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Sevenairs Consulting Ltd

Barugh Green Road, Barugh Green, Barnsley

Road Safety Audit Stage 1

July 2025



Document Control

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Barugh Green Road, Barugh Green, Barnsley – Road Safety Audit Stage 1

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On behalf of

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Highway Authority / Overseeing Organisation

Barnsley Metropolitan Borough Council

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Document History:

Revision	Date	Description	By
0	10.07.2025	For BMBC comments	HV
1	16.07.2025	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 Barugh Green Road in Barugh Green, 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 155 new homes. Highway works in this element include widening to provide a right turn ghost island, the development access and a pedestrian crossing refuge. 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 13:15 and 13:45 hours during which the weather was overcast and the road surface dry. Traffic conditions were moderate but 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 “no further comments”.

Documents Supplied

- Email proposal background
- P2635-D-1001-B – Proposed Right Turn Ghost Island General Arrangement

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: Barugh Green Road – 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 Barugh Green Road 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-02

Location: Barugh Green Road – 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-03

Location: Barugh Green Road – Southern verge area.

Summary: Fences and Road Restraint Systems – Lack of barrier protection to the drainage ditch may increase the risk that pedestrians or other road users enter the ditch and sustain injuries or drown.

There is an existing drainage ditch to the south of the main carriageway which appears to be retained in the proposed arrangement. Some degree of protection from falls is currently provided by an existing hedgerow. Regardless of the depth of water or level difference between the water and surrounding embankment tops, there is a risk that pedestrians or other road users could fall into the ditch sustaining injuries with a consequential risk of drowning also. There is also a risk that an errant vehicle may enter the drainage ditch. As such, an evaluation of this risk may need to be undertaken to establish what, or indeed if any, road restraint system is required on this interface. A lack of appropriate barrier protection to the drainage ditch may increase the risk that pedestrians or other users enter the ditch and sustain injuries or drown.

RECOMMENDATION

It is recommended that a barrier treatment proportionate to the level of risk is provided between the drainage ditch and areas where pedestrians and other road users may be. This could be as simple as a fence or hedgerow or, if established as appropriate, a road restraint system.

PROBLEM – A-04

Location: Barugh Green Road – Main carriageway.

Summary: Speed Management – Speed limit may increase the injury severity in the event of a collision involving a pedestrian or other active mode.

The road frontage environment will change considerably with the development. There will also be an increase in pedestrian and possibly cyclist activity crossing and walking alongside Barugh Green Road. The development will likely create increased crossing desire for the bus stops, the supermarket and the public house. Should the existing 40mph speed limit be retained along Barugh Green Road, there may be a risk of increased injury severity in the event of a collision involving a pedestrian or other active mode.

RECOMMENDATION

It is recommended that the existing 40mph speed limit along Barugh Green Road is reduced to 30mph.

PROBLEM – A-05

Location: Barugh Green Road – At the proposed crossing.

Summary: Pedestrians – Lack of footway space at the dropped crossing may increase the risk of pedestrians and other active modes being involved in a collision on the main carriageway.

The footway along the northern side of Barugh Green Road is narrower than what would be considered desirable. This is exacerbated by a kerbed feature to the back of the footway. This may increase the risk of congestion around the dropped crossing point and make manoeuvring mobility scooters and wheelchairs more difficult. This may consequentially increase the risk of pedestrians and other active modes stepping into the main carriageway near the dropped crossing point and being struck by a passing vehicle.

RECOMMENDATION

It is recommended that the proposed pedestrian refuge is relocated marginally east to the supermarket pedestrian access where there is additional space at the back of the footway. It is also recommended that negotiations are entered into to establish if widening of the footway behind the highway boundary can be provided.

PROBLEM – A-06

Location: Barugh Green Road – 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 commercial 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 a 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)

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Signed:



Date: 16th July 2025

Road Safety Audit Team Member

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Signed:



Date: 16th July 2025

Problem Location Plan

