safer roads for everyone

Millennium Town Park - Jersey Restricted Access Proposals on Tunnell Street

on behalf of Parsons Brinckerhoff

Safety Review Rev B

April 2011

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Millennium Town Park - Jersey
Restricted Access Proposals on Tunnell Street

Safety Review

1 Introduction

1.1 This report refers to a Safety Review commissioned by Parsons Brinckerhoff.

1.2 TMS Consultancy was established in 1990 to provide specialist consultancy, research and training services in traffic management and road safety Engineering. TMS currently provides these services to a wide client base in both the public and private sectors in the UK and internationally. TMS Consultancy has an internationally recognised reputation in this field of work and runs the industry standard RoSPA 2-week Road Safety Engineering (AIP) and 1-week Advanced Road Safety Engineering training courses.

2 Methodology

2.1 TMS Consultancy has been commissioned by Parsons Brinckerhoff to carry out a safety review of the proposals to restrict access from Tunnell Street into Robin Place as part of the Millennium Town Park proposals in Jersey.

2.2 The review has been carried out by Elaine Bingham, BEng (Hons), a Senior Engineer with TMS Consultancy.

2.3 No site visit was undertaken. The review consisted of a desktop study of the following information:

- Drawing No 501 Rev F Option 1
- Drawing 01_10244.SK14 Option 2
- Drawing 407074406-0001 Option 3
- Proposed Sign Sketches – Option 3

3 Safety Observations

3.1 Options 1 and 2 restrict access from Tunnell Street into Robin Place to residents only by the use of rising bollards operated with an ANPR system. Any vehicles not on the ANPR database will have to u-turn at the proposed turning head.

3.2 Option 3 also restricts access from Tunnell Street into Robin Place, however for this option any vehicles not on the ANPR database will have to wait 90 seconds before the rising bollards are activated to allow access onto Robin Place.

3.3 It is understood that emergency service and refuge collection will be able to pass through the point closure.

3.4 The turning heads in options 1 and 2 have been designed to allow a transit van size vehicle to turn around.

3.5 For all three options “No Entry Except for Access” signs are to be provided at the junction leading to the park on Tunnell Street and at the location of the rising bollards. The signs may be misleading to drivers not familiar to the area particularly delivery drivers who may interpret the signs that they have access to Robin Place whilst making a delivery. The signs do not provide a warning of the rising bollards.

3.6 In Option 1 and 2 any vehicles larger than a transit size van will have difficulty u-turning and may require them to reverse back down Tunnell Street, where there is a risk of collisions with other users due to driver’s visibility being restricted. In Option 1 drivers would have to negotiate a tight ‘S’ bend.

3.7 For Option 1, the turning head would be located within the raised area where pedestrian and cycle flows are likely to be high. The proposed turning head would be in the vicinity of the pedestrian entrance to the park and a cycle route linking the park to Tunnell Street crosses the turning area. Pedestrians and cyclists would be vulnerable in this area whilst a vehicle manoeuvres around, particularly when reversing due to driver’s visibility being restricted. The turning head in this location would not be appropriate due to the risk of collisions between reversing vehicles and pedestrians.

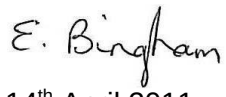
3.8 Forward visibility to the rising bollards in all three options may be restricted by the highway alignment and the landscaping proposals.

3.9 For Option 2, the turning head is located away from the park entrance and compared with Option 1 there would be a lower risk of conflicts between reversing vehicles and pedestrians.

3.10 For Option 2 and 3, the relocating of the bollards before the ‘S’ bend should be considered. This would improve forward visibility to the rising bollards and any vehicle waiting. The rising bollards in this location would also act as an additional traffic calming feature before drivers continue through the area where pedestrian and cycle flow are high.

Assessor

Elaine Bingham – BEng (Hons), MCIHT, MSoRSA
Senior Engineer, TMS Consultancy

Signed 

Date 14th April 2011

Checked by:

Andy Paul - BEng (Hons), MCIHT, MSoRSA
Associate, TMS Consultancy

Signed 

Date 14th April 2011

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