCTION VISIBILITY SPLAYS BASED ON SPEED SURVEY UNDERTAKEN ON 2ND JUNE 2025 FOR RECORDED NORTHBOUND AND SOUTHBOUND SPEEDS OF 31.8MPH & 33.8MPH, RESPECTIVELY.

REV		DATE	BY	DESCRIPTION	CHK	APP	PROJECT		CLIENT		DRG No.	
B		02/02/26	RP	UPDATED DRAWING BASED ON ROAD SAFETY AUDIT COMMENTS	SC	SC	HIGH STREET, GREAT HOUGHTON		AVANT HOMES		21069/GA/03	
A		01/09/25	RP	ADDED REFUGE ISLAND	SC	SC	DRAWING TITLE		CHECKED	APPROVED	DATE	REV.
-		05/06/25	RP	INITIAL ISSUE	SC	SC	PROPOSED SITE ACCESS ARRANGEMENTS AND PEDESTRIAN CROSSING		SC	SC	FEBRUARY 2026	B
STATUS							PRELIMINARY		DRAWN BY:	SCALE @ A1		
									RP	1:500		



## Appendix C Optima Highways Drawing No. 21069/ATR/20-A





Large Car (2006)  
 Overall Length 5.079m  
 Overall Width 1.872m  
 Overall Body Height 1.525m  
 Min Body Ground Clearance 0.310m  
 Max Track Width 1.831m  
 Lock to lock time 4.00s  
 Kerb to Kerb Turning Radius 5.900m

REV	DATE	BY	DESCRIPTION	CHK	APP
A	27/02/26	RP	REMOVED REVERSE MANEUVERS	SC	SC
-	02/02/26	RP	INITIAL ISSUE	SC	SC

STATUS: PRELIMINARY

PROJECT	HIGH STREET, GREAT HOUGHTON
DRAWING TITLE	SWEPT PATH ANALYSIS LARGE CAR TRACKING

CLIENT	AVANT HOMES		
CHECKED	APPROVED	DRG No.	
SC	SC	21069/ATR/20	
DRAWN BY:	SCALE @ A3	DATE	REV.
RP	1:250	FEBRUARY 2026	A



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 Leeds LS1 2JP  
 optimahighways.com T 0113 245 1679