

Stage 1 Road Safety Audit Designer's Response

16 November 2022
Version 1.0
Issue

Reference is made to the findings of a Stage 1 Road Safety Audit undertaken in respect of proposed works to provide a shared footway / cycleway facility, as part of a proposed development comprising 130,000 sqft (12,077 sqm) of gross floor area to be used for warehousing (B8 use class) or industrial use (B2 or E(g)ⁱⁱⁱ) use class). The proposed development is located directly south of adjacent development previously permitted on the former North Bierley Wastewater Treatment Works (WWTW).

The proposed works comprise widening of a footway being provided as part of agreed s278 highway works associated with the existing planning permission related to development of the wider WWTW. The intention is that the footway is widened to allow shared pedestrian and cycling use. Two scheme options have been identified and assessed for the purposes of this Stage 1 Road Safety Audit:

- Option 1 - a footway / cycleway of 3.0m width from the development site connecting to Mill Carr Hill Road east of the junction with Bradford Road. This is with the exception of the following sections
 - Under the existing M62 bridge structure on Mill Hill Road, where the constraint of the structure means a shared use facility of 2.8m width is the maximum achievable.
 - A localised pinchpoint south of the Mill Carr Hill Road / Cliff Hollins Lane junction, where a width of approximately 2.3m is achievable within the highway. The footway / cycleway is maximised in width until the pinchpoint.
- Option 2 - as Option 1, but with footway / cycleway maximised in width to 3.0m in width at the junction of Mill Carr Hill Road / Cliff Hollins Lane. This will require the applicant to secure a small parcel of land outside the existing highway extent.

The Design Organisation is:

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This report forms the Designer's Response to the findings of the Stage 1 Audit undertaken by Meraki Alliance Ltd, dated 11 November 2022.

Items Raised at Stage 1 RSA

Problem 1-1 (applies to Options 1 and 2)

Location:	All the junctions and where junctions are altered
Summary:	Details of vehicle tracked movements are not provided on the drawings. Inappropriate carriageway widths and turning radii can result in increased vehicle collisions as well as pedestrian-vehicle collisions. Details of vehicle tracked movements are not provided on the drawings. Inappropriate carriageway widths and turning radii can result in increased vehicle collisions as well as pedestrian-vehicle collisions.
Recommendation:	Provide swept path movements at all locations where the junction layouts will be changed, and new junctions created.
Designer Response:	Recommendation noted. This issue has been addressed as part of the s278 works related to the adjacent planning permission. No significant further changes to the geometric layout of the carriageway are proposed as part of the works to provide the shared footway / cycleway.

Problem 1-2 (applies to Options 1 and 2)

Location:	Mill Carr Hill Road
Summary:	Vehicles parked along Mill Carr Hill Road will affect vehicles turning into and out of Cliff Hollins Lane and will result in vehicles being on the wrong side of the road and possibly over running of the footway. It was noted at the time of the RSA that two vehicles were parked along the edge of Mill Carr Hill Road opposite the junction with Cliff Hollins Lane. These vehicles would affect turning movements both into and out of Cliff Hollins Lane. It is unclear if vehicles parking in this location is a regular occurrence, but with the school located only a short distance away it was considered likely as parking restrictions are in place closer to Lower Woodlands. Vehicles parked along Mill Carr Hill Road will affect vehicles turning into and out of Cliff Hollins Lane and will result in vehicles being on the wrong side of the road and possibly over running of the footway.
Recommendation:	At detailed design carefully consider the impact of parked vehicles at this location and if necessary, introduce measures to stop vehicles parking within the junction if it is determined that these parked cars will affect turning movements from the development site into and out of Cliff Hollins Lane
Designer Response:	Recommendation noted. It is understood that 'no waiting at any time restrictions' are to be implemented on Mill Carr Hill Road in this area, as part of the s278 works related to the planning permission on the adjacent site. As such, this matter is considered addressed for the purposes of the proposed works.

Problem 1-3 (applies to Option 1 only)

Location:	Cliff Hollins Lane
Summary:	Obstructed visibility will increase the risk of cycle/cycle and cycle/pedestrian collisions. Obstructed visibility will increase the risk of cycle/cycle and cycle/pedestrian collisions.
Recommendation:	It is recommended that all the vegetation is removed from the existing post and rail fence to improve visibility between cyclists and pedestrians at this narrow point.
Designer Response:	Recommendation accepted. It is understood that the vegetation identified is overgrown. It is therefore suggested that overgrown vegetation in the highway can be maintained, to maximise visibility available in this area. The specific method of maintenance (or extent of vegetation removal from the area indicated, should this be required) can be addressed at the detailed design stage.

Problem 1-4 (applies to Options 1 and 2)

Location:	Cliff Hollins Lane
Summary:	A lack of suitable warning signing will increase the risk of failure to give way type collisions. It is proposed to change the priority of the Cliff Hollins Lane where it will meet the new access road to the development. The drawings do show road markings but no signing. The Audit Team were concerned that this is a long-established route and changing the priorities at this location without suitable advanced signing would result in an increased risk of failure to give way type collisions.
Recommendation:	At detailed design carefully consider the use of suitable advanced warning signing at the new junction between Cliff Hollins Lane and the development access
Designer Response:	Recommendation noted. This issue has been addressed as part of the s278 works related to the adjacent planning permission. The nature of the footway / cycleway works as proposed does not require further changes to the current s278 scheme.

[END OF PROBLEMS IDENTIFIED IN THE STAGE 1 ROAD SAFETY AUDIT]