

TPS Transport Consultants Ltd

Road Safety Audit Response Report

Client	Avant Homes
Project	Thurnscoe Bridge Lane, Thurnscoe
TPS Reference	P2423
Date Prepared	10.07.25
Prepared By	JT
Checked By	JA

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1. INTRODUCTION

- 1.1 TPS Transport Consultants Ltd (TPS) has been instructed by Avant to prepare an RSA Response Report following the undertaking of a Stage 1 Road Safety Audit of the access arrangements associated with a proposed residential development of up to 289 dwellings on land west of Thurnscoe Bridge Lane, Thurnscoe.
- 1.2 A Stage 1 Road Safety Audit was undertaken by Sevenairs Consulting Ltd on Friday 4th July between 12:30 and 13:00 by The completed Stage 1 RSA is attached at **Appendix B**. Also in attendance was Nathan Copley, Senior Engineer, Barnsley MBC, in an observing role. The audit has been issued to Nathan, prior to the preparation of this Road Safety Audit Response Report, with confirmation that he had nothing further to add.
- 1.3 This RSA Response Report will set out the audit teams identified problems and recommendations and then a response prepared by TPS, the highway consultant acting on behalf of the client.

2. PROBLEMS RAISED AT THIS STAGE 1 RSA

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
<p>A-01 - Thurnscoe Bridge Lane – South of the development access.</p> <p>Landscaping – Future growth from trees and bushes may obstruct visibility consequentially increasing the risk of junction related collisions.</p> <p>No junction visibility has been indicated on the development access. Whilst this will be sufficient to the north, provision to the south when considering the likely speed of vehicles transitioning from the semi-rural section is likely to require some removal of landscaping. The audit team consider that speeds may be greater than a typical 30mph road on this approach. Future growth from remaining trees and bushes to the southern side of the development access may obstruct visibility consequentially increasing the risk of junction related collisions.</p>	<p>It is recommended that the extents of junction visibility at the development access is established and kept clear of any obstruction that may grow or mature in future years and that the extents of the visibility is clearly marked to aid future maintenance.</p>	<p>Agreed.</p> <p>Visibility splays have been added to the proposed access arrangement drawing which demonstrate that 2.4m x 43m visibility splays can be achieved, commensurate with the posted speed limit on Thurnscoe Bridge Lane.</p> <p>This will aid the future management of the vegetation which fronts onto Thurnscoe Bridge Lane, in that it will be ensured that no vegetation over 0.6m in height obstructs the line of the visibility splay.</p>		
<p>A – 02 - Thurnscoe Bridge Lane – Development access and main carriageway</p> <p>Drainage – Insufficient surface water drainage may increase the risk of skidding type collisions at the junction as well as slips and falls by pedestrians.</p> <p>At this early stage, no details have been provided on the proposed drainage arrangements. The site appears to raise up to a higher level than the main carriageway. As such, this may require measures to manage surface water around the junction to reduce the risk of surface water from the development entering Thurnscoe Bridge Lane or standing water and detritus in the junction area that may consequently cause skidding type collisions near the junction or slips and falls by pedestrians crossing in this area.</p>	<p>It is recommended that drainage details are provided at the next stage of road safety audit including gully locations, levels and contours.</p>	<p>Agreed.</p> <p>As part of the S278 package of drawings, drainage details will be provided, and this will be covered by the Stage 2 RSA.</p>		

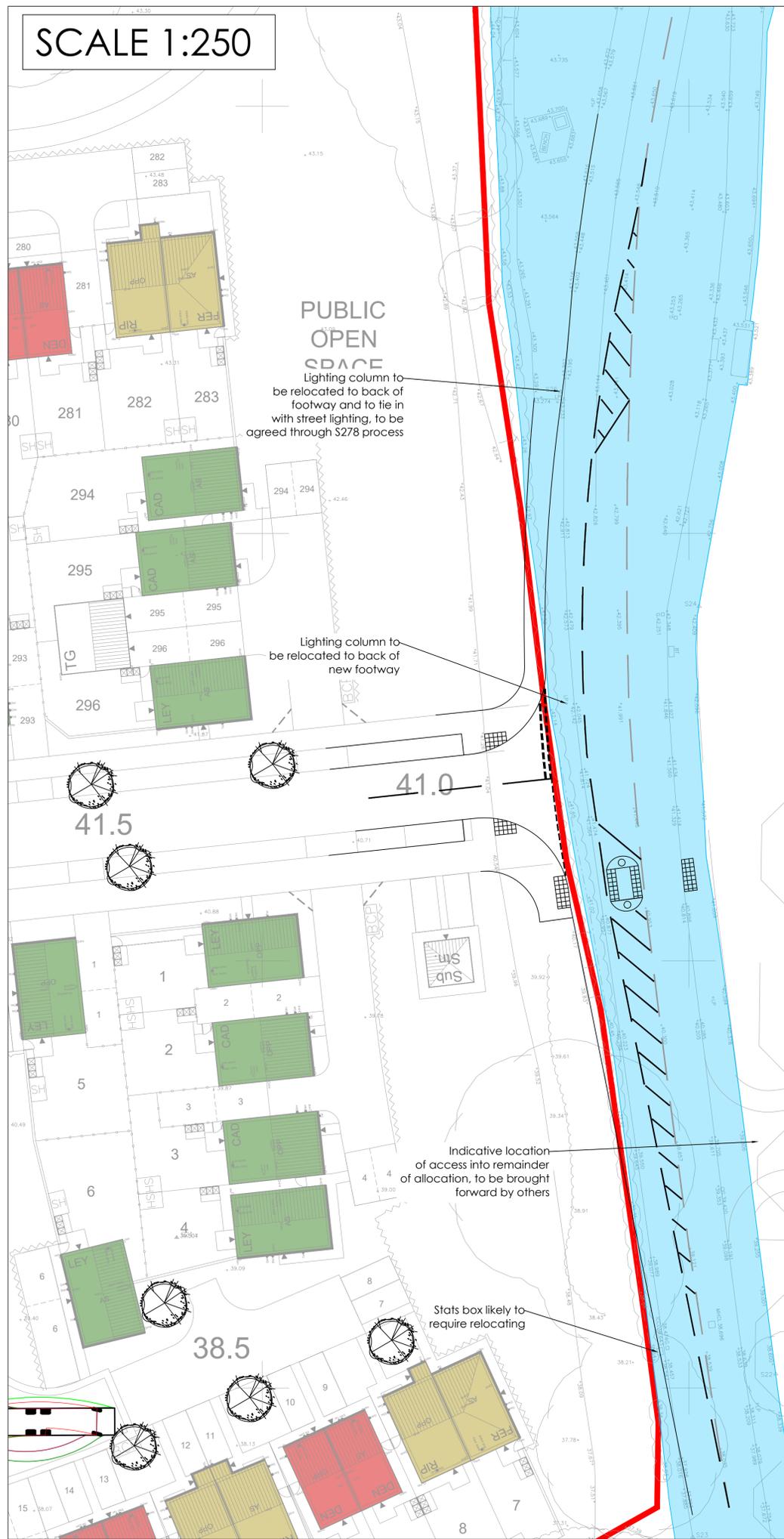
<p>A-03 - Thurnscoe Bridge Lane – Main carriageway.</p> <p>Skidding Resistance – Carriageway surfacing across part lane widths may increase the risk of loss of control type collisions.</p> <p>The drawings indicate that carriageway widening is to be provided with no indication of resurfacing of the existing 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.</p>	<p>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.</p>	<p>Agreed.</p> <p>As part of the S278 detailed design, it will be specified that resurfacing is done across the full width of the carriageway over the length of the proposed works.</p>		
<p>A-04 - Derry Grove – Near junction with Thurnscoe Bridge Lane.</p> <p>Specific Road Users – Lack of crossing facility may increase the risk of collisions involving users who rely on mobility aids.</p> <p>There is a desire line for pedestrians between the development and facilities to the north. However, there is no provision for pedestrians with mobility issues, specifically those users with prams, wheelchairs or mobility scooters. The alternatives for these users may require them to use drop kerbs provided for driveways or to cross at locations where visibility to approaching vehicles may be otherwise compromised. This lack of dropped crossings on desire lines may increase the risk of collisions involving users with mobility issues.</p>	<p>It is recommended that a dropped pedestrian crossing with (ideally) tactile paving is provided across Derry Grove. This is likely to require the dropped vehicle crossing off Derry Grove for the field access to be removed also.</p>	<p>Agreed.</p> <p>A dropped kerb crossing with tactile paving has been added to the proposed site access arrangement drawing and a note has been added with regard to the reinstatement of a full height kerb where the existing field gate access is located.</p>		
<p>A-05 - Thurnscoe Bridge Lane – At the pedestrian refuge.</p> <p>Cycles – Width provision for cycles may increase the risk of shunt or side swipe type collisions involving this user group.</p> <p>Details of kerb-to-kerb widths have not been provided at the proposed refuge. At this location, cyclists may be at risk from motor vehicles passing too close due to a potential ambiguity of width as they overtake the slower moving cycle. This would be especially a problem for northbound</p>	<p>It is recommended that, as per advice in LTN 1/20 Chapter 7, that widths between 3.1m and 3.9m may encourage close overtaking by motor vehicles at pinch points and should be avoided. It is also recommended that wider provision is made for the northbound, uphill direction.</p>	<p>Agreed.</p> <p>The proposed design has been amended to ensure that a width of 3.9m has been provided adjacent the proposed crossing location, in order to be outside of the 3.1m-3.9m distance suggested to be avoided in LTN 1/20.</p>		

<p>cyclists who are traveling uphill at this point. Incompatible width provision for cycles may increase the risk of shunt or side swipe type collisions involving this user group.</p>				
<p>A-06 - Thurnscoe Bridge Lane – At the pedestrian refuge.</p> <p>Lighting – Insufficient carriageway surface illumination may increase the risk of collisions involving pedestrians during the hours of darkness.</p> <p>There is currently street lighting provision in the vicinity of the proposed pedestrian refuge. This is likely to provide a standard level of carriageway illumination for a semi-rural/residential frontage. The introduction of a refuge will focus pedestrians to cross at this location where pedestrians may not have enough contrast against background light from the adjacent development and vehicle headlights. Insufficient carriageway surface illumination at the crossing point may increase the risk of collisions involving pedestrians during the hours of darkness.</p>	<p>It is recommended that carriageway surface illumination is provided to higher class/level in the vicinity of the proposed crossing point. This may be as simple as increasing the output from the existing LED luminaries.</p>	<p>Agreed.</p> <p>As part of the S278 detailed design of the access street lighting will be considered to ensure that the crossing point and access is sufficiently illuminated.</p>		

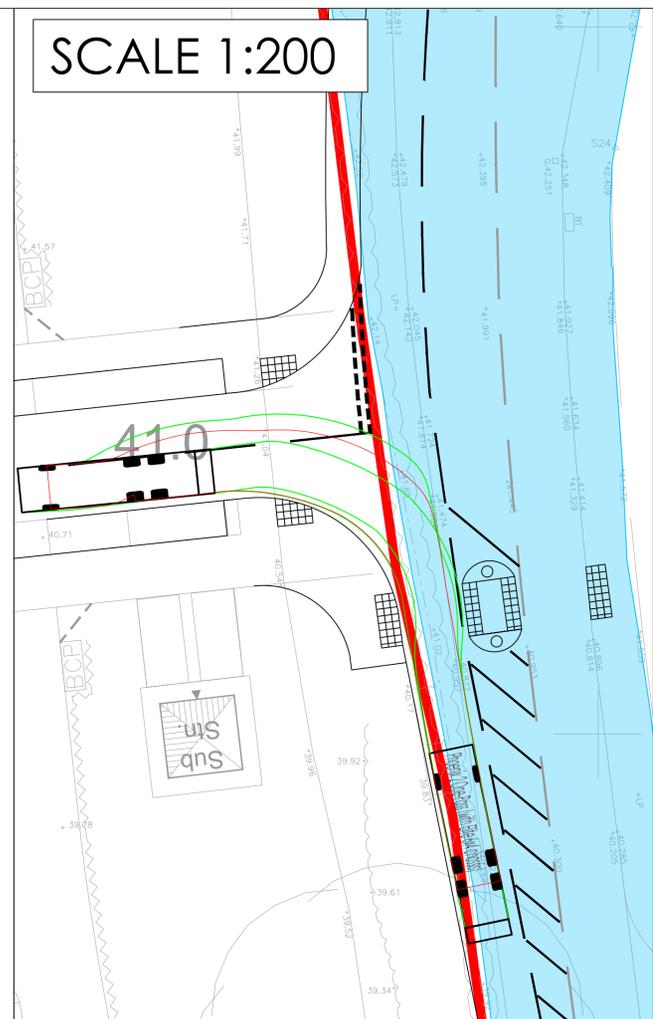
Appendix A

Site layout plan provided for RSA1

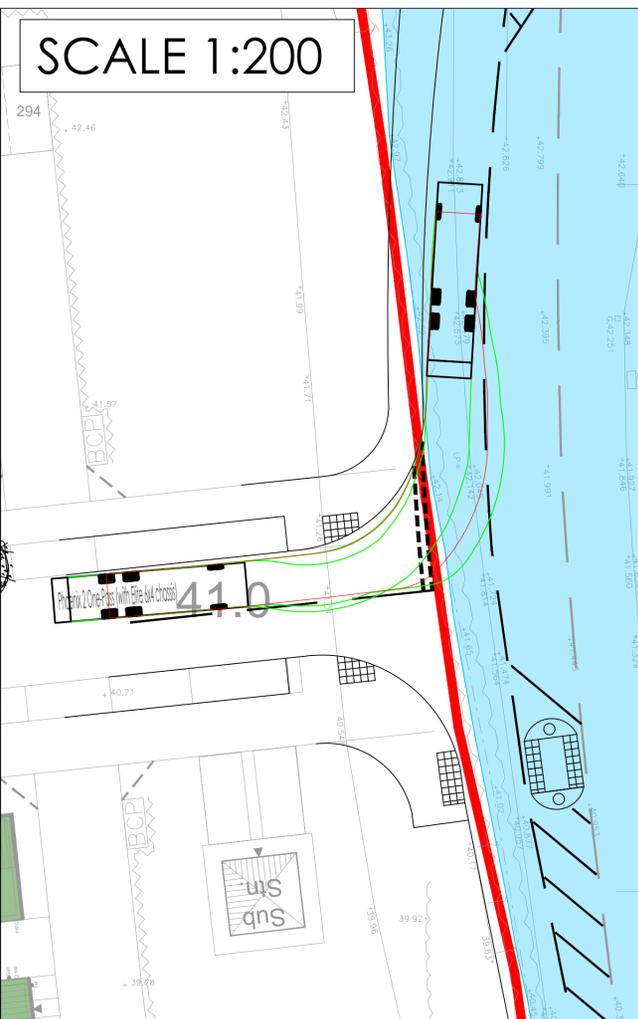
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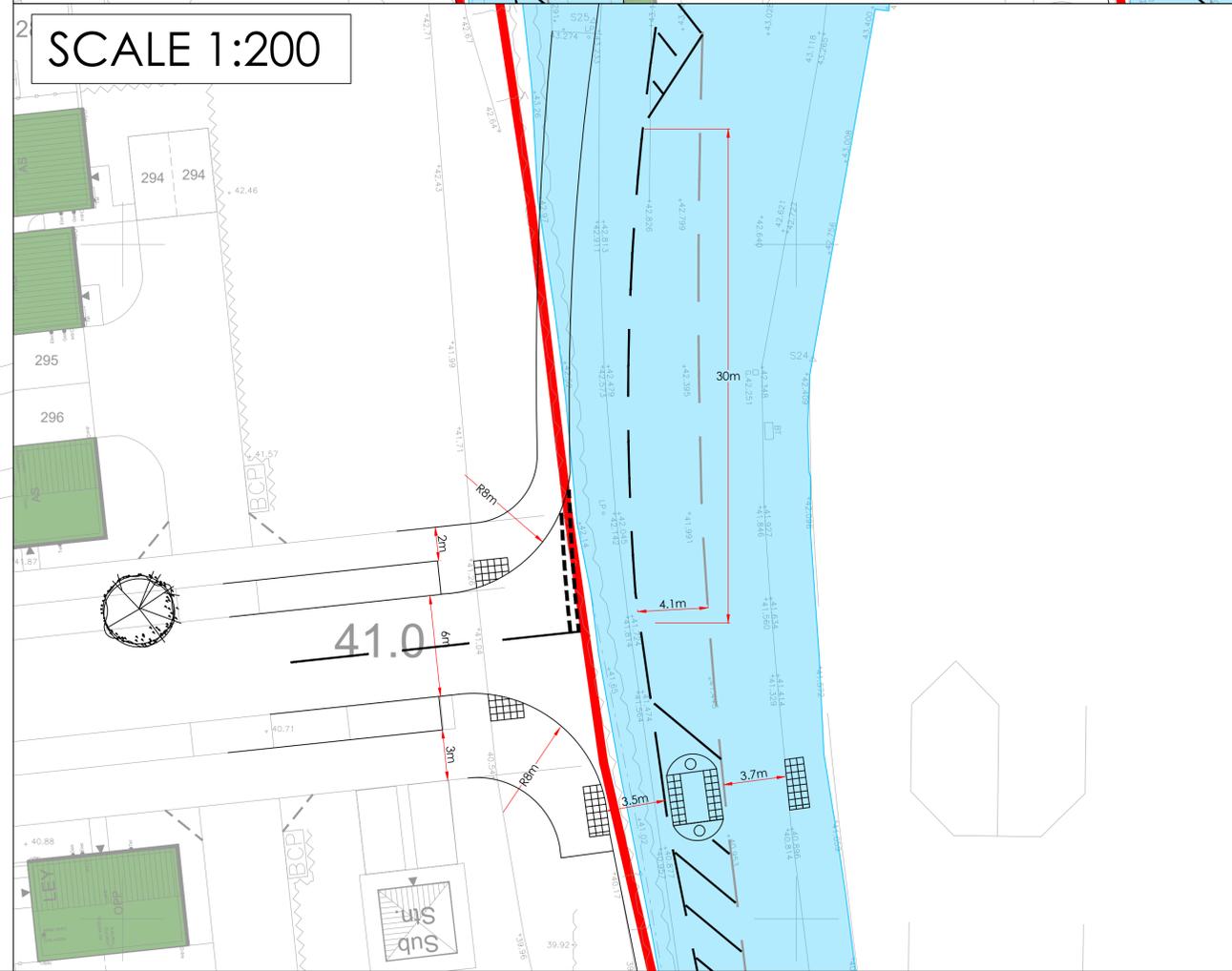
SCALE 1:200



SCALE 1:200



SCALE 1:200



Standard Notes

1. This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings and specification.
2. This drawing should not be scaled.

Location Plan

Notes and Keys

Date	Rev	Description	Drawn	Chkd
21.01.25	D	Access amended in line with highways consultation response	JT	JT
30.10.24	C	Minor alterations to tie in with development	JT	JT
29.10.24	B	Pedestrian refuge island widened to 3m	JT	GB
08.04.24	A	Access widened to 6m instead of 5.5m	JT	GB



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Project
Thurnscoe Bridge Lane,
Barnsley

Title
Proposed Right Turn
Ghost Island Arrangement

Status

INFORMATION

Scale @ A1	Date Created	Drawn	Checked
As Shown	10/11/23	JT	CG
TPS Project Number		Revision	
P2423		D	
Drawing Number D - 1001			

Appendix B

Stage 1 RSA

SCL

Sevenairs Consulting Ltd

Thurnscoe Bridge Lane, Thurnscoe, Barnsley

Road Safety Audit Stage 1

July 2025



Document Control

Report Title:

Thurnscoe Bridge Lane, Thurnscoe, Barnsley – Road Safety Audit Stage 1

Date of Site Visit

4th July 2025

Document Reference

2025-07 Thurnscoe RSA1 – Revision 1

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On behalf of

TPS Transport Consultants Ltd. – Stonebridge Court, 151-153 Wakefield Road, Horbury, Wakefield, WF4 5HQ

Highway Authority / Overseeing Organisation

Barnsley Metropolitan Borough Council

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Document History:

Revision	Date	Description	By
0	09.07.2025	For BMBC comments	HV
1	09.07.2025	For issue	HV

Introduction

Commissioning and Scope

This report results from a Stage 1 Road Safety Audit carried out at the site of a residential development off Thurnscoe Bridge Lane in Thurnscoe, Barnsley. The audit was carried out at the request of John Turner, Associate, TPS Transport Consultants 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, Road Safety Team Member in accordance with GG119
Audit Observers	Nathan Copley, Barnsley Metropolitan Borough Council

The main project comprises of a residential development providing almost 300 new homes. Highway works in this element include widening of the main carriageway to form a right turn ghost island facility, the development access and a pedestrian crossing refuge to the southern side of the access providing linkage to the southbound bus stop. 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 John Turner. This provided information regarding the site relevant scheme documents, drawings and contained details of the Road Safety Audit team. The brief was approved by Andrew Tunnacliffe, 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 Friday 4th July 2025 between 12:30 and 13:00 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.

The following people were also invited:

- Highway Authority – Nathan Copley, Barnsley Metropolitan Borough Council was invited and attended as Audit Observer.

The above have been provided with a copy of this report before final issue and asked if they had anything further to add:

- Highway Authority – Nathan Copley responded stating that he had nothing further to add.

Documents Supplied

- Email proposal background
- P2423-D - Proposed Right Turn Ghost Island Arrangement
- Transport Assessment containing
 - Development GA and Schedule of Accommodation dated 18.10.2024

Terms of Reference

The terms of reference of this Road Safety Audit are as described in the National Highways document GG119 Revision 2 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

The audit team have not been made aware of any previous Road Safety Audits.

Problems Raised at this Stage 1 RSA

PROBLEM – A-01

Location: Thurnscoe Bridge Lane – South of the development access.

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

No junction visibility has been indicated on the development access. Whilst this will be sufficient to the north, provision to the south when considering the likely speed of vehicles transitioning from the semi-rural section is likely to require some removal of landscaping. The audit team consider that speeds may be greater than a typical 30mph road on this approach. Future growth from remaining trees and bushes to the southern side of the development access may obstruct visibility consequentially increasing the risk of junction related collisions.

RECOMMENDATION

It is recommended that the extents of junction visibility at the development access is established and kept clear of any obstruction that may grow or mature in future years and that the extents of the visibility is clearly marked to aid future maintenance.

PROBLEM – A-02

Location: Thurnscoe Bridge Lane – Development access and main carriageway

Summary: Drainage – Insufficient surface water drainage may increase the risk of skidding type collisions at the junction as well as slips and falls by pedestrians.

At this early stage, no details have been provided on the proposed drainage arrangements. The site appears to raise up to a higher level than the main carriageway. As such, this may require measures to manage surface water around the junction to reduce the risk of surface water from the development entering Thurnscoe Bridge Lane or standing water and detritus in the junction area that may consequently cause skidding type collisions near the junction or slips and falls by pedestrians crossing in this area.

RECOMMENDATION

It is recommended that drainage details are provided at the next stage of road safety audit including gully locations, levels and contours.

PROBLEM – A-03

Location: Thurnscoe Bridge Lane – Main carriageway.

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-04

Location: Derry Grove – Near junction with Thurnscoe Bridge Lane.

Summary: Specific Road Users – Lack of crossing facility may increase the risk of collisions involving users who rely on mobility aids.

There is a desire line for pedestrians between the development and facilities to the north. However, there is no provision for pedestrians with mobility issues, specifically those users with prams, wheelchairs or mobility scooters. The alternatives for these users may require them to use drop kerbs provided for driveways or to cross at locations where visibility to approaching vehicles may be otherwise compromised. This lack of dropped crossings on desire lines may increase the risk of collisions involving users with mobility issues.

RECOMMENDATION

It is recommended that a dropped pedestrian crossing with (ideally) tactile paving is provided across Derry Grove. This is likely to require the dropped vehicle crossing off Derry Grove for the field access to be removed also.

PROBLEM – A-05

Location: Thurnscoe Bridge Lane – At the pedestrian refuge.

Summary: Cycles – Width provision for cycles may increase the risk of shunt or side swipe type collisions involving this user group.

Details of kerb-to-kerb widths have not been provided at the proposed refuge. At this location, cyclists may be at risk from motor vehicles passing too close due to a potential ambiguity of width as they overtake the slower moving cycle. This would be especially a problem for northbound cyclists who are traveling uphill at this point. Incompatible width provision for cycles may increase the risk of shunt or side swipe type collisions involving this user group.

RECOMMENDATION

It is recommended that, as per advice in LTN 1/20 Chapter 7, that widths between 3.1m and 3.9m may encourage close overtaking by motor vehicles at pinch points and should be avoided. It is also recommended that wider provision is made for the northbound, uphill direction.

PROBLEM – A-06

Location: Thurnscoe Bridge Lane – At the pedestrian refuge.

Summary: Lighting – Insufficient carriageway surface illumination may increase the risk of collisions involving pedestrians during the hours of darkness.

There is currently street lighting provision in the vicinity of the proposed pedestrian refuge. This is likely to provide a standard level of carriageway illumination for a semi-rural/residential frontage. The introduction of a refuge will focus pedestrians to cross at this location where pedestrians may not have enough contrast against background light from the adjacent development and vehicle headlights. Insufficient carriageway surface illumination at the crossing point may increase the risk of collisions involving pedestrians during the hours of darkness.

RECOMMENDATION

It is recommended that carriageway surface illumination is provided to higher class/level in the vicinity of the proposed crossing point. This may be as simple as increasing the output from the existing LED luminaries.

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.

Road Safety Audit Team Leader

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

Director – Sevenairs Consulting Ltd.
20 High Bank, Thurlstone, Sheffield,
South Yorkshire, S36 9QH

Signed:



Date: 9th July 2025

Road Safety Audit Team Member

Sarah Vernals BAHonsQTS NPQH

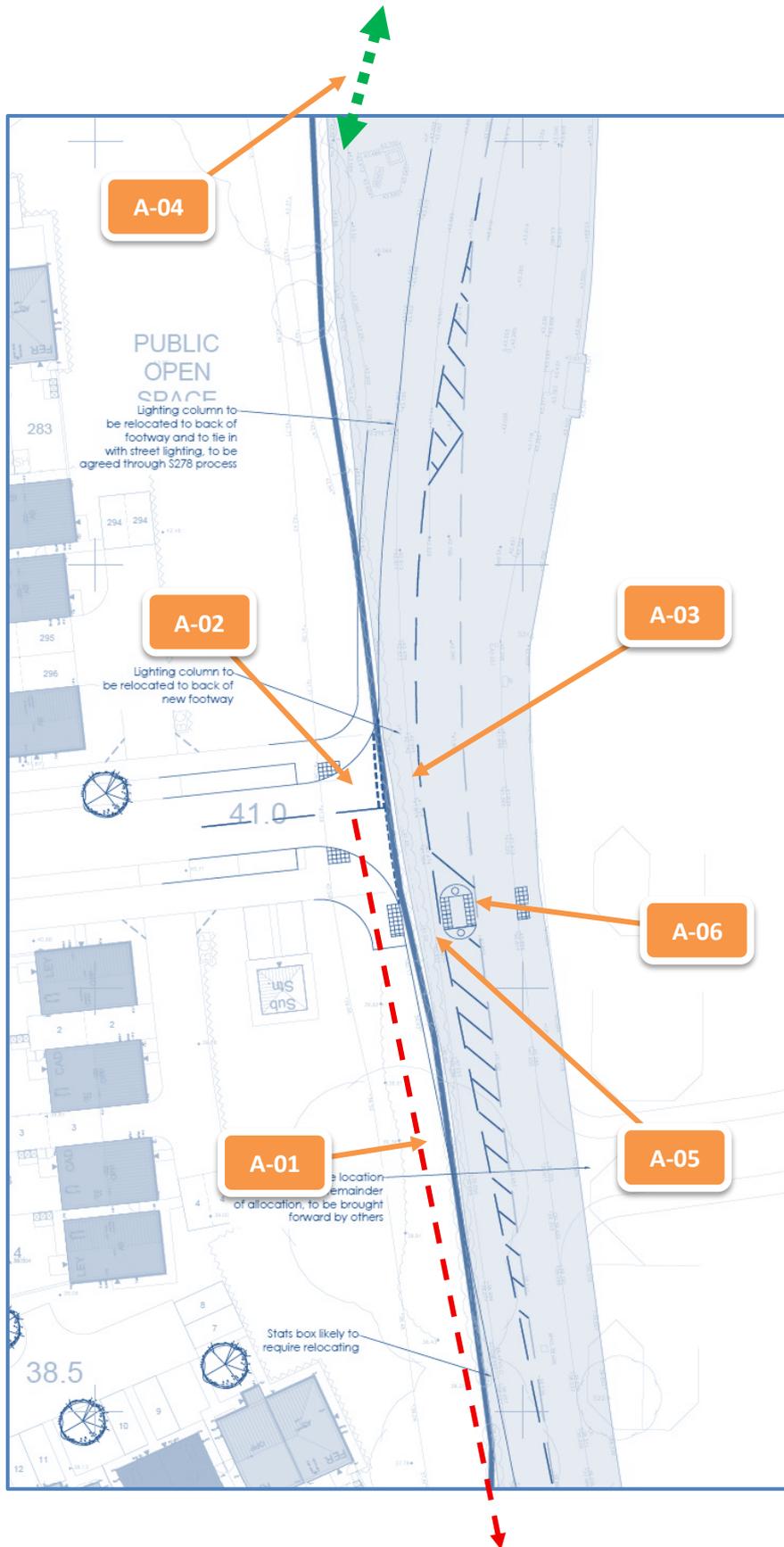
Director – Sevenairs Consulting Ltd.
20 High Bank, Thurlstone, Sheffield,
South Yorkshire, S36 9QH

Signed:



Date: 9th July 2025

Problem Location Plan



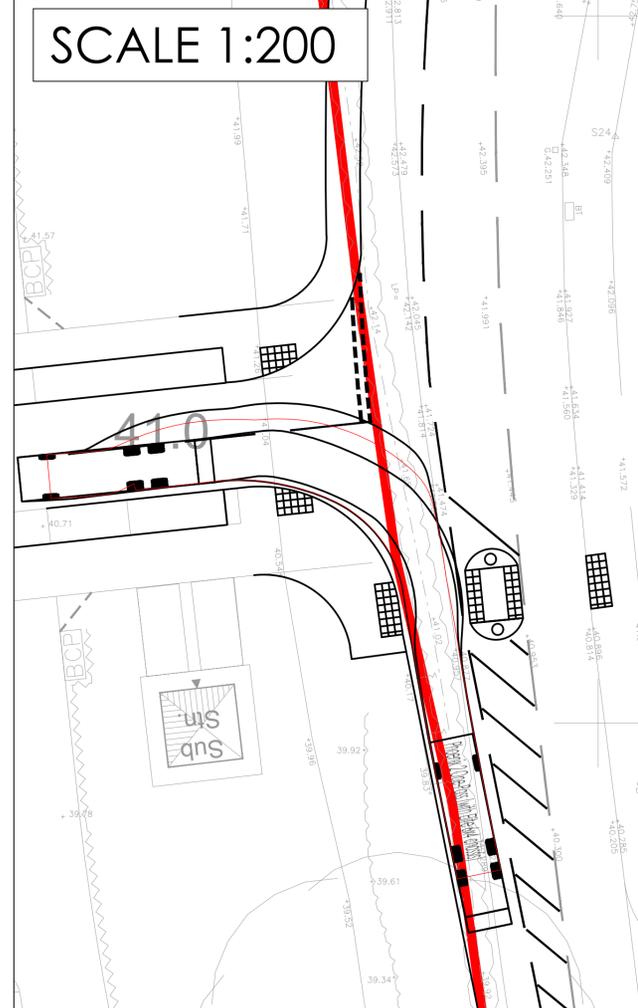
Appendix C

Revised Access Arrangements

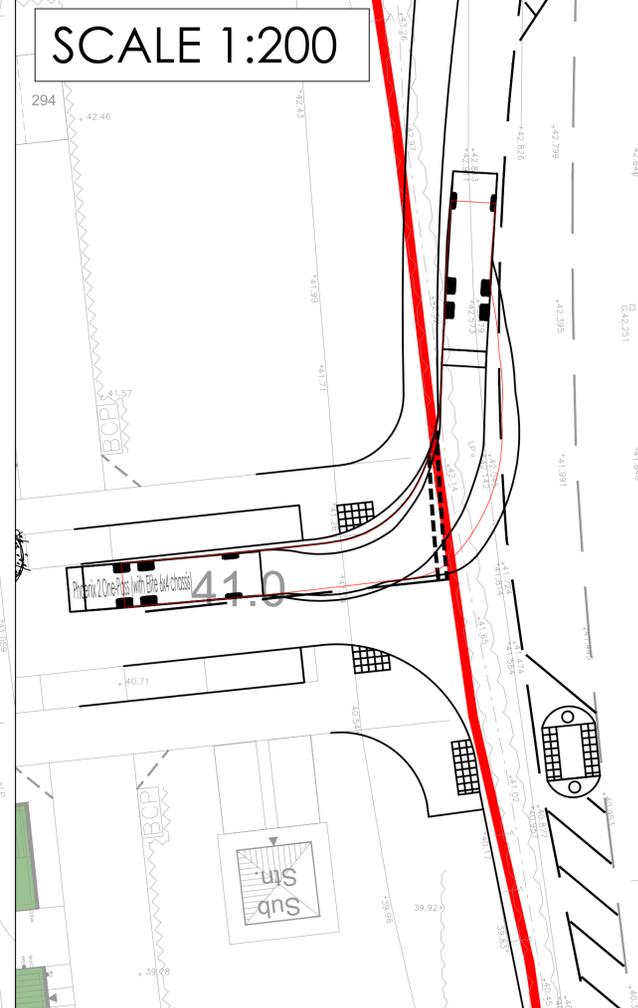
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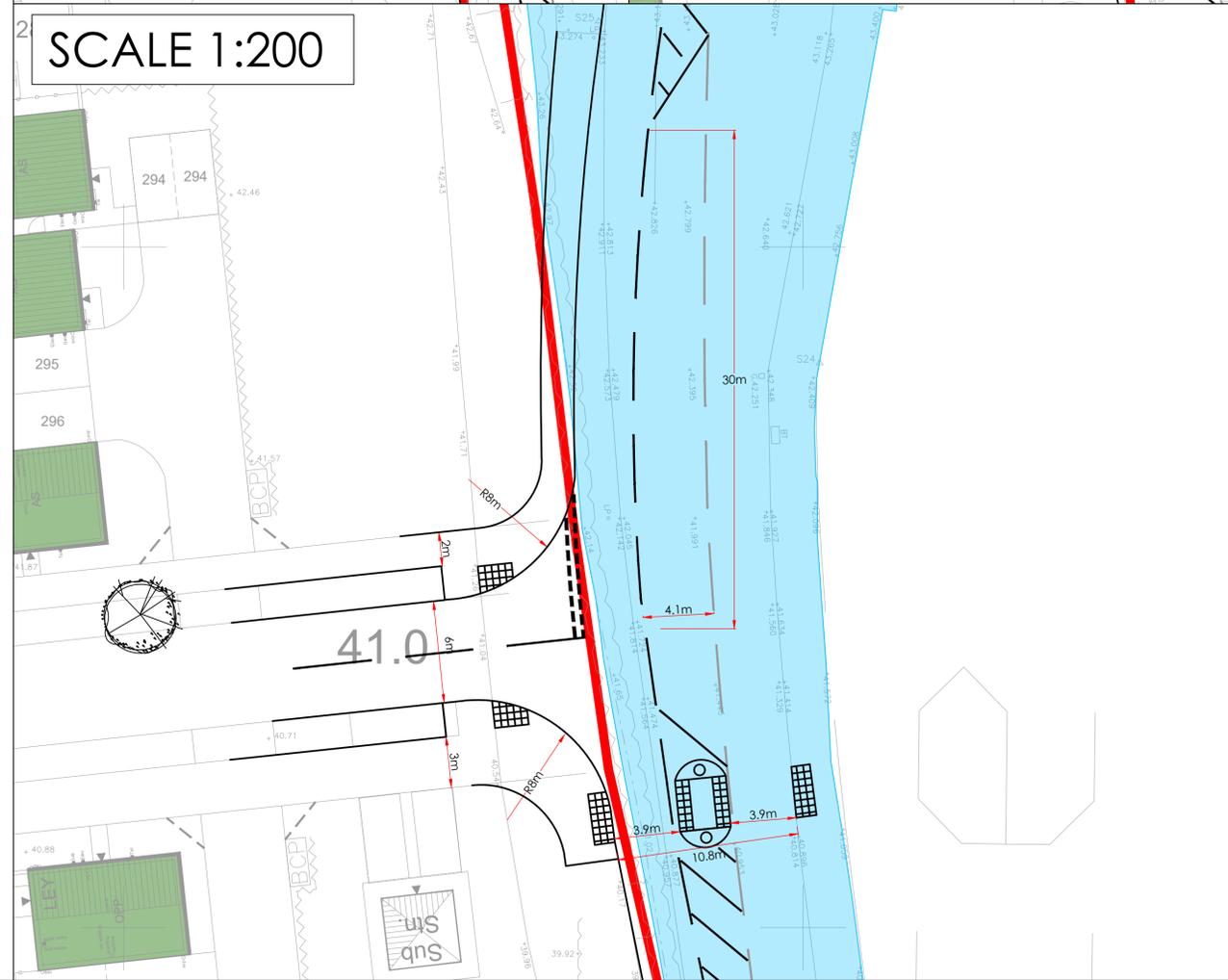
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SCALE 1:200



Standard Notes

1. This drawing is to be read in conjunction with all relevant Architect's and Engineer's drawings and specification.
2. This drawing should not be scaled.

Location Plan

Notes and Keys

Date	Rev	Description	Drawn	Chkd
10.07.25	E	Access amended following undertaking of Stage 1 RSA	JT	JA
21.01.25	D	Access amended in line with highways consultation response	JT	JT
30.10.24	C	Minor alterations to tie in with development	JT	JT
29.10.24	B	Pedestrian refuge island widened to 3m	JT	GB
08.04.24	A	Access widened to 6m instead of 5.5m	JT	GB

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Project
 Thurnscoe Bridge Lane,
 Barnsley

Title
 Proposed Right Turn
 Ghost Island Arrangement

Status

INFORMATION

Scale @ A1	Date Created	Drawn	Checked
As Shown	10/11/23	JT	CG
TPS Project Number	Revision	Drawing Number	
P2423	E	D - 1001	