# Road Safety Audit brief template (DMRB GG119)

## Table C.1 Project Summary

| | |
|---|---|
| **Date:** | *15 June 2023* |
| **Document Reference:** | *RSA Brief Stage 1 Penistone Road Fenay Bridge* |
| **Prepared by:** | *AMA* |
| **On behalf of:** | *Kirklees Council* |
| **AUTHORISATION SHEET** | |
| **Project:** | *Proposed access junctions S278* |
| **Report title:** | *Stage 1 Road Safety Audit Penistone Road Fenay Bridge* |
| **PREPARED BY:** | |
| **Name:** | *Gavin Shepherd* |
| **Signed:** | |
| **Organisation:** | *AMA* |
| **Date:** | *15 June 2023* |
| **I APPROVE THE RSA BRIEF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION** | |
| **Name:** | |
| **Signed:** | |
| **Organisation:** | *Kirklees Council* |
| **Date:** | *15 June 2023* |

## Table C.2 General Details

<table>
<tr><td colspan="5">General Details</td></tr>
<tr><td colspan="2">Highway scheme name and road number:</td><td colspan="3">Penistone Road Fenay Bridge Proposed Development Access</td></tr>
<tr><td>Type of scheme:</td><td colspan="4">S278 Design</td></tr>
<tr><td rowspan="2">RSA stage tick as appropriate.</td><td>1</td><td><s>2</s></td><td><s>3</s></td><td rowspan="2"><s>1/2</s></td></tr>
<tr><td colspan="3"><s>Interim</s></td></tr>
<tr><td colspan="2">Overseeing Organisation details</td><td colspan="3">Design organisation details</td></tr>
<tr><td colspan="2">Kirklees Council<br>Civic Centre<br>Huddersfield<br>HD1 1BY</td><td colspan="3">AMA<br>15 Saint Pauls Street<br>Leeds<br>LS1 2JG<br>Gavin Shepherd<br>gavin@amatp.co.uk</td></tr>
<tr><td colspan="2">Police contact details</td><td colspan="3">Maintaining agent contact details</td></tr>
<tr><td colspan="2">Not Required at this RSA Stage 1</td><td colspan="3">Kirklees Council<br>Civic Centre<br>Huddersfield<br>HD1 1BY</td></tr>
<tr><td colspan="5">RSA team membership</td></tr>
<tr><td colspan="5">Meraki Alliance<br>Jon Birkett (Team Leader) RSA CV attached.<br>Gillian Kidd (Team Member TM) RSA CV attached.</td></tr>
<tr><td colspan="5">Terms of reference</td></tr>
<tr><td colspan="5">Scheme Designed in Accordance with DMRB, MfS and KC standards<br>GG119 is the term of reference for the road safety audit.</td></tr>
</table>

## Table C.3 Scheme Details

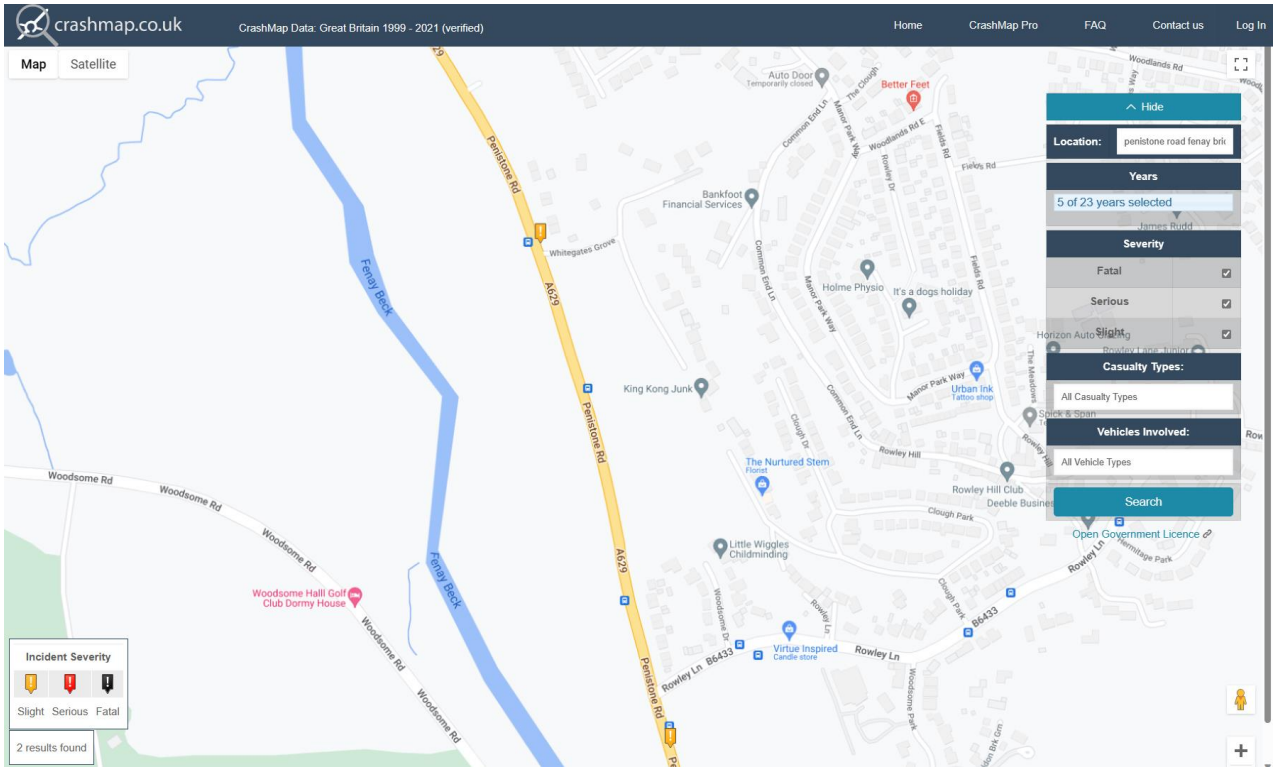
| **Scheme description/objective** |
|---|
| **General** |
| It is proposed to construct a new priority accesses onto Penistone Road. These will be in the form of a ghost island right turn junction. |
| **Design standards applied to the scheme design** |
| *DMRB*<br>*KC Local Guidance*<br>*Traffic Signs Manual*<br>*TSRGD* |
| **Design Speeds** |
| *CD 109 Design Speed of 70A Table 2.5* |
| **Speed Limits** |
| *40mph* |
| **Existing traffic flows/queues** |
| *There are currently no junctions at this location and details of existing traffic flows are not available.* |
| **Forecast traffic flows** |
| *The proposals are for the development of 68 dwellings, complimenting the quantum of the extant consent on site, comprising a mix of 2, 3 and 4-bed houses. The proposed accommodation schedule is summarised below:*<br>*11 x two-beds*<br>*38 x three-beds*<br>*19 x four-beds*<br>*The proposals are expected to generate 34 two-way vehicle trips in the morning peak hour and 45 two-way trips in the evening peak hour. Under a sensitivity scenario using trip rates provided by the LHA, the site could generate 55 trips in each peak hour.* |
| **Pedestrian, cyclist and equestrian desire lines** |
| *It is proposed as part of the scheme to provide uncontrolled crossings of the site access junction where these access intersect the existing footway along the northern side of Penistone Road. Cyclists are accommodated on the carriageway associated with the access junction into the development.* |
| **Environmental constraints** |
| None identified. |

## Table C.4 Locality

| **Description of locality** |
|---|
| Edge of urban area |
| **General description** |
| The site is to the southeast of Fenay Bridge |
| **Relevant factors which may affect road safety** |
| None identified. |

## Table C.5 Analysis

| **Collision data analysis** |
|---|
| *A review of the existing road safety record on the surround roads has been undertaken using the Crash Map database. The most recent five-year period has been considered and the incident plot is provided below.*<br>*In total, two incidents were recorded on Penistone Road close to the site frontage. Both incidents were classified as 'slight' in severity. The first occurred close to the junction of Penistone Road and Whitegates Grove and was a collision between two cars. The second occurred south of the junction with Rowley Lane and was a collision between a car and a bus.* |
| **Departures from standards** |
| ***DMRB CD 123*** |



***Ghost islands***

***Through lane widths***

*6.7 At ghost island junctions on WS2+1 roads, the through lane widths in each direction shall be 3.5metres, exclusive of hard strips.*

*6.8 At ghost island junctions on roads other than WS2+1 roads, the through lane widths in each direction shall be a minimum of 3.0 metres and a maximum of 3.65 metres wide, exclusive of hard strips.*

*6.8.1 At ghost island junctions on climbing lanes, the through lane widths in each direction should be 3.5metres, exclusive of hard strips.*

***Island and right turning lane widths on all roads except WS2+1***

*6.10 The minimum widths of right turning lanes (excluding those on WS2+1 roads), shall satisfy one of the following:*

*1) 3.5 metres; or,*

*2) 3.0 metres for new junctions; or,*

*3) 2.5 metres for improvements to existing junctions.*

*NOTE A narrow right turn lane down to 2.5m wide is only for improvements to existing junctions where space is limited and it is not possible to widen the carriageway cross section, e.g. in urban areas where the carriageway is bounded by buildings.*

*6.10.1 The widths of the right turning lanes should be in accordance with 1) for both new and existing junctions.*

*6.10.2 Where it is not feasible to provide the widths of the right turning lanes fully in accordance with 1), the widths should be as close to 1) as practicable, but no less than 2) or 3) depending on whether the junction is new or existing.*

**Departure**

Although 6.10 2) cannot be met it is less of an impact than that of 3). And whilst the site is not bounded by buildings it is constrained by a highway retaining wall on one side and a boundary wall on the other. Works to widen the road are not considered by the applicant to be economically viable, due to the works involved in realigning the kerbline and footway along the site frontage and the anticipated impact on underground utility apparatus, which would be required.

| **Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions** |
|---|
| *No previous RSA have been undertaken.* |
| **Strategic decisions** |
| *None.* |
| **List of included documents and drawings** |
| Drawings |

AMA-21312-D-700-General Arrangment

Z078 - 001E -PL 27.07.22-Z078.002E

**Table C.6 Checklist**

| **Tick all that are included and provide reasons for those that are not included** | | | |
|---|---|---|---|
| Site Location Plan | ✓ | Scale layout plans | ✓ |
| Departures and relaxations from standards | ✓ | Construction/ typical details | None |
| Collision data and collision data analysis | ✓ | Road traffic collision plot | ✓ |
| Traffic signal staging | (N/A) | Traffic counts | (N/A) |
| Speed surveys | (N/A) | Information relating to pedestrian crossing provision has been provided on the scheme drawings | ✓ |
| Walking, cycling and horse riding assessment and reviews | (N/A) | Items outside the scope of the RSA/ strategic decisions | (N/A) |
| Other factors that may impact on road safety | ✓ | Design speeds/ speed limits | 70A/40mph |
| Design standards used | ✓ | Adjacent land uses | ✓ |