

**Hartcliff Road, Penistone**  
**Proposed Residential Development by Persimmon Homes**  
**Application Ref: 2013/0785**

**Optima Response to Pell Frischmann Comments dated 4<sup>th</sup> August 2014 (Initial Issue)**

This report has been prepared by Optima in response to the comments provided by Pell Frischmann (dated 4<sup>th</sup> August 2014) on behalf of residents and several other objection letters by residents in regards to the residential scheme accessed from Hartcliff Road, Penistone (application ref: 2013/0785). Many of the comments provided in the objection letters have been covered in previously submitted notes and have not been reiterated. The following additional comments have been raised within the Pell Frischmann letter:

1. Impact on A628 Thurlstone Road/Barnsley Road/B6462 Bridge Street Junction;
2. Access via Clarel Street;
3. Road Safety Audit and Designers Response; and
4. Travel Plan and Travel Planning Measures.

**1. Impact at A628 Thurlstone Road/Barnsley Road/B6264 Bridge Street Junction**

As set out in the TA, the scope of the junctions assessed was confirmed and agreed at the meeting of 10<sup>th</sup> April 2013. This junction was not assessed within the Transport Assessment as the development impact at this junction was agreed not to be material or severe and therefore detailed capacity analysis is not necessary.

Table 1 includes the development traffic flows which are expected to route through the junction during the AM and PM peak hours.

**Table 1 – Development impact at A628/B6264 Junction**

Approach	AM Peak		PM Peak	
	Vehicles per Hour	Vehicles per Cycle*	Vehicles per Hour	Vehicles per Cycle*
A628 Barnsley Road	10	0.17	31	0.52
B6462 Bridge Street	34	0.57	15	0.25
A628 Thulstone Road	0	0	0	0

\*VA control currently operates with a cycle time which varies, but is typically 60 seconds in length.

Table 1 clearly demonstrates that the impact of the development is minimal with one vehicle routing through the junction every second cycle on the worst case arm and in the worst case peak. Based on the information above, the development will not result in a material impact on the operation of the junction and therefore no detailed capacity analysis is necessary.

Notwithstanding the above, it should be noted that the signals are currently being upgraded by the South Yorkshire Passenger Transport Executive. The upgrading of the signals includes bus priority hurry calls (ACIS) for late running buses and the implementation of MOVA control. The installation

of MOVA control at other sites has been demonstrated to both increase capacity and safety at junctions.

## **2. Access via Clarel Street**

Access via Chapel Lane has been agreed with highway officers at Barnsley Council. This has confirmed that the development flows are able to be accommodated safely onto the road network. It should also be noted that the visibility from Chapel Lane onto Mortimer Road is provided with splays in excess of the visibility standards set out in MfS.

The position in regards to Clarel Street was set out in the previous note (dated 30<sup>th</sup> July 2014), however following additional objections on this point further information has been provided.

Pell Frischmann have confirmed in their letter dated 4<sup>th</sup> August 2014 *“that the visibility out of the junction to the right may not meet appropriate visibility standards”*. It can be confirmed that the junction only has a visibility splay of 15m to the right and 31m to the left at a setback distance of 2.4m. In accordance with Manual for Streets (national guidance) a visibility splay of 40m is required for a 30mph road. As such the junction geometries for exiting Clarel Street are substandard in accordance with MfS and the South Yorkshire Design Guide.

## **3. Road Safety Audit and Designers Response**

A Stage 1 Road Safety Audit and designers response has been completed on the proposed traffic signals and the findings are set out in a separate document. The independent audit has not raised any significant issues with the signal arrangement that cannot be resolved as part of the detailed design.

## **4. Travel Plan and Travel Plan Measures**

A Framework Travel Plan has been submitted and agreed with Barnsley Council. The travel plan includes for a travel plan co-ordinator role and welcome packs for residents amongst other items included within the S106 agreement.