



**Proposed Lidl Foodstore, New Hey Road,
Huddersfield.**

Designer's Response to the Stage 1 and 2

Road Safety Audit

March 2019

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Document Control Sheet

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Disclaimer:

This report is provided in good faith by the Consultant (EJS Associates) to the Client (Lidl Great Britain Limited) solely as a Designer's Response to the Stage 1 and 2 Road Safety Audit for the Lidl Foodstore, at New Hey Road, Huddersfield and the Client may use it for that purpose only. Use by anyone else, or by the Client for any other purpose, is strictly prohibited. Copyright remains with the Consultant, but the Client may reproduce this report for the purpose it was intended. No third party may rely on anything contained in this document.

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1 Introduction

1.1 Background

EJSAssociates (EJSA) have been assisting Lidl Great Britain Limited with the design of highway works they needed to undertake to develop a new Lidl Foodstore at New Hey Road, Huddersfield.

Lidl Great Britain Limited requested that a Stage 1 and 2 Road Safety Audit be undertaken of the proposed works.

1.2 Purpose of the Report

This report provides the Designer's Response to the 10 "Problems" identified in the Stage 2 Road Safety Audit.

The 2 matters raised outside the remit of the Audit are also noted

2 Identified "problems" and the Designer's Response.

2.1 Introduction

The Stage 1 and 2 Road Safety Audit noted 10 "Problems". Each of them is repeated in italics in full below, followed by the appropriate Designer's Response.

2.2 Problem Number 1 - item B1.2 (Minor Risk)

Location: New side road junction

Summary: No new drainage detailed at new access

Description: A new junction is detailed without any new drainage. Check levels to ensure no standing water or water flowing across new junction and provide drainage if necessary.

Type of conflict/collision: Surface water causing problems for road users

Recommendation: Provide new drainage if necessary

Designer's Response. The Designer accepts the Recommendation. Drainage issues will be addressed at the detailed design stage.

2.3 Problem Number 2 - item B1.5 (Minor Risk)

Location: New access

Summary: Manhole/utility box in middle of new access needs relocating

Description: A new side road junction is detailed that affects a utility manhole currently within the existing footway. This will require relocation at enable the new kerbline to be constructed where detailed.

Type of conflict/collision: Utility boxes in line of new kerbline

Recommendation: Relocate stats box as appropriate

Designer's Response. The Designer accepts the Recommendation. The effects on Utility apparatus will be identified during the detailed design stage, and appropriate actions taken.

2.4 Problem Number 3 - item B3.2 (Minor Risk)

Location: New access

Summary: No visibility splays detailed on new access

Description: A new side road junction is detailed without any visibility splays. Appropriate clear visibility splays need to be shown to be achievable for vehicles exiting the development. Ensure adequate clear visibility splays are obtainable at new access

Type of conflict/collision: Collisions due to reduced visibility

Recommendation: Ensure adequate visibility splays are provided for new access

Designer's Response. The Designer accepts the Recommendation. Visibility splays of 2.4m x 43m are provided.

2.5 Problem Number 4 - item B3.4 (Minor Risk)

Location: New development access road

Summary: Insufficient centre line marking on side road approach to new junction

Description: A new access is detailed with only one centre line module on the approach to the give way line from the development. This marking needs to be extended to a minimum of 5 modules to ensure vehicles keep to the left when approaching the give way line so avoiding head on collisions

Type of conflict/collision: Head on collisions on approach to access

Recommendation: Extend centre line marking into development

Designer's Response. The Designer accepts the Recommendation. The correct number of white line marks will be added at the detailed design stage.

2.6 Problem Number 5 - item B3.4 (Minor Risk)

Location: New access

Summary: Existing double yellow lines affected by new access

Description: There are existing double yellow lines that are affected by the new access. These lines need to be amended to accommodate the new access

Type of conflict/collision: Lines do not match new access kerbline

Recommendation: Amend double yellow lines to suit new access

Designer's Response. The Designer accepts the Recommendation. The re-provision of the yellow lines will be addressed at the detailed design stage.

2.7 Problem Number 6 - item B3.4 (Minor Risk)

Location: Cycle lane across new access

Summary: Install cycle symbols in cycle lane across new access

Description: A new access is detailed where there is an existing advisory cycle lane on the carriageway. Additional cycle symbol markings need to be provided where the lane crosses the new access to highlight it for vehicles exiting the development

Type of conflict/collision: Vehicle collisions with cyclists crossing new access

Recommendation: Provide cycle symbol markings within cycle lane across access

Designer's Response. The Designer accepts the Recommendation. The provision of cycle symbol white lines will be addressed at the detailed design stage.

2.8 Problem Number 7 - item B4.2 (Minor Risk)

Location: New Hey Road. Redundant pedestrian crossing point southern side

Summary: Redundant crossing point needs to be removed

Description: There is an existing pedestrian crossing point being removed. The dropped kerb /tactile paving on the southern side of the road needs to be removed as it is no longer required and will only confuse pedestrians

Type of conflict/collision: Visually impaired pedestrians using redundant crossing point

Recommendation: Remove dropped kerb /tactile paving from southern side of road

Designer's Response. The Designer accepts the Recommendation. The redundant crossing and paving will be removed, and this will be shown at the detailed design stage.

2.9 Problem Number 8 - item B4.2 (Minor Risk)

Summary: No pedestrian crossing point detailed across new access

Description: A new access is detailed without a pedestrian crossing point to enable pedestrians to cross between footways on either side. Provide appropriate pedestrian crossing point with tactile and reduction of adjacent wall to ensure adequate intervisibility between vehicles exiting the development and pedestrians waiting to cross

Type of conflict/collision: Pedestrians falling in carriageway negotiating across full height kerbs crossing access

Recommendation: Provide appropriate pedestrian crossing point across access

Designer's Response. The Designer accepts the Recommendation. Dropped crossings and tactile paving will be provided across the new access, on the pedestrian desire line (subject to highway authority approval) and this will be shown at the detailed design stage.

2.10 Problem Number 9 - item B5.1 (Minor Risk)

Location: New access

Summary: Existing school sign affected by new access

Description: A new access is detailed close to the existing school sign. This sign will need relocating to ensure it does not obstruct new access

Type of conflict/collision: Sign obstructs new access

Recommendation: Relocate school sign

Designer's Response. The Designer accepts the Recommendation. Signage will be addressed at the detailed design stage.

2.11 Problem Number 10 - item B5.3 (Minor Risk)

Location: New access

Summary: Existing lamp column in middle of new access

Description: A new access is detailed which affects an existing lamp column. This lamp column needs to be replaced to ensure adequate lighting is provided. Carry out lighting assessment to ensure that adequate lighting is provided for the new junction.

Type of conflict/collision: Reduced levels of lighting on new access

Recommendation: Carry out lighting assessment and provide appropriate street lighting for new access

Designer's Response. The Designer accepts the Recommendation. Street Lighting issues will be addressed at the detailed design stage.

2.12 Nil Response/Comment 9.1

Consideration needs to be given to the possible reintroduction of the refuge close to the west of Dunsmore Drive.

Designer's Response. Noted. The Designer has raised this issue with the highway authority, and a new pedestrian island has been added to the design.

2.13 Nil Response/Comment 9.2

There is an existing bus stop to the west of the new access that does not appear to cause problems for the new access.

Designer's Response. Noted.

3 Conclusions

3.1 Conclusions

The Stage 1 and 2 Road Safety Audit identified 10 "Problems", all of which were "minor risk", and made two additional comments.

The Designer accepts the Audit Recommendations in all cases.