

Project	Barugh Lane, Barnsley	Document No	151762-002-01
Subject	Technical Note – Visibility Improvements		

Sanderson Associates Consulting Engineers has been appointed by David Reed to provide consultancy services in support of a proposed dwelling at land adjacent to 152 Barugh Lane, Barnsley (Barnsley Metropolitan Borough Council Application No. 2022/0894).

A Technical Note (151762-001-01) has previously been prepared and submitted to the Council to provide further information on access and parking. Following this submission it is understood that the Highway Authority still have concerns regarding the application in particular with regards to visibility.

The client has confirmed that they have reached an agreement to set back or remove the boundary wall adjoining the garage adjacent to property no. 150a.

Drawing 151762-003 at **Appendix A** shows the existing visibility splays and the improved visibility splay with the wall removed / set back. A 2.0m set back 'X' distance has been used for both visibility splays which is considered appropriate, furthermore paragraph 10.5.8 of Manual for Streets 2 states:

'A minimum X distance of 2m may be considered in some slow-speed situations when flows on the minor arm are low, but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm, and many drivers will tend to cautiously nose out into traffic. The ability of drivers and cyclists to see this overhang from a reasonable distance, and to manoeuvre around it without undue difficulty, should be considered. This also applies in lightly-trafficked rural lanes.'

As detailed in our previous technical note vehicle movements out of the private access would be minimal and Barugh Road has a carriageway width of approximately 6m and vehicles tend to travel in the middle of the lane, as detailed on the following image.



Therefore, it is considered that if required a vehicle exiting the access road would be able to edge out into the carriageway. A vehicle waiting to exit (without edging out in to carriageway) would be seen by an approaching vehicle at 'a reasonable distance'. Forward vision in this case for a vehicle approaching from the west would be in excess of 70m to the west and to the east would be more than 50m, this is demonstrated on drawings 151762-004 at **Appendix A**.

Furthermore, vehicles approaching from the west would only be in the southern lane of the carriageway if they are overtaking another vehicle and would therefore be at a material offset from the kerb line. Therefore, based on this and given the width of Barugh Road visibility has been measured at 0.5m in to the carriageway. This methodology is supported within Manual for Streets 2, which states; "a more accurate assessment of visibility splay is made by measuring to the nearside edge of the vehicle track."

Based on the foregoing it is considered that visibility splays of 2.0 x 43m can be achieved from the private access. The improvement would also benefit all users of the private access and significantly increase visibility to the west which would provide a betterment to the existing situation.

Issue Record

Issue Status	Prepared by	Checked by	Approved by	Date
01	A Armitage	S Burkinshaw	S Burkinshaw	January 2023

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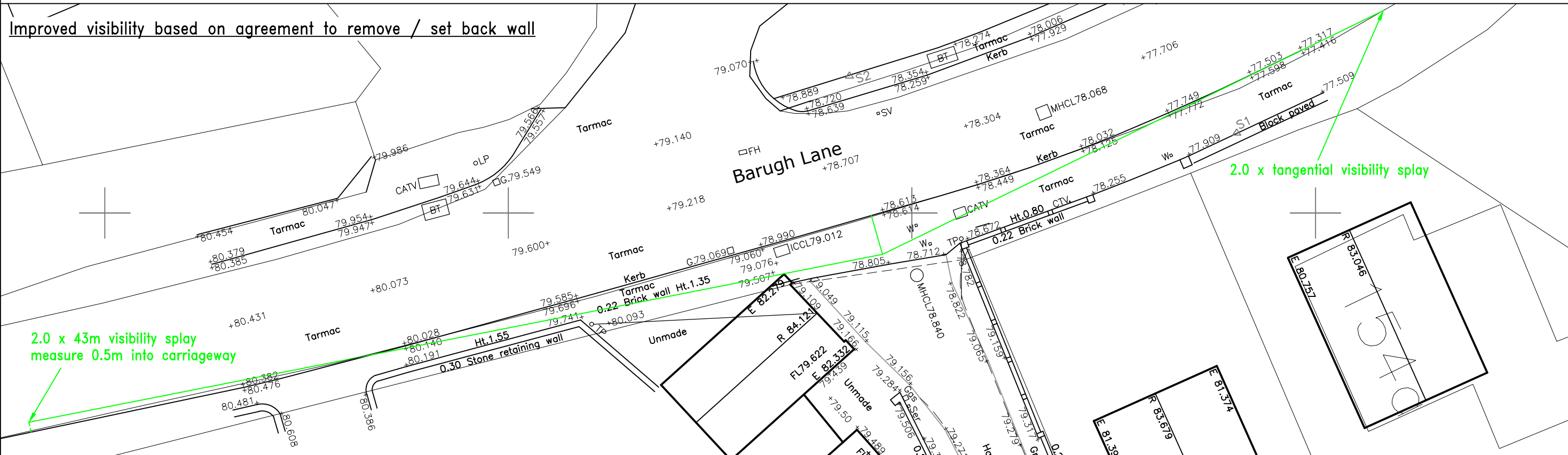
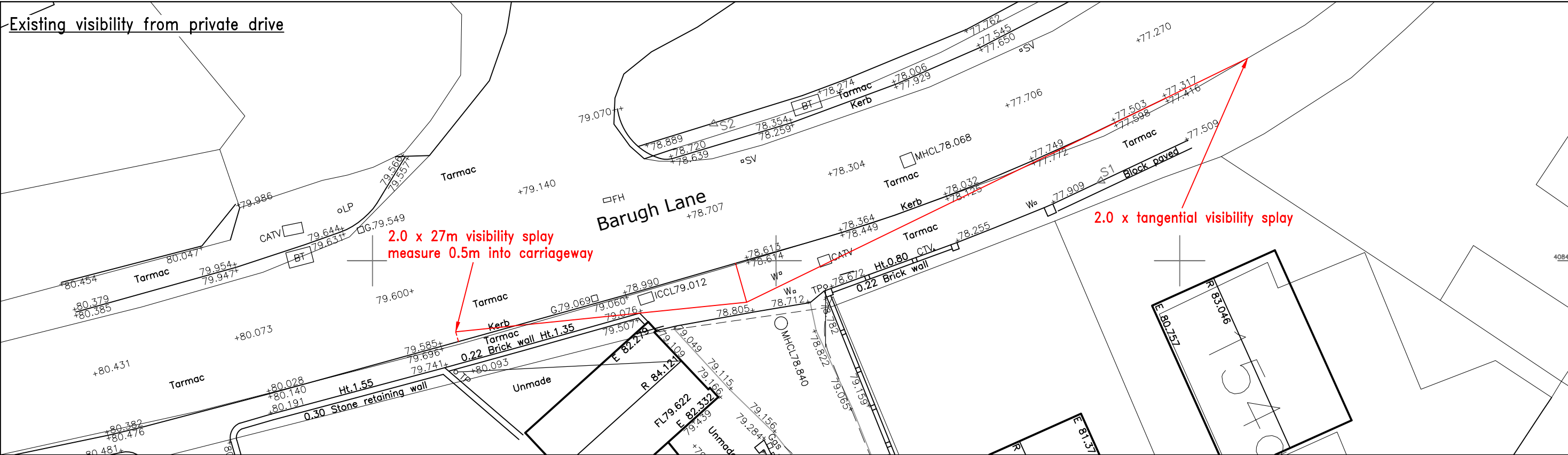
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Appendix A

Drawing 151762-003

Drawing 151762-004



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Barugh Lane, Barnsley

Visibility Improvements from Private Drive

Scale	1:200	Drawn By	AA
Drawing Size	A3	Checked By	SB
Date	18/01/2023	Approved By	SB
Drawing Number		Rev	
151762-003			

Rev	Amendment	Drawn	Date	Checked
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FILE REF:

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Scale	1:500	Drawn By	AA
Drawing Size	A3	Checked By	SB
Date	18/01/2023	Approved By	SB
	Drawing Number	Rev	
	151762-004		

Rev	Amendment	Drawn	Date	Checked
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