

Project Name:	Proposed Residential Development, Woolley Colliery, Darton				
Client:	Gleeson Regeneration				
Subject:	Response to Highways Comments (dated: 17 th January 2025)				
BGH Reference:	24-256-004.02				
Date:	August 2025				
Prepared by:	D McLean	Checked by:	M Crabtree	Overview by:	A Bradley

Introduction

1. This Technical Note (TN) has been prepared by Bryan G Hall (BGH) on behalf of Gleeson Regeneration to respond to the Highways Development Control Consultation Response issued by Barnsley Metropolitan Borough Council (BMBC) on 17th January 2025, the Highways response is attached at **Appendix BGH1**.
2. The planning application for the proposed residential development of 114 dwellings (planning ref: 2024/0867) was submitted in October 2024. In support of the planning application BGH produced a Transport Assessment (ref: 24-256-001.02) and Travel Plan (ref: 24-256-002.02).
3. This TN responds to all comments contained within the Highways Development Control Consultation Response in turn providing the requested information and clarity. In each instance it provides the comments contained in the Highways Development Control Consultation Response followed by the response from BGH.

Summary of BMBC Comments and BGH Responses

BMBC Comment 1

“There is scope to provide a significant improvement to the overall accessibility of the site by way of an upgrade to the existing footway along the eastern side of Woolley Colliery Road from the point that the existing footway terminates, extending until the footway resumes some 100m to the south, and create a 3m shared footway/cycleway, designed to LTN 1/20 cycle infrastructure design standards”.

BGH Response

4. The drawing at **Appendix BGH2** shows a scheme to provide a 3 metre shared footway/cycleway provided to the north side of Woolley Colliery Road connecting the existing provision.

BMBC Comment 2

“Due to the lack of accessibility to the site, the opinion that footway improvement works should be attributed to other site allocations is unacceptable. As referred to above, the HS1 site is not considered to be sufficiently accessible and as such, notwithstanding the current policy requirements, the footway improvements should form part of this allocation”.

BGH Response

5. See BGH Response to BMBC Comment 1.

BMBC Comment 3

“Isochrones for cycling and walking are predominantly focussing on distance, rather than time, to local services, facilities and public transport. While this methodology is commonly used, it is somewhat simplistic in this context. Isochrones showing walking distance and time alone, do not fully capture the practical experience of walking and cycling from the site”.

BGH Response

6. The industry standard methodology to prepare accessibility isolines for walking and cycling journeys is to use distance, rather than time.
7. Notwithstanding this, the walking and cycling isolines have been updated to show time rather than distance as requested in the BMBC response.
8. The updated plans also include the proposed footway along Woolley Colliery Road.
9. The updated accessibility plans are attached at **Appendix BGH3**. The walking and cycling plans show time intervals of 15 minute and 30 minutes.
10. The walking catchment plan shows that all of Darton is accessible within a 30 minute walking time, along with a large areas of Mapplewell and Staincross to the east of the site, Woolley Grange to the north of the site and Kexborough to the south-west of the site.
11. The cycle catchment plan shows that Darton, Mapplewell, Staincross, Barugh Green and Kexborough are within a 15 minute cycle ride. With areas such as Royston, Athersley, Monk Bretton, Silkstone and Barnsley accessible within a 30 minute cycle ride, where a large number of key employment, leisure and retail facilities are available. Key employment areas, such as Zenith Business Park to the south of the site and Carlton Business Park to the east of the site, are also well within a 30 minute cycle ride.

BMBC Comment 4

12. *“In order to encourage sustainable travel through walking, wheeling and cycling, attractive, safe and clear routes are key. I would, therefore, recommend a more detailed analysis that considers specific walking/wheeling and cycling routes from the development to key local links, services, and amenities. This should take into account factors such as:*

- *Pedestrian and cyclist safety*
- *The quality and accessibility of pathways*
- *Any barriers (e.g., crossings, junctions, or gradients) that could affect travel times.*

A more granular approach would provide a more accurate reflection of the site’s accessibility by sustainable modes of transport”.

BGH Response

13. The pedestrian and cycling routes from the development to key local links, services and amenities have been considered. A site visit was undertaken on 4th July 2025 to assess the standard of the routes to the following key local links, services and amenities:

- Bus Stops (Woolley Colliery Road to north, bus stop ref: 37051055 and Woolley Colliery Road to south bus stop ref: 37050879 & 37055510);
- Darton Railway Station;
- Local Centre off B6131 Church Street; and
- Darton Primary School.

14. The scoring assessment for the pedestrian and cycle route to each of the above locations consists of red, amber and green grading.

Bus Stops (North - Woolley Colliery Road ref: 37051055)

15. The route to the nearest bus stop to the north of the site is along Woolley Colliery Road. Woolley Colliery Road has a shared footway/cycleway along its eastern side which fluctuates in width between 2.5 and 3.1 metres in width.

16. Upon emerging from the site, it will be necessary for pedestrians and cyclists to cross Woolley Colliery Road. It is proposed to provide tactile paving and dropped kerbs immediately to the south of the northern access and tactile paving and dropped kerbs are already present immediately to the south of the southern access.

17. It was observed on site that the visibility for pedestrians crossing Woolley Colliery Road using the tactile paving and dropped kerbs to the south of the southern site access was poor, especially from the east side of the road. The proposed shared footway/cycleway shown on the drawing at **Appendix BGH2** will significantly improve visibility around this bend as the vegetation which currently obstructs the visibility will be cut back.

18. The traffic flow data contained within the TA shows that Woolley Colliery Road is lightly trafficked.

19. To the north of Bloomhouse Lane, the shared footway/cycleway is separated from the carriageway by a grassed verge. Visibility for pedestrians and cyclists crossing the Bloomhouse Lane/Woolley Colliery Road junction from the south along Bloomhouse Lane is limited, however, Bloomhouse Lane is extremely lightly trafficked.

20. Along the route to the northern bus stop, there are gentle uphill and downhill gradients. It was observed on site that the shared footway/cycleway was very lightly used by both pedestrians and cyclists.

21. This provides pedestrians and cyclists with an off-road route from the site to the bus stop to the north.

22. Rating:

- Safety: **Amber** – Limited visibility at Bloomhouse Lane/Woolley Colliery Road junction.
- Quality and Accessibility: **Green**
- Any barriers: **Green**
- **Overall: Amber**

Bus Stops (South - Woolley Colliery Road ref: 37050879 & 37055510)

23. The nearest bus stops to the south of the site are located on Woolley Colliery Road immediately to the north of Fountain Close.

24. At present, the footway to the north side of Woolley Colliery Road terminates on both sides of the road as Woolley Colliery Road turns through a 90 degree bend to the south-east.

25. The footway then recommences some 100 metres to the east of the east side of the road, immediately to the south of Bloomhouse Lane.

26. As set out in BGH's response to BMBC Comment 1, it is proposed to provide a 3 metre shared footway/cycleway to the north side of the road which will connect the existing footway/cycleway infrastructure. For the purposes of this review, the proposed shared footway/cycleway has been included.

27. Upon exiting the site, pedestrians and cyclists can cross Woolley Colliery Road using the tactile paving and dropped kerbs in the vicinity of both site accesses. Following this, they can use the existing 2.5 metre wide shared footway/cycleway on the east side of Woolley Colliery Road and the proposed 3.0 metre wide shared footway/cycleway on the north side of Woolley Colliery Road until they reach Bloomhouse Lane.

28. To the south of Bloomhouse Lane, the shared footway/cycleway ends with a 1.8 metre wide footway continuing along the east side of Woolley Colliery Road. At this point cyclists are required to cycle on the carriageway.

29. The bus stops are located 33 metres to the south of Bloomhouse Lane.

30. The route to the southern bus stops is therefore entirely along a footway for pedestrians, and cyclists are only required to cycle on the carriageway for a short length prior to reaching the bus stops.

31. Rating:

- Safety: **Amber** – Limited visibility crossing Woolley Colliery Road to south of southern site access. **Green** with proposed shared footway cycleway.
- Quality and Accessibility: **Green**
- Any barriers: **Green**
- **Overall: Amber – Green** with proposed shared footway cycleway.

Darton Railway Station

East Platform

32. Darton Railway station is located to the south of the site. For pedestrians wishing to access to east platform, two routes have been identified. A footpath leads to the south on the apex of the bend where Woolley Colliery Road bends to the south-east, this footpath has a steep downhill gradient and measures 2.0 metres in width, it is surfaced and lit. This footpath may not be suitable for people with accessibility issues due to its gradient. Additionally, at the southern point of the footpath as it enters the station car park, the gradient increases and there is a barrier across the footpath reducing its width to 1.0 metre.
33. An alternative route would be to follow the same route as the southern bus stops but to continue travelling down the footway on the east side of Woolley Colliery Road. Pedestrians would need to cross Fountain Close which has a pedestrian crossing distance of 16 metres and provides dropped kerbs.
34. Pedestrians could then continue travelling along this footway to the south until they reach the access road to the east platform of the station immediately to the south of Fountain Square. There is a fairly steep downhill gradient along this length of Woolley Colliery Road. Pedestrians are then required to cross Woolley Colliery Road on a bend with severely limited forward visibility and crossing facilities. The only crossing facility provided is a dropped kerb on the west side of Woolley Colliery Road adjacent to the Mill Lane railway arch, with no equivalent facility provided on the east side of Woolley Colliery Road.
35. After crossing Woolley Colliery Road pedestrians can use the 2.0 metre footway provided on the west side of the railway station access road. Pedestrians can then continue through the railway station car park and reach the east platform using a ramp which measures 2.0 metres in width.
36. The east platform provides cycle storage for 16 bicycles and a pump.
37. Rating:
 - Safety: **Amber**
 - Quality and Accessibility: **Amber**
 - Any barriers: **Amber**
 - **Overall: Amber**

West Platform

38. Access to the west platform is taken from the Mill Lane railway arch. As set out in the route to the east platform, a dropped kerb is provided on the west side of Woolley Colliery Road but not the east side.

39. The Mill Lane railway arch prohibits cars and motorcycles using it and bollards are provided ensuring these vehicles cannot gain access. The railway arch measures 3.5 metres in width and is not lit.
40. Upon exiting the railway arch, a 2.0 metre wide footway is provided to Darton Railway station west platform, on the east side of Mill Lane. Finally, a ramp is provided to the platform measuring 1.8 metres in width.
41. The west platform provides bicycle storage for up to 10 bicycles.
42. Rating (from the end of Darton railway station east platform route):
 - Safety: **Green**
 - Quality and Accessibility: **Green**
 - Any barriers: **Green**
 - **Overall: Green**

Local Centre off B6131 Church Street

43. There are two main routes to the Local Centre off B6131 Church Street.
44. The first route commences at the west side of the Mill Lane railway arch and pedestrians can either use the footpath which leads to the south-west from the railway arch or Mill Lane which provides access to Church Street to the south-east, which can also be used by cyclists.
45. The footpath is lit and measures 2.4 metres in width. There is a bridge at the south-west end of the footpath to cross the River Dearne which measures 1.9 metres in width. Immediately to the south of the footpath pedestrians would have to use the footpath on the east side of the Darton Church Street car park access road to reach the local centre, which reduces in width to 0.8 metres at its narrowest.
46. The Mill Lane route can also be used by cyclists, and would require pedestrians and cyclists to travel south-east along Mill Lane to reach Church Street. A footway is provided on the west side of Mill Lane which measures 2.0 metres in width, and reduces in width to 1.4 metres as it forms a junction with Church Street. Pedestrians and cyclists can then travel west along Church Street to access the local facilities.
47. The footway along the north side of Church Street varies in width between 1.1 and 3.4 metres in width. The footway along the south side of Church Street measures between 1.2 and 2.0 metres to the east of the local centre. In the vicinity of the pubs, coffee shops etc the width of Mill Lane reduces to 1.1 metres as these uses place outside seating on the footway.

48. During the site visit Church Street was being resurfaced although it is clear from the tactile paving and beacons that a Zebra crossing is provided to the east of the Darton Church Street car park access road.
49. An alternative route would be for pedestrians and cyclists to continue travelling along Woolley Colliery Road which becomes Station Road immediately to the south-east of the Mill Lane railway arch.
50. A footway is provided on the north-east side of the carriageway which measures 2.0 metres in width. It was observed during the site visit that some vehicles parked half on the footway, reducing the usable footway width. To the south-east Station Road forms the minor arm of a junction with another road called Station Road in the vicinity of a railway bridge. For pedestrians travelling to the local centre, they are required to cross Station Road, which is a busy road with limited visibility for vehicles travelling around the bend. There is also a double kerb on the north side of Station Road which would make it very difficult for disabled users to cross at this location. After crossing, pedestrians can travel west along Church Street to reach the local centre.
51. Rating (from the end of Darton railway station routes):
 - Safety: **Green**
 - Quality and Accessibility: **Amber**
 - Any barriers: **Green**
 - **Overall: Amber**

Darton Primary School

52. The route to Darton Primary School commences where Station Road forms a junction with another road called Station Road.
53. Pedestrians can continue along the footway on the north side of Station Road, crossing the residential streets of School Street, Bridge Street and Dearne Street, dropped kerbs are provided across each of these roads. The footway along this length measures between 1.3 and 1.7 metres. Sporadic parking of vehicles half on the footway was observed during the site visit.
54. A pedestrian access to Darton Primary School is provided some 50 metres to the east of Dearne Street.
55. No formal crossing facilities are provided across Station Road for pedestrians to cross Station Road from north to south. This is a barrier to disabled users as they are required to continue travelling along Station Road which has an uphill gradient to cross at the tactile paving and dropped crooped crossing to the west of Sackup Lane, along this length pedestrians are required to cross Darton Hall Drive which provides dropped kerbs and has

a pedestrian crossing distance of 13.2 metres. Cyclists are also required to use the latter route.

56. This pedestrian crossing also has limited visibility to the west when crossing from the south side of the road due to the presence of parked vehicles although a school crossing patrol assists children with crossing at this location. Pedestrians can then travel south along the school access road opposite Sackup Lane.

57. Rating (from Station Road/Station Road junction):

- Safety: **Amber**
- Quality and Accessibility: **Amber**
- Any barriers: **Amber**
- **Overall: Amber**

Summary

58. The route to the northern bus stop will be enhanced by the provision of the proposed shared footway/cycleway as this will increase visibility for pedestrians crossing Woolley Colliery Road. For pedestrians and cyclists crossing the Bloomhouse Lane/Woolley Colliery Road junction the visibility from the south along Bloomhouse Lane is limited, however, Bloomhouse Lane is extremely lightly trafficked. As a result of these factors the route has an overall rating of Amber.

59. The route to the southern bus stops will be enhanced by the provision of the proposed shared footway/cycleway as this will increase visibility for pedestrians crossing Woolley Colliery Road and connect the existing footway/cycleway infrastructure along Woolley Colliery Road. As a result of these factors the route has an overall rating of Green with the provision of the proposed shared footway/cycleway.

60. Two routes have been identified for pedestrians wishing to access to east platform of Darton Railway station. The first a footpath that leads to the south on the apex of the bend where Woolley Colliery Road bends to the south-east, has a steep downhill gradient and measures 2.0 metres in width, it is surfaced and lit. This footpath may not be suitable for people with accessibility issues due to its gradient. An alternative route would be to follow the same route as the southern bus stops but to continue travelling down the footway on the east side of Woolley Colliery Road. Pedestrians are then required to cross Woolley Colliery Road on a bend with severely limited forward visibility and crossing facilities. The only crossing facility provided is a dropped kerb on the west side of Woolley Colliery Road adjacent to the Mill Lane railway arch, with no equivalent facility provided on the east side of Woolley Colliery Road. Overall given the gradient for the first option and the limited visibility for the second these routes have an Amber rating. The route to the west platform has been rated as Green as this has been taken from the end of Darton railway station east platform route.

61. Two routes have been identified for pedestrians wishing to access Local Centre off B6131 Church Street. The first route commences at the west side of the Mill Lane railway arch and pedestrians can either use the footpath which leads to the south-west from the railway arch or Mill Lane which provides access to Church Street to the south-east. The footpath on certain sections of this route is quite narrow. The alternative route would require pedestrians to cross Station Road, which is a busy road with limited visibility for vehicles travelling around the bend. There is also a double kerb on the north side of Station Road which would make it very difficult for disabled users to cross at this location. Overall given the reduced width of footway for the first option and the limited visibility for the second these routes have an overall Amber rating.
62. The route to Darton Primary School has an overall Amber rating this is primarily due to there being no formal crossing facilities are provided across Station Road for pedestrians to cross Station Road from north to south at the western pedestrian entrance to the school. There is however school crossing patrol that assists children with crossing in the vicinity of the eastern entrance to the school.
63. In conclusion, the routes to various key destinations have some issues, such as limited visibility, however, overall the routes to key destinations are considered reasonable which would be further enhanced by the proposed shared footway/cycleway along Woolley Colliery Road.

BMBC Comment 5

“With regards to the trics data listed in Appendix 12, I note that the survey date range spans from 2016 to 2023 and would ask for confirmation as to whether covid years have been deselected from the data to ensure trip rates have not been affected”.

BGH Response

64. COVID-19 years were not deselected from the TRICS data but any surveys which TRICS identified as being conducted during COVID-19 restrictions would have been removed.
65. In this case, it is confirmed that no surveys included were undertaken during COVID-19 restrictions therefore no sites have been deselected due to COVID-19 restrictions.

BMBC Comment 6

“It will be a requirement to undertake a stage 1 / 2 Road Safety Audit as part of the application and the authorities Traffic Team should be made aware of any proposals to undertake a Road Safety Audit and given the opportunity to review the proposed brief and comment. As “overseeing organisation” a member of our Traffic team is to be invited to attend any RSA as a representative of the authority in accordance with GG119”.

BGH Response

66. An independent Stage 1 Road Safety Audit (RSA) has been undertaken by Meraki Alliance, with a member of BMBC attending the RSA site visit as Audit Team observer. The RSA is attached at **Appendix BGH4**.
67. The RSA brief was reviewed and approved by BMBC.
68. BGH have reviewed the RSA and provided the Response Report at **Appendix BGH5**.

Summary and Conclusions

69. This Technical Note has been prepared by Bryan G Hall (BGH) on behalf of Gleeson Regeneration to respond to the Highways response issued by Barnsley Metropolitan Borough Council (BMBC) on 17th January 2025.
70. All comments raised by Barnsley Metropolitan Borough Council have been addressed and it is concluded that there are no outstanding Highways reasons for planning permission to be refused.

Appendices

Appendix BGH1 – Barnsley Metropolitan Borough Council Response

Appendix BGH2 – Proposed Shared Footway/Cycleway (Dwg No: 24-256-TR-003 Rev B)

AppendixBGH3 – Walking and Cycling Accessibility Plans, 15 and 30 minutes (Dwg Nos: 24/256/ACC/001 & 24/256/ACC/002)

Appendix BGH4 – Stage 1 Road Safety Audit

Appendix BGH5 – Stage 1 Road Safety Audit Response Report

APPENDIX BGH 1

HIGHWAYS DEVELOPMENT CONTROL
CONSULTATION RESPONSE

PLANNING CASE OFFICER	Laura Bennett
HIGHWAYS OFFICER	Sarah Sharp
PLANNING APPLICATION REF.	2024/0867
LOCATION	Former Woolley Colliery Site, Woolley Colliery Road, Darton, Barnsley, S75 5JA
DESCRIPTION	Residential development of 114no. dwellings and associated works
ASSOCIATED APPLICATION	
RESPONSE DATE	17/1/2025

Thank you for consulting Highways Development Control on this application for residential development.

I note that there is history to the site with a previous application submitted in 2022 subsequently withdrawn.

The site is an allocated housing site within the Local Plan, reference HS1. The site comprises two separate parcels of land, to the north and south of a cricket ground and football pitch to the west of Woolley Colliery Road, from which both parcels of land would take access. I note that the site allocation for HS1 is 90 dwellings however the application is for 114 which is a considerable increase over the allocation numbers within the Local Plan.

To the east of Woolley Colliery Road, opposite the southern parcel of HS1, sits allocated site HS25 and this abuts HS11 further east. Within the Local Plan, policy HS1 is clear in that it states that development of the site shall not take place until the road layouts are in place for sites HS25 and HS11. Furthermore, policy HS25 reads that the development will be expected to ensure appropriate access is provided to enable development of site HS1. Given that the road layouts for HS11 and HS25 have not been implemented, the development of HS1 is seen to be premature and not in accordance with policy HS1.

Site Layout

In terms of the site layout, the site plan submitted is not dissimilar to that submitted under application 2022/0619. Footway improvements are proposed as part of this scheme within the vicinity of the site along Woolley Colliery Road, these improvements include new footways along the site frontage. In addition to this however, there is scope to provide a significant improvement to the overall accessibility of the site by way of an upgrade to the existing footway along the eastern side of Woolley Colliery Road from the point that the existing footway terminates, extending until the footway resumes some 100m to the south, and create a 3m shared footway/cycleway, designed to LTN 1/20 cycle infrastructure design

standards. In conjunction with the facilities provided by the development of the HS11 and HS25 sites this would provide significant improvements to the accessibility of the site, however, I would advise that until such a point that the HS11 site and the HS25 site in particular have been developed then the HS1 site is not considered to be sufficiently accessible, even with the proposed improvements, to accommodate the proposed development.

Transport Assessment

4.7 Due to the lack of accessibility to the site, the opinion that footway improvement works should be attributed to other site allocations is unacceptable. As referred to above, the HS1 site is not considered to be sufficiently accessible and as such, not withstanding the current policy requirements, the footway improvements should form part of this allocation.

Isochrones for cycling and walking are predominantly focussing on distance, rather than time, to local services, facilities and public transport. While this methodology is commonly used, it is somewhat simplistic in this context. Isochrones showing walking distance and time alone, do not fully capture the practical experience of walking and cycling from the site. In order to encourage sustainable travel through walking, wheeling and cycling, attractive, safe and clear routes are key. I would, therefore, recommend a more detailed analysis that considers specific walking/wheeling and cycling routes from the development to key local links, services, and amenities. This should take into account factors such as:

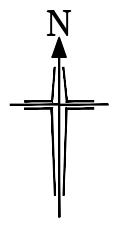
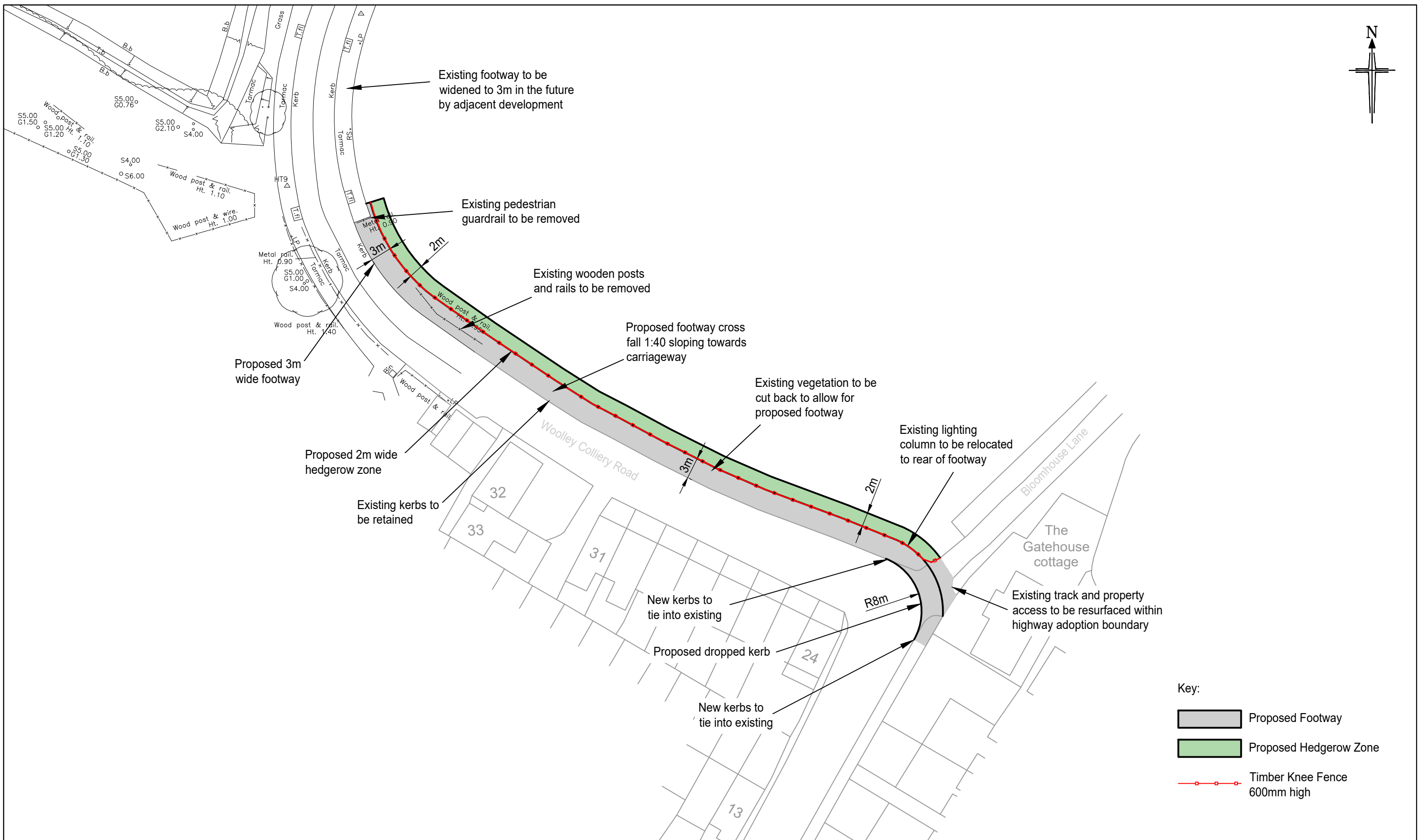
- Pedestrian and cyclist safety
- The quality and accessibility of pathways
- Any barriers (e.g., crossings, junctions, or gradients) that could affect travel times.

A more granular approach would provide a more accurate reflection of the site's accessibility by sustainable modes of transport.

With regards to the trics data listed in Appendix 12, I note that the survey date range spans from 2016 to 2023 and would ask for confirmation as to whether covid years have been deselected from the data to ensure trip rates have not been affected.

It will be a requirement to undertake a stage 1 / 2 Road Safety Audit as part of the application and the authorities Traffic Team should be made aware of any proposals to undertake a Road Safety Audit and given the opportunity to review the proposed brief and comment. As "overseeing organisation" a member of our Traffic team is to be invited to attend any RSA as a representative of the authority in accordance with GG119.

APPENDIX BGH 2



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Title: **Proposed Footway Extension**

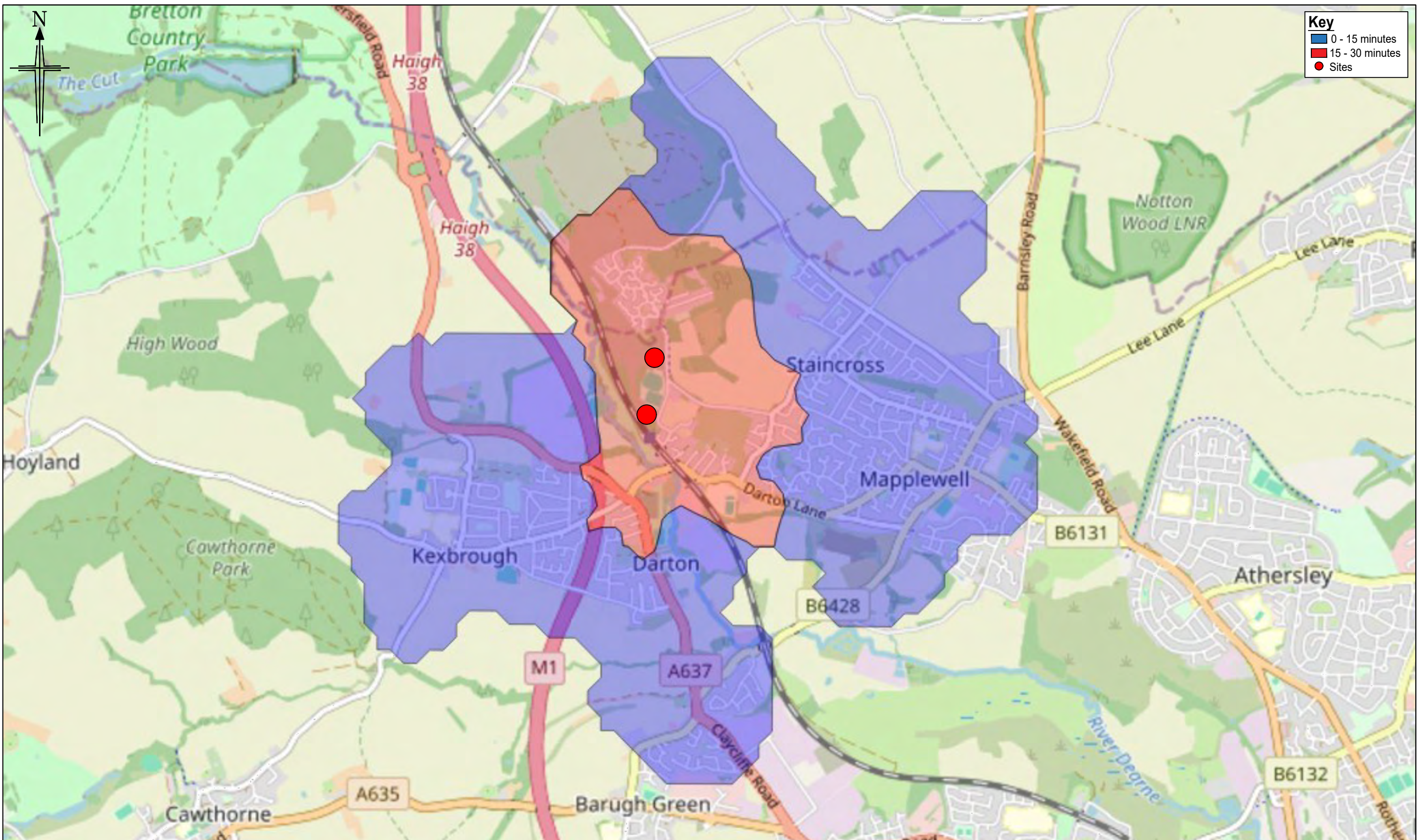
Status: **For Information**

Scale: 1:500
Size: A3 - 420 x 297

Drawn: JI Chkd: MC Appvd: MC

B	22.07.25	Updated following clients comments dated 22.07.25	Jl	MC	MC
Rev:	Date:	Amendment:	DRN	CHK	APR
Client:	Gleeson Regeneration				
Project:	Woolley Colliery, Darton				
Drawing No:	24/256/TR/003		Revision: B		
Job No:	24-256		Date: 26.06.25		

APPENDIX BGH 3



Key

- 0 - 15 minutes
- 15 - 30 minutes
- Sites

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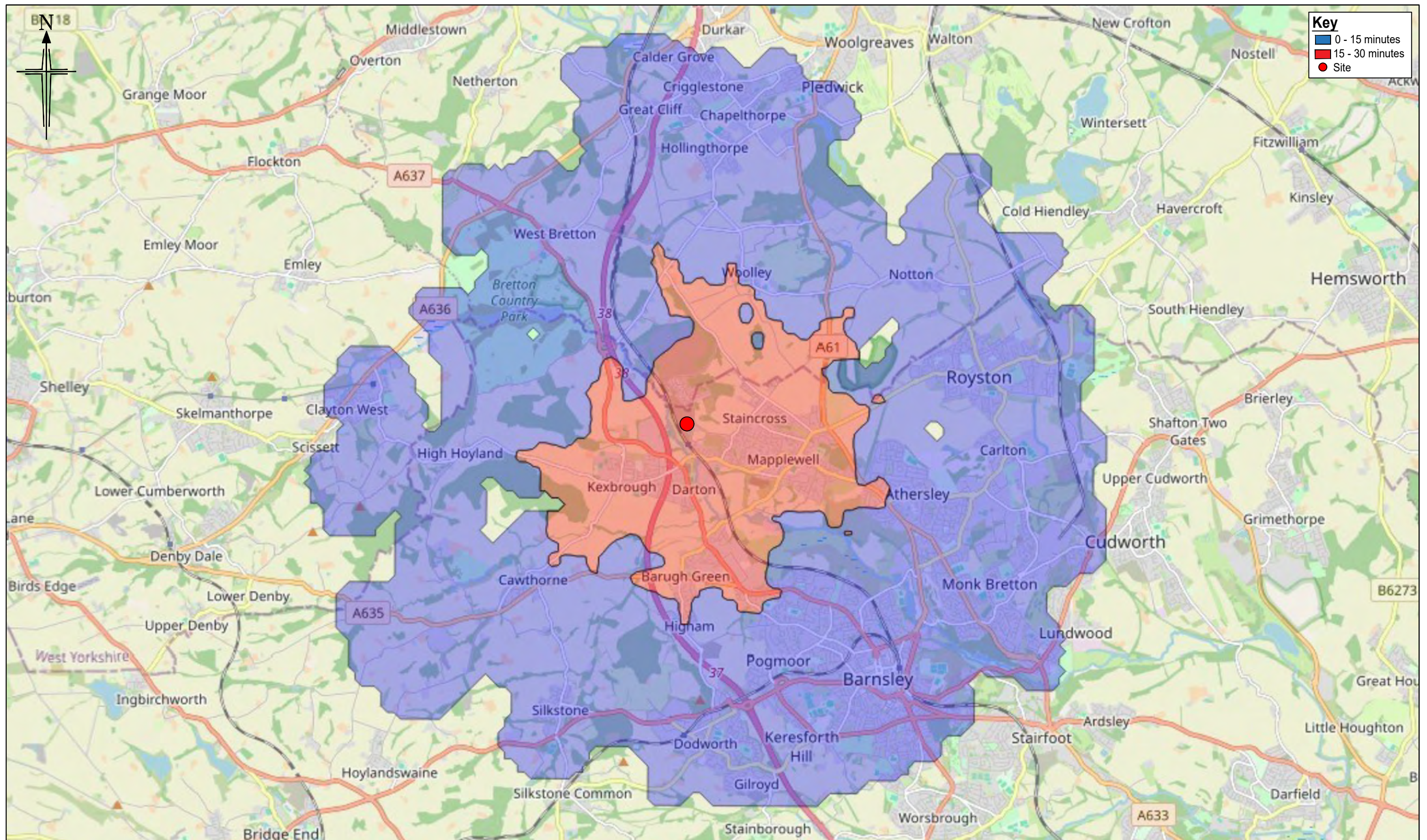
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Status: FOR INFORMATION

Scale: N.T.S.
 Size: A3 - 420 x 297

Drawn: IA Chkd: DM Appvd: MC

Rev:	Date:	Amendment:	DRN	CHK	APR
Client: GLEESONS					
Project: WOOLLEY COLLIERY, DARTON					
Drawing No:	24/256/ACC/001	Revision:	-		
Job No:	24-256	Date:	29/07/2025		



Key

- 0 - 15 minutes
- 15 - 30 minutes
- Site

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Title: CYCLING 15 + 30 MINUTE CATCHMENT PLAN

Status: FOR INFORMATION

Scale: N.T.S.
 Size: A3 - 420 x 297

Drawn: IA Chkd: DM Appvd: MC

Rev:	Date:	Amendment:	DRN	CHK	APR
Client: GLEESONS					
Project: WOOLEY COLLIERY, DARTON					
Drawing No:	24/256/ACC/002	Revision:	-		
Job No:	24-256	Date:	29/07/2025		

APPENDIX BGH 4

Proposed Residential Development, Woolley Colliery, Darton

Stage 1 Road Safety Audit

Proposed Residential Development, Woolley Colliery, Darton

Stage 1 Road Safety Audit

Report Title:	Proposed Residential Development, Woolley Colliery, Darton
Report Produced for:	Barnsley Council
Report Dated:	28 July 2025
Document Reference & Revision:	MAL/RDWCRSA1 Rev0
Report Produced by:	Meraki Alliance, Watkin Avenue, Old Colwyn, Conway LL29 9NN Naomi Cook - Tel:+44 (0) 7818026263
On behalf of:	Bryan G Hall

Contents Amendment Record

This report has been issued & amended as follows:

Issue	Revision	Description	Date	Signed
1	0	Draft Report	28 July 2025	NC
1	0	FINAL REPORT	29 July 2025	JB/NC

Report Circulation Record

This report has been circulated, as follows:

Person	Organisation	No. of Copies	Date
	Bryan G Hall	Electronic	
J Birkett	Meraki Alliance Ltd	Electronic	28 July 2025
N Copley	Barnsley Council	Electronic	28 July 2025

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1 Introduction

1.1 General

This report has been prepared in response to a request to undertake a Stage 1 Road Safety Audit (RSA) (i.e. completion of preliminary design), by Daniel McLean, Bryan G Hall on behalf of Barnsley Council. The scheme submitted for Audit is associated with a proposed residential development located off Woolley Colliery Road, Darton. The development is separated into two plots on the west side of the road to the north and south of the Woolley Miners Cricket Club and Football Club. Two separate priority give way accesses are proposed.

Woolley Colliery Road is currently subject to a 30mph speed limit and is street lit. The works included with this RSA Stage 1 include:

- Two priority give way junctions with associated footway works the northern most access will include an uncontrolled crossing point across Woolley Colliery Road

The audit comprised an examination of documents and an examination of the site.

Overseeing Organisation: Barnsley Council

Client: Gleeson

Design Organisation: Bryan G Hall

1.2 Road Safety Audit Team

The Road Safety Audit Team membership approved was:

Audit Team Leader: **Naomi Cook** MSc FCIHT
Holder of HE RSA Certificate of Competency

Audit Team Member: **Jonathan Birkett** IEng, MICE, FIHE, MSoRSA
Holder of HE RSA Certificate of Competency

Audit Team Member: **Nathan Copley** FIHE
Senior Traffic Engineer - Barnsley Council

1.3 Documents Forming the Brief

The documents were made available to the Road Safety Audit Team by Daniel McLean at Bryan G Hall on behalf of the Local Highway Authority, Barnsley Council. The documents forming this RSA are listed in **Appendix 1**.

1.4 Personal Injury Collision Data

The Audit Team examined *Crashmap* for the most recent five-year period of personal injury collision (PIC) data (2019-2023), as shown in **Figure 1**:

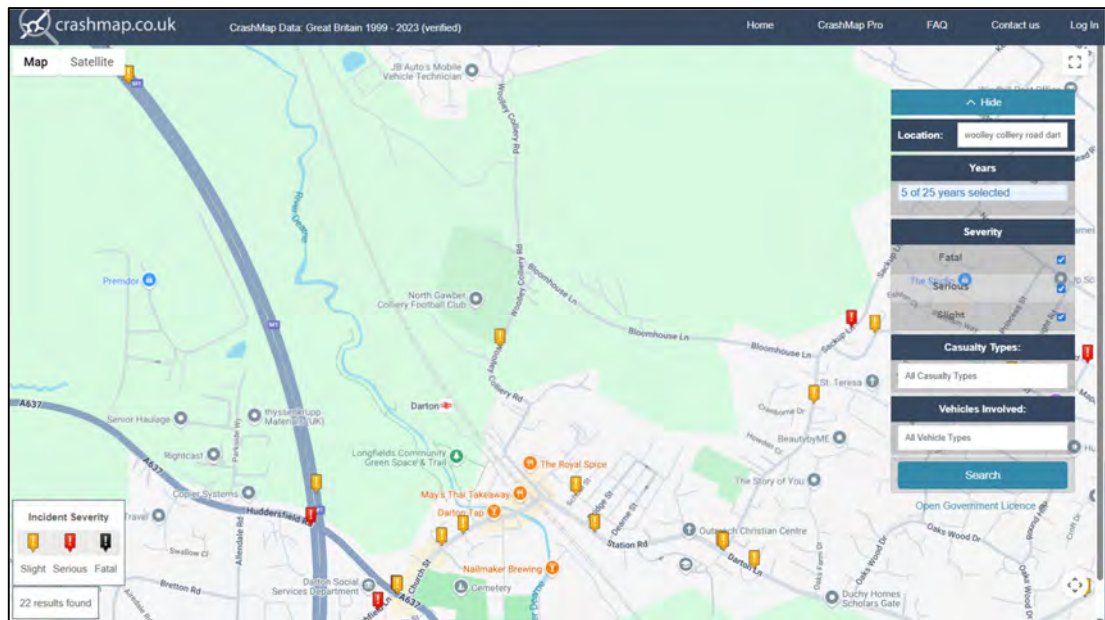


Figure 1: Collision data

Examination of the data indicates that there has been one PIC recorded in the vicinity of the southernmost proposed access on Woolley Colliery Road. This collision was recorded in 2022 and was recorded as slight in severity. The collision involved a pedestrian during the hours of darkness.

1.5 Departures or Relaxations from Standards

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

1.6 Information not Provided at this Stage 1

All information provided. It was considered that the information provided was sufficient for the purpose of carrying out the Road Safety Audit Stage 1 requested.

1.7 Details of Site Visit

A site visit was undertaken on the morning of 22 July 2025 between 10:30 hrs and 11:30 hrs. Whilst on site the weather was fine; the road surface was dry, and no incidents were noted. A number of pedestrian movements were witness on site. Traffic flows were light.

1.8 Items Outside the Scope of the Road Safety Audit

It was noted during the site visit that there are two existing uncontrolled crossing points south of the southern proposed access located in close proximity to one another. On the east side of Woolley Colliery Lane, the audit team is concerned that there is significantly reduced inter-visibility at the southernmost uncontrolled crossing due to established vegetation and the alignment of the road to the south (acute bend). If the visibility splay is reduced because of encroaching vegetation or other obstructions, there is an increased risk of collisions between vehicles travelling northbound and NMUs crossing. The audit team would suggest significant vegetation clearance on the east side of Woolley Colliery Way on the south side of the existing crossing point and consider removing the southernmost existing crossing point completely.



1.9 Disclaimer

The Road Safety Audit comprised an examination of the documents and drawings supplied to the Road Safety Audit Team (referenced in Appendix 1 of this report). No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

The Terms of Reference are as described in the National Highways 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, 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.

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.

It is the Project Sponsor's responsibility to ensure that all problems raised by the Road Safety Audit Team are given due consideration.

In the event of a collision and any resulting legal action, Meraki Alliance 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.

2 Items Raised at Stage 1 Road Safety Audit

This section details the findings of this Stage 1 Road Safety Audit. All locations of identified problems are illustrated on the plan included at **Appendix 2**.

2.1 Road Safety Audit - Problems Stage 1

PROBLEM		1-1
Location:	Both proposed accesses	
Summary:	Lack of crossing points could lead to an increase of collisions involving non-motorised users (NMUs)	
<p>As part of the scheme two new priority junctions will be constructed and it is highly likely that the development will increase NMU flows along the existing facilities adjacent to Woolley Colliery Road. It is noted that there are no proposed uncontrolled crossing points across either of the proposed accesses. A lack of provision for those who are less mobile and or those with visual impairment can result in an increased risk of collisions involving pedestrians at the new accesses.</p>		
RECOMMENDATION		
Ensure that uncontrolled crossings are proposed at desire lines around the accesses.		

PROBLEM		1-2
Location:	Both proposed accesses	
Summary:	Inappropriate carriageway widths and turning radii can result in increased vehicle collisions as well as pedestrian/vehicle collisions.	
<p>Vehicle tracking details were not submitted as part of the RSA information. It is important that all vehicles which are expected to use the proposed access, can safely manoeuvre through the junction. For example, it is likely that articulated refuse lorries and other large goods vehicles will access the proposed developments. If vehicles cannot safely turn into or out of the junction without encroaching into the opposing traffic lanes, or mounting kerbs there is an increased risk of collisions with other vehicles using the junctions and or potential ongoing maintenance issues resulting from broken kerbs or tactile paving.</p>		
RECOMMENDATION		
Ensure that all vehicles that are expected to turn into and out of the junction, can do so safely without impacting on other junction users.		

PROBLEM		1-3
Location:	Both proposed accesses	
Summary:	Risk of collisions involving visually impaired users who attempt to cross at unsafe, undesignated locations	
<p>Footway is proposed on the north side of the proposed accesses around the bell mouth of the junction which does not link into anything, terminating immediately north of the access. This could lead to visually impaired users being stranded and attempting to cross at an unsafe, undesignated location.</p> 		
RECOMMENDATION		
<p>Consider reducing the extents of the proposed footway around the north side of the junctions to a point just after any uncontrolled crossings (see Problem 1-1)</p>		

PROBLEM		1-4
Location:	Northern access	
Summary:	Risk of collisions between visually impaired users and cyclists due to absence of hazard warning	
<p>It is proposed to introduce a new uncontrolled crossing over Woolley Colliery Road creating a link into the shared use facilities running north-south adjacent to Woolley Colliery Road. If the facilities around the proposed accesses on the west side of Woolley Colliery Road will be footway only, the lack of warning for visually impaired users crossing west to east, to indicate that they are joining a shared use facility could lead to an increase in collisions between users.</p>		
RECOMMENDATION		
<p>Provide the appropriate tactile paving at the junction of the proposed footway extension and the existing shared use facility.</p>		












END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN THIS STAGE 1 ROAD SAFETY AUDIT

3 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119	
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	NAOMI COOK
SIGNED:	
POSITION:	ASSOCIATE DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	28 JULY 2025
ROAD SAFETY AUDIT TEAM MEMBER	
NAME:	JONATHAN BIRKETT
SIGNED:	
POSITION:	ASSOCIATE DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	28 JULY 2025
ROAD SAFETY AUDIT TEAM OBSERVER	
NAME:	NATHAN COPLEY
SIGNED:	
POSITION:	SENIOR TRAFFIC ENGINEER
ORGANISATION	BARNESLEY COUNCIL
DATE:	29 JULY 2025



Appendix 1 – Audited Documents

-  24-256-001.02 Transport Assessment Final
-  24-256-ATR-002
-  24-256-LOC-004 Site Location Plan
-  24-256-TR-001 Rev A - Proposed Northern Parcel Site Access
-  24-256-TR-002 Rev A - Proposed Southern Parcel Site Access
-  1329.05C Proposed Site Layout - 1.500@A0 - 18.09.24
-  2024 Existing Peak Hour Traffic Flows
-  2029 Development Generated Peak Hour Traffic Flows
-  Intermediate accident report
-  Interpreted listing
-  map extents

Appendix 2 – Problem Location Plan

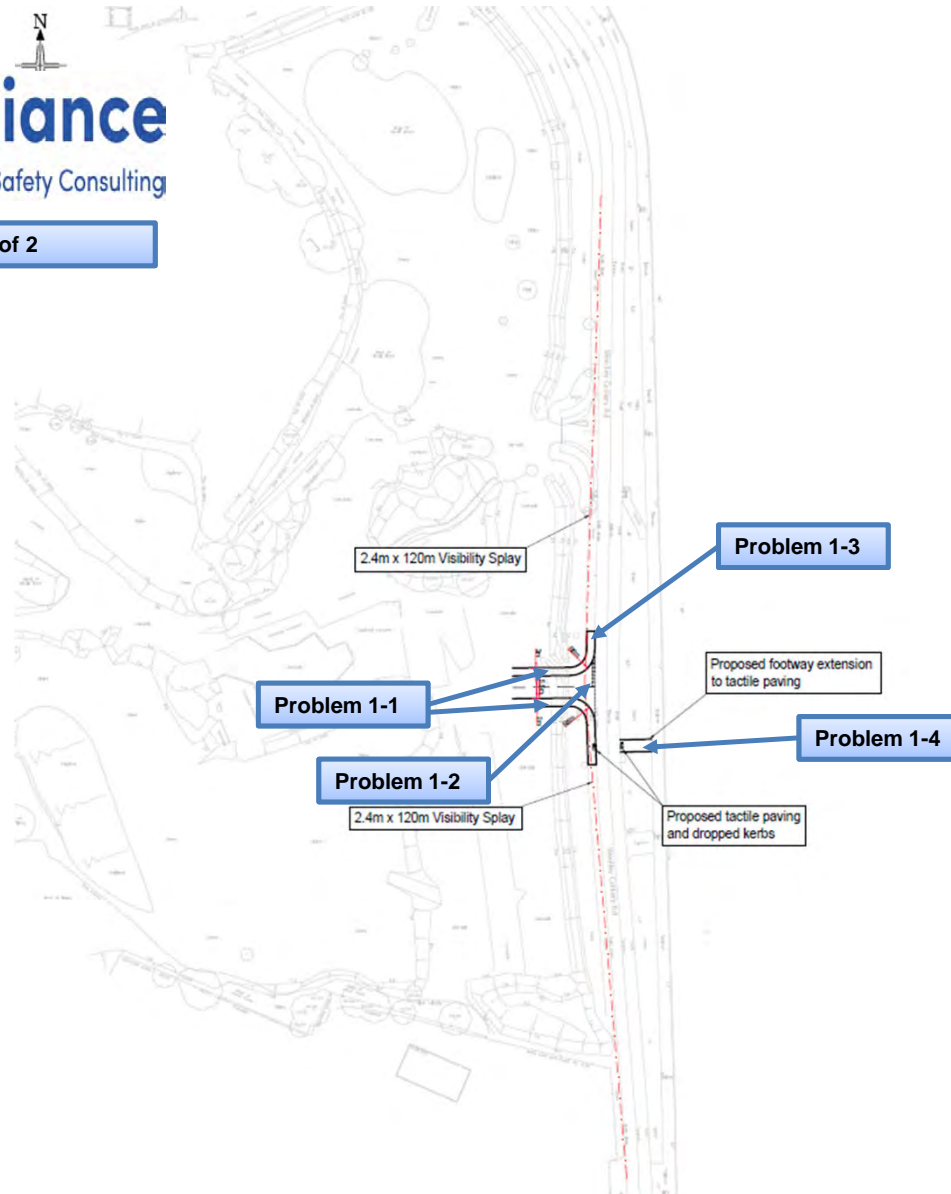


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Highways, Transportation & Safety Consulting



Problem Location Plan – Sheet 1 of 2



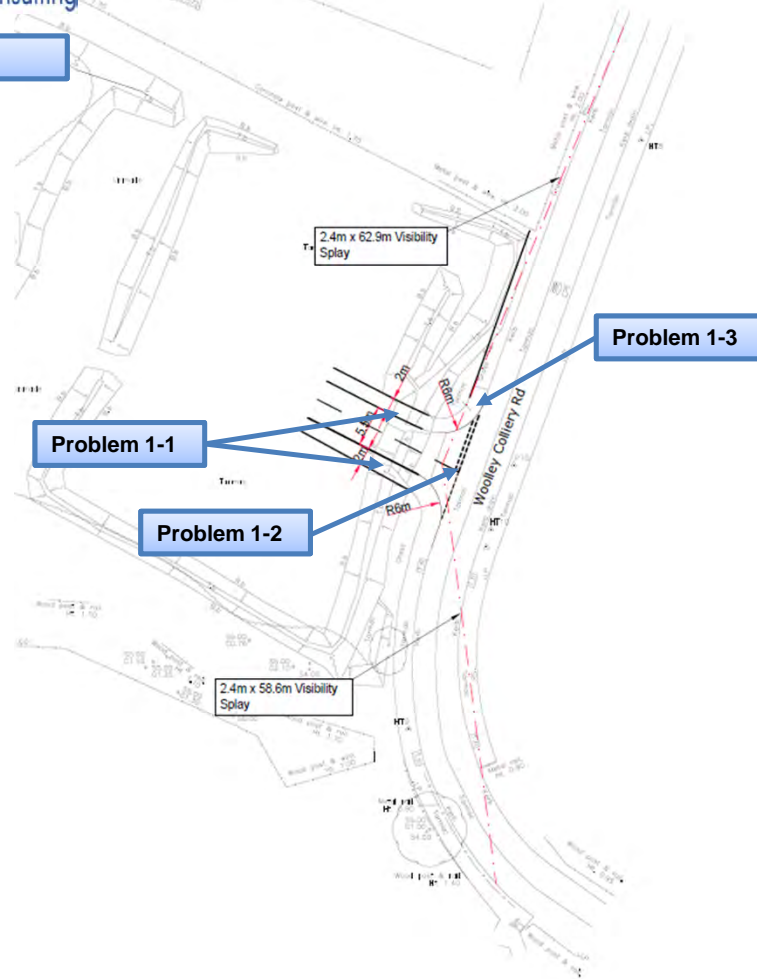


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Problem Location Plan – Sheet 2 of 2



APPENDIX BGH 5

1 Project details

Table 1 Project details and authorisation

Project:	Proposed Residential Development
Report title:	Stage 1 Road Safety Audit Response Report
Date:	19 th August 2025
Document reference and revision:	24-245-005.02
Produced by:	Bryan G Hall
On behalf of:	Barnsley Metropolitan Borough Council
Prepared by:	
Name:	Isaac Allenby
Position:	Graduate Engineer
Signed:	
Organisation:	Bryan G Hall
Date:	19 th August 2025
Checked By:	
Name:	Martin Crabtree
Position:	Associate Director
Signed:	
Organisation:	Bryan G Hall
Date:	19 th August 2025
Approved By:	
Name:	Adam Bradley
Position:	Associate
Signed:	
Organisation:	Bryan G Hall
Date:	19 th August 2025

2 Introduction

This Stage 1 Road Safety Audit Response Report has been prepared by Bryan G Hall Limited to address the points raised in the Stage 1 Road Safety Audit of the proposed vehicular access junctions with Woolley Colliery Road, to serve a proposed residential development. The Stage 1 Road Safety Audit was carried out by Meraki Alliance and is dated 28th July 2025 (report reference no. MAL/RDWCRSA1 Rev0).

The proposed site access drawings have been revised to address the comments raised by the audit team and are included at **Appendix BGH1** of this Response Report, along with an additional supporting swept path analysis drawing at **Appendix BGH2**, as detailed in this Response Report.

Table 2 Introduction

Scheme Details	Proposed Site Accesses – Woolley Colliery Road
Stage of RSA	Stage 1 Road Safety Audit
RSA Details	Meraki Alliance - MAL/RDWCRSA1 Rev0

3 Key personnel

Table 3 Key personnel

Overseeing Organisation:	Barnsley Metropolitan Borough Council
RSA team:	Naomi Cook – Audit Team Leader - Meraki Alliance Jonathan Birkett - Audit Team Member - Meraki Alliance Nathan Copley - Audit Team Member - Barnsley Metropolitan Borough Council
Design organisation:	Bryan G Hall

4 Road safety audit decision log

Table F.4 Road safety audit decision log

RSA Problem	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
1-1 Lack of crossing points could lead to an increase of collisions involving non-motorised users (NMUs)	Ensure that uncontrolled crossings are proposed at desire lines around the accesses.	Uncontrolled pedestrian crossing with dropped kerbs and tactile paving will be provided at the proposed site accesses as suggested. The proposed site accesses have been amended to show this.		
1-2 Inappropriate carriageway widths and turning radii can result in increased vehicle collisions as well as pedestrian/vehicle collisions.	Ensure that all vehicles that are expected to turn into and out of the junction, can do so safely without impacting on other junction users.	A swept path analysis drawing was included in Appendix BGH 11 of the Transport Assessment and this has been updated to reflect the minor changes made as part of this RSA Response Report. The drawing shows that a refuse vehicle can access and egress both site accesses.		
1-3 Risk of collisions involving visually impaired users who attempt to cross at unsafe, undesignated locations	Consider reducing the extents of the proposed footway around the north side of the junctions to a point just after any uncontrolled crossings	The provision of the footway to the north of the southern access is such that it provides pedestrian access to proposed dwellings on foot. Similarly, the provision of the footway to the north of the northern access is such that it provides a connection to the		

		<p>internal layout, providing pedestrian access to those properties with access from the shared surface and will utilise the existing crossing over Woolley Colliery Road when travelling south.</p> <p>The proposed site accesses have been amended to show this.</p>		
<p>1-4 Risk of collisions between visually impaired users and cyclists due to absence of hazard warning</p>	<p>Provide the appropriate tactile paving at the junction of the proposed footway extension and the existing shared use facility.</p>	<p>Appropriate tactile paving at the junction of the proposed footway extension and the existing shared use facility will be provide as suggested. The proposed site accesses have been amended to show this.</p>		

5 Design Organisation and Overseeing Organisation statements

Table 5 Design organisation statement


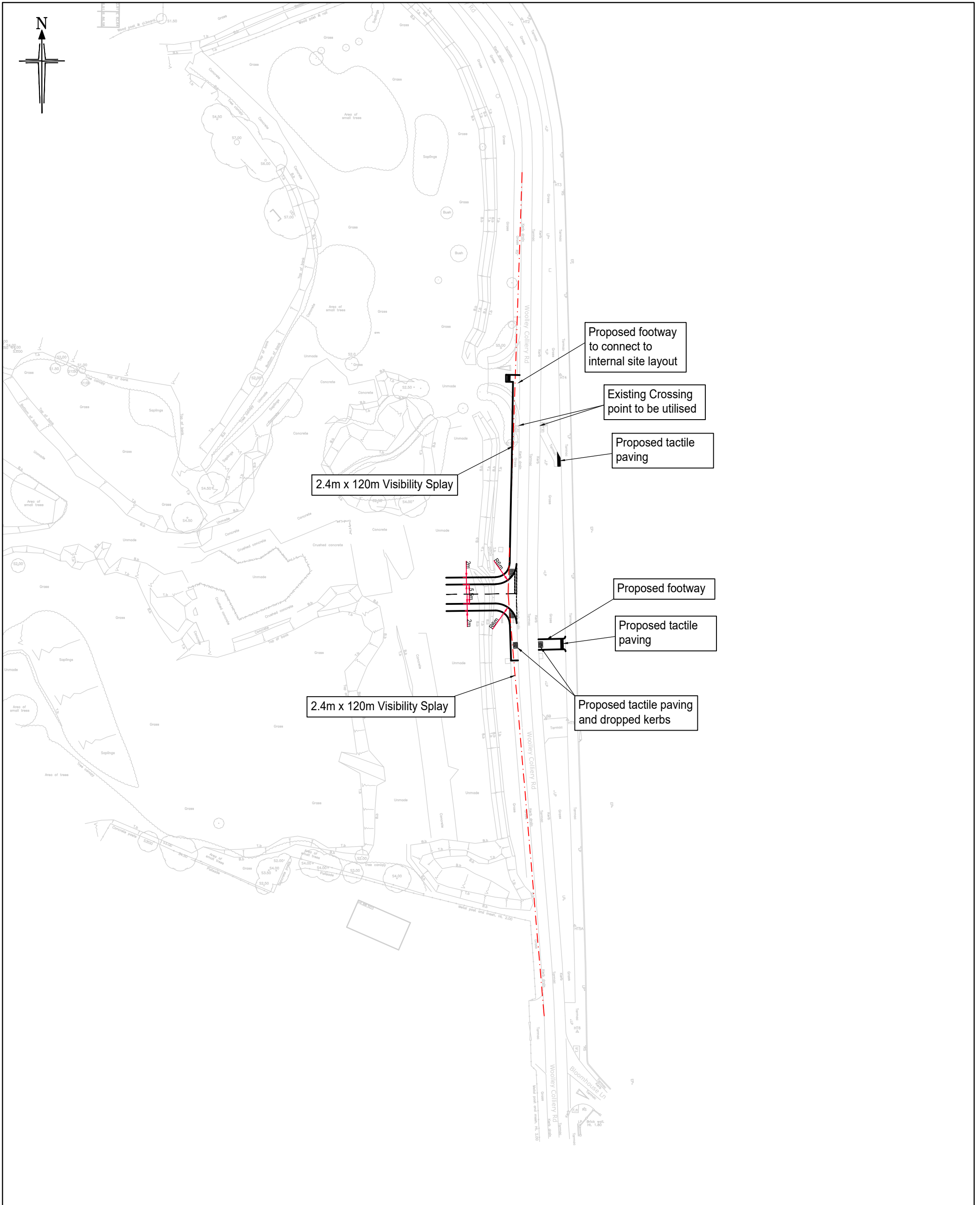
<p>On behalf of the design organisation I certify that:</p> <p>1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.</p>	
Name:	Martin Crabtree
Signed	
Position:	Associate Director
Organisation:	Bryan G Hall
Date:	19 th August 2025

Table 6 Overseeing Organisation statement

<p>On behalf of the Overseeing Organisation I certify that:</p> <p>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</p> <p>2) the agreed RSA actions will be progressed.</p>	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

APPENDIX BGH 1



BRYAN G HALL

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CMAA Rank

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Title: PROPOSED NORTHERN PARCEL SITE ACCESS

Scale: 1:1000 Size: A3 - 297 x 420

Drawn: PP Chkd: MC Appvd: MC

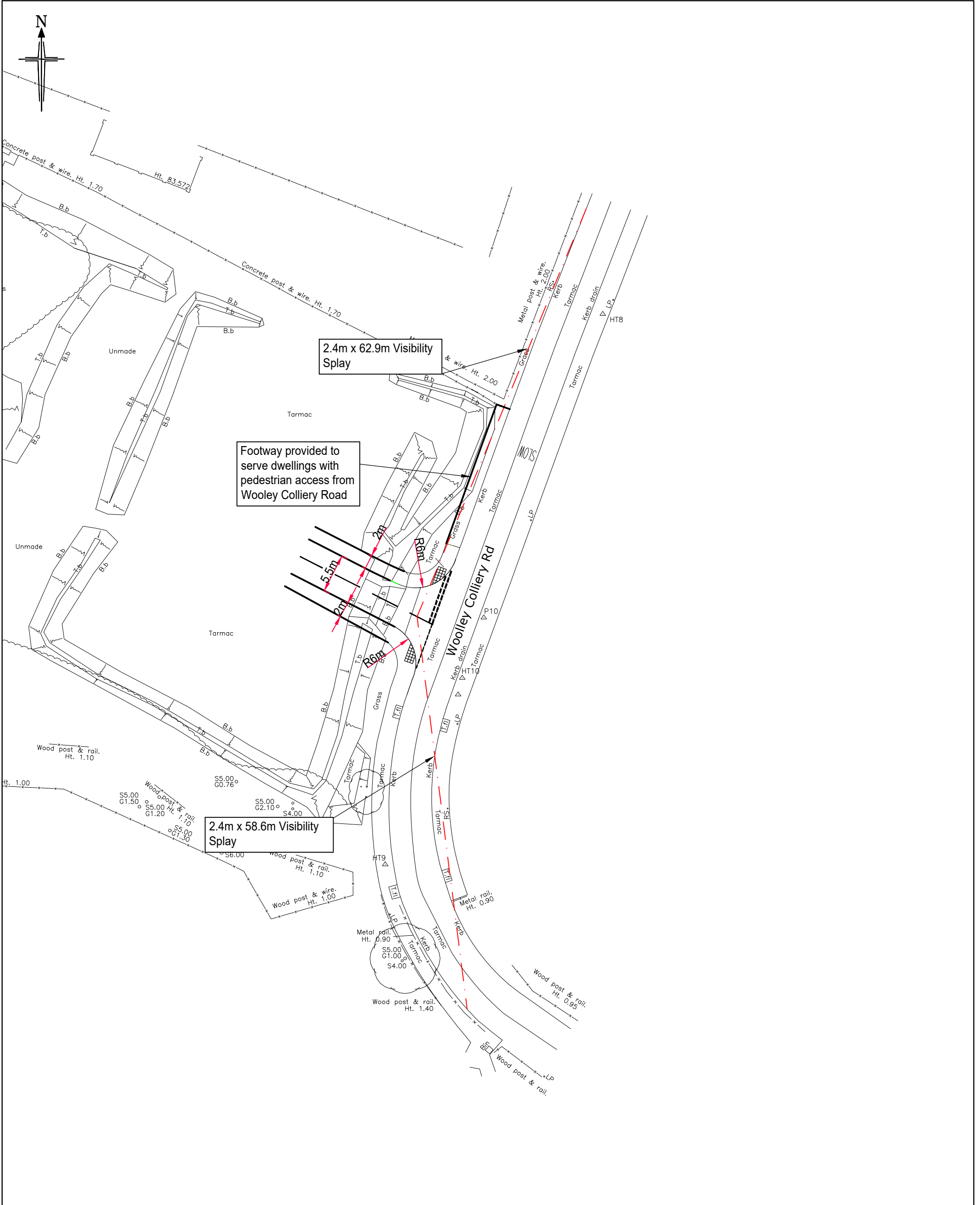
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Rev:	Date:	Amendment:	DRN	CHK	APR

Client: GLEESON REGENERATION

Project: WOOLLEY COLLIERY, DARTON

Drawing No: 24/256/TR/001 Revision: B

Job No: 24-256 Date: 09.09.24



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Title: PROPOSED SOUTHERN PARCEL SITE ACCESS

Scale: 1:500 Size: A3 - 297 x 420

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Rev:	Date:	Amendment:	DRN	CHK	APR

Client: GLEESON REGENERATION

Project: WOOLLEY COLLIERY, DARTON

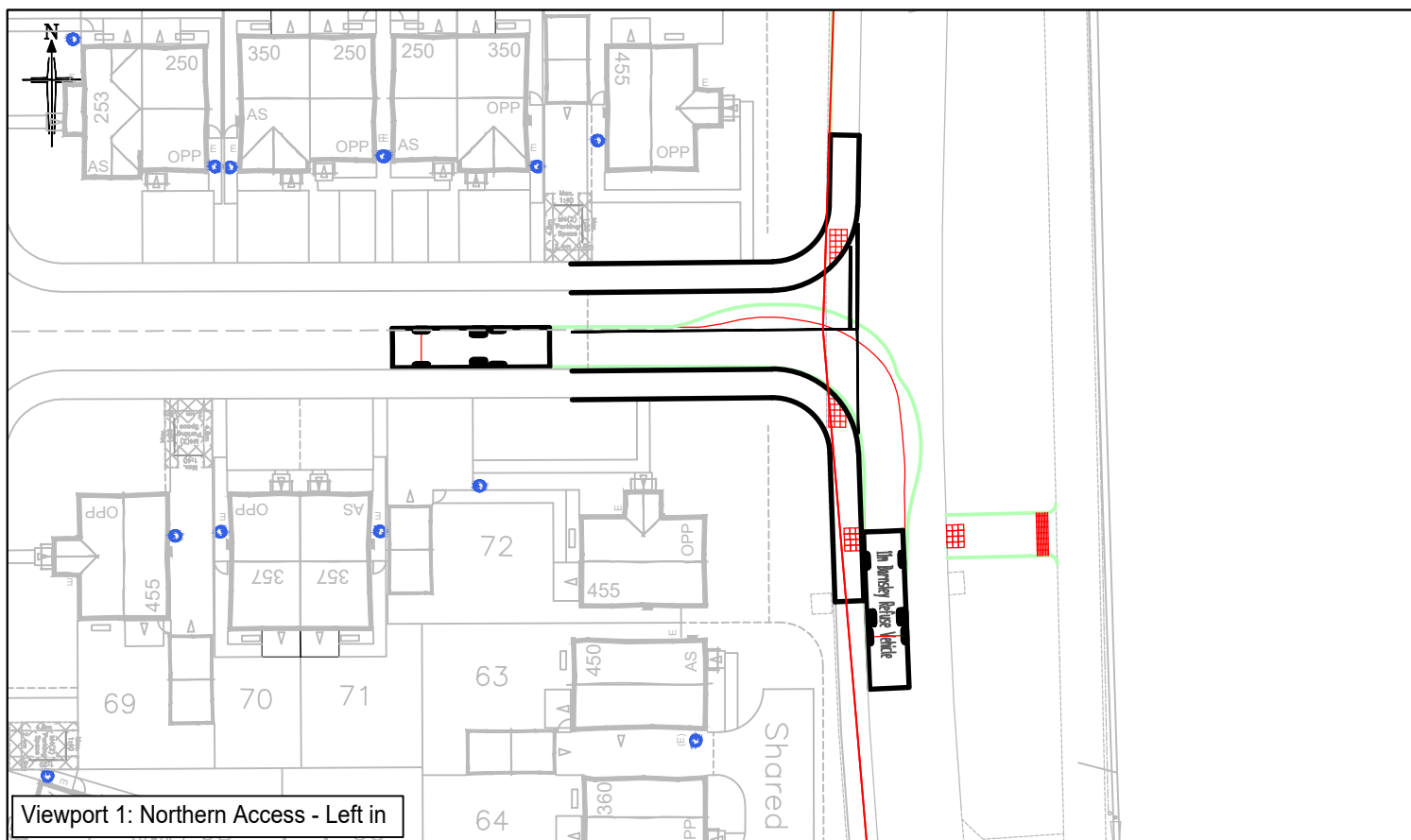
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Job No: 24-256

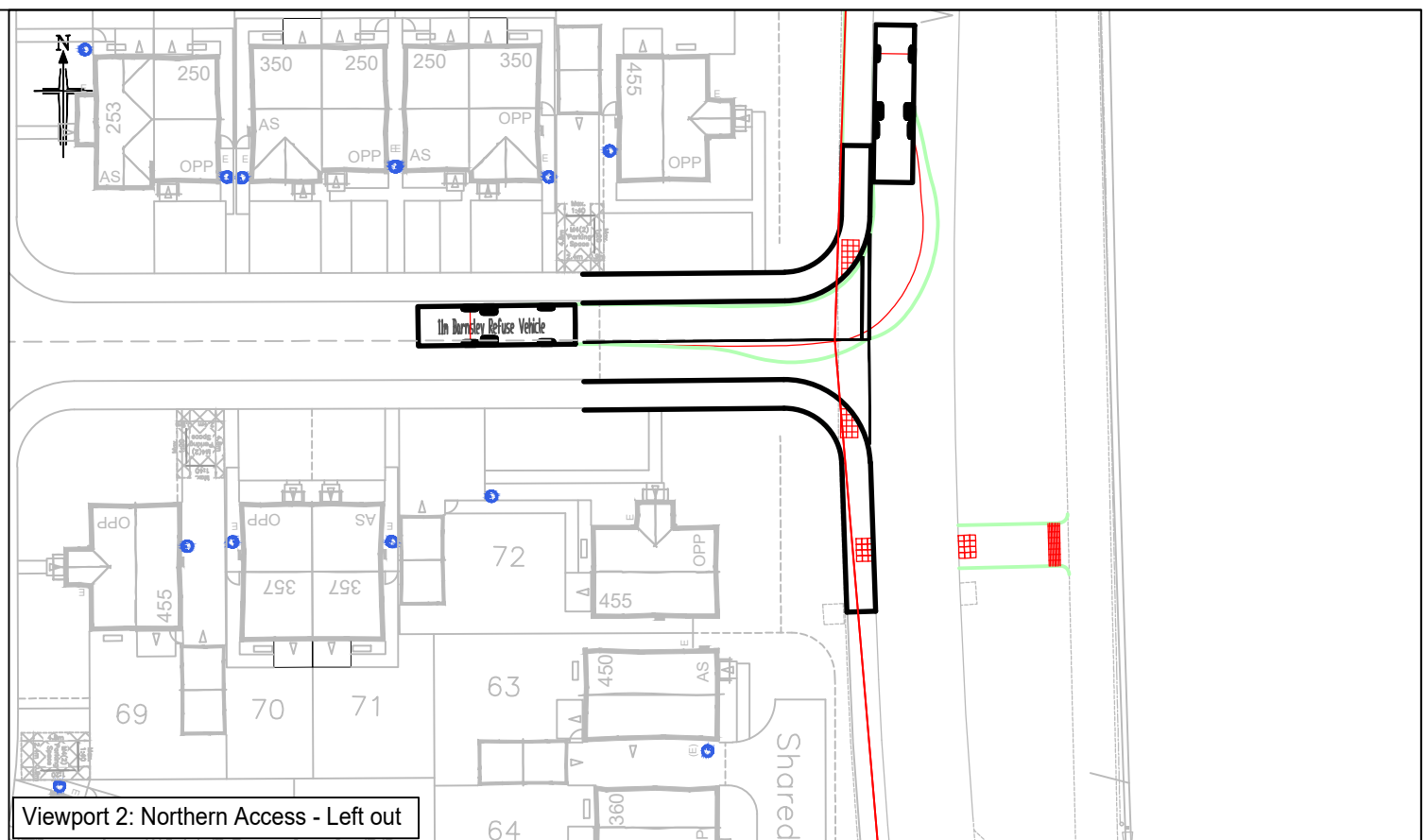
Revision: B

Date: 09.09.24

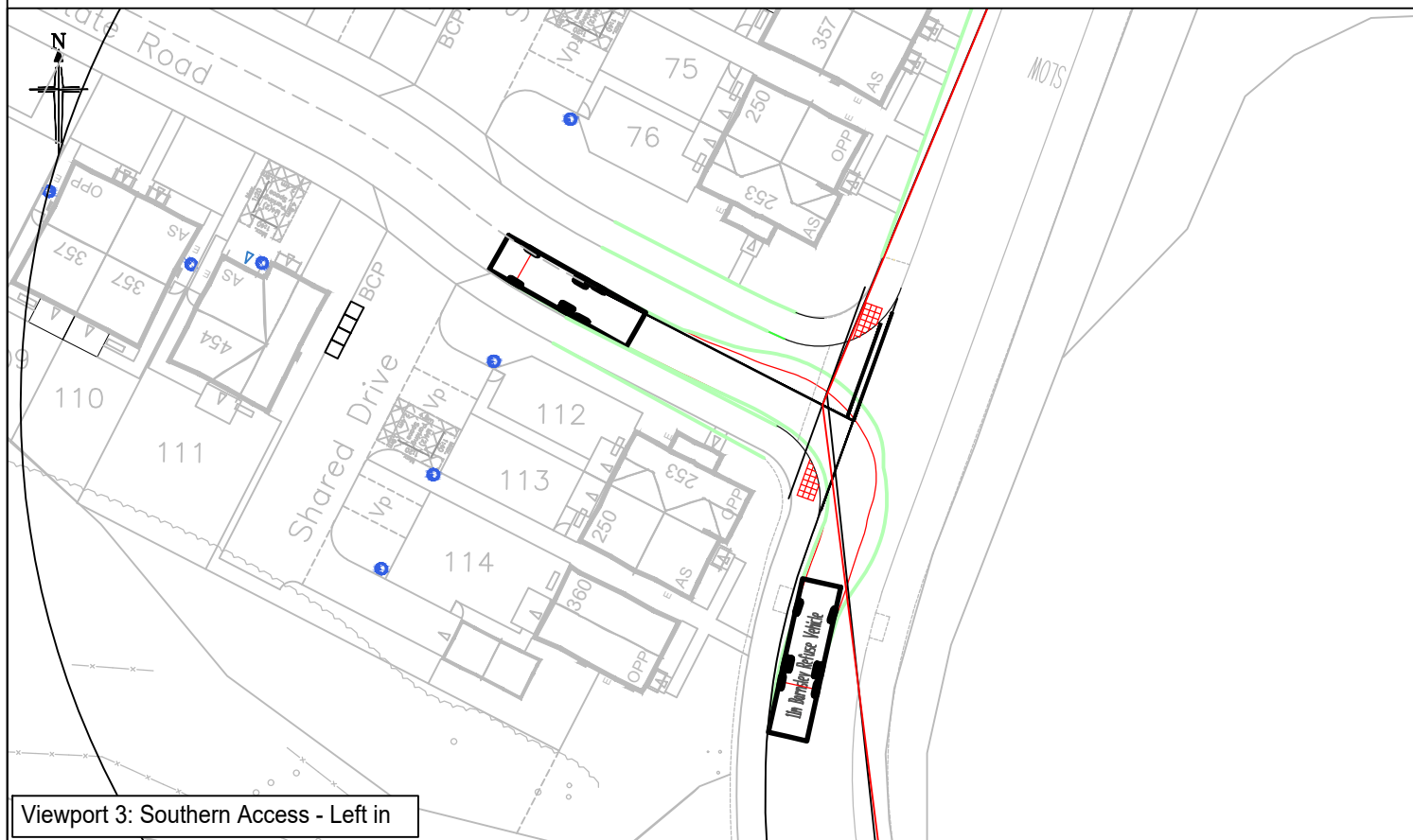
APPENDIX BGH 2



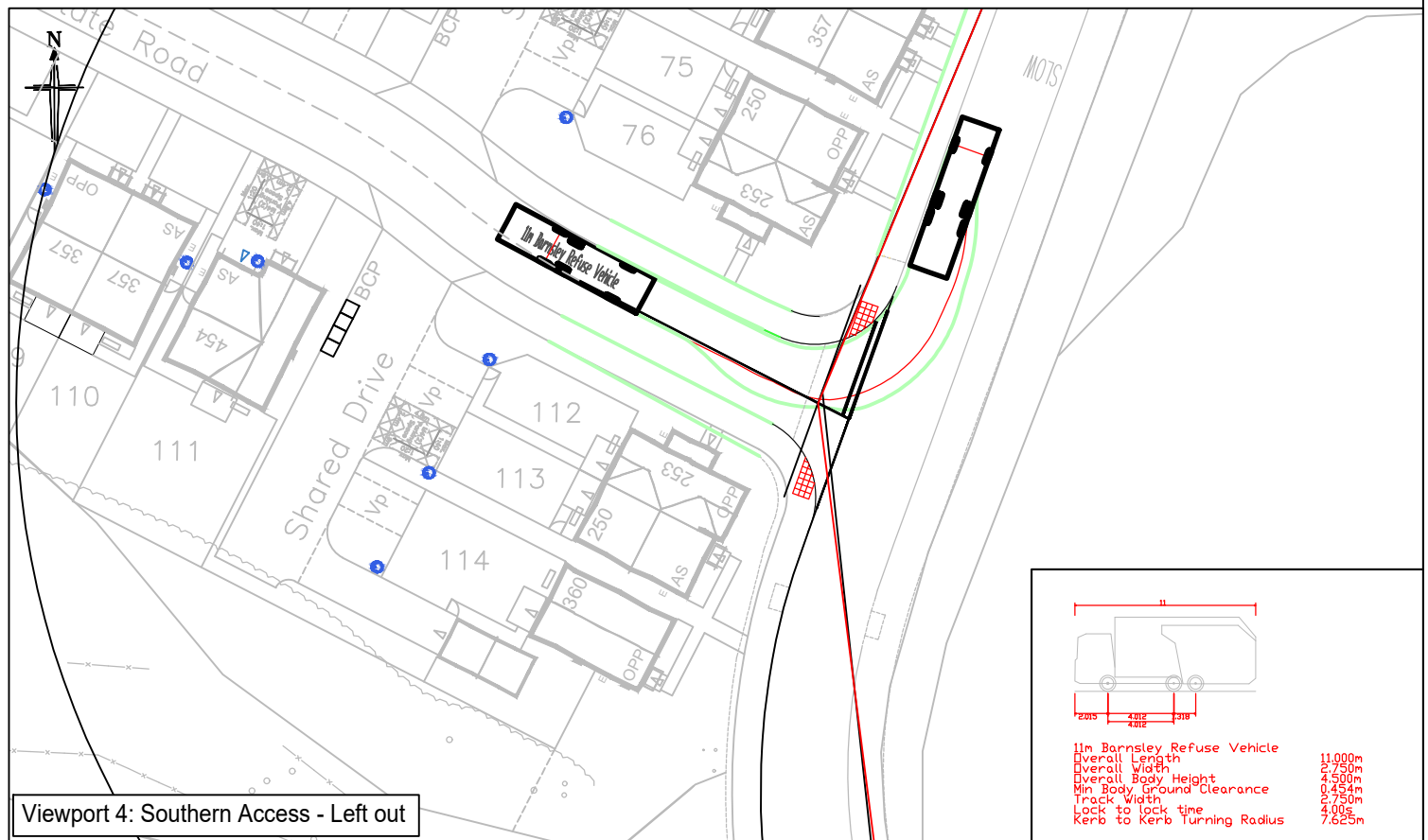
Viewport 1: Northern Access - Left in



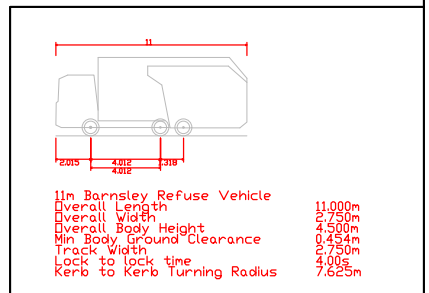
Viewport 2: Northern Access - Left out



Viewport 3: Southern Access - Left in



Viewport 4: Southern Access - Left out



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Status: **FOR INFORMATION**

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Size: A3 - 420 x 297

Drawn: PP Chkd: MC Appvd: MC

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Rev:	Date:	Amendment:	DRN	CHK	APR
Client:	GLEESON REGENERATION				
Project:	WOOLLEY COLLIERY, DARTON				
Drawing No:	24/256/ATR/002		Revision: B		
Job No:	24-256		Date: 05/07/2024		

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