

# SCL

Sevenairs Consulting Ltd

**Midland Road, Masbrough, Rotherham**

**Road Safety Audit Stage 1**

November 2023



# Document Control

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## Report Title:

Midland Road, Masbrough, Rotherham – Road Safety Audit Stage 1

## Date of Site Visit

17th November 2023

## Document Reference

2023-11 Masbrough RSA1 – Revision 0

## Report Prepared By:

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## On behalf of

Paragon Highways – Office 20/21 The Rear Walled Garden, Nostell Estate, Wakefield WF4 1AB

## Highway Authority / Overseeing Organisation

Rotherham Metropolitan Borough Council

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## Document History:

Revision	Date	Description	By
0	22.11.2023	For Issue	HV

# Introduction

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## Commissioning and Scope

This report results from a Stage 1 Road Safety Audit carried out at the site of a residential development off Midland Road, Masbrough. The audit was carried out at the request of Leigh Ogden, Managing Director, Paragon Highways, on behalf of the developer of the site.

The Road Safety Audit team membership was as follows:

<b>The Audit Team</b>	Haydn Vernals FCIHT FIHE CMILT MSoRSA Directive 2008/96/EC (Certificate of Competency), Road Safety Team Leader in accordance with GG119
	Sarah Vernals BAHonsQTS NPQH, Road Safety Team Member in accordance with GG119
<b>Audit Observers</b>	None

A site visit took place comprising of the RSA team on Friday 17th November 2023 between 12:15 and 12:45 hours during which the weather was sunny and the road surface dry. Traffic conditions were light and free flowing, with a small number of pedestrians and no cyclists observed.

The main project comprises of residential development providing 97 new homes. Highway works include the formation of three site accesses as well as the internal road network. The scope of this Road Safety Audit is to review the proposed accesses and internal estate roads.

The audit has been carried out in accordance with the principals of the National Highways document GG 119 Road Safety Audit. A formal Road Safety Audit Brief was not provided to the Audit Team. However, information regarding the site was provided via email alongside the relevant scheme documents and drawings. This was considered by the Audit Team to provide sufficient detail to undertake the appropriate stage of audit.

The audit also comprised of a desk-top study where all documents and plans provided by the Design Team were reviewed. No departures from standard have been brought to the attention of the RSA team with regard to the scheme as designed.

## Documents Supplied

- E-mail proposal background
- 1733 - 101 – Site Plan Layout
- 2247 001 – Visibility
- 2247 002 – Vehicle Tracking

## Terms of Reference

The terms of reference of this Road Safety Audit are as described in the National Highways document GG119 Road Safety Audit. The Audit 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

designs to any other criteria. No member of the Audit Team has been directly linked to the scheme design.

Each of the auditors' responses is classified as a 'Problem' that is likely to result in a significant road safety hazard. All comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on the plan at the end of the report.

Where recommendations are made, these do not comprise design decisions, and it remains the responsibility of the Design Team to incorporate any changes into the scheme and consider any interactions between design elements.

### **Previous Road Safety Audits**

The audit team have not been made aware of any previous Road Safety Audits.

# Problems Raised at this Stage 1 RSA

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## **PROBLEM – A-01**

**Location:** Junctions on the internal development roads

**Summary:** Visibility – Insufficient forward visibility into side roads and around bends may increase the risk of collisions involving pedestrians.

There are locations across the development where the forward visibility when turning into the side road or negotiating a bend may be obstructed by planting, fencing, walls, areas for parking etc. This is especially an issue for left turns into streets where children could be crossing or playing in the street and in shared surface areas. Insufficient forward visibility into side roads and shared surface areas or around bends may increase the risk of collisions involving pedestrians.

## **RECOMMENDATION**

It is recommended that forward visibility turning into side roads and around the inside of bends is assessed and that the visibility envelope is kept clear of obstructions such as planting, fencing, walls, areas for parking etc, in line with Manual for Streets. i.e. planting when mature should not exceed 600mm from the adjoining carriageway surface with the underside of any tree canopy to be above 2000mm.

It is recognised that at junctions the likely speed of vehicles turning through junctions or tight corners could be as low as 10-15kph, which would generally be accommodated within the footway width or with nominal widening. However, at some locations the speed of vehicles could be higher, i.e. the left turn adjacent to Plots 9, 72 & 73.

## **PROBLEM – A-02**

**Location:** Internal development roads

**Summary:** Landscaping – Future growth from trees and bushes may obstruct visibility consequentially increasing the risk of junction related collisions

Although no details have been supplied, there is the potential for vegetation to be provided as part of the landscaping works for the development. This would have the potential to obstruct visibility on either side of side roads, at driveway access points and on the inside of bends in future years if left unmanaged. This may increase the risk of junction related collisions at the access.

## **RECOMMENDATION**

It is recommended that the extents of visibility at junctions, accesses and bends (including forward visibility for left turning vehicles) is kept clear of vegetation over 600mm in height.

### **PROBLEM – A-03**

**Location:** Access points and internal development roads

**Summary:** Drainage – Ineffective surface water drainage may increase the risk of skidding type collisions

At this early stage, no details have been provided on the proposed surface water drainage arrangements other than an indication of grade on the general arrangement. It was noted that the development may be higher than the access points to Union Street. This may increase the risk of excessive surface water entering Union Street. Insufficient surface water drainage may also increase the risk of slips and falls by pedestrians or skidding type collisions due to excessive surface water, especially in wintery conditions.

### **RECOMMENDATION**

It is recommended that drainage details are provided at the next stage of road safety audit including levels, contours, and gully locations.

### **PROBLEM – A-04**

**Location:** Internal development roads

**Summary:** Basic Design Principles – Lack of footway interconnectivity may increase the risk of collisions involving pedestrians and other active modes.

The development is split into two disjointed halves with no interconnectivity. This forces pedestrians and other active mode users to take convoluted routes to homes in the other half of the estate, local primary schools (Thornhill & Ferham), shops and other local facilities. This may increase the risk of collisions involving pedestrians and other active modes using roads around the periphery of the development rather than being able to travel inside the development.

### **RECOMMENDATION**

It is recommended that improved footway interconnectivity is provided.

This could include:

- A footway link to Devonshire Street west of Plot 2
- A footway link north-south fronting Plots 16 to 18
- A footway link east-west between Plots 27 & 28
- A linking east-west footway north of Plots 41 & 49
- A footway link to Midland Road north of Plot 48
- A linking east-west footway south of Plot 68

## **PROBLEM – A-05**

**Location:** Internal development roads

**Summary:** Specific Road Users – Lack of dropped crossings on a desire lines may increase the risk of collisions involving users with mobility issues.

There is a desire line for pedestrians between footways which have no provision for pedestrians with mobility issues, specifically those users with prams, wheelchairs or mobility scooters. The alternatives for these users may require them to use drop kerbs provided for driveways or to cross at locations where visibility to approaching vehicles may be otherwise compromised. This lack of dropped crossing on a desire line may increase the risk of collisions involving users with mobility issues.

### **RECOMMENDATION**

It is recommended that a dropped pedestrian crossing with (ideally) tactile paving should be provided at these locations. Specific locations will need to consider the risk of vehicle overrun damage to the tactile paving by large vehicles, in particular refuse collection vehicles.

Including but not limited to;

- Across Estate Road – Between Plot 6 and Plot 9
- Across Estate Road – Between Plot 6 and Plot 15
- Across Estate Road – Between Plot 10 and Plot 12
- Across Estate Road – Between Plot 21 and Plot 22
- Across Estate Road – Between Plot 50 and Plot 73
- Across Estate Road – Between Plot 52 and Plot 72
- Across Estate Road – Between Plot 72 and Plot 73
- Across Estate Road – Across junction mouth to Union Street north of Plot 79

## **PROBLEM – A-06**

**Location:** Access points onto Union Street

**Summary:** Junction Visibility – Parked vehicles may increase the risk of junction related collisions.

There appeared to be a high level of demand for on carriageway parking on Union Street. It was unclear as to the attractor or if this was a daytime or all-day demand. Although parking is provided for the development, multi-occupancy of some homes may increase parking demand on Union Street. If left unmanaged, vehicles, especially vans and larger goods vehicles may obstruct visibility at these two access points for the estate. This may increase the risk of junction related collisions.

### **RECOMMENDATION**

It is recommended that junction protection waiting restrictions are provided either side of the two access points to Union Street.

## **PROBLEM – A-07**

**Location:** Midland Road and Kimberworth Road

**Summary:** Pedestrians – Lack of appropriate crossing facilities may increase the risk of collisions involving pedestrians.

There is an existing history of collisions involving vulnerable road users on both Midland Road and Kimberworth Road. Introducing a further 97 homes in an area that is likely to have multi-occupancy of some homes, may increase the risks for pedestrians, especially vulnerable pedestrians, including the young and mobility impaired. Some of the existing crossing facilities are particularly inappropriate for all users, especially those with mobility needs. A lack of appropriate crossing facilities may increase the risk of collisions involving pedestrians.

## **RECOMMENDATION**

It is recommended that crossing improvements are provided on routes between the development and local facilities such as schools, shops, bus stops, etc.

Including but not limited to;

- Eastern arm of the Midland Road Roundabout
- Across Midland Road at the Union Steet Junction
- Across Kimberworth Road outside Number 48 Kimberworth Road
- At the Kimberworth Road and Ferham Road junction

## **PROBLEM – A-08**

**Location:** Proposed Estate Road and pedestrian links to adjacent roads.

**Summary:** Lighting – Lack of or insufficient carriageway lighting may increase the risk of collisions, trips and falls during the hours of darkness.

It is unclear from the information provided if any carriageway lighting is to be provided either on the development road or on the footways linking the development to other adjacent roads. A lack of carriageway lighting, footway lighting or insufficient levels of illumination may increase the risk of collisions between vehicles and active mode users as well as trips and falls by pedestrians during the hours of darkness.

## **RECOMMENDATION**

It is recommended that carriageway lighting is provided on both the development roads and all footway links.

It is also recommended that any carriageway lighting provided within the development is located such that columns are clear of being a hazard for manoeuvring vehicles. i.e. not placed between adjacent parking spaces.



# Audit Team Statement

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We certify that this Road Safety Audit has been carried out in accordance with GG119.

Road Safety Audit Team Leader

Signed:



Haydn Vernals FCIHT FIHE CMILT MSoRSA, Directive  
2008/96/EC (Certificate of Competency)

Date: 22nd November 2023

Sevenairs Consulting Ltd  
20 High Bank, Thurlstone, Sheffield,  
South Yorkshire, S36 9QH

Road Safety Audit Team Member

Signed:



Sarah Vernals BAHonsQTS NPQH

Date: 22nd November 2023

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# Problem Location Plan

