

Link Road – Masterplan related and General Comments

1. No Public Transport infrastructure is shown on the masterplan or design drawings for the link road. It is noted that the masterplan framework reads “*Active Travel and public transport are to be the preferred mode of travel for accessing Barnsley West and the surrounding area*” and that “*In advance of submission of any planning application, a funded programme of bus service provision (including work bus provision for construction workers) and progressive enhancement (related to the phases of development) will be confirmed by the developer in consultation and as agreed with the Barnsley Bus Partnership stakeholders.*” Clarification is sought in respect of this requirement as I am unable to find reference to this funded programme and the provision of bus stop locations and infrastructure requirements have been omitted from the link road general arrangement plans.

Buses will not stop on the link road. General approach is for buses to access the housing parcels via the internal link road roundabouts. Details of this will be subject to reserved matters approvals for the residential layouts.

2. Link Road General Arrangement plans General Notes state that the proposed highway link design speed being 30mph. Whilst this may be the proposed speed limit, clarification is sought on actual link road design speed. DMRB CD 109 Table 2.5 identifies the urban roads speed limit /design speed relationship as 30mph Speed limit – Design speed 60 kph.

Design speed of 30mph is applied to the entire scheme shown on the drawings. Design speed of internal layout roads to be agreed by site development team with the Approving Authority.

3. Design compliance checklists are required for individual elements of the link road design i.e. DMRB CD 109 and CD 123. (Please see comments on RSA below).

Roundabout compliance checklist is provided.

4. Swept Paths for the link road and internal northern and southern roundabouts are required using 16.5m articulated HGV's.

Roundabout South and North are tracked with 16.5m articulated HGV tracking (northbound/southbound directions) - DRG. 3062-100-P-011 SWEPT PATH ANALYSIS.

5. The Stage 1 Road Safety Audit report does not appear to be accompanied by the Road safety audit response report as defined within DMRB Standard GG119. Please clarify / provide.

RSA designer's response included.

6. Refuge Islands along length of link road shown as 2m wide. With reference to but without commenting in detail on the Stage 1 Road Safety Audit prior to review of the response report, problem 7 identifies the lack of suitable cycle crossing facilities within the design. It should be noted that CD 195 indicates the crossing refuge width should be the same width as the shared use facility i.e. 3m. Furthermore, LTN 1/20 10.4.7 states that refuges shall be at least 3m long (in the direction of travel for the cyclist. Also note 15.3.4 of TSM Chapter 6 15.3.4 re min gap (carriageway width at uncontrolled or informal crossings).

Refuge islands width increased to 3.0m.

7. Hermit Lane linkage to link road shown as 2m. this should be increased to 3m to provide shared pedestrian / cyclist facility with suitable transition in accordance with LTN 1/20.

Pedestrian link width increased to 3.0m.

8. The pedestrian refuge between the internal southern roundabout and Higham Lane roundabout may be better located further north (more equi-distant between roundabouts) Designers considerations over location of refuge required.

Pedestrian refuge relocated.

9. "Hard margins" shown between carriageway and verge to be increased in width in accordance with those agreed / approved for the Southern and Northern access roundabouts.

2.0m wide hard margins added across the proposed scheme.

10. Need to ensure the longitudinal profiles at the connections to northern and southern access roundabouts are consistent with technical approved drawings.

Vertical and horizontal geometry parameters of the Link Road follow the guidance of DMRB and were designed to tie in to proposed Higham Common Road and Barugh Green Road roundabouts. Fore Consulting coordinated and consulted these aspects with the Council in the period of 2019-2021 obtaining initial approval.

11. Note on link road GA plan ref A3-100-P-008 refers to Proposed Retaining Structure. Any highways structures will require technical approval in accordance with the approval procedure based on DMRB CG300 – Technical Approval of Highways Structures. The developer will be responsible for preparing and submitting the AIP, with the technical approving body being the Highway Authority. The approval procedure is to be followed for the construction or alteration of any highway structure whether to be adopted or not.

Retaining structure construction and extent is subject to specialist design (by others).