



Sevenairs Consulting Ltd

Doncaster Road, Darfield, Barnsley

Road Safety Audit Stage 1

July 2026



Document Control

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Doncaster Road, Darfield, Barnsley – Road Safety Audit Stage 1

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On behalf of

Paragon Highways Ltd.

– Peach House West, The Walled Garden, Nostell Estate Yard, Wakefield, WF4 1AB

Highway Authority / Overseeing Organisation

Barnsley Metropolitan Borough Council

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Barnsley
Youth Choir

Sevenairs are proud sponsors of Barnsley Youth Choir
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Barnsley Youth Choir is a registered charity formed in 2009. It provides outstanding choral training to around 700 children and young people aged 0-24 years old in 10 separate choirs. BYC seeks to inspire and change lives through music and provide life-changing opportunities for those involved.

Introduction

Commissioning and Scope

This report results from a Stage 1 Road Safety Audit carried out at the site of a residential development off Doncaster Road in Darfield, Barnsley. 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:

The Audit Team	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 MCIHT Road Safety Team Member in accordance with GG119
Audit Observers	None

The main project comprises of a residential development providing up to 470 new homes. Highway works include development accesses from Doncaster Road and Barnsley Road, associated footways and carriageway works, traffic signs and carriageway markings as well as new carriageway lighting. Supporting measures include improvements to the footway between Lugano Grove and Barnsley Road and the removal of existing cycle barriers. The scope of this Road Safety Audit is to review the proposed highway works.

The audit has been carried out in accordance with the principles of the National Highways document GG 119 Road Safety Audit. A formal Road Safety Audit Brief was provided to the Audit Team by Leigh Ogden. This provided information regarding the site relevant scheme documents, drawings and contained details of the Road Safety Audit team. The brief was approved by Nathan Copley, Barnsley Metropolitan Borough Council. This was considered by the Audit Team to provide sufficient detail to undertake the appropriate stage of audit. The audit team formally accept the brief.

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.

Site Visit Attendance

A site visit took place comprising of the RSA team on Wednesday 22nd July 2026 between 08:30 and 09:00 hours during which the weather was overcast and the road surface dry. Traffic conditions were moderate but free flowing, with a number of pedestrians and cyclists observed.

Documents Supplied

- Email proposal background
- PRGN-1229-HGN-DR-CH-101I Revised Junction Arrangement 06.2026
- PRGN-1229-HGN-DR-CH-103B Proposed Off-Site Works Drawing Plan 1 06.2026
- PRGN-1229-HGN-DR-CH-104A Proposed Off-Site Works Drawing Plan 2 06.2026
- PRGN-1229-HGN-DR-CH-102A Vehicle Tracking Drawing 01.2026

Terms of Reference

The terms of reference of this Road Safety Audit are as described in the National Highways document GG119 Revision 2.0.1 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. 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. 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

A Stage 1 Road Safety Audit was previously completed at this location in November 2021. This report supersedes the earlier report.

Problems Raised at this Stage 1 RSA

PROBLEM – A-01

Location: Doncaster Road – At the ghost island junction.

Summary: Drainage – Ineffective drainage of surface water may increase the risk skidding or loss of control type collisions.

At this early stage, drainage details may not have been considered. Significant lengths of widening are proposed on the main carriageways which will increase the effective surface areas to be drained. This may overwhelm the existing legacy surface water drainage systems. Ineffective drainage of surface water may increase the risk of skidding or loss of control type collisions.

RECOMMENDATION

It is recommended that all areas are provided with suitable surface water drainage measures to minimise the risk of standing water and detritus.

PROBLEM – A-02

Location: Doncaster Road – At the ghost island junction.

Summary: Skidding Resistance – Carriageway surfacing across part lane widths may increase the risk of loss of control type collisions.

The drawings indicate that carriageway widening is to be provided with no indication of resurfacing of the existing carriageway nor what skidding resistance is to be provided. There is a risk here that, if widening is provided by means of haunching the carriageway width into the verge, a differential skidding resistance is introduced between the new and old carriageway surfacing. This difference in skidding resistance may increase the risk of loss of control type collisions, especially when the carriageway surface is wet.

RECOMMENDATION

It is recommended that the widening provided is done so in full lane widths and the revised crown of the road is located such to avoid the application of any adverse camber.

PROBLEM – A-03

Location: Barnsley Road – At the eastern development access.

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

Junction visibility to the east of this development access is shown as 90m and is likely to pass through an existing established hedgerow. It is unclear at this stage what vegetation will be removed or if any new landscaping will be provided here. It is understood that the existing 50mph speed limit will remain. Should the visibility requirements not be maintained clear of obstruction, there may be an increased risk of collisions linked to insufficient visibility.

RECOMMENDATION

It is recommended that junction visibility envelope is cleared of vegetation.

PROBLEM – A-04

Location: Barnsley Road – At the eastern development access.

Summary: Specific Road Users – Lack of provision for users who rely on mobility aids may increase collisions involving this user group.

At this early stage, details around kerbs will not have been considered. However, there appears to be a lack of crossing provision between footways either side of the development access. This may require users that rely on mobility aids to use driveways and travel along the carriageway to find a suitable location to negotiate the kerb. A lack of provision for these users may increase the risk of collisions involving users with mobility issues.

RECOMMENDATION

It is recommended that dropped kerbs with tactiles are provided across the development access.

PROBLEM – A-05

Location: Barnsley Road.

Summary: Pedestrians – Location of a dropped crossing may increase the risk of collisions involving pedestrians.

A dropped crossing point is shown across the linking road between Barnsley Road and Saltersbrook Road. This appears to be located close to the adjacent carriageway of Barnsley Road. Whilst this location maximises crossing inter-visibility, the location also maximises the crossing exposure time for pedestrians crossing the side road. Also, provision at these locations on the junction radii may make crossing orientation difficult for visually impaired users who could be mis-directed into the main carriageway. The configuration of the proposed dropped crossings may increase the risk of collisions involving pedestrians, especially visually impaired pedestrians.

RECOMMENDATION

It is recommended that the dropped crossing is located to minimise the crossing distance whilst maintaining inter-visibility between pedestrians waiting to cross and approaching vehicles. This could be achieved by relocation of the crossing points marginally further into the side road.

PROBLEM – A-06

Location: Doncaster Road – Between the western development access and Barnsley Road.

Summary: Pedestrians – Close proximity to a higher speed road may increase the risk of collisions or injuries involving pedestrians on the footway.

Vehicles will be passing directly next to the proposed 2m wide footway. Should the 50mph speed limit remain, there is an increased risk of air turbulence caused by passing vehicles affecting the stability of pedestrians or placing them at greater risk from debris thrown up from passing vehicles. This could be a particular problem for younger or older pedestrians as well as cyclists who may be using the footway, albeit unlawfully. This may increase the risk of collisions or injuries involving pedestrians and cyclists.

RECOMMENDATION

It is recommended that a buffer strip is provided appropriate to the speed of the road. Some guidance on suitable widths is highlighted in LTN 1/20 Table 6.1. for cycle routes but these remain relevant to footways.

Audit Team Statement

We certify that the Road Safety Audit Team have carried out their duties as far as practicable in accordance with GG119 Revision 2.0.1.

Road Safety Audit Team Leader

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

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Signed:



Date: 26th July 2026

Road Safety Audit Team Member

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Signed:



Date: 26th July 2026

Problem Location Plan



