

Proposed Residential Development, Woolley Colliery, Darton

Stage 1 Road Safety Audit

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Report Title:	Proposed Residential Development, Woolley Colliery, Darton
Report Produced for:	Barnsley Council
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On behalf of:	Bryan G Hall

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Contents

1	Introduction	2
1.1	<i>General</i>	2
1.2	<i>Road Safety Audit Team</i>	2
1.3	<i>Documents Forming the Brief</i>	3
1.4	<i>Personal Injury Collision Data</i>	3
1.5	<i>Departures or Relaxations from Standards</i>	3
1.6	<i>Information not Provided at this Stage 1</i>	3
1.7	<i>Details of Site Visit</i>	4
1.8	<i>Items Outside the Scope of the Road Safety Audit</i>	4
1.9	<i>Disclaimer</i>	4
2	Items Raised at Stage 1 Road Safety Audit	3
2.1	<i>Road Safety Audit - Problems Stage 1</i>	3
3	Audit Team Statement	6
	Appendix 1 – Audited Documents	7
	Appendix 2 – Problem Location Plan	8

1 Introduction

1.1 General

This report has been prepared in response to a request to undertake a Stage 1 Road Safety Audit (RSA) (i.e. completion of preliminary design), by Daniel McLean, Bryan G Hall on behalf of Barnsley Council. The scheme submitted for Audit is associated with a proposed residential development located off Woolley Colliery Road, Darton. The development is separated into two plots on the west side of the road to the north and south of the Woolley Miners Cricket Club and Football Club. Two separate priority give way accesses are proposed.

Woolley Colliery Road is currently subject to a 30mph speed limit and is street lit. The works included with this RSA Stage 1 include:

- Two priority give way junctions with associated footway works the northern most access will include an uncontrolled crossing point across Woolley Colliery Road

The audit comprised an examination of documents and an examination of the site.

Overseeing Organisation: Barnsley Council

Client: Gleeson

Design Organisation: Bryan G Hall

1.2 Road Safety Audit Team

The Road Safety Audit Team membership approved was:

Audit Team Leader: **Naomi Cook** MSc FCIHT
Holder of HE RSA Certificate of Competency

Audit Team Member: **Jonathan Birkett** IEng, MICE, FIHE, MSoRSA
Holder of HE RSA Certificate of Competency

Audit Team Member: **Nathan Copley** FIHE
Senior Traffic Engineer - Barnsley Council

1.3 Documents Forming the Brief

The documents were made available to the Road Safety Audit Team by Daniel McLean at Bryan G Hall on behalf of the Local Highway Authority, Barnsley Council. The documents forming this RSA are listed in **Appendix 1**.

1.4 Personal Injury Collision Data

The Audit Team examined *Crashmap* for the most recent five-year period of personal injury collision (PIC) data (2019-2023), as shown in **Figure 1**:

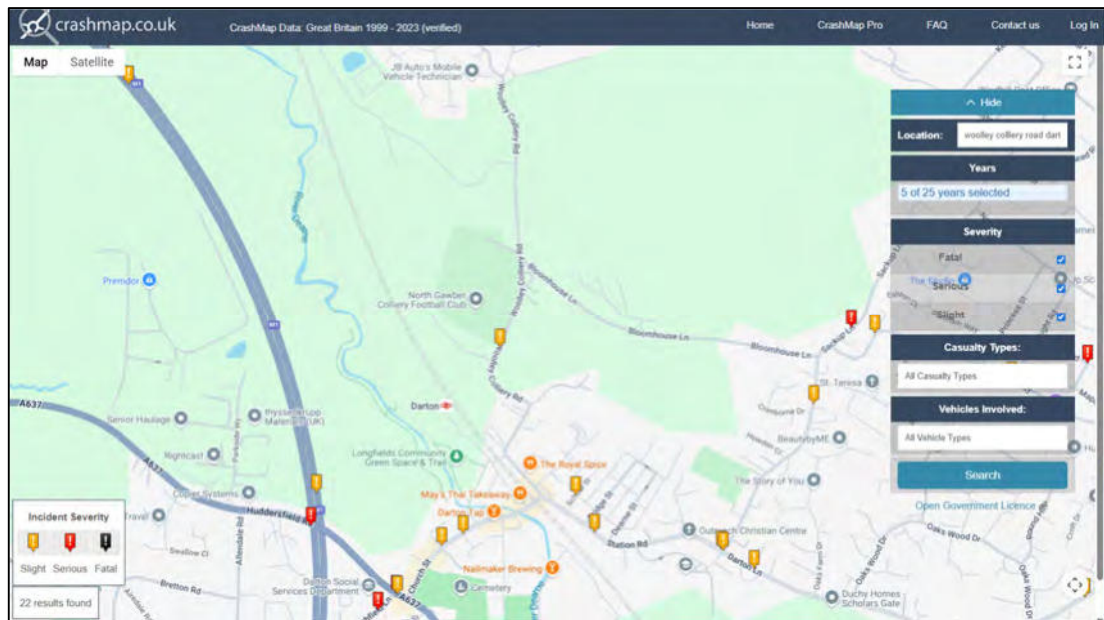


Figure 1: Collision data

Examination of the data indicates that there has been one PIC recorded in the vicinity of the southernmost proposed access on Woolley Colliery Road. This collision was recorded in 2022 and was recorded as slight in severity. The collision involved a pedestrian during the hours of darkness.

1.5 Departures or Relaxations from Standards

No Departures or Relaxations from Standard were submitted to the Road Safety Audit Team.

1.6 Information not Provided at this Stage 1

All information provided. It was considered that the information provided was sufficient for the purpose of carrying out the Road Safety Audit Stage 1 requested.

1.7 Details of Site Visit

A site visit was undertaken on the morning of 22 July 2025 between 10:30 hrs and 11:30 hrs. Whilst on site the weather was fine; the road surface was dry, and no incidents were noted. A number of pedestrian movements were witness on site. Traffic flows were light.

1.8 Items Outside the Scope of the Road Safety Audit

It was noted during the site visit that there are two existing uncontrolled crossing points south of the southern proposed access located in close proximity to one another. On the east side of Woolley Colliery Lane, the audit team is concerned that there is significantly reduced inter-visibility at the southernmost uncontrolled crossing due to established vegetation and the alignment of the road to the south (acute bend). If the visibility splay is reduced because of encroaching vegetation or other obstructions, there is an increased risk of collisions between vehicles travelling northbound and NMUs crossing. The audit team would suggest significant vegetation clearance on the east side of Woolley Colliery Way on the south side of the existing crossing point and consider removing the southernmost existing crossing point completely.



1.9 Disclaimer

The Road Safety Audit comprised an examination of the documents and drawings supplied to the Road Safety Audit Team (referenced in Appendix 1 of this report). No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

The Terms of Reference are as described in the National Highways Design Manual for Roads and Bridges document GG119 'Road Safety Audit'. The scheme has been examined and this report compiled only with regard to safety implications to road users of the scheme

as presented. It has not been verified for compliance with any other Standards or 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. However, any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

Furthermore, any recommendations included within this report should not be regarded as being prescriptive design solution to the problem raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, as stipulated in GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which should be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

It is the Project Sponsor's responsibility to ensure that all problems raised by the Road Safety Audit Team are given due consideration.

In the event of a collision and any resulting legal action, Meraki Alliance Ltd would have to defend its actions on the basis that it took such care, as in all circumstances was reasonably required, to ensure that the highway was not dangerous to road users. It is important therefore that recommendations contained in the report are acted upon wherever possible.

2 Items Raised at Stage 1 Road Safety Audit

This section details the findings of this Stage 1 Road Safety Audit. All locations of identified problems are illustrated on the plan included at **Appendix 2**.

2.1 Road Safety Audit - Problems Stage 1

PROBLEM		1-1
Location:	Both proposed accesses	
Summary:	Lack of crossing points could lead to an increase of collisions involving non-motorised users (NMUs)	
As part of the scheme two new priority junctions will be constructed and it is highly likely that the development will increase NMU flows along the existing facilities adjacent to Woolley Colliery Road. It is noted that there are no proposed uncontrolled crossing points across either of the proposed accesses. A lack of provision for those who are less mobile and or those with visual impairment can result in an increased risk of collisions involving pedestrians at the new accesses.		
RECOMMENDATION		
Ensure that uncontrolled crossings are proposed at desire lines around the accesses.		

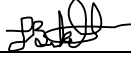
PROBLEM		1-2
Location:	Both proposed accesses	
Summary:	Inappropriate carriageway widths and turning radii can result in increased vehicle collisions as well as pedestrian/vehicle collisions.	
Vehicle tracking details were not submitted as part of the RSA information. It is important that all vehicles which are expected to use the proposed access, can safely manoeuvre through the junction. For example, it is likely that articulated refuse lorries and other large goods vehicles will access the proposed developments. If vehicles cannot safely turn into or out of the junction without encroaching into the opposing traffic lanes, or mounting kerbs there is an increased risk of collisions with other vehicles using the junctions and or potential ongoing maintenance issues resulting from broken kerbs or tactile paving.		
RECOMMENDATION		
Ensure that all vehicles that are expected to turn into and out of the junction, can do so safely without impacting on other junction users.		

PROBLEM		1-3
Location:	Both proposed accesses	
Summary:	Risk of collisions involving visually impaired users who attempt to cross at unsafe, undesignated locations	
Footway is proposed on the north side of the proposed accesses around the bell mouth of the junction which does not link into anything, terminating immediately north of the access. This could lead to visually impaired users being stranded and attempting to cross at an unsafe, undesignated location. 		
RECOMMENDATION		
Consider reducing the extents of the proposed footway around the north side of the junctions to a point just after any uncontrolled crossings (see Problem 1-1)		

PROBLEM		1-4
Location:	Northern access	
Summary:	Risk of collisions between visually impaired users and cyclists due to absence of hazard warning	
It is proposed to introduce a new uncontrolled crossing over Woolley Colliery Road creating a link into the shared use facilities running north-south adjacent to Woolley Colliery Road. If the facilities around the proposed accesses on the west side of Woolley Colliery Road will be footway only, the lack of warning for visually impaired users crossing west to east, to indicate that they are joining a shared use facility could lead to an increase in collisions between users.		
RECOMMENDATION		
Provide the appropriate tactile paving at the junction of the proposed footway extension and the existing shared use facility.		

**END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN THIS
STAGE 1 ROAD SAFETY AUDIT**

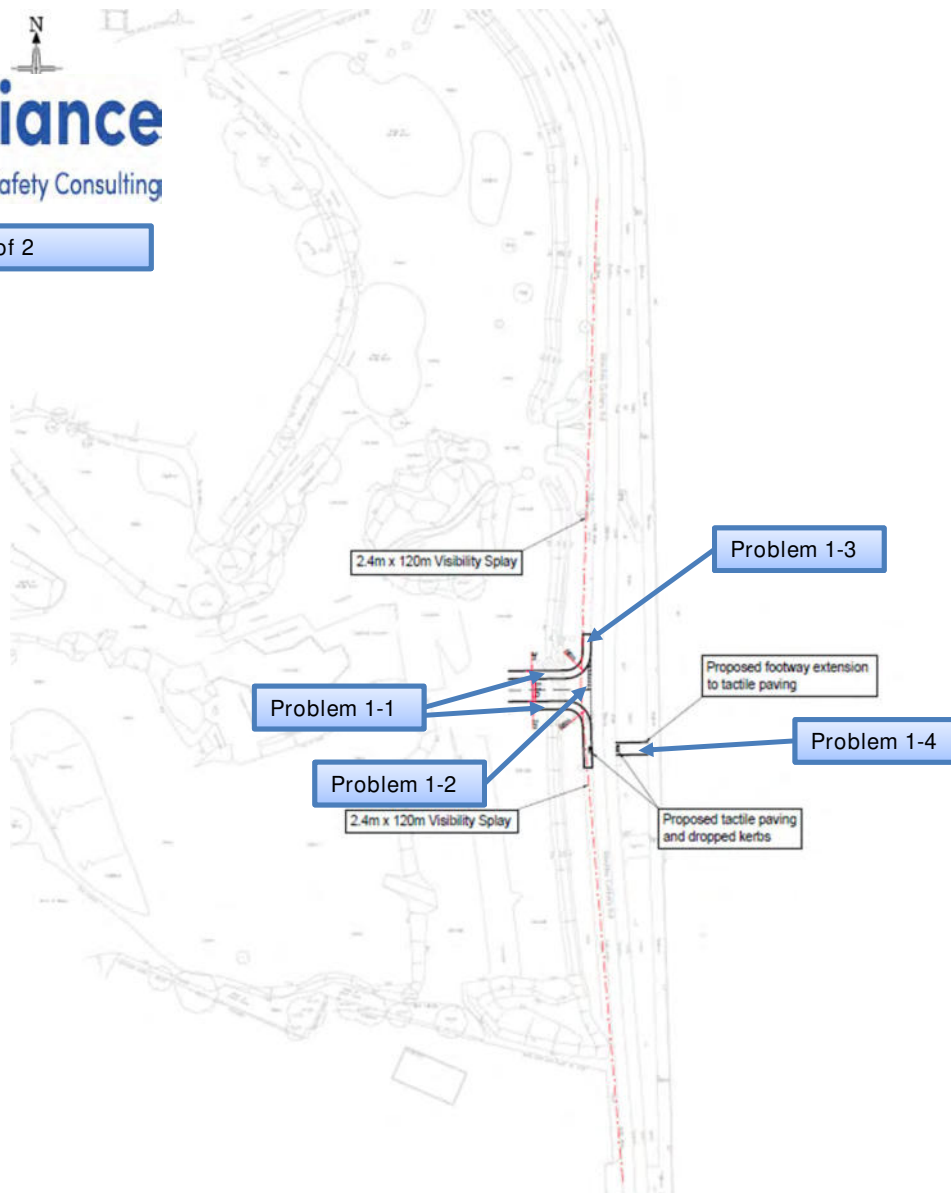
3 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119	
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	NAOMI COOK
SIGNED:	
POSITION:	ASSOCIATE DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	28 JULY 2025
ROAD SAFETY AUDIT TEAM MEMBER	
NAME:	JONATHAN BIRKETT
SIGNED:	
POSITION:	ASSOCIATE DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	28 JULY 2025
ROAD SAFETY AUDIT TEAM OBSERVER	
NAME:	NATHAN COPLEY
SIGNED:	
POSITION:	SENIOR TRAFFIC ENGINEER
ORGANISATION	BARNSELEY COUNCIL
DATE:	29 JULY 2025

Appendix 1 – Audited Documents

-  24-256-001.02 Transport Assessment Final
-  24-256-ATR-002
-  24-256-LOC-004 Site Location Plan
-  24-256-TR-001 Rev A - Proposed Northern Parcel Site Access
-  24-256-TR-002 Rev A - Proposed Southern Parcel Site Access
-  1329.05C Proposed Site Layout - 1.500@A0 - 18.09.24
-  2024 Existing Peak Hour Traffic Flows
-  2029 Development Generated Peak Hour Traffic Flows
-  Intermediate accident report
-  Interpreted listing
-  map extents

Appendix 2 – Problem Location Plan





meraki alliance
Highways, Transportation & Safety Consulting



Problem Location Plan – Sheet 2 of 2

