safer roads for everyone

Pear Tree Farm
Church Street, Brierley, Barnsley, South Yorkshire

Section 278 Highway Works

Road Safety Audit Stage 1

on behalf of
Barnsley Metropolitan Borough Council

TMS Client - Building Link Design
for Mr Wayne Bennet

TMS Reference No:	**19217**
Date:	**5th June 2025**
Revision:	**0**

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1. Project Details

Report Title:	Pear Tree Farm Church Street, Brierley, Barnsley, South Yorkshire Section 278 Highway Works Road Safety Audit Stage 1
Author	Darren Newbold
Document Ref No:	TMS Report Ref No: 19217
Revision	0
Prepared by:	TMS Consultancy
On behalf of:	Barnsley Metropolitan Borough Council (Overseeing Organisation)
TMS Client	Building Link Design for Mr Wayne Bennet

Document Control Sheet

Issue No	Revision	Audit Team	Completion Date	TMS Issue Date
1	0	DN/RM	05/06/2025	05/06/2025

2. Introduction

2.1 This report describes a Stage 1 Road Safety Audit carried out on the Section 278 highway works associated with a residential development on land off Church Street, Brierley, Barnsley, South Yorkshire.

2.2 The audit team members are as follows:

Audit Team Leader

Darren Newbold – MSc, BSc (Hons), MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency
Principal Engineer, TMS Consultancy

Audit Team Member

Richard Marriott – CertEd, ACFS, FCIHT, FSoRSA, MITAI
National Highways Approved RSA Certificate of Competency
Road Safety Engineer, TMS Consultancy

2.3 The audit comprised an examination of the documents listed in **Appendix A**. The Road Safety Audit was undertaken in accordance with the instruction from Lewis Keane, Building Link Design.

2.4 The site was visited by the Audit Team on Thursday 5th June 2025 between 10am and 10.45am. The weather was overcast and damp. Traffic flows were low. Pedestrian flows were very low. No cycle flows were observed.

2.5 The terms of reference of the Road Safety Audit are as described in GG 119 Revision 2. The 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 design to any other criteria.

2.6 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise collision occurrence.

2.7 A scheme drawing is included in **Appendix B**, where the locations of specific problems are referenced. A location plan of the scheme is also included in this Appendix.

2.8 Scheme Description

The scheme consists of a proposed priority junction on Church Street to provide access to a housing development (10 dwellings). The access will incorporate footways on either side which will connect to existing footway facilities on Church Street.

Church Street is subject to a 30mph speed limit and is street lit.

2.9 Road Safety Audit Response Report

Following the completion of the road safety audit, the design team should prepare a road safety audit response report in collaboration with the Overseeing Organisation.

The response report should incorporate the following:

- **Decision Log** spreadsheet, where each Problem and Recommendation in the Safety Audit report is reiterated.
- In the Decision Log, a response should be provided by the Design Team and Overseeing Organisation for each problem raised in the RSA report, together with an agreed action.

Further information is provided in **GG 119 Sections 4.11 to 4.19** and **Appendix F** (where a road safety audit response report template is available).

The response report should be produced and finalised within *one month* of the issue of the RSA report. A copy of the response report should be issued to the Audit Team for their information.

3. Items resulting from the Stage 1 Audit Road Safety Audit

3.1 PROBLEM

Location: Church Street; site access

Summary: High vehicle speeds around the bend may result in pull-out type vehicle collisions

Although a suitable visibility is shown to be proposed from the site access onto Church Street, from site observations the vehicle speeds around the right-hand bend towards the site access appeared to be high. The proposed visibility splay may be insufficient for the actual speeds of vehicles, which may increase the risk of pull-out type vehicle collisions at the site access junction.

RECOMMENDATION

A speed survey should be undertaken to ascertain actual vehicle approach speeds. If these results do confirm that speeds are high, additional measures should be provided to reduce approach speeds such as, but not exclusively, provision of ‘slow carriageway’ markings, physical traffic calming features, markings to reduce carriageway width etc.

4. Audit Team Statement

We certify that the terms of reference of the road safety audit are as described in GG 119 Revision 2.

Audit Team Leader

Darren Newbold – MSc, BSc (Hons), MCIHT, MSoRSA National Highways Approved RSA Certificate of Competency Principal Engineer, TMS Consultancy

Signed	
Date	5th June 2025

Audit Team Member

Richard Marriott – CertEd, ACFS, FCIHT, FSoRSA, MITAI National Highways Approved RSA Certificate of Competency Road Safety Engineer, TMS Consultancy

Signed	
Date	5th June 2025

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Appendix A

Documents Examined:

- Drawing No. 4038-02
- Drawing No. 4038-05B

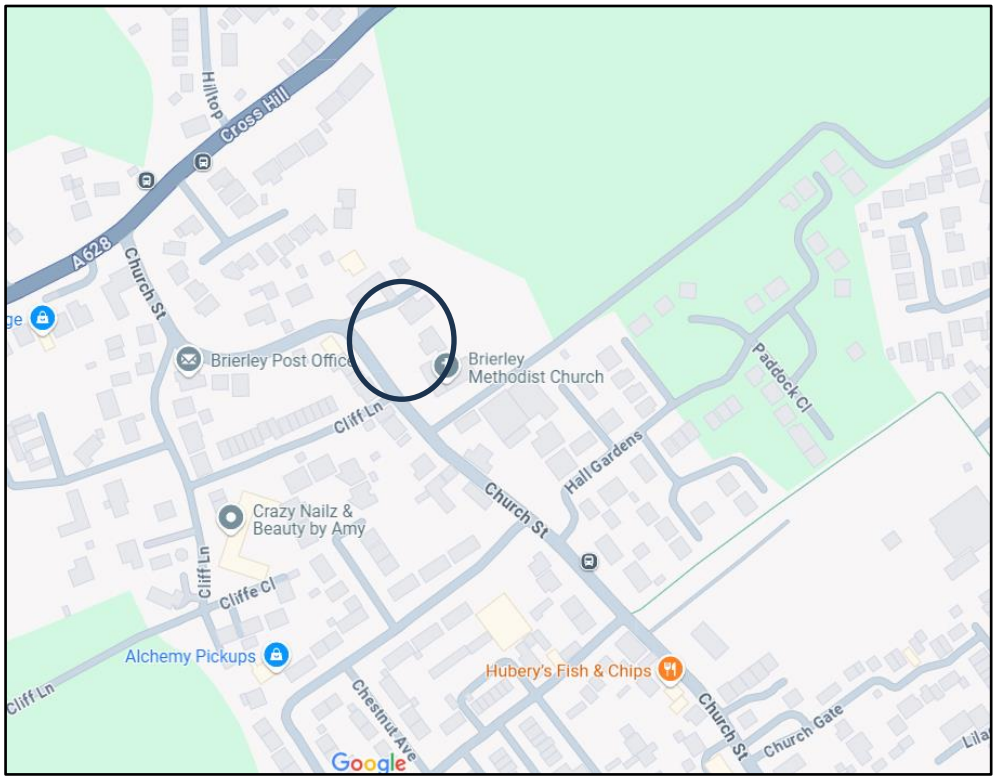
Other Information Provided:

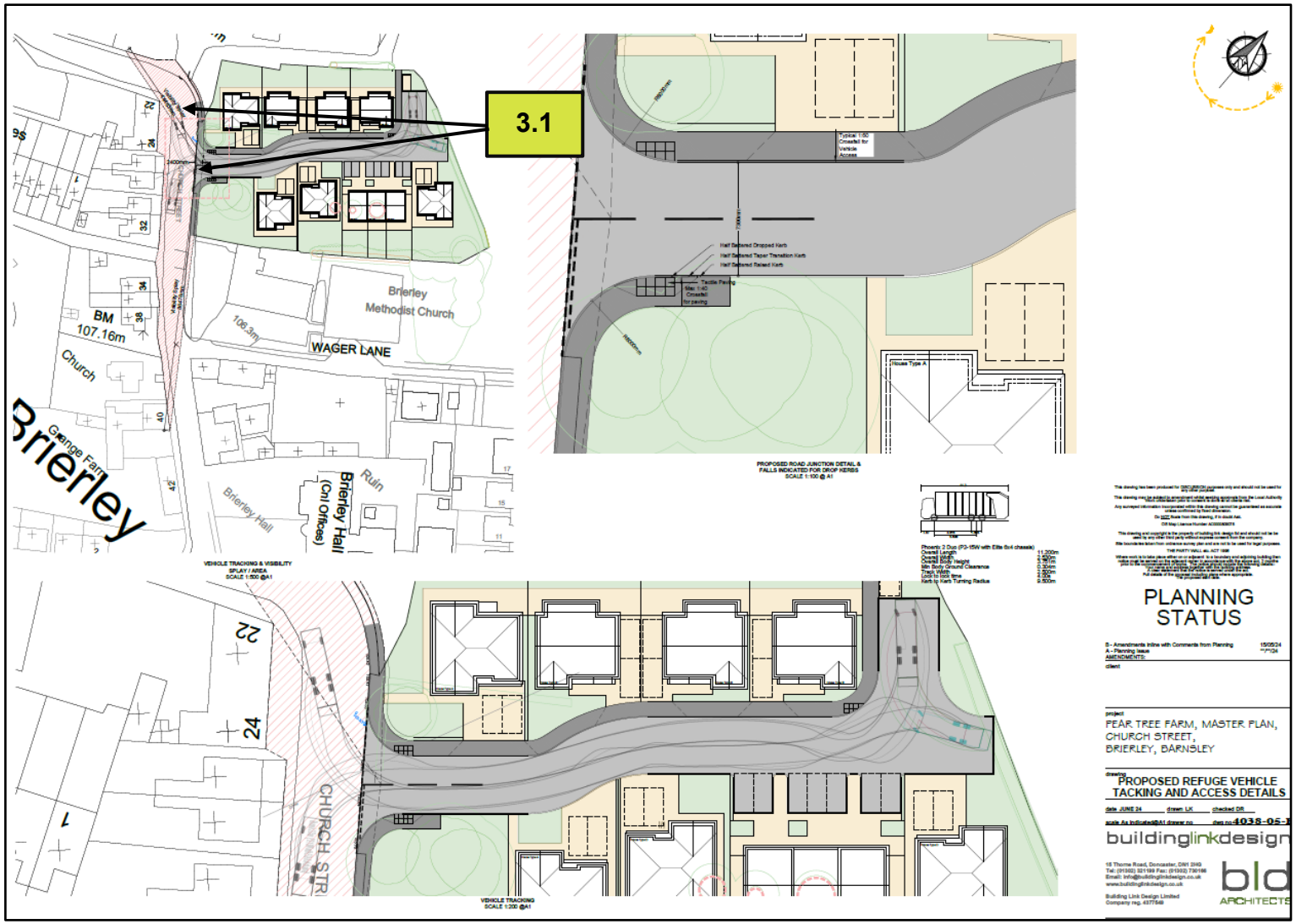
- Checklist of Information
- Planning Consultation Response

Appendix B

Please refer to the following page for a plan illustrating the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

The location of the scheme is shown below:




3.1
Brierley
Methodist Church
WAGER LANE
BM
107.16m
Church
Grange Farm
Brierley
Brierley Hall
(Con Offices)
Ruin
Brierley Hall
PROPOSED ROAD JUNCTION DETAIL &
FALLS INDICATED FOR DROP KERBS
SCALE 1:100 @ A1
VEHICLE TRACKING & VISIBILITY
SPLAY / AREA
SCALE 1:500 @A1
CHURCH STR
VEHICLE TRACKING
SCALE 1:200 @A1
PLANNING
STATUS
PEAR TREE FARM, MASTER PLAN,
CHURCH STREET,
BRIERLEY, BARNSLEY
PROPOSED REFUGE VEHICLE
TACKING AND ACCESS DETAILS
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