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DESIGNER'S RESPONSE TO THE STAGE 2 ROAD SAFETY AUDIT

Proposed Tesco Store, London Road, Hinckley

INVESTOR IN PEOPLE

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Control Sheet

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1. Introduction

This report is based on the document "Stage 2 Road Safety Audit" carried out by Mouchel Parkman on the proposed Tesco Store at London Road, Hinckley. The concerns and recommendations have been considered and a response to each provided by Transport Planning North at Mouchel Parkman, Manchester.

2. Background

Discussions between Mouchel Parkman and Leicestershire County Council (LCC) regarding the highways amendments required in conjunction with the proposed development at London Road Hinckley have lead to a proposal for the relocation of the existing pedestrian crossing facility on the London Road together with reinstating the existing crossover and the provision of a new site access. The revised layout, shown in Mouchel Parkman's drawing 71817-100-01A, was provided to the Traffic and Road Safety Consultant at Mouchel Parkman and a Stage 2 Road Safety Audit requested.

3. Items raised by Stage 2 Road Safety Audit

Departures from Standards

No departures from Standards have been notified.

London Road Access

3.1 Problem	
Location	London Road/car park access
Problem Summary	London Road should be protected by appropriate loading and waiting restrictions to prevent inconsiderate or dangerous parking within this area. Presently the zigzags associated with the existing Pelican crossing prohibit parking in this area; the relocation of the crossing combined with the potential increase in demand for parking bought about by the new store may result in an increase in inappropriate parking in close proximity to the junction, access and Pelican crossing leading to an increased risk of conflict.
Recommendation	Introduce traffic orders to maintain safety as necessary.
Designer's response	With reference to drawing TM2542/1/2007 shown in the appendix, produced by LCC. Tesco Stores are funding the promotion of Traffic Regulation Orders (TROs) in the London Road Area and, as can be seen in the attached drawing, double yellow lines are proposed to span the length of the frontage of the store to the bridge.

3.2 Problem	
Location	London Road/car park access
Problem Summary	The retention of pedestrian right of way across the vehicle access may result in increased likelihood of vehicle/pedestrian conflict if drivers fail to acknowledge the pedestrian priority.
Recommendation	Appropriate measures should be implemented to ensure that all users are clear about the priority arrangements in

	place.
Designer's response	Kerbed access and tactile paving clarifies that priority is given to vehicles. Additionally, further to site visits and lengthy discussion at planning stage visibility distances were discussed and agreed. More specifically these have been addressed in Appendix B, Site Access Design within the agreed TA (attached).

3.3 Problem	
Location	London Road/car park access
Problem Summary	The retention of pedestrian right of way across the site access will result in vehicles waiting to enter traffic on London Road sitting further back from the carriageway edge than would normally be expected. This may lead to reduced visibility for drivers waiting to leave the car park caused by obstruction from the bridge parapet to the east and the pedestrian crossing to the west.
Recommendation	Remove pedestrian priority measures across the junction and reinstate conventional vehicle access arrangements.
Designer's response	The lines shown in the attached drawing have been introduced at LCC's request. However, we agree with the Road Safety Audit that the lines should be removed, subject to the council accepting the recommendation.

3.4 Problem	
Location	London Road/car park access
Problem Summary	Careful consideration needs to be given to the internal layout of the site, with particular reference to the location of parking bays adjacent to the access/egress point. Vehicles entering the site may come into conflict with vehicles manoeuvring in and out of bays leading to increased likelihood of injury accident.
Recommendation	Ensure that sufficient space is provided for all vehicles and pedestrians to manoeuvre safely in the vicinity of the access to the site.
Designer's response	There is a good degree of visibility to allow drivers accessing the store from either direction to be sufficiently aware of vehicles manoeuvring within the car park. Additionally, the small (6m) kerb radii at the access will ensure that speeds at this point will be low. It is

	therefore considered that there will be no significant risk to users. Removing 4 car parking spaces at the access will, on balance, bring an increased risk by introducing the potential for inappropriate parking.

3.5 Problem	
Location	London Road between access and Pelican crossing
Problem Summary	The distance between the vehicle access and the pedestrian crossing is insufficient to allow long delivery vehicles to successfully make the left turn out of the access before the crossing without the need to swing out over the centre line into oncoming traffic. High levels of frontage activity combined with the pelican crossing, the Forest Road junction and the store access at this location may lead to drivers travelling east failing to appreciate the requirement of the delivery vehicle to encroach over the centre line, thereby increasing the likelihood of conflict at this location.
Recommendation	Attempt to arrange the internal layout to ensure long vehicles are able to turn within their own lane. Alternatively, specify that all delivery vehicles are of a size proportional to the require manoeuvre.
Designer's response	Similarly with the response discussed in 3.4 it is considered that the removal of car parking spaces from within the site will lead to a greater safety risk as it may lead to drivers parking inappropriately. Stores of this size generally expect only 3 or 4 deliveries per day, with potentially not all of these turning left. As with any priority junction delivery vehicle drivers will only egress from the site when it is considered safe to do so.

Pelican Crossing

3.6 Problem	
Location	Relocated Pelican Crossing, London Road (northern footway)
Problem Summary	The presence of the existing Traffic Signal Control box at the rear of the footway at this location will, when combined with the apparatus associated with the crossing, result in reduced footway width.

	Pedestrians waiting to cross would potentially obstruct pedestrians attempting to pass, forcing them into the carriageway and increasing the likelihood of vehicle/pedestrian risk.
Recommendation	Relocate the signal control box to a location with adequate footway width to allow all pedestrians to pass safely
Designer's response	It is not unusual for street furniture to be placed on the footway and pedestrians would be familiar with such an arrangement at a signalised crossing. Furthermore, following two meetings on-site with Matthew Lennon of Leicestershire County Council (LCC) and discussions with Matthew Smith of LCC Signals Department it was agreed that the proposed location of the pedestrian crossing and accompanying controller box be the most appropriate.

3.7 Problem	
Location	Relocated Pelican Crossing, London Road (southern footway)
Problem Summary	The removal of the existing guardrail at this location to accommodate the new site access may lead to increased risk to pedestrians. The proximity of the junction with Forest Road, the new site access and the Pelican crossing to one another at this location may lead to driver confusion in an already busy section of road, resulting in an increased risk of vehicle/pedestrian conflict. In addition, the absence of guardrail at this location may disadvantage blind and partially sighted pedestrians.
Recommendation	Ensure that adequate provision has been made to protect pedestrians for vehicles mounting the kerb at this location.
Designer's response	Removal of the guardrail was discussed at planning stage and subsequently at detailed design stage resulting in LCC requesting for guard railing to be removed.