


Keepmoat Homes

**Proposed Residential Access
Junction, B6099 Keresforth Road,
Dodworth, Barnsley**

**Combined Stage 1 & 2
Road Safety Audit**

November 2022

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Combined Stage I & 2 Road Safety Audit

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Client Commission			
Client:	Keepmoat Homes	Order No:	
Commissioned By:	Gareth Uttley	Date Commissioned:	September 2022

LTP Quality Control					
Job No:	LTP/22/4283	File Ref:	4283 Resi Access Junction, Kersforth Rd, Dodworth RSA Combined 1_2 - Final Issue 1		
Issue	Revision	Description	Originated	Checked	Date
1	-	Final Report	RP	AM	03/11/2022
Authorised for Issue:					AM

LTP PROJECT TEAM

As part of our commitment to quality the following team of transport professionals was assembled specifically for the delivery of this project. Relevant qualifications are shown and CV's are available upon request to demonstrate our experience and credentials.

Team Member	LTP Designation	Qualifications
Andy Mayo	Director	BA(Hons) MSc FIHE CMILT FCIHT FSoRSA CoC
Ryan Penn	Associate	BA(Hons) IEng FIHE FCIHT MSoRSA

PROPOSED RESIDENTIAL ACCESS JUNCTION, B6099 KERESFORTH ROAD, DODWORTH, BARNSELY

COMBINED STAGE 1&2 ROAD SAFETY AUDIT

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1.0 INTRODUCTION

- 1.1 Keepmoat Homes, as the Scheme Promoter, has commissioned Local Transport Projects Ltd (LTP) to carry out a Combined Stage 1&2 Road Safety Audit of a proposed new residential access junction to be located on the northern side of Keresforth Road, Dodworth in Barnsley. The proposed access junction is associated with planning application reference 2022/016, which seeks to provide up to 215 residential dwellings. As the Highway Authority, Barnsley Metropolitan Borough Council (BMBC) is the Overseeing Organisation. The Road Safety Audit Brief was approved by the Overseeing Organisation and is included as Appendix 1.
- 1.2 The proposed highway works that are subject to this Road Safety Audit consist of:
- Provision of a new priority T-junction on the northern side of Keresforth Road a short distance west of the existing Keresforth Road / Wood End Court junction;
 - Removal of the existing Keresforth Road / Wood End Court junction, with Wood End Court served via a new junction created on the eastern side of the new residential access road;
 - Provision of footways on both sides of the new residential access road; and
 - Provision of a structural retaining feature (to be designed by others) to the west of new residential access road.
- 1.3 The internal residential streets of the proposed development do not form part of this Road Safety Audit. It is anticipated that these streets would be subject to a Road Safety Audit at a relevant point in the future. It is also noted that the proposed development site forms part of the wider 'HS10' site which is allocated for residential development within the adopted Barnsley Local Plan. This Road Safety Audit only considers the Keepmoat Homes proposals (up to 215 dwellings) described above.
- 1.4 The Audit was carried out between Thursday 27th October and Thursday 3rd November 2022 and was based on an examination of the drawings supplied as summarised within Table 1.

Table 1 – Drawings Considered by the Road Safety Audit

Drawing N ^o	Rev	Drawing Title	Issued By
LTP/4283/P1/01/01	G	Potential Residential Access Road Preliminary Design Layout	LTP
LTP/4283/P2/01/02	A	Potential Residential Access Road Preliminary Design Layout Longitudinal Section Keresforth Road	LTP
LTP/4283/P1/01/03	B	Potential Residential Access Road Longitudinal Section Development Access	LTP
LTP/4283/P1/01/04	B	Potential Residential Access Road Longitudinal Section Woodend Court	LTP
LTP/4283/P2/01/05	G	Potential Residential Access Road Preliminary Design Layout Visibility Splays	LTP
LTP/4283/P2/01/06	D	Potential Residential Access Road Preliminary Design Layout Swept Path Analysis Refuse Vehicle – Sheet 1 of 2	LTP
LTP/4283/P2/01/07	D	Potential Residential Access Road Preliminary Design Layout Swept Path Analysis Refuse Vehicle – Sheet 2 of 2	LTP
LTP/4283/P2/01/08	B	Potential Residential Access Road Preliminary Design Layout Swept Path Analysis Cars to Woodend Court	LTP

- 1.5 The 'Transport Assessment' (TA) (LTP, 2022) which supported the planning application for the residential development outlines that no injury collisions have been recorded on Keresforth Road within the vicinity of the proposed access junction during the 5-year period 2016-2020. Collision data for 2021 has also been reviewed using 'www.crashmap.co.uk' (a website which utilises collision information provided by the Department for Transport). No injury collisions have been recorded on Keresforth Road within the vicinity of the proposed access junction during 2021.
- 1.6 The TA includes details of an Automatic Traffic Count (ATC) survey undertaken on Keresforth Road adjacent to Wood End Court between Wednesday 25th and Tuesday 31st August 2021. Existing vehicle flow and speed information for Keresforth Road is summarised within Table 2.

Table 2 – Existing Vehicle Flows/Speeds on Keresforth Road (2021)

Flow/Speed Details	Eastbound	Westbound	Two-way
24-Hour Daily Vehicle Flow	3065	3082	6147
Mean Speed (mph)	30.7	31.0	30.8
85 th Percentile Speed (mph)	33.4	34.2	33.8

- 1.7 The Audit Team have also been provided with a 12-hour (07:00-19:00) vehicle turning count undertaken at the Keresforth Road / Wood End Court junction on Wednesday 14th September 2022. The results from this survey are summarised within Table 3.

Table 3 – Keresforth Road / Wood End Court 12-Hr (07:00-19:00) Turning Count (2022)

From / To	Wood End Court	Keresforth Road (E)	Keresforth Road (W)	Total
Wood End Court	0	6	6	12
Keresforth Road (E)	3	3	3173	3179
Keresforth Road (W)	6	3674	0	3680
Total	9	3683	3179	6871

- 1.8 The TA indicates that the proposed residential development could be expected to generate the following level of peak period vehicle trip generation:
- AM peak hour (08:00-09:00) – 30 vehicle arrivals and 92 vehicle departures; and
 - PM peak hour (17:00:18:00) – 88 vehicle arrivals and 34 vehicle departures.
- 1.9 The TA used Junctions 9 modelling software to assess the ability of the proposed Keresforth Road / site access junction to accommodate the traffic associated with the proposed development. The modelling assessments demonstrated that the proposed junction is expected to operate with significant spare capacity.
- 1.10 No information regarding non-motorised user flows was provided to the Audit Team.
- 1.11 A site inspection was carried out on Thursday 27th October 2022 between 10:30-11:00. Both the weather and road surface were wet at the time of the site visit. During the site visit, a consistent flow of traffic was observed on Keresforth Road and pedestrian/cycle flows were observed to be very low.

- 1.12 The Audit Team comprised the following people:
- Andy Mayo MSc FIHE CMILT FCIHT FSoRSA CoC (Audit Team Leader);
 - Ryan Penn BA(Hons) IEng FIHE FCIHT MSoRSA (Audit Team Member); and
 - Andrew Tunnacliffe IEng FIHE (Audit Team Member).
- 1.13 The Audit Team was not made aware of any specific departures or relaxations from standard.
- 1.14 No/limited site clearance, cross section, construction details, road marking, signing, retaining structure, drainage, kerbing or street lighting details were made known to the Audit Team and so it has not been possible to comment on these aspects of the design.
- 1.15 It is understood that no previous Road Safety Audits of the proposals have been undertaken.
- 1.16 The Audit was carried out with reference to '*GG 119 Road Safety Audit*' (Highways England, 2020).
- 1.17 The Audit Team has examined and reported only on the road safety implications of the scheme using the information provided and has not examined or verified the compliance of the design to any other criteria.
- 1.18 The problems identified in this report are considered by the audit team to require action in order to improve safety and reduce the risk of collisions occurring. A plan showing the location of each problem is included as Appendix 2.

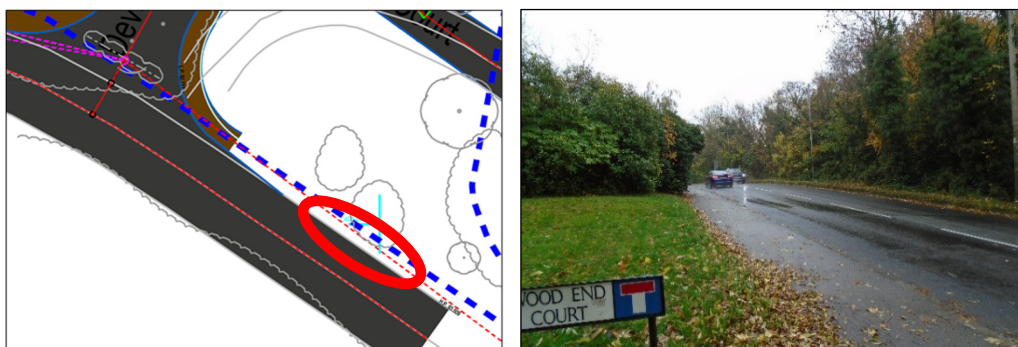
2.0 ITEMS RAISED BY THIS COMBINED STAGE 1&2 ROAD SAFETY AUDIT

2.1 Problem

Location: Leftwards visibility splay out of the Keresforth Road / site access junction

Summary: Risk of failure to give way and late braking collisions due to restricted leftwards visibility

Vegetation within Keresforth Road's northern verge has encroached into the footway and is likely to obstruct the 2.4m x 52m leftwards visibility from the proposed site access junction. A restricted level of visibility is likely to lead to an increased risk of failure to give way and late braking collisions within the vicinity of the access junction as drivers emerging from the site are not suitably aware of approaching westbound vehicles on the Keresforth Road.



Recommendation

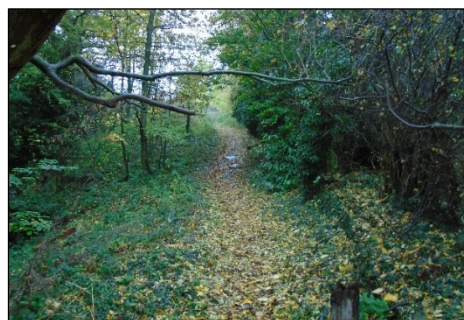
It is recommended that the vegetation is suitably cut back and maintained as such so that an unobstructed leftwards visibility (2.4m x 52m) is provided.

2.2 Problem

Location: Public Footpath located west of proposed access road

Summary: Risk of pedestrians being struck by a vehicle and/or pedestrian slip, trip and fall injuries due to unknown treatment at existing Public Footpath route

An existing Public Footpath runs north-south immediately west of the proposed new access road. From the information supplied, it is difficult to determine if the Public Footpath is to be retained, diverted or incorporated as part of the footway on the western side of the access road. It is also not possible to determine the relationship between the Public Footpath and the adjacent indicative structural retaining feature. In the absence of further information, it is unclear if existing Public Footpath users will be provided for as part of the development proposals. If a useable Public Footpath route is not available, this is likely to result in pedestrians walking in adjacent areas (e.g.; the access road carriageway) where they would be at an increased risk of collision with moving vehicles. Alternatively, if the established Public Footpath route remains visible but not easily accessible with the development in place, some pedestrians may attempt to use non-defined routes to access it (e.g.; between gaps in hedges, climb over the small stone wall etc) and in doing so would likely be at an increased risk of slip, trip and fall injuries.



Recommendation

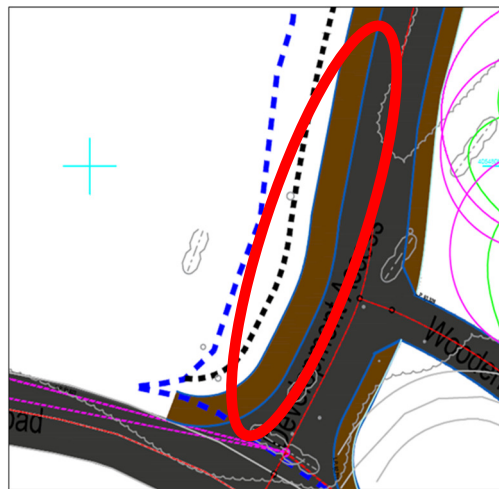
It is recommended that the design intention for the Public Footpath is clarified and that an accessible and on desire line route to/from the Public Footpath (or diverted/realigned alternative) is provided.

2.3 Problem

Location: Structural retaining feature located west of proposed access road

Summary: Risk of pedestrians falling from the access road's western footway and sustaining injury due to unknown treatment at the structural retaining feature

An indicative structural retaining feature is shown at the back of the access road's western footway. Although it is acknowledged that further design of this feature is to be undertaken by others, no information has been provided with regards to the proposed treatment between the back of the footway and the retaining feature. If a significant drop is provided without a suitable edge treatment, then an increased risk of errant pedestrians falling from the back of the footway and sustaining injury could be expected.



Recommendation

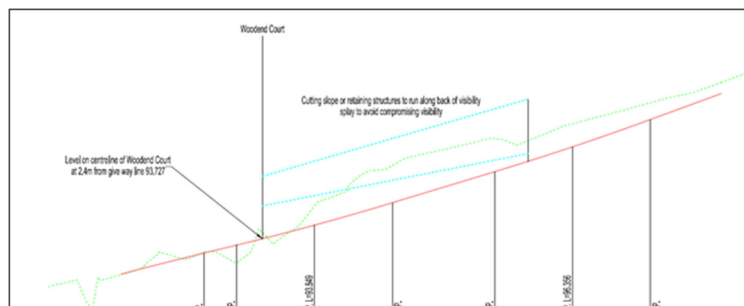
It is recommended that the design of the structural retaining feature provides an appropriate edge treatment at the back of the footway.

2.4 Problem

Location: Proposed access road

Summary: Risk of southbound drivers on the access road travelling at higher than desirable speeds, overshooting the give way road markings and colliding with east or westbound vehicles on Keresforth Road

Local topography means that the access road will fall on its approach to Keresforth Road. Across its approximate 100m length, the access road gradient ranges from 5% (within the vicinity of the Keresforth Road junction) to 7.3% (northern end of the access road). Although these gradients are within the 10% maximum gradient referred to within the 'South Yorkshire Residential Design Guide' (Transform South Yorkshire, 2011), the gradient is likely to increase vehicle speeds on approach to the Keresforth Road junction. This could increase the risk of drivers overshooting the give way markings (particularly in wet/icy conditions) and colliding with east or westbound vehicles on Keresforth Road.



Recommendation

It is recommended that:

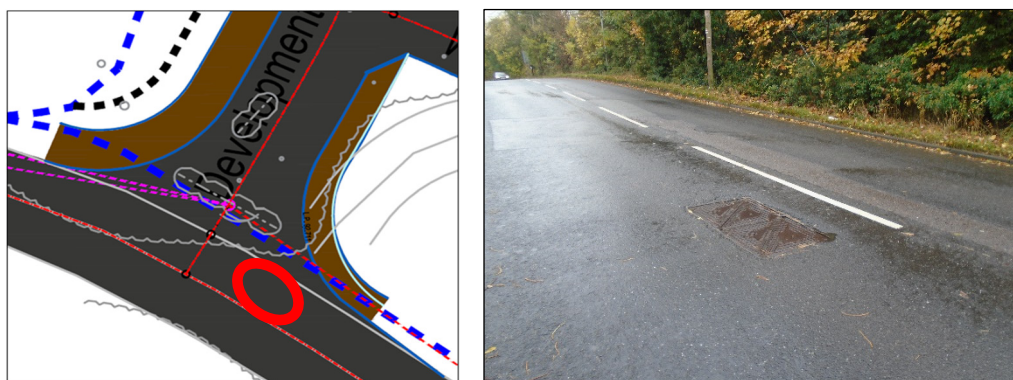
- 1) A 20mph speed limit is provided on the access road and that the internal access road is designed to achieve speeds consistent with this limit; and
- 2) The carriageway surface on the access road should be provided with a level of skid resistance which is commensurate with the gradient of the route.

2.5 Problem

Location: Proposed Keresforth Road / site access junction

Summary: Risk of motorcyclist/cyclist loss of control/skid collisions and subsequent injury as they traverse a slightly sunken and potentially slippery service cover when turning left out of the development site

An existing service cover on Keresforth Road which is slightly sunken is located within the expected wheel tracks of vehicles turning left out of the residential site. Due to the cover's slightly sunken level and/or it having a slippery surface, the cover could form a loss of control/skid hazard for road users turning left out of the development site. This could cause motorcyclists/cyclists to fall from their vehicle/bicycle and sustain injury as a result.



Recommendation

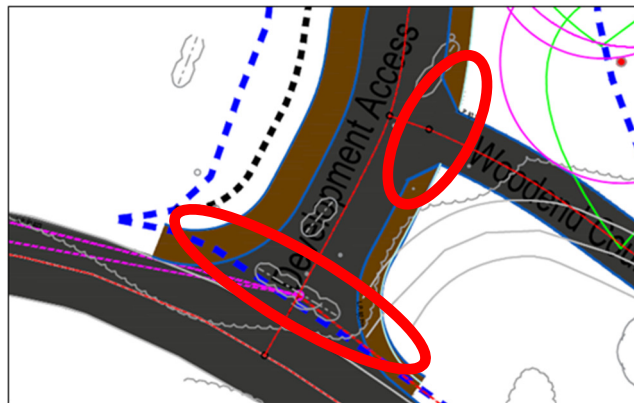
It is recommended that the service cover is mounted flush with the surrounding road surface and provided with a skid resistant cover.

2.6 Problem

Location: Proposed Keresforth Road / site access junction and site access road / Wood End Court junction

Summary: Risk of pedestrians tripping over full height kerbs

No crossing facilities for pedestrians (e.g., dropped kerbs and tactile paving) are proposed across the Keresforth Road / site access junction or site access road / Wood End Court junction. The absence of these facilities could be expected to result in an increased risk of pedestrians tripping/falling over full height kerbs as they attempt to cross the junctions and sustaining injury as a result. The absence of such facilities is also likely to make it difficult for elderly pedestrians and those with mobility/visual impairments to cross the junctions.



Recommendation

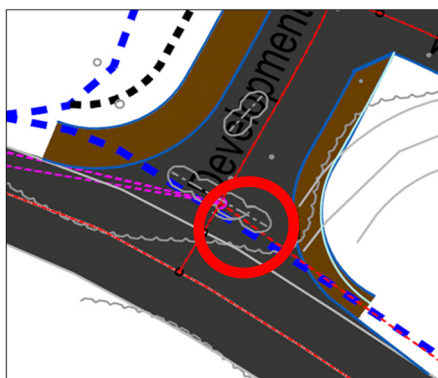
It is recommended that on-desire line pedestrian crossing points consisting of dropped kerbs and tactile paving are provided across the two junctions.

2.7 Problem

Location: Proposed Keresforth Road / site access junction

Summary: Risk of vehicle drivers colliding with a street lighting column

An existing street lighting column on the northern side of Keresforth Road is located within the extents of the proposed access junction. Although it is acknowledged that the Design Team will be aware of its need for removal, no information has been supplied to indicate that the column is to be removed/relocated. If the column is not suitably removed/relocated then it would form a strike hazard for drivers attempting to access/egress the site.



Recommendation

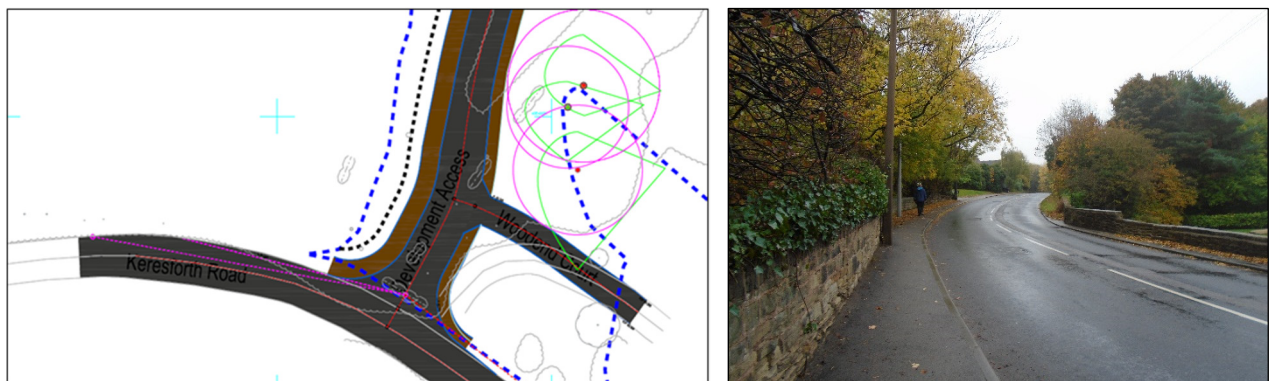
It is recommended that the lighting column is suitably removed/relocated away from the proposed access location.

2.8 Problem

Location: Proposed Keresforth Road / site access junction (scheme extents)

Summary: Risk of collisions during periods of darkness due to reduced road user visibility

Although a system of street lighting is currently provided on Keresforth Road, no information has been provided to indicate whether the existing level of lighting within the vicinity of the proposed junction is likely to be adequate. As per Problem 2.7, it is noted that one existing lighting column will need to be removed/relocated. Junctions represent potential conflict points and, in the absence of any further information, if the new junction is not suitably illuminated, then road user visibility will be reduced and an increased risk of collisions during periods of darkness could be expected. It is also noted that some of the existing lighting column lanterns on Keresforth Road are masked by roadside vegetation.



Recommendation

It is recommended that the proposed junction is covered by a suitable system of street lighting and that any lighting design takes into account the potential masking effect of roadside vegetation.

3.0 AUDIT TEAM STATEMENT

- 3.1 The Audit was carried out with reference to 'GG 119 Road Safety Audit' (Highways England, 2020). We certify that we have examined the site taking into account the documents provided by the Project Manager (set out in Table 1) and carried out a Road Safety Audit with the sole purpose of identifying any feature of the design which could be removed or modified to improve the safety of the highway environment within the extents of the scheme. The problems that we have identified have been noted in this report together with suggestions for improvement, which we recommend should be studied for implementation.
- 3.2 No-one on the audit team has been involved with the design of the proposals.

AUDIT TEAM LEADER:

Signed	A. Mayo	Andy Mayo BA(Hons) MSc FIHE CMILT FCIHT FSoRSA CoC Director Local Transport Projects Armstrong House, The Flemingate Centre, Beverley, East Riding of Yorkshire. HU17 0NW. Andy.Mayo@Ltp.co.uk 01482 679911
Dated	03/11/2022	

AUDIT TEAM MEMBER:

Signed	R. Penn	Ryan Penn BA(Hons) IEng FIHE FCIHT MSoRSA Associate Local Transport Projects The Flemingate Centre, Armstrong House Armstrong Way, Beverley HU17 0NW. Ryan.Penn@Ltp.co.uk 01482 679911
Dated	03/11/2022	

AUDIT TEAM MEMBER:

Signed	A. Tunncliffe	Andrew Tunncliffe IEng FIHE Principal Engineer – Traffic Environment and Transport Growth and Sustainability Barnsley Council P.O. Box, Barnsley S70 9FA Andrewtunncliffe@Barnsley.gov.uk 01226 7726331
Dated	03/11/2022	

Appendix 1 – Stage 1/2 Road Safety Audit Brief

KERESFORTH ROAD, DODWORTH

COMBINED STAGE 1&2 ROAD SAFETY AUDIT – AUDIT BRIEF – ISSUE 18.10.2022

Project Summary

Date:	18 th October 2022
Document Reference:	LTP/4283/RSA1_2Brief_18.10.2022
Prepared By:	Local Transport Projects Ltd
On Behalf of:	Barnsley Metropolitan Borough Council
AUTHORISATION SHEET	
Project:	Proposed Residential Development, Keresforth Road, Dodworth
Report Title:	Keresforth Road, Dodworth. Combined Stage 1&2 Road Safety Audit – Audit Brief
PREPARED BY:	
Name:	Annabel Carrick
Signed:	Annabel Carrick
Organisation:	Local Transport Projects Ltd
Date:	18.10.2022
I APPROVE THE RSA BRIEF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION:	
Name:	
Signed:	
Organisation:	
Date:	

General Details

General Details				
Highway scheme name and road number	Proposed Residential Development, Keresforth Road, Dodworth The RSA will audit the proposed site access junction only.			
Type of scheme	Proposed residential development with new site access junction. The RSA will audit the proposed site access junction only.			
RSA stage tick as appropriate	1 ✓	2 ✓	3	4
	Interim			
Overseeing Organisation Details			Design Organisation Details	
Ian Wilson Barnsley Metropolitan Borough Council IanWilson@Barnsley.gov.uk			Tony Kirby Local Transport Projects Ltd Tony.Kirby@ltp.co.uk	

Police Contact Details		Maintaining Agent Contact Details	
Not required at Stage 1&2 Audit		To be confirmed by BMBC	
RSA Team Membership			
Audit Team Leader		Andy Mayo – BA (Hons) MSc FIHE CMILT FCIHT Director, Local Transport Projects Ltd Andy.Mayo@ltp.co.uk / 01482 679911 CV to be supplied to Barnsley Metropolitan Borough Council	
Audit Team Member		Ryan Penn – BA (Hons) IEng FIHE MCIHT MSORSA Associate, Local Transport Projects Ltd Ryan.Penn@ltp.co.uk / 01482 679911 CV to be supplied to Barnsley Metropolitan Borough Council	
Team Member/Observer		Andrew Tunnacliffe IEng FIHE Principal Engineer - Traffic Barnsley Council Telephone: 01226 7726331 E-mail: andrewtunnacliffe@barnsley.gov.uk	
Terms of Reference			
NH (National Highways), 2020. GG 119 Road Safety Audit.			

Scheme Details

Scheme description/objective
General
A Stage 1&2 Road Safety Audit has been requested by the Highways Officer (Wayne Lake) at Barnsley Metropolitan Borough Council in relation to planning application ref: 2022/0016 for the 'residential development of up to 215 dwellings and associated works (outline application with all matters reserved apart from means of access) (amended plans)' at land north of Keresforth Road in Dodworth. The RSA will audit the proposed site access junction only.
Design standards applied to the scheme design
South Yorkshire Design Guide & Manual for Streets
Design speeds
30mph
Speed limits
A 30mph speed limit is in place along Keresforth Road.
Existing traffic flow/queues
Traffic surveys at the existing Keresforth Road/Woodend Court junction were undertaken on Wednesday 14 th September 2022. The results, along with the queue data for the junction are to be provided to the Audit Team.
Forecast traffic flows
Trip generation for the proposed development can be found within the TA (LTP, 2022) produced in support of the application.
Pedestrian, cyclist and equestrian desire lines

The TA (LTP, 2022a) that has been produced in support of the proposed development has considered pedestrian and cyclist access requirements. Equestrian use is not expected to be relevant to the site.

Environmental constraints

It is understood that there are no environmental constraints relating to the proposed development site.

Locality

Description of locality

The application site is located to the east of the village of Dodworth, approximately 2.4km south-west of Barnsley town centre. The site is bound by grassland to the north, the M1 motorway to the east, Keresforth Road (B6099) and dwellings served via Wood End Court to the south, and by a tree line and dwellings served via culs-de-sac off Water Royd Drive and Wareham Grove to the west. The site is currently agricultural land, with the access road serving Wood End Court located to the southern extents.

Keresforth Road is a two-way single carriageway which measures approximately 7m in width within the vicinity of the site and is subject to a 30mph speed limit. Keresforth Road meets Keresforth Hill Road (B6099)/Gilroyd Lane at a simple priority T-junction approximately 270m east of the proposed site access junction, at which the posted speed limit on the major road (B6099) changes from 30mph to 40mph.

Keresforth Road continues to the west of the site, becoming High Street and connecting with Dodworth Green Road/Barnsley Road (B6449) and Station Road (B6099) at a priority crossroads junction approximately 1.1km to the west of the site

Relevant factors which may affect road safety

There are no locality factors which are considered to affect road safety.

Analysis

Collision data analysis

No collisions occurred within the vicinity of the proposed development site access junction with Keresforth Road during the latest 5-year 6-month study period (2016-2021Q2) (DfT, 2022). The collision plot is shown within the TA (LTP, 2022a) produced in support of the development.

Departures from standards

No departures from standards based on the requirements within South Yorkshire Design Guide & Manual for Streets.

Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions

N/A

Strategic decisions

There are considered to be no relevant strategic decisions at this stage.

List of included documents and drawings

LTP 4283 P2 01 01 Rev H Potential Residential Access Road Preliminary Design Layout

LTP 4283 P2 01 02 Rev B Potential Residential Access Road Preliminary Design Layout Longitudinal Section Keresforth Road Centre Line
 LTP 4283 P2 01 03 Rev C Potential Residential Access Road Preliminary Design Layout Longitudinal Section Development Access
 LTP 4283 P2 01 04 Rev C Potential Residential Access Road Longitudinal Section Woodend Court
 LTP 4283 P2 01 05 Rev H Potential Residential Access Road Preliminary Design Layout Visibility Splays
 LTP 4283 P2 01 06 Rev E Potential Residential Access Road Preliminary Design Layout SPA Refuse Vehicle Sheet 1 of 2
 LTP 4283 P2 01 07 Rev E Potential Residential Access Road Preliminary Design Layout SPA Refuse Vehicle Sheet 2 of 2
 LTP 4283 P2 01 08 Rev C Potential Residential Access Road Preliminary Design Layout SPA Crs to Woodend Court.
 LTP, 2022a. Proposed Residential Development, Keresforth Road, Dodworth – Transport Assessment
 LTP, 2022b. Proposed Residential Development, Keresforth Road, Dodworth – Travel Plan
 LTP, 2022c. Proposed Residential Development, Keresforth Road, Dodworth – Supplementary Transport Assessment

Checklist

Tick all that are included and provide reasons for those that are no included			
Site location plan	*1	Scale layout plans	√
Departures and relaxations from standards	√	Construction/typical details	*6
Previous RSA reports	*2	Previous RSA response reports and evidence of agreed actions	*7
Collision data and collision data analysis	√	Road traffic collision plot	*8
Traffic signal staging	*3	Traffic counts	√
Speed surveys	*4	Pedestrian, cyclist and horse-riding desire lines and volumes	*9
Walking, cycling and horse-riding assessment and reviews	*5	Items outside the scope of the RSA/strategic decisions	*10
Other factors that may impact on road safety	√	Design speeds/speed limits	√
Design standards used	√	Adjacent land uses	*11

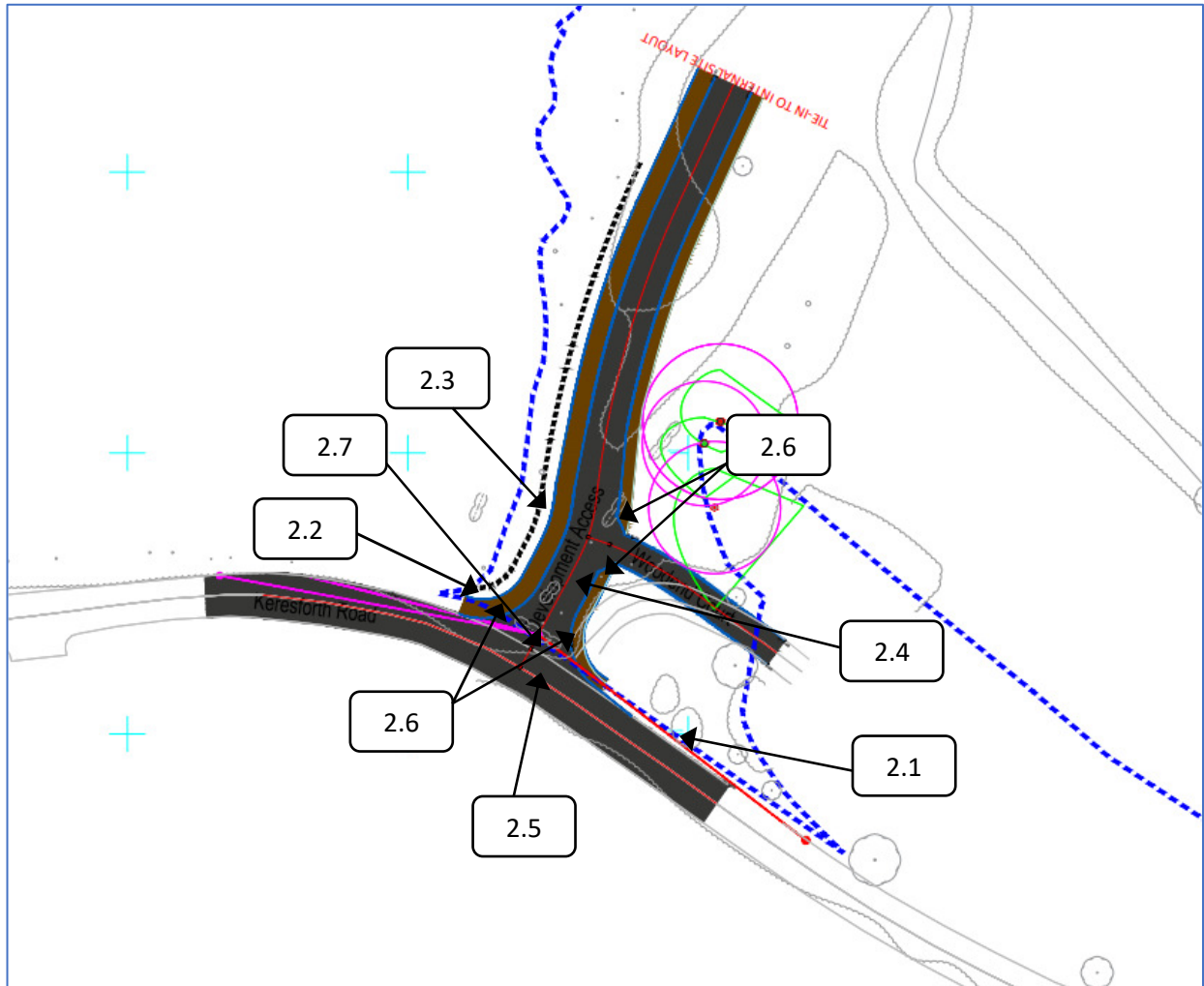
- *1 – See location plan within TA (LTP 2022a).
- *2 – No previous RSA reports have been undertaken.
- *3 – Traffic signal staging not applicable.
- *4 – ATC survey results are included within the TA (LTP, 2022a).
- *5 – Walking and cycling reviews have been provided within the TA (LTP, 2021a) and TP (LTP, 2021b), however horse-riding assessments/reviews have not been undertaken.
- *6 – No construction details currently provided as design at preliminary stage rather than detailed design.
- *7 – No previous RSA reports have been undertaken.
- *8 – See Transport Assessment Appendix 5.
- *9 – Pedestrian and cycle access requirements considered as part of the TA (LTP, 2021a). No pedestrian/cycle volume data available. No requirement to consider horse-riding desire lines.
- *10 – Not applicable.

*11 – The site is bound by grassland to the north, the M1 motorway to the east, Keresforth Road (B6099) and dwellings served via Wood End Court to the south, and by a tree line and dwellings served via culs-de-sac off Water Royd Drive and Wareham Grove to the west.

Appendix 2 – Problem Location Plan

**4283 – Proposed Residential Access Junction, B6099 Keresforth Road, Dodworth, Barnsley
– Combined Stage 1&2 Road Safety Audit**

Location of Identified Problems



2.8 = scheme extents