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SHAW LANE, CARLTON, S278 WORKS

Combined Stage 1 and Stage 2 Road Safety Audit

Client: Vistry Group

19/08/2026

Quality Management

Issue Record

ISSUE	REVISION	DESCRIPTION	DATE	PREPARED BY	CHECKED
1	-	Draft	18 August 2026	<i>Martin Morley</i>	<i>Mark Hedley Nathan Copley</i>
1	1	revised	19 August 2026	<i>Martin Morley</i>	<i>Martin Morley</i>
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Shaw Lane, Carlton, S278 Works

Combined Stage 1 and Stage 2 Road Safety Audit

19/08/2026

Overseeing Organisation

Barnsley Metropolitan Borough Council

Client

Vistry Group

Design Organisation

RWO Associates Ltd

Road Safety Audit Team Organisation

Road Safety Initiatives LLP

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APPENDIX A – Scheme Documents Issued for Road Safety Audit

APPENDIX B – Location Plans

1 Introduction

- 1.1.1 This report results from a Combined Stage 1 and Stage 2 Road Safety Audit carried out on the proposed off-site highway works for Vistry Group's residential development on the north side of Shaw Lane, Carlton. This is at the request of Ian Wilson, Barnsley Metropolitan Borough Council (Overseeing Organisation).
- 1.1.2 The terms of reference of the Road Safety Audit are as described in DMRB GG 119. The Road Safety Audit Team has examined and reported only on the road safety implications in the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.
- 1.1.3 The Road Safety Audit Team membership, approved by Ian Wilson, Barnsley Metropolitan Borough Council (Overseeing Organisation), consisted of:

Team Leader **Martin Morley, BSc (Hons), MCIHT, MSoRSA**
 Certificate of Competency in Road Safety Audit gained in Feb 2013
 Partner, Road Safety Initiatives LLP

Team Member **Mark Hedley, IEng, MCIHT, MSoRSA, FIHE, RegRSA(IHE)**
 Certificate of Competency in Road Safety Audit gained in Nov 2013
 Partner, Road Safety Initiatives LLP

Team Member **Nathan Copley, FIHE**
 Senior Engineer - Traffic, Barnsley Metropolitan Borough Council

- 1.1.4 The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief provided by James Fawcett, RWO Associates Ltd and approved by Ian Wilson, Barnsley Metropolitan Borough Council (Overseeing Organisation). The Road Safety Audit comprised an examination of the documents provided and listed in **Appendix A**.
- 1.1.5 No detailed design of the traffic signal equipment was provided for Road Safety Audit and therefore it was not possible to provide comprehensive comments on this aspect of the detailed design. In addition, no detailed design of the improved or additional street lighting was made available for this report.
- 1.1.6 The Road Safety Audit Team visited the site together on Wednesday 5th August 2026 between 12:20 and 13:15 hours. It was sunny with dry road surfaces at the time of the site visit. During the site visit, traffic flows were moderate, and a few pedestrians and no cyclists were observed.
- 1.1.7 Matters which the Terms of Reference exclude from this report, but which the Road Safety Audit Team wishes to draw to the attention of the Overseeing Organisation, will be supplied in a separate document in the covering email to this Road Safety Audit Report.
- 1.1.8 All Road Safety problems are referenced to the design drawings and the locations have been indicated on the plans supplied with the Road Safety Audit Brief in **Appendix B**.

- 1.1.9 This Road Safety Audit will review the road safety aspects of the Section 278 Works associated with the proposed 215-unit residential development on the north side of Shaw Lane, Carlton. The works comprise a site access junction, Toucan crossing, footway improvements and the signalisation of the Church Street / Fish Dam Lane / Shaw Lane T-junction.
- 1.1.10 The proposed LTN 1/20 cycle priority crossing of the site access road and the associated active travel route and all proposed Section 38 Works are outside the scope of this Road Safety Audit.
- 1.1.11 The existing 4.8m height restriction and 2.0m width restriction at Shaw Viaduct are outside the scope of this Road Safety Audit.
- 1.1.12 The following details are taken directly from the Road Safety Audit Brief:
- “The highway works comprise the creation of a new priority junction off Shaw Lane to serve an initial phase of a residential development together with the construction of a new toucan crossing, footway improvements along Shaw Lane up to the and including junction improvements to the Shaw Lane/Church Street/Fish Dam Lane junction which is to be signalised.”*
- “The site located in an open setting, with Shaw Lane forming the southern boundary. A driveway access serving 7 properties is located opposite the location of the new junction.*
- Shaw lane is a single all-purpose carriageway subject to a 30 mph speed limit which is illuminated. A low rail bridge is located approximately 150m to the east of the proposed site access, and has a maximum clearance of 4.8m. The carriageway under the bridge is suitable for one way traffic only and give/take signage is in place.*
- The existing footway facilities on Shaw Lane are generally provided on the southern side only and are currently sub-standard with regards to their existing width. Footways are provided on both sides of Shaw Lane from the access to Calton Park. A number of vehicle crossings are present.*
- The existing Shaw Lane/Church Street/Fish Dam Lane junction is currently a priority junction, with the north/south bound Church Street/Fish Dam Lane having priority over Shaw Lane. An existing bus stop is located close to the priority junction.”*
- 1.1.13 The Road Safety Audit Team was not informed of any strategic decisions made and agreed by the Overseeing Organisation.
- 1.1.14 The Road Safety Audit Team was not informed of any Departures from Standards.

2 Items raised at this Combined Stage 1 and Stage 2 RSA

2.1 GENERAL

PROBLEM 2.1.1	
Location	Shaw Lane, redundant bus stops adjacent to: 1. Fish Dam Lane junction 2. Site access junction.
Summary	Possible hazards associated with a waiting bus at a bus stop near a junction.
There are two redundant pairs of bus stops in Shaw Lane: • westbound and eastbound bus stops near the proposed Fish Dam Lane traffic signals; and • westbound and eastbound bus stops adjacent to the proposed site access junction. If these bus stops are brought back into use, stopped buses could restrict visibility on the approach to traffic signals and / or become a hazard for turning traffic at site access junction.  	
RECOMMENDATION	
It is recommended that the redundant bus stop poles / flags are removed.	

PROBLEM 2.1.2	
Location	1. Church Street / Fish Dam Lane / Shaw Lane traffic signals. 2. Shaw Lane Toucan crossing.
Summary	Potential for maintenance vehicle parking to restrict sight-lines at crossing points.
In the absence of suitable locations for maintenance vehicle parking, these vehicles could restrict sight-lines at crossing points or partially obstruct the carriageway, possibly leading to conflicts.	
RECOMMENDATION	
It is recommended that there are safe and convenient maintenance vehicle parking locations at both the traffic signal junction and the Toucan crossing.	

2.2 JUNCTIONS

PROBLEM 2.2.1	
Location	Church Street southbound approach to Fish Dam Lane / Shaw Lane traffic signals.
Summary	Potential for heavy braking and shunts.
There is a 'twisty' alignment on Church Street's southbound approach to the Shaw Lane junction and queuing traffic from the new stop line may be partially hidden from drivers' view. A temporary advisory sign is proposed however this may not be adequate warning, with both the frequency and duration of queuing traffic increasing as a result of the introduction of traffic signal control. There is potential for heavy braking and shunts.	
	
RECOMMENDATION	
It is recommended that there is a suitable warning sign e.g. 'traffic signals ahead' on the southbound approach to the junction.	

PROBLEM 2.2.2	
Location	Church Street southbound approach to Fish Dam Lane / Shaw Lane traffic signals.
Summary	Potential for heavy braking and overshoots.
A lighting column and hanging basket in the eastern footway of Church Street are likely to obscure the southbound primary signal. If drivers do not have a clear view of the traffic signals, there is potential for heavy braking and overshoots.	
	
RECOMMENDATION	
It is recommended that there is adequate forward visibility to southbound primary traffic signal head.	

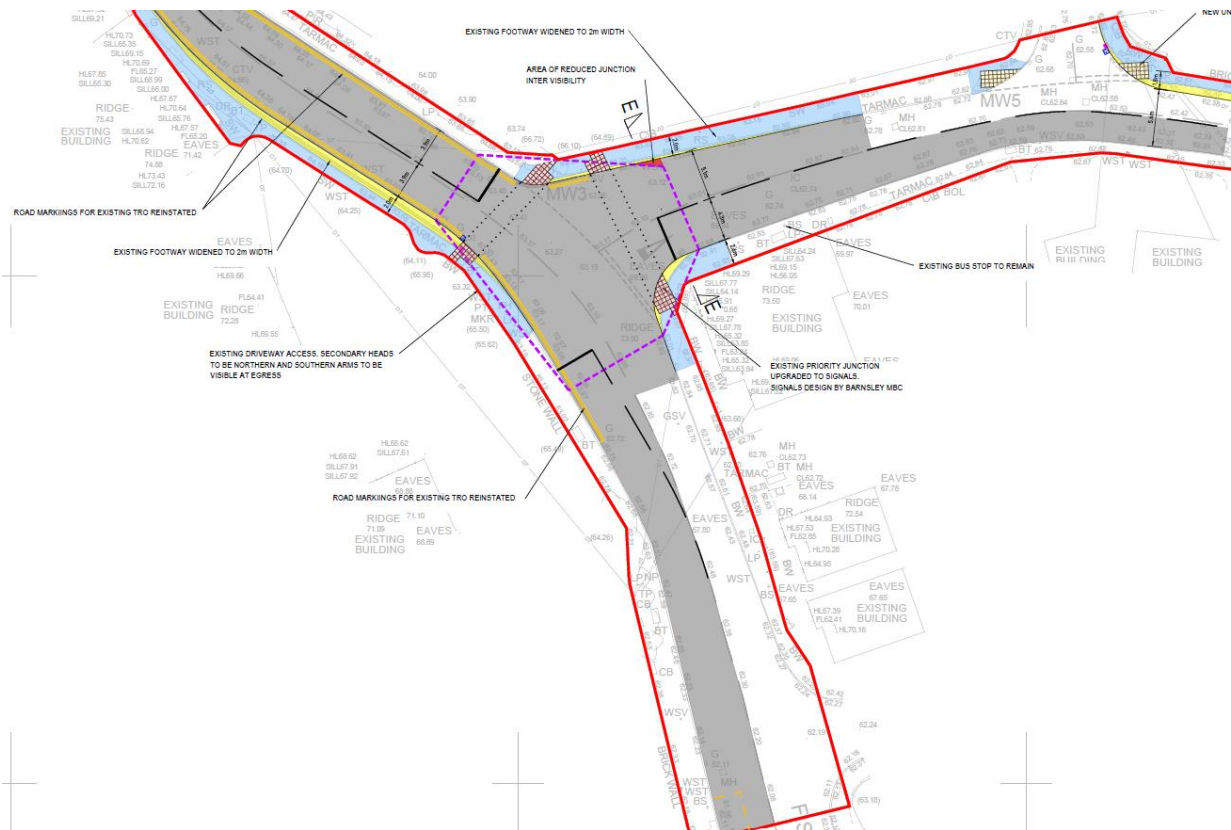
PROBLEM 2.2.3	
Location	Fish Dam Lane northbound approach to Church Street / Shaw Lane traffic signals.
Summary	Potential for heavy braking and overshoots.
Overgrowing vegetation from a residential property¹ boundary is likely to partially restrict visibility to the Fish Dam Lane northbound primary signal head. If drivers do not have a clear view of the traffic signals, there is potential for heavy braking and overshoots.	
	
RECOMMENDATION	
It is recommended that there is adequate forward visibility to northbound primary traffic signal head.	

¹ Assumed to be No.12 Manor Farm Close.

PROBLEM 2.2.4

Location	Church Street / Fish Dam Lane / Shaw Lane traffic signals.
Summary	Potential for head-on conflicts.

Like-for-like double yellow lines will be reinstated at the junction following installation of the new traffic signals. Nevertheless, inconsiderate on street parking in Fish Dam Lane or Shaw Lane could cause conflicts, as drivers go into the opposing lane to make progress. Furthermore, vehicle detection and junction capacity may not operate as intended, with vehicles parked on-street.

**RECOMMENDATION**

It is recommended that at least 40m from stop line of 'no waiting at any time' is provided for both Fish Dam Lane and Shaw Lane.

PROBLEM 2.2.5	
Location	No. 2 Church Street at Fish Dam Lane / Shaw Lane traffic signals.
Summary	Potential for a 'failure to give way' collision.
Traffic emerging from residential property (No.2 Church Street) is not under signal control and this may be a hazard to crossing pedestrians or other road users passing through the junction with a green signal.	
RECOMMENDATION	
It is recommended that there is a suitable mitigation measure for traffic emerging not under signal control (from No.2 Church Street). For example, a vehicle detector could be installed for the driveway and this detector could call / extend one of the traffic stages or an 'all red' stage.	

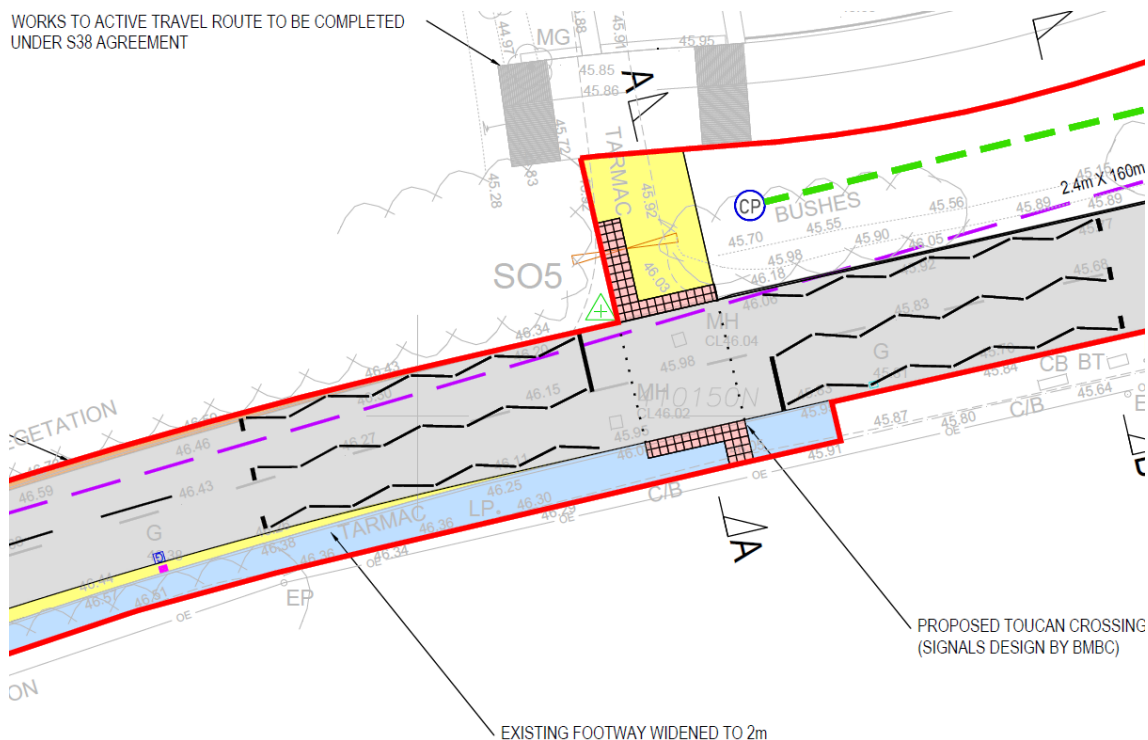
2.3 WALKING, CYCLING AND HORSE RIDING

PROBLEM 2.3.1	
Location	Proposed Toucan crossing in Shaw Lane.
Summary	Potential trip hazard.
The inspection cover (eastbound lane) is a possible trip hazard for pedestrians using the Toucan crossing. 	
RECOMMENDATION	
It is recommended that either the crossing or the manhole are relocated. If this is not practical, it is recommended that a non-slip cover is installed and that the surrounding carriageway is suitably reinstated.	

PROBLEM 2.3.2

Location	Proposed Toucan crossing in Shaw Lane.
Summary	Potential for a vehicle / pedestrian (or vehicle / cyclist) collision.

There is insufficient footway width on the south side of the new Toucan crossing for shared use by pedestrians and cyclists. Consequently, it is possible that a pedestrian or cyclist will encroach the adjacent carriageway, potentially leading to a collision. In any case, there is no onward route for cyclists on the south side of Shaw Lane.



RECOMMENDATION

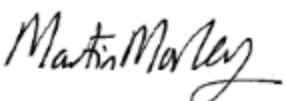
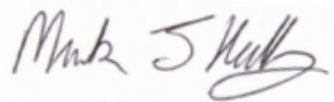
It is recommended that a Puffin crossing is installed and that the proposed crossing facility is for pedestrians only e.g. a sign could be erected CYCLISTS DISMOUNT OR REJOIN CARRIAGEWAY.

PROBLEM 2.3.3	
Location	Church Street / Fish Dam Lane / Shaw Lane traffic signals.
Summary	Potential for a vehicle / pedestrian conflict.
Visibility for pedestrians crossing Shaw Lane north to south at the proposed signalised crossing is restricted by a boundary wall and vegetation. This may lead to a vehicle / pedestrian conflict.  	
RECOMMENDATION	
It is recommended that, subject to a swept path check, the northern footway of Shaw Lane is widened to improve sight lines. It is also recommended that any vegetation overgrowing from adjacent boundary wall is cut back.	

****** END OF IDENTIFIED PROBLEMS AND RECOMMENDATIONS MADE AT THIS
COMBINED STAGE 1 AND STAGE 2 ROAD SAFETY AUDIT ******

3 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

ROAD SAFETY AUDIT TEAM LEADER	
Name:	Martin Morley
Signed:	
Position:	Partner
Organisation:	Road Safety Initiatives LLP
Date:	19 August 2026
ROAD SAFETY AUDIT TEAM MEMBER	
Name:	Mark Hedley
Signed:	
Position:	Partner
Organisation:	Road Safety Initiatives LLP
Date:	19 August 2026
ROAD SAFETY AUDIT TEAM MEMBER	
Name:	Nathan Copley
Signed:	
Position:	Senior Engineer - Traffic
Organisation:	Barnsley Metropolitan Borough Council
Date:	19 August 2026

Appendices, Figures and Tables

Appendix A: Scheme Documents Issued for Road Safety Audit

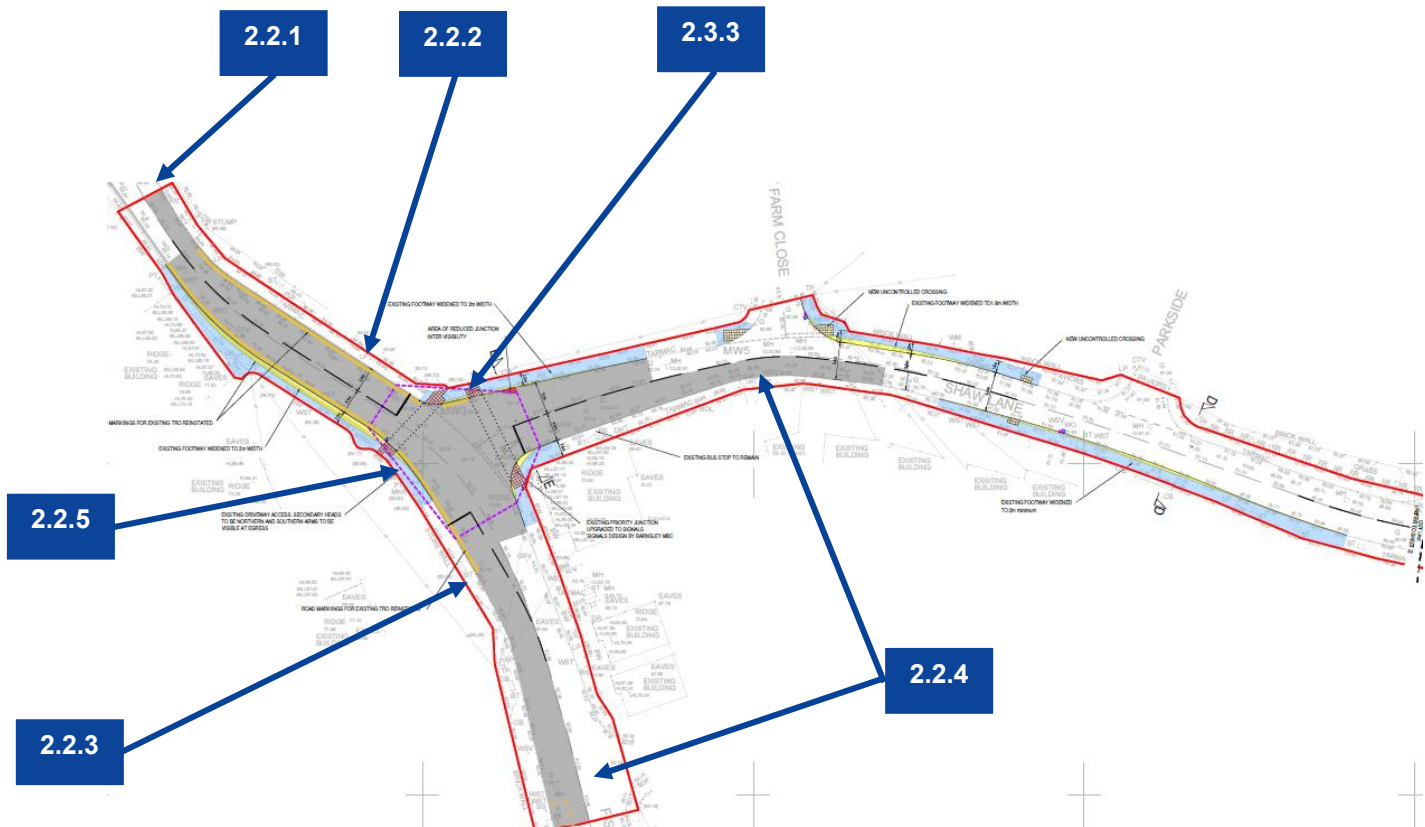
Drawing List

D510 - S278 GENERAL ARRANGEMENT - SITE ACCESS – Rev 3
 D511 - S278 SITE CLEARANCE - SITE ACCESS – Rev 3
 D512 - S278 KERBING AND PAVEMENTS - SITE ACCESS – Rev 3
 D513 - S278 TRAFFIC SIGNS & ROADMARKINGS - SITE ACCESS – Rev 2
 D514 - S278 LEVELS AND DRAINAGE - SITE ACCESS – Rev 2
 D520 S278 GENERAL ARRANGEMENT - OFFSITE WORKS (1 of 2) - Rev 2
 D521 S278 GENERAL ARRANGEMENT - OFFSITE WORKS (2 of 2) - Rev 2
 D522 S278 SITE CLEARANCE - OFFSITE WORKS (1 of 2) - Rev 2
 D523 S278 SITE CLEARANCE - OFFSITE WORKS (2 of 2) - Rev 2
 D524 S278 KERBING AND PAVEMENTS - OFFSITE WORKS (1 of 2) - Rev 2
 D525 S278 KERBING AND PAVEMENTS - OFFSITE WORKS (2 of 2) - Rev 2
 D526 S278 TRAFFIC SIGNS & ROADMARKINGS - OFFSITE WORKS (1 of 2) - Rev 1
 D527 S278 TRAFFIC SIGNS & ROADMARKINGS - OFFSITE WORKS (2 of 2) - Rev 1
 D528 S278 LEVELS - OFFSITE WORKS (1 of 2) – Rev 1
 D529 S278 LEVELS - OFFSITE WORKS (2 of 2) – Rev 1
 D710 - S278 CONSTRUCTION DETAILS - SITE ACCESS – Rev 3
 D711 - S278 CONSTRUCTION DETAILS – OFFSITE WORKS – Rev 2

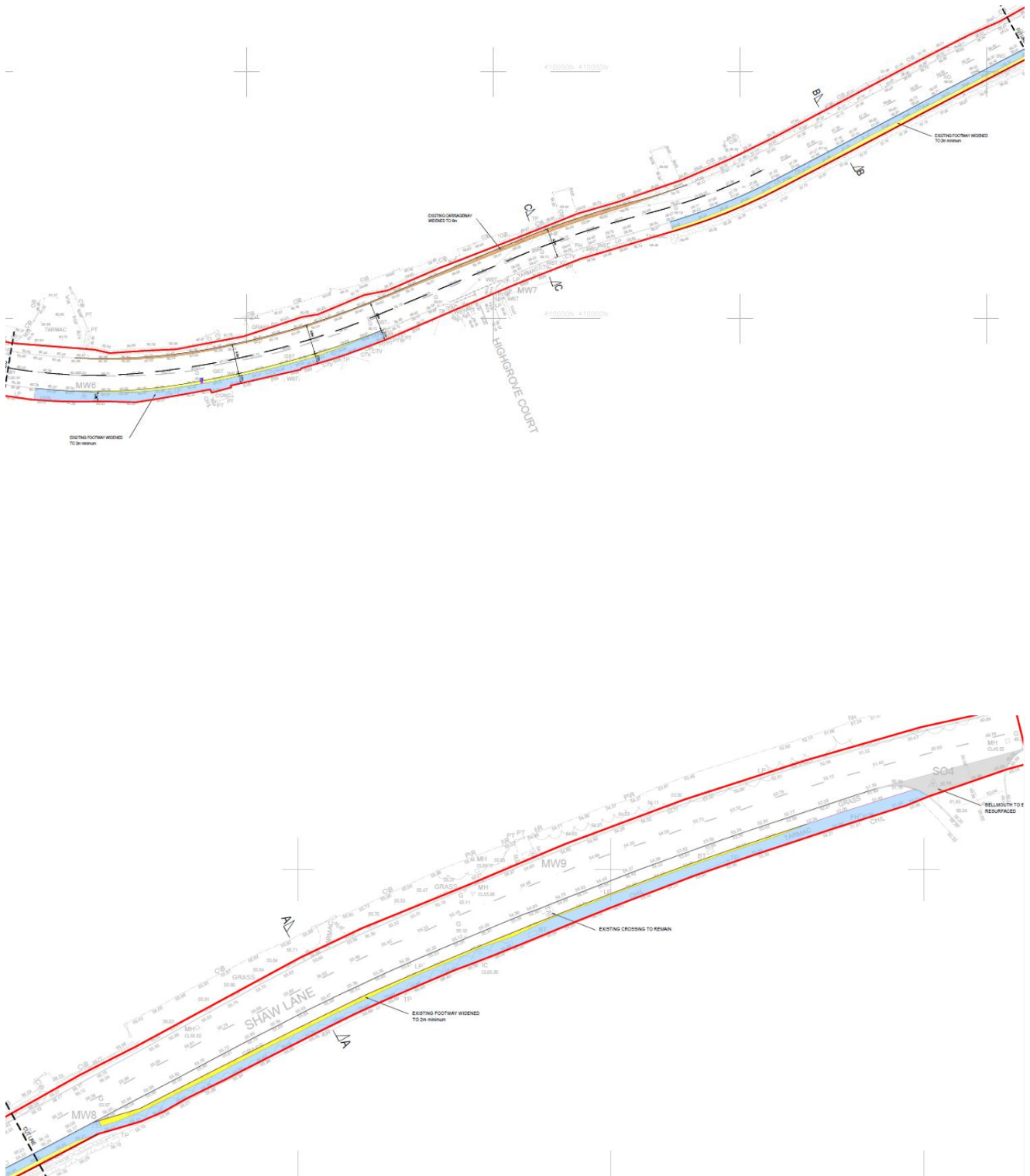
In addition, the following additional information was provided:

- Reported injury collision data between 17/03/2022 and 13/07/2026.
- “Land off Shaw Lane, Carlton, Barnsley, Updated Transport Assessment” (Pell Frischmann, rev P02, dated 2nd June 2023)

Appendix B: Location Plans



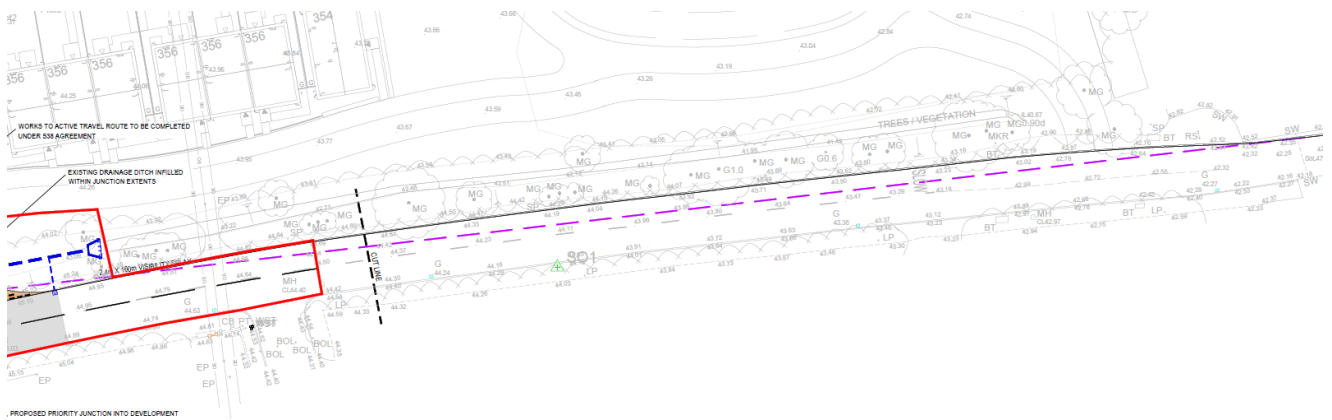
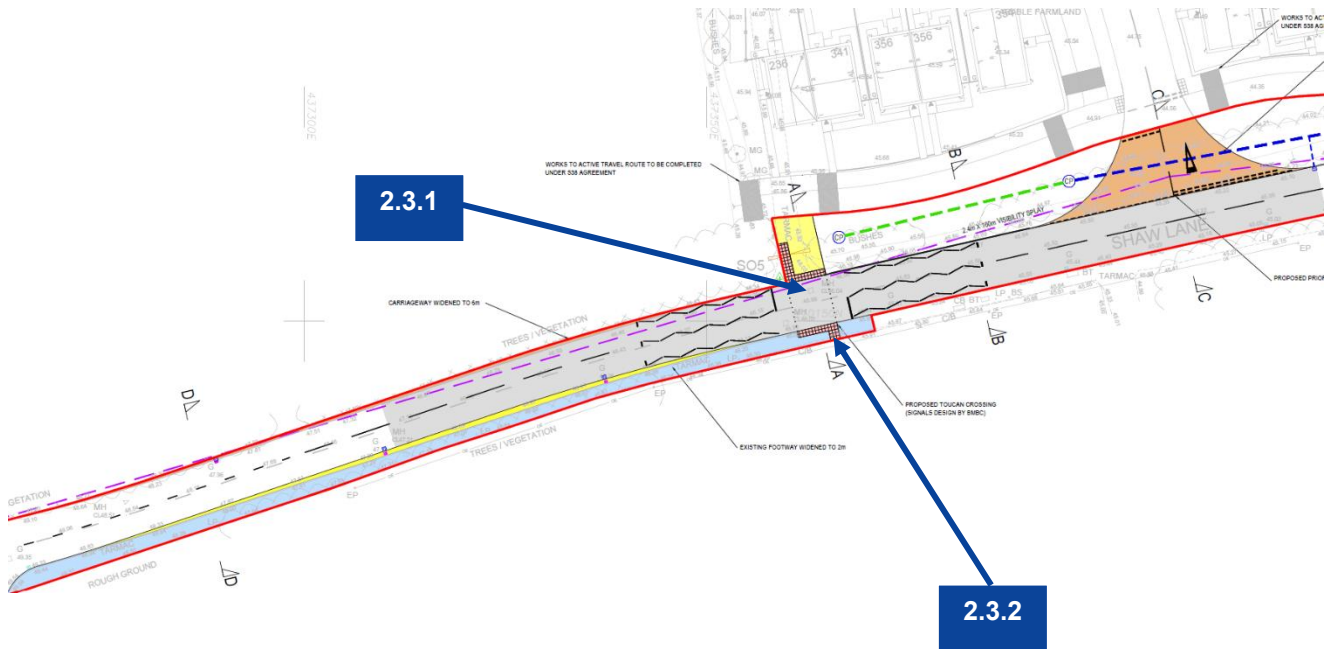
General Problems at junction
 2.1.1 – Maintenance vehicle parking
 2.1.2 – Redundant bus stops



General Problems at junction

2.1.1 – Maintenance vehicle parking

2.1.2 – Redundant bus stops



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