



Road Safety Audit Stage 1

Proposed Residential Access Barnsley Road Hoylandswaine

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**Road Safety Audit
Stage 1**

**Proposed Residential Access
Barnsley Road Hoylandswaine**

Report Produced for; -

Paul Testa Architecture

Report Produced by; -

Jonathan Birkett

Report Dated; -

19 August 2019

Report Reference; -

JHB/BRHRSA1Rev0

Road Safety Audit Team Leader; -

Jonathan Birkett

Proposed Residential Access, Barnsley Road, Hoylandswaine. Road Safety Audit Stage 1

Contents Amendment Record

This report has been issued & amended as follows:

Issue	Revision	Description	Date	Signed
1	0	Draft Report	19.08.19	JB
1	0	FINAL REPORT		

Report Circulation Record

This report has been circulated, as follows:

Person	Organisation	No. of Copies	Date
	Paul Testa Architecture	Electronic	
L Barnes	Inpsire	Electronic	
G Kidd	JHB Consultancy Ltd	Electronic	

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Appendix A - Documents Forming the Brief

Appendix B – Problem(s) Location Plan(s)

1 Introduction

1.1 Commission and Terms of Reference

- 1.1.1 This report has been prepared in response to a request to undertake a Stage 1 Road Safety Audit (i.e. carried out prior to detailed design) by Paul Testa Architects Ltd. The scheme submitted for Audit is the proposed improved access Barnsley Road, Hoylandswaine. The development site access is located off the A628 which is subject to a 60mph speed limit and is street lit.
- 1.1.2 The audit comprised an examination of documents forming the Audit Brief and an examination of the site.
- 1.1.3 The documents were made available to the Road Safety Audit Team by A Smith (Inspire Design and Development) on the instructions of Paul Testa Architects on behalf of the Highway Authority Barnsley Council. The total documents forming the Audit Brief are listed in **Appendix A**.
- 1.1.4 Generally, the Brief comprised:
- Brief.
 - Drawing.
- 1.1.5 Collision data was not available as part of the Brief. The Audit Team looked at the data held on the “Crashmap” website. Examination of the data shows that there have been four collisions close to the proposed access improvements.
- 1.1.6 Of the four collisions one was serious and three were slight in nature. All of the collisions occurred close to or at the ghost island priority junction with the main access into Hoylandswaine Barnsley Road.
- 1.1.7 Traffic count data was provided.
- 1.1.8 Speed data was provided to the RSA Team and is summarised below.
- Eastbound 85thile speed 60.4mph
 - Westbound 85thile speed 53.2mph
- 1.1.9 It was considered that the information provided was sufficient for the purpose of carrying out the Road Safety Audit Stage 1 requested.
- 1.1.10 The Road Safety Audit Team membership approved by Paul Testa Architecture Ltd on behalf of the Highway Authority was:

JONATHAN BIRKETT IENG MICE MSORSA
Holder of Certificate of Competency
Road Safety Audit Team Leader

GILLIAN KIDD
Road Safety Audit Team Member

- 1.1.11 The Road Safety Audit comprised an examination of the documents and drawings supplied to the Road Safety Audit Team (referenced in **Appendix A** of this report). No member of the Road Safety Audit Team has had any previous input to the design of the scheme.
- 1.1.12 The site was visited on the morning of 15 August 2019. It was raining and the road surface was wet.
- 1.1.13 The Terms of Reference are as described in the Highways England Design Manual for Roads and Bridges document GG119 'Road Safety Audit '. The scheme has been examined and this report compiled only with regard to safety implications to road users of the scheme as presented. It has not been verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. However, any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.1.14 Furthermore, any recommendations included within this report should not be regarded as being prescriptive design solution to the problem raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, as stipulated in GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which should be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 1.1.15 It is the Project Sponsor's responsibility to ensure that all problems raised by the Road Safety Audit Team are given due consideration.
- 1.1.16 In the event of a collision and any resulting legal action, JHB Consulting Ltd would have to defend its actions on the basis that it took such care, as in all circumstances was reasonably required, to ensure that the highway was not dangerous to road users. It is important therefore that recommendations contained in the report are acted upon wherever possible.

1.2 Purpose of the scheme

- 1.2.1 Construction of a residential access on the A628. Changes to the existing hatching and the creation of a small right turn pocket.

1.3 Departures or Relaxations from Standards

- 1.3.1 No Departures or Relaxations from Standard were submitted to the Road Safety Audit Team.

2 Problems Raised at this Stage 1 Road Safety Audit

2.1 General

2.1.1 PROBLEM 1

Location: New junction.

Summary: Overtaking within the hatching can increase the risk of shunt type collisions.

Whilst on site the Audit Team noted that vehicles were using the three-lane section to the east of the proposed site access to overtake slower moving vehicles and on two occasions vehicles were observed to be still overtaking within the hatching close to the proposed site access.

As part of the scheme the hatching will be extended, and a small right turn pocket created for vehicles entering the proposed residential development. The Audit Team accept that the number of vehicles and the likelihood of right turns at this location associated with the development will be relatively low. However, observations have shown that the A628 Barnsley Road is subject to long platoons of traffic where HCV's can create long queues of vehicles. The effect of this is that any vehicle waiting to turn right into the development could be stationary for several minutes at a time increasing the exposure of right turners to westbound overtaking vehicles. For this reason, the Audit Team considered that under certain circumstances there could be an increased risk of right turners being struck by an overtaking vehicle resulting in an increased risk of both shunts and being struck and forced into the oncoming traffic further increasing the risk of injury.

RECOMMENDATION: Consider at detailed the design the need to protect right turning vehicles through the use of an island within the hatching to the east of the site access and if necessary, extend the hatching further to the east.

2.1.2 PROBLEM 2

Location: New junction.

Summary: Inappropriate visibility splays can increase the risk of vehicles failing to give way.

The Audit Team has been informed by the designers that Manual for Streets 2 has been used to calculate the visibility splays shown of the design drawings. MfS should in general only be used on roads with vehicle speeds below 40mph. Design Manual Roads and Bridges is used on roads with speeds greater than 40mph.

The drawings show that a visibility splays of 2.4mx168m will be provided to the west and 2.4mx133m to the east. The 85thile speeds have been provided to the

RSA Team and based upon these measured speeds DMRB indicates that visibility splays of 2.4mx215m would be required to the west and 2.4mx160m to the east.

Insufficient visibility can increase the risk of vehicles failing to give way.

RECOMMENDATION: Provide visibility splays associated with high speed roads and that conform to DMRB.

2.2 Junctions

No safety related problems identified.

2.3 Walking, Cycling and Horse Riding

No safety related problems identified.

2.4 Traffic Signing, Road Markings & Street-lighting

No safety related problems identified.

End of list of Problems identified and Recommendations offered in this Stage 1 Road Safety Audit
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3 Road Safety Audit Team Statement

I certify that this Audit has been carried out in the spirit of GG119.

ROAD SAFETY AUDIT TEAM LEADER

JONATHAN BIRKETT

10 Watkin Avenue
Old Colwyn
Conwy, LL29 9NN


Signed:

Dated 19.08.19...

ROAD SAFETY AUDIT TEAM MEMBER

GILLIAN KIDD

Road Safety Auditor,

Appendix A

The following Drawings and Documents formed the Road Safety Audit Brief.

Documents

Drawing PTA-1394-01-HW-001 Rev P2

Detailed traffic count and speed data.

