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Highways, Transportation & Safety Consulting

Proposed Roundabout: A635 Goldthorpe

Road Safety Audit: Stage 1

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Proposed Roundabout: A635 Goldthorpe

Road Safety Audit: Stage 1

Report Produced for:	Barnsley MBC
Report Produced by:	Jonathan Birkett
Report Dated:	18 October 2021
Report Reference:	MAL/A635GRSA1Rev1
Road Safety Audit Team Leader:	Jonathan Birkett

Proposed Roundabout: A635 Goldthorpe

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Contents Amendment Record

This report has been issued & amended as follows:

Issue	Revision	Description	Revision	Date	Signed
1	0	Draft Report		21.06.2021	JB
1	0	FINAL REPORT	Original Layout	21.06.2021	JB/GK
1	1	FINAL REPORT	Updated Roundabout Location	18.10.2021	JB/GK

Report Circulation Record

This report has been circulated, as follows:

Person	Organisation	No. of Copies	Date
Suzanne Brough	Barnsley MBC	Electronic	21.06.2021
P Irwin	Fore Consulting	Electronic	21.06.2021
G Kidd	Meraki Alliance Ltd	Electronic	21.06.2021



Contents

1	Introduction	4
1.1	<i>General</i>	4
1.2	<i>Revision</i>	4
1.3	<i>Documents Forming the Brief</i>	4
1.4	<i>Collision Traffic and Speed Data</i>	5
1.5	<i>Details of Site Visit</i>	5
1.6	<i>RSA Team and Format</i>	5
1.7	<i>Departures or Relaxations from Standards</i>	5
2	Items Raised at this Stage 1 Road Safety Audit	6
2.1	<i>RSA Problems</i>	6
3	Audit Team Statement	9
	Appendix 1 – Audited Drawings	10
	Appendix 2 – Problem Location Plans	11

1 Introduction

1.1 General

This report has been prepared in response to a request to undertake a Stage 1 Road Safety Audit (i.e., carried out prior to detailed design), by S Brough of Barnsley MBC. The scheme submitted for Audit is the proposed new development and associated highway works on the A635 near Goldthorpe. The A635 is subject to the National speed limit and is not lit.

The scheme includes the following:

- A new three arm roundabout,
- Changes to the existing shared facilities along the A635,
- Proposed new shared facilities around the new roundabout.
- New uncontrolled crossings of the southern and eastern arms of the roundabout, and road markings.

The audit comprised an examination of documents forming the Verbal Brief and an examination of the site.

The items raised in the RSA are outlined within Section 2 of this report, together with recommendations for alterations or improvements to the proposals with the aim of improving highway safety and aiding accident prevention.

1.2 Revision

This RSA is revised from the original completed 21.06.2021 Ref MAL/A635GRSA1Rev0. The roundabout remains the same as a three-arm layout, but the position of the roundabout is now located further west.

1.3 Documents Forming the Brief

The documents were made available to the Road Safety Audit Team by P Irwin (Fore Consulting), on the instructions of Barnsley MBC, on behalf of Hoyland Developments Ltd.

The total documents forming the Audit Brief are listed in Appendix 1:

Generally, the Brief comprised:

- Verbal Brief.
- Drawings

- Previous RSA 1

1.4 Collision Traffic and Speed Data

Collision data was not available as part of the brief. Therefore, the Audit Team looked at the data held on the “Crashmap” website. Examination of the data shows that there have been four collisions in close proximity of the proposed A635 roundabout all resulting in slight collision severity.

One slight collision occurred at the priority junction of A635/Billingley Green Lane and three at the A635 Hollygrove roundabout to the east.

Traffic count data was not available.

Speed data was not available.

1.5 Details of Site Visit

A site inspection was undertaken on Sunday 17 October 2021 between 14:45 and 15:45. The Audit Team spent 60 minutes on site understanding the proposed works and their interaction with the local road network.

During the site visit the weather was fine and dry. No incidents were noted during the site visit.

1.6 RSA Team and Format

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

The Road Safety Audit Team membership approved was:

JONATHAN BIRKETT IENG MICE FIHE MSORSA

Holder of Certificate of Competency

Road Safety Audit Team Leader

GILLIAN KIDD BSC (HONS) MIHE

Road Safety Audit Team Member

1.7 Departures or Relaxations from Standards

The RSA Team has not been notified of any proposed Departures from Standard.

2 Items Raised at this 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 RSA Problems

PROBLEM		1
Location:	Surfacing	
Summary:	Unsuitable surfacing material can increase the risk of shunt and loss of control type collisions	
<p>No surfacing drawings have been provided to the Road Safety Audit Team, the scheme will include a new roundabout and significant changes to the existing road layout. Surfacing material that does not provide suitable skid resistance in locations where there will be heavy braking and vehicles circulating the roundabout can increase the risk of shunt and loss of control type collisions.</p>		
RECOMMENDATION		
Provide details of all surfacing materials proposed as part of the detailed design.		

PROBLEM		2
Location:	Throughout the roundabout	
Summary:	Inappropriate levels of lighting can lead to an increased collision risk.	
<p>The drawings provided do not clearly show if street lighting is proposed. The Audit Team note that other roundabouts on the A635 within the National Speed Limit are street lit.</p> <p>The scheme will include significant changes with carriageway widening and new layouts. This may result in the carriageway and NMU crossing points being in shadow leading to possible conflicts during the hours of darkness.</p>		
RECOMMENDATION		
Ensure that suitable lighting provision is provided.		



PROBLEM		3
Location:	All splitter islands and approaches.	
Summary:	Lack of suitable signing on the splitter islands and approaches can increase the risk of vehicle loss of control as well as NMU/vehicle collisions.	
<p>A new roundabout and splitter islands will be constructed as part of the proposed works, two of which will include uncontrolled shared use crossings. The drawings do not show any "Keep Left" bollards which should be located on the islands. There is also no advanced warning signs shown on the approaches.</p> <p>A lack of suitable signing on the islands and approaches to the roundabout could lead to vehicle loss of control and NMU/vehicle collisions.</p>		
RECOMMENDATION		
Provide suitable signing on all the splitter islands and approaches to the roundabout at detailed design.		

PROBLEM		4
Location:	Shared cycle facilities.	
Summary:	A lack of separation between the shared facility and carriageway can increase the risk of cycle/vehicle collisions.	
<p>The A635 is national speed limit (albeit speeds may well be lower due to the construction of the new roundabout).</p> <p>The drawings show that there will be no separation between the edge of cycleway and carriageway. DMRB CD195 Table E3.26 gives minimum levels of separation based on the speed limit and for a 60mph speed limit the absolute minimum separation is 2m.</p> <p>A lack of separation between the shared facility and carriageway can increase the risk of cycle/vehicle collisions.</p>		
RECOMMENDATION		
Provide suitable levels of separation between the edge of shared facility and carriageway throughout its length.		



PROBLEM		5
Location:	Proposed works.	
Summary:	Inappropriate drainage may lead to ponding water resulting in loss of control type collisions as well as NMU slips, trips and falls.	
<p>A new roundabout will be constructed as part of the development with localised changes to the A635. Ponding water can result in an increased risk of loss of control type collisions and at certain times of year standing water will freeze resulting in ice, vehicles manoeuvring in the turning could lose control resulting in an increased risk of collisions as well as NMU slips, trips and falls.</p>		
RECOMMENDATION		
Provide appropriate drainage at all locations where changes to the existing road layout are proposed.		

PROBLEM		6
Location:	A635	
Summary:	Lack of suitable signing and or warning paving will increase the risk of NMU collisions.	
<p>It is proposed to construct as part of the scheme a new 2m footway along the south-eastern side of the A635, this will link into the new 3m shared use route from the development site. The drawings do not show any warning paving or shared use signing giving blind/partially sighted pedestrians adequate notice that they are entering a shared facility.</p> <p>Lack of suitable signing and warning paving can increase the risk of NMU collisions.</p>		
RECOMMENDATION		
Provide suitable signing and/or warning paving on the new footway where it meets the new shared route.		

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:	JONATHAN BIRKETT
SIGNED:	
POSITION:	AUDIT TEAM LEADER
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	18 OCT 2021
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	GILLIAN KIDD
SIGNED:	
POSITION:	AUDIT TEAM MEMBER
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	18 OCT 2021

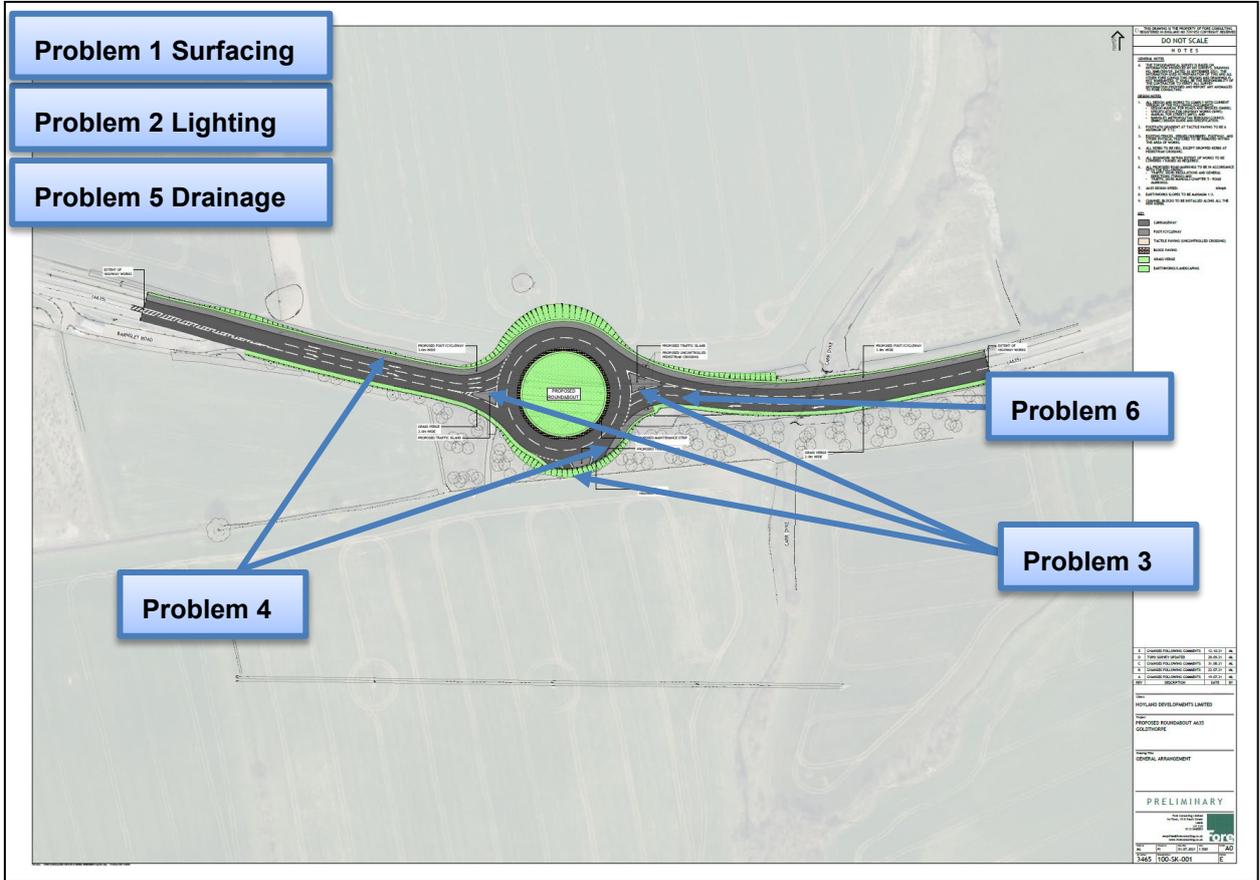


Appendix 1 – Audited Drawings

3465-100-SK-001-E GENERAL ARRANGEMENT
3465-100-SK-002-E ENGINEERING LAYOUT
3465-100-SK-003-E SWEEP PATH ANALYSIS
3465-100-SK-004-D CONTOUR PLAN
3465-100-SK-005-D ALIGNMENTS ARRANGEMENT
3465-100-SK-007-C FLOOD ZONES
3465-100-SK-100-D LONGITUDINAL PROFILES



Appendix 2 – Problem Location Plans





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