



safer roads for everyone

**Land North of Keresforth Road, Dodworth,
Barnsley**

Road Safety Audit Combined Stage 1 & 2

on behalf of Barnsley MBC

Local Transport Projects for Keepmoat Homes

TMS reference no: 18507
Date: 5th June 2024
Revision: 0

1. Project Details

Report Title:	Land North of Keresforth Road, Dodworth, Barnsley Road Safety Audit Combined Stage 1 & 2
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Document Ref No:	TMS Ref No: 18507
Revision	0
Prepared by:	TMS Consultancy
On behalf of:	Barnsley MBC (Overseeing Organisation)
TMS Client	Local Transport Projects for Keepmoat Homes

Document Control Sheet

Issue No	Revision	Audit Team	Completion Date	TMS Issue Date
1	0	DN/NR	05/06/2024	05/06/2024

2. Introduction

2.1 This report describes a combined Stage 1 and 2 Road Safety Audit carried out on proposed Section 278 Highway Works on Keresford Road, Dodworth, Barnsley.

2.2 The audit team members were as follows:

Audit Team Leader

Darren Newbold – MSc, BSc (Hons), MCIHT, MSoRSA
National Highways Approved RSA Certificate of Competency
Principal Engineer, TMS Consultancy

Audit Team Member

Neal Roderick – BEng (Hons), MCIHT
National Highways Approved RSA Certificate of Competency
Engineer, TMS Consultancy

2.3 The audit comprised an examination of the documents listed in **Appendix A**. The Road Safety Audit was undertaken in accordance with the Audit Brief supplied by Annabel Carrick, Local Transport Projects.

2.4 The site was visited by the Audit Team on 4th June 2024 at 12.45pm. The weather was cloudy and damp. Traffic flows were moderate. No pedestrian and cycle flows were observed.

2.5 The terms of reference of the Road Safety Audit are as described in GG 119 Revision 2. The 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 design to any other criteria.

2.6 All of the problems described in this report are considered by the audit team to require action in order to improve the safety of the scheme and minimise collision occurrence.

2.7 A scheme drawing is included in **Appendix B**, where the locations of specific problems are referenced. A location plan of the scheme is also included in this Appendix.

2.8 The scheme consists of a proposed upgrade of the existing priority junction onto Keresford Road (Wood End Court) to provide access to housing development (circa 200 dwellings). The private drive to Wood End Court will be accessed via the new development road. Footways will be provided on both sides of the development access road.

Keresford Road is subject to a 30mph speed limit and is street lit.

2.9 Road Safety Audit Response Report

Following the completion of the road safety audit, the design team should prepare a road safety audit response report in collaboration with the Overseeing Organisation.

The response report should incorporate the following:

- **Decision Log** spreadsheet, where each Problem and Recommendation in the Safety Audit report is reiterated
- In the Decision Log, a response should be provided by the Design Team and Overseeing Organisation for each problem raised in the RSA report, together with an agreed action

Further information is provided in **GG 119 Sections 4.11 to 4.19** and **Appendix F** (where a road safety audit response report template is available).

The response report should be produced and finalised within *one month* of the issue of the RSA report. A copy of the response report should be issued to the Safety Audit Team for information.

3. Items resulting from the Combined Stage 1 & 2 Road Safety Audit

3.1 PROBLEM

Location: Keresford Road j/w site access road

Summary: Poor carriageway condition may increase the risk of braking, skid and loss of control type vehicle collisions

The existing carriageway condition on Keresford Road at the proposed site access junction is poor, with patches from previous works and some surface cracks. This may result in differential skid resistance across the junction. The development will introduce a significant number of braking and turning manoeuvres into the site and as such the poor carriageway condition may increase the risk of braking, skid and loss of control type vehicle collisions.



RECOMMENDATION

Keresford Road should be resurfaced for the extent of the new junction.

3.2 PROBLEM

Location: Keresford Road j/w site access road

Summary: Sunken utility may be a loss of control hazard to turning vehicles

There is a sunken utility cover within the southbound running lane on Keresford Road at the site access junction. The manhole cover may be a potential loss of control hazard to vehicles making turning manoeuvres to and from the site access. This may be a particular issue for two wheeled vehicles.

In addition, the polished nature of the utility cover may present a potential skid hazard to vehicles, exacerbated during wet or icy conditions.



RECOMMENDATION

The utility cover should be reset flush with the carriageway and treated with a suitable non-slip surface with similar skid resistance to the surrounding carriageway.

3.3 PROBLEM

Location: Keresford Road j/w site access road

Summary: Poor illumination of the junction may increase the risk of darkness related vehicle collisions

There is an existing lighting column that will be within the extents of the widened access junction and will therefore require removal. No details have been provided to show if and where the lighting column will be relocated. A lack of illumination at the junction may increase the risk of darkness related vehicle collisions.



RECOMMENDATION

The junction of Keresford Road and the site access road should be appropriately illuminated.

3.4 PROBLEM

Location: Keresford Road j/w site access road

Summary: Lack of pedestrian crossing facilities may result in pedestrian trip hazards

There will be a desire line for pedestrian to cross the site access road close to the junction with Keresford Road. A lack of crossing facilities will mean that pedestrians have to cross via full height kerbs, which may be a potential trip hazard, particularly to those with visual and mobility impairments.

RECOMMENDATION

An uncontrolled pedestrian crossing point should be provided on the site access road. This should be inset from the junction to reduce the crossing distance for pedestrians.

3.5 PROBLEM

Location: Site access road

Summary: Lack of suitable access may result in potential vehicle damage or collisions between vehicles and pedestrians

No kerbing details are provided to show how Wood End Court private drive will adjoin to the development access road. If a full height kerb is provided, drivers will have to 'bump' up across the footway which may cause damage to vehicles. This may also increase the risk of collisions between vehicles and pedestrians.

RECOMMENDATION

Suitable access should be provided to the private drive (as this is a singular dwelling a vehicle crossover would be the most suitable means of access).

3.6 PROBLEM

Location: Keresford Road j/w site access road

Summary: Standing water within the junction may be a potential skid hazard to vehicles

No drainage details have been provided for the widened access junction. A lack of suitable drainage may result in surface water accumulating within the junction which may be a potential skid hazard to vehicles, particularly in heavy rain or icy conditions.

RECOMMENDATION


Suitable drainage should be provided.

4. **Audit Team Statement**

We certify that the terms of reference of the road safety audit are as described in GG 119 Revision 2.


Audit Team Leader

Darren Newbold – MSc, BSc (Hons), MCIHT, MSoRSA National Highways Approved RSA Certificate of Competency Principal Engineer, TMS Consultancy
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Signed	
Date	5 th June 2024

Audit Team Member

Neal Roderick – BEng (Hons), MCIHT National Highways Approved RSA Certificate of Competency Engineer, TMS Consultancy

Signed	
Date	5 th June 2024

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Appendix A

Documents Examined:

- 0010-QD-XX-S-DR-C-00-01-P01_Site Access Sections.pdf
- 0010-QD-XX-S-DR-C-00-01-P02_Site Access Sections Sheet 1.pdf
- 0010-QD-XX-S-DR-C-00-02-P01_Site Access Sections Sheet 2.pdf
- 0010-QD-XX-S-DR-C-00-02-P03_Site Access Sections Sheet 2.pdf
- LTP 4283 P2 01 01 REV L Potential Access Road Preliminary Design.pdf
- LTP 4283 P2 01 02 REV F Potential Access Road Long Sections.pdf
- LTP 4283 P2 01 05 REV L Potential Access Road Visibility Splays.pdf
- LTP 4283 P2 01 06 REV J Potential Access Road SPA.pdf

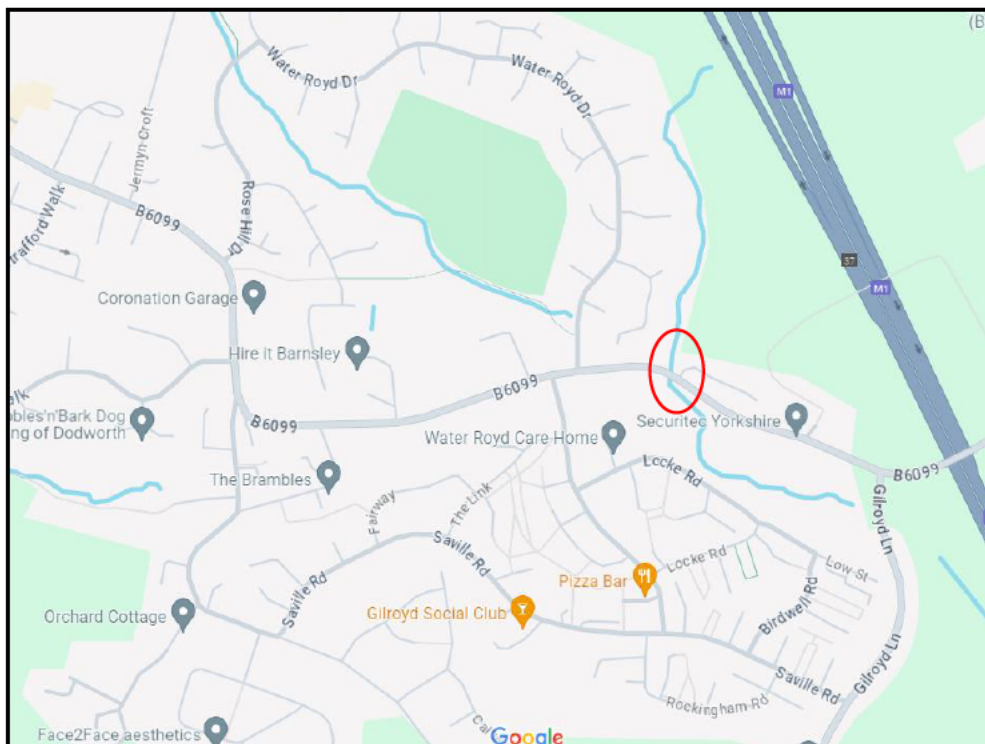
Other Information Provided:

- Stage 1&2 RSA Brief
- Checklist of Information
- Stage 1&2 RSA report (Local Transport Projects, 2022)
- Transport Assessment
- Masterplan

Appendix B

Please refer to the following page for a plan illustrating the locations of the problems identified as part of this audit (location numbers refer to paragraph numbers in the report).

The location of the scheme is shown below:





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Client: Local Transport Projects (Keepmoat Homes)
 Scheme: Land North of Kersforth Road, Dodworth, Bamsley

