

PROBLEM 1

Location:
Link Road.

Summary:

Inappropriate drainage may lead to ponding water resulting in loss of control type collisions.

A new link road with two new roundabouts is proposed, as part of the works the link road will connect into two new roundabout, one at Higham Common Road to the west and Barugh Green Road to the east, thus changes to the exiting carriageway will be made and therefore drainage will need to be altered to reflect this. Ponding water can result in an increased risk of loss of control type collisions and at certain times of year and standing water will freeze resulting in sheets of ice. Vehicles manoeuvring in the turning could lose control resulting in an increased risk of collisions.

Recommendation:

Provide appropriate drainage at all locations where new carriageway are proposed.

Response:

Accepted. Appropriate drainage will be provided, and this is to be incorporated at the detailed design stage.

PROBLEM 2

Location:
Crossing points and shared routes.

Summary:

A lack of signing could result in an increased risk of pedestrian/cycle collisions.

Numerous uncontrolled crossing points and shared facilities are proposed along the link road and at the two roundabouts. Where pedestrians and cyclists are using shared and single use facilities, it is recommended that signing is provided to adequately inform pedestrians and cyclists of the status of the routes. Inadequate signing could lead to an increased risk of pedestrian/cycle collisions.

Recommendation:

Provide suitable signing informing pedestrians that they are entering the shared cycle/footway facility.

Response:

Accepted. Suitable signing will be provided following consultation with Approving Authority, and this is to be incorporated at the detailed design stage.

PROBLEM 3

Location:
Link Road.

Summary:

Inappropriate levels of lighting can lead to an increased collision risk.

The drawings provided do not clearly show if any street lighting is proposed along the link road. 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.

Recommendation:

Ensure that suitable lighting provision is provided

Response:

Accepted. Suitable lighting will be provided and this is to be incorporated at the detailed design stage by Barnsley MBC street lighting who will be designing this aspect of the proposed works.

PROBLEM 4

Location:

Link Road.

Summary:

Lack of advanced signing on the link road can cause drivers to become confused resulting in an increased risk of lane change and shunt type collisions.

No advanced signing has been shown on the drawings. Without suitable signing drivers will become confused resulting in an increased risk of sudden lane changes and shunt type collisions.

Recommendation:

Provide advanced directional signing on all approaches to the roundabout.

Response:

Accepted. Advance directional signing will be provided following consultation with Approving Authority, and is this to be incorporated at the detailed design stage.

PROBLEM 5

Location:

All splitter islands.

Summary:

Lack of suitable signing on the splitter islands can increase the risk of vehicle loss of control as well as NMU/vehicle collisions.

Pedestrian splitter islands are proposed at the two new link road roundabouts and at four locations along the link road. The drawings do not show any "Keep Left" bollards which should be located on the islands. A lack of suitable signing on the islands could lead to vehicle loss of control and NMU/vehicle collisions.

Recommendation:

Provide suitable signing on all the pedestrian splitter islands.

Response:

Accepted. Suitable signing will be provided following consultation with Approving Authority, and this is to be incorporated at the detailed design stage.

PROBLEM 6

Location:

Link Road.

Summary:

Unprotected embankments will increase the risk of NMU injuries.

The drawing provided shows that in a number of locations embankments are proposed at the rear of the new shared facilities running along the Link Road. Unprotected embankments will increase the risk of NMUs falling down the embankments increasing the risk of injury.

Recommendation:

Provide appropriate fencing between the shared facilities and embankments.

Response:

Accepted. Appropriate fencing will be provided where required. The extent and location of fencing will be determined upon assessment of the proposed site grading information, and this to be incorporated at the detailed design stage.

PROBLEM 7

Location:

Link Road.

Summary:

A lack of suitable cycle crossing facilities could increase the risk of cycle/vehicle collisions.

The drawings of the link road and associated roundabouts show a significant number of uncontrolled crossing. All these crossings are shown as pedestrian crossings. It is likely that these will be used by cyclists as well. The Audit Team were concerned that from the drawings provided the pedestrian refuge islands do not look wide enough to accommodate a cyclist safely.

CD195 Paragraph E/4.5 and E/4.6 indicate that the crossing width/refuge width should be the same width as the shared facility which is 3m. In addition, the total depth of the refuge must also be of sufficient depth to accommodate a cyclist safely and is set at 3m.

A lack of suitable cycle crossing facilities could increase the risk of cycle/vehicle collisions

Recommendation:

Provide refuge islands that can safely accommodate all pedestrian and cycle users.

Response:

Accepted. The size of the proposed refuge islands has been increased as recommended and this is shown on the revised drawings.