

Road Safety Audit Response Report

Lidgett Road Junction,

Mapplewell

Prepared For

Harworth

Report: 7795-HJCE-00-XX-DP-0002

Date: 26.08.25

Document Revisions

Revision	Date	Written by	Checked by
P01	25.08.25	DM	AMF
P02	03.11.25	DM	AMF

1. Introduction

- 1.1. This report is the response report to the Phase 1/2 Road Safety Audit undertaken by Sevenairs Consulting Ltd for the highway works at Lidgett Road Junction, Mapplewell.
- 1.2. The key site details are below.

Site Name:	Lidgett Road Junction
Location:	Mapplewell
Grid Reference:	SE332096
Postcode (nearest):	S75 6GZ
Development Type:	Residential
RSA Stage	1 / 2

- 1.3. The main project comprises of a residential development that has been completed and occupied for several years. The current development access was constructed in 2016 to which the full Road Safety Audit process was undertaken (up to Stage 3).
- 1.4. The RSA has been carried out in accordance with the principles of the National Highways document GG 119 Road Safety Audit.
- 1.5. Key Personnel

Overseeing Organisation:	Barnsley Metropolitan Borough Council
RSA Team:	Sevenairs Consulting Ltd – Haydn Vernals, Sarah Vernals
Design Organisation:	HJ Consulting Engineers

2. Site Visit

- 2.1. Sevenairs Consulting Ltd completed a site visit comprising of the RSA team on Friday 4th July 2025 between 09:45 and 10:15 hours during which the weather was sunny and the road surface dry. Traffic conditions were light and free flowing with a small number of pedestrians observed and no cyclists observed.

3. Application of RSA Recommendations

- 3.1. HJ Consulting Engineers Ltd have produced this response based on consideration of the recommendations provided within the RSA. All design elements will be submitted to the Highways Authority for consideration and approval under S38/S278 agreements.

4. Design Organisation and Overseeing Organisation Statements

4.1. Design Organisation Statement

On behalf of the design organisation, I certify that: 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.	
Name:	
Signed:	
Position:	
Organisation:	
Date:	

4.2. Overseeing Organisation Statement

On behalf of the Overseeing Organisation, I certify that: 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 2) The agreed RSA actions will be progressed.	
Name:	
Signed:	
Position:	
Organisation:	
Date:	
THE ABOVE SIGNATURE IS ENDORSED BY ACTING ON BEHALF OF:	

Name:		
Signed:		
Position:		
Organisation:		
Date:		

	Location	Summary	RSA Problem	RSA Recommendation	Designer Response	Overseeing Organisation Comments	Agreed RSA Action
B1-01	Carr Green Lane – At the three pedestrian crossings.	Skidding Resistance – Insufficient skidding resistance may increase the risk of collisions involving skidding.	Three new pedestrian crossing points are to be provided. The provision of these will change the site category in terms of the definitions within DMRB CD 236. Although some resurfacing is indicated on the drawings, this extends only between the middle and northern crossing points, does not include one approach for each and does not encompass the southern crossing point. The existing carriageway surface that is not proposed to be resurfaced has a number of utility reinstatements as well as some surface cracking in areas and is unlikely to offer a sufficient level of skidding resistance. Insufficient skidding resistance, especially in higher risk areas such as at pedestrian crossings, may increase the risk that collisions involving skidding occur.	It is recommended that the carriageways on and through all three proposed crossing points are provided with a skidding resistance commensurate to DMRB CD 236, Table 3.3a or Table 3.3b based on the relevant site categories and traffic levels.	Agreed. The proposed works under Section 38 and Section 278, together with the remedial works agreed with the council, encompass resurfacing of the highway between the proposed pedestrian crossings on Carr Green Lane, along with a minimum of 15m approaching the crossings. It is the view of both the designer and the client that the highways outside the Agreement boundaries fall under the council's responsibility and that any required maintenance of the adopted highways should therefore be undertaken by the council.	For clarity, 2 of the pedestrian crossings are existing and are simply being relocated, with only 1no additional crossing being introduced. Based on a review of CD 236 this would therefore not change the site category from what it was previously (assuming the audit team are referring to Cat Q or K). As confirmed by the designer, the 2no pedestrian crossings immediately north/south of the junction will incorporate new full width carriageway resurfacing. However, the current specification of such surfacing does not state if it conforms to table 3.3a/b – i.e. PSV of 68+ for an IL of 0.45/0.5 for site category Q/K respectively. With regards to the most southern crossing, this crossing point – and subsequently the area of carriageway facilitating the use of such crossing – forms part of the S278 highway improvement works. If the RSA has therefore flagged the condition of the carriageway to be unsuitable, we would expect a suitable solution to be provided to ensure the carriageway surfacing is safe for the installation of the new highway infrastructure. We would be open to considering a localised, full width	Carriageway to be resurfaced full width to account for the introduction of the pedestrian crossing point, as demonstrated on the S278 Agreement Layout Rev P05

						surfacing patch for the area of the crossing point. We would also expect the designer to confirm the PSV for any surfacing being used and its suitability in accordance with CD236 and the comments in the RSA	
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