



professional support services...

*See rps letter 19/10/04
(Designers response)*

Project Report

building | environment | systems | transportation | water

RPS Planning, Transport and Environment

Allders, Bridge Road, Kirkstall
Stage 1 Road Safety Audit Report

September 2004
Issue 1

Prepared By:

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Prepared For:

RPS Planning, Transport and
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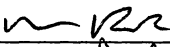
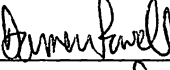
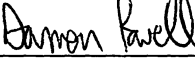
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Report Status:

Final

Job No. P151300

	Name	Signature	Date
Prepared By:	Andrew Russ		22/09/04
Checked By:	Darren Powell		22.9.04
Approved By:	Darren Powell		22.9.04

Stage 1 Road Safety Audit

Alders, Bridge Road, Kirkstall

INTRODUCTION

This report results from a Stage 1 Road Safety Audit carried out on proposals to re-model the access to the Alders store on Bridge Road, Kirkstall, Leeds. The Audit was requested by RPS and was carried out via an examination of the drawing listed in Appendix A and a site visit conducted on 20 September 2004.

The Audit was undertaken by;

Darren Powell BEng(Hons), C.Eng, MICE, MIHT - Technical Director (Carl Bro Group)
Andrew Russ HND, AMIHT - Assistant Engineer (Carl Bro Group)

The terms of reference of the audit are as described in HD19/03 of the Design Manual for Roads and Bridges. The audit has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

A1 ITEMS IDENTIFIED AT THE STAGE 1 AUDIT

A1.1 New Entrance to Allders Car Park

The two existing entrances to the site from Bridge Road will be replaced by a single new entrance adjacent the gas governor.

Recommendation

The entry radii and carriageway width should be checked in order to verify that a large articulated vehicle could negotiate this access without mounting the footway. The radius allowing westbound traffic to turn left into the site should be adequate to prevent large articulated vehicles blocking straight-ahead traffic travelling east along Bridge Road, which could lead to frustration and inappropriate overtaking manoeuvres.

A1.2 Pedestrian Facilities at New Entrance to Allders Car Park

No details of pedestrian crossing facilities at the new entrance are available at this stage.

Recommendation

A dropped crossing should be provided across the new entrance together with the appropriate layout of tactile paving.

A1.3 Ghost-Island at New Entrance to Allders Car Park

Right-turning vehicles from Bridge Road will access the new entrance via a short ghost-island.

Recommendation

The ghost-island should be adequate to allow a large articulated vehicle to wait without impeding straight-ahead traffic travelling east along Bridge Road, which could lead to frustration and inappropriate undertaking manoeuvres and vehicles mounting the footway.

A1.4 Modified Entrance to Retail Park

It is proposed that traffic will be allowed to turn right out of the Retail Park site, a manoeuvre which is currently banned. The existing splitter island in the mouth of the junction will be remodelled to allow for this manoeuvre.

Recommendation

The central splitter island, allowing for the right-turning manoeuvre, should be designed with regard to the swept paths of large articulated vehicles entering and exiting the site and to prevent overrunning of the footway/crossing area.

A1.5 Modified Entrance to the Retail Park

Currently, the two streams of traffic turning left out of the Retail Park site tend to accelerate quickly due to the distance to the signals on Kirkstall Bridge (approximately 180m away) and the large radius of the nearside kerb line. The proposals allow for a single lane for left turning traffic and new signals approximately 80m from the Retail Park junction.

Recommendation

The radius of the nearside kerb line should be reduced as far as practicable, whilst maintaining a 6m wide left-turn lane and accommodating large articulated vehicle movements, in order to reduce the speed of left-turning vehicles.

A1.6 Pedestrian Facilities at the Entrance to the Retail Park

The proposals require pedestrians to negotiate two splitter islands in order to cross the entrance to the Retail Park.

Recommendation

Should pedestrians be required to cross the entrance to the Retail Park in two or more movements then the splitter islands will need to be large enough to accommodate the expected number of users within a pedestrian guardrail 'pen'. Pedestrian signal heads should be clearly visible and located to avoid confusion.

A1.7 New Exit from Alders Car Park

The current priority junction arrangement, which allows for access and egress to and from the Alders car park, will be modified to allow egress only via a new signalised junction.

Recommendation

The change in form of the junction should be clearly explained to drivers using appropriate signing and lining, e.g. a 'no left turn' sign on the primary signal pole for traffic on the eastbound approach and 'No Entry' road markings and signing within the entrance. The splitter islands on Bridge Road and the proposed access should be lengthened in order to reduce the possibility of illegal turning into the site.

A1.8 New Exit from Alders Car Park

A pedestrian crossing is proposed between the splitter island within the car park exit and the southern footway on Bridge Road via a splitter island on Bridge Road.

Recommendation

All crossing points should feature dropped kerbs and the appropriate layout of tactile paving, whether signalised or uncontrolled. Pedestrian routes should be kept clear of obstructions, such as signal poles. Consideration should be given to the method by which pedestrians will cross Bridge Road. If this is to be done in two movements then the splitter island/refuge in the middle of the carriageway should be large enough to accommodate the expected number of users within a pedestrian guardrail 'pen'. Pedestrian signal heads should be used and be clearly visible. Consideration should be given to signalising the crossing of the car park exit.

(It is noted that there is student accommodation nearby and a large number of students were observed during the site visit. This crossing point may prove popular and it is recommended a pedestrian survey is carried out to identify any desire lines.)

Comments

Signal poles and signal heads should be located so as to avoid obstructing the footway and prevent confusion on the part of drivers/road users.

No details of cycle facilities are shown on the plan. Should a significant numbers of cyclists be expected to use the scheme then consideration should be given to providing features such as advanced stop lines at the signals, etc.


The Design Team should ensure that the highway improvements do not impede the existing drainage and that sufficient new gullies are provided to adequately drain the carriageway.

AUDIT TEAM STATEMENT

We certify that we have examined the drawings listed in the Appendix to this report. The examination has been carried out with the sole purpose of identifying any features of the design that could be removed or modified in order to improve the safety of the scheme. The problems identified have been noted in the report, together with associated safety improvement suggestions that we recommend should be studied for implementation. No one on the Audit team has been involved with the design of the works.

AUDIT TEAM LEADER

Darren Powell BEng(Hons) CEng MICE MIHT
Technical Director
Civil and Transportation
Carl Bro Group
Grove House
Mansion Gate Drive
Leeds
LS7 4DN

Signed: 

Date 22.9.04

AUDIT TEAM MEMBER

Andrew Russ HND AMIHT
Assistant Engineer
Civil and Transportation
Carl Bro Group
Grove House
Mansion Gate Drive
Leeds
LS7 4DN

Signed: 

Date 22/09/04

Appendix A

List of Drawings and Documents Studied as Part of the Safety Audit

Drawing Number

Title

Plan 6

Allders, Kirkstall – Site Access Option

HIGH-OC-04-10-20-JECO
-G5THMP

GBM/PS
no reply



Planning, Transport
and Environment

TRANSPORT PLANNING

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Our Ref: jgv/DLT0072/191004
Your Ref:

E-mail: vernonj@rpsplc.co.uk
Date: 19 October 2004

Leeds City Council
Development Department
Leonardo Building
2 Rossington Street
Leeds
LS2 8HB

DEVELOPMENT			
To	Action	By	Date
			20 OCT 2004
File Number:			

For the attention of Mr P Stanton

Dear Phil

PROPOSED REDEVELOPMENT, ALLDERS SITE, BRIDGE ROAD, LEEDS

I refer to our meeting on 30 September 2004 regarding the above. You will recall that we passed you a copy of the Stage 1 Road Safety Audit of the proposed access arrangements carried out by Carl Bro, as requested. Below I address the comments raised in the Road Safety Audit.

Paragraph A1.1

We have previously demonstrated that an articulated delivery vehicle can satisfactorily make the manoeuvres into the site.

OK ✓

Paragraph A1.2

The recommendations are accepted and have been identified on the attached Drawing Number DLT0072-37 Revision A.

Dropped Kerbs/kerbs

OK ✓

Paragraph A1.3

We have previously demonstrated that an articulated delivery vehicle can be satisfactorily accommodated within the ghost island junction.

X

Paragraph A1.4

We have previously demonstrated that an articulated delivery vehicle can satisfactorily make the manoeuvres out of the site.

OK ✓

Paragraph A1.5

OK ✓ It is our opinion that the radii of the entry and exit junctions are at a minimum whilst allowing for the manoeuvre of service vehicles.

Paragraph A1.6

not really ✓ Pedestrians should not, theoretically, be contained within the Bridge Road pedestrian island. Pedestrians will, however, be contained within the site exit pedestrian island, which has quite a generous surface area. Notwithstanding the above, the design of the splitter islands will be considered further at the detailed design stage.

correct - peds across Bridge Road in one phase

Paragraph A1.7

OK ✓ The recommendations concerning signing and lining are accepted, and have been identified on the attached Drawing Number DLT0072-37 Revision A. The design of the splitter islands will be considered further at the detailed design stage.

Paragraph A1.8

OK ✓ The recommendations concerning dropped kerbs, 'pens' etc. appear to be a repetition of previous recommendations.

✓ The crossing of the site exit junction is signalised, as shown on the attached Drawing Number DLT0072-37 Revision A.

? The recommendation concerning pedestrian surveys is not accepted – it is considered that the survey would not provide any useful data.

Comments.

The precise location of signal poles and signal heads will be considered further at the detailed design stage.

consult
the
lang
[The Council will be aware that the provision for cyclists has already been considered and agreed.]

The provision of drainage will be considered further at the detailed design stage.

I trust the above information is satisfactory. If you have any queries whatsoever please do not hesitate to contact me.

Yours sincerely



John Vernon
for **RPS TRANSPORT PLANNING**

c.c. Mark Cherry - Alders (letter only)
 Julian Stevenson - Montagu-Evans (letter only)

Internal Memo



From Development Department

To: **Jayne Conboy**
From: Mark Robinson
Tel: 0113 3951470
Email: mark.x.robinson@leeds.gov.uk

Your Ref:
Our Ref:
Date: 28th January 2008

Subject: information request from Councillor Illingworth

A request for information regarding consultation for a development at Bridge Road, Kirkstall has been received from Councillor Illingworth. I have attached a memo sent to the Sustainable Transport Team on 25th October 2004 and the response sent on the 11th November 2004.

Yours

Mark Robinson
Transport Policy





LEEDS
CITY COUNCIL

INTERNAL MEMORANDUM

Development Department

To:	From:	Phil Stanton
Tim Parry	Tel:	24 75317
Senior Cycling Officer	Your Ref: -	
Transport Policy	Our Ref:	DC/PS/2635/NW/5
	Date:	25/10/04

Alders site, Bridge Road, Kirkstall

Alders are proposing to re-develop their store at Kirkstall. They will re-build their store and add a range of retail and restaurant uses.

The principle of revised access as shown on the attached drawing has been developed in conjunction with UTC. It introduces the right-turn out of Savins Mill Way which gives safety benefits at Kirkstall Road/Bridge Road.

A new signalled exit is proposed on Bridge Road, with a new entry point opposite Halfords.

The Developer's safety audit of the proposals noted that cyclists' facilities may need to be indicated, if there is any substantial use.

I would be grateful of any comments you may have.

A planning application is currently being considered, and the works would be procured via a S.278 Agreement.

Regards

Phil Stanton
Highway Development Services, Leonardo Building

~~File~~ - indicate on Exell file
30/11/04

Mark X Robinson

11/11/2004 14:21

To: Philip Stanton/HWT/LCC

cc:

Subject: Bridge Road Kirkstall

Hello,

The only problem I can see with the design is the pinch point formed by the traffic island for cyclists travelling South. Here two lanes are squeezed through the gap before widening out again. If the road could be split into two lanes after the traffic island only one car could pass the island at once. This would give cyclists a bit more room and enable an Advance Stop Line to be installed.

thank you

Mark Robinson
Transport Policy
51470

Philip Stanton
11/11/2004 15:29

To: Gordon Robertson/HWT/LCC@Leeds_City_Council
cc:
Subject: Allders, Bridge Road Kirkstall

Gordon,

You should have got the revised Transyt by now. However the cycling people have given me the comment below which refers to Transyt link 14. This would mean having one wide outbound traffic lane and a cycle lane. (Unless we can scrap the central island ?)

As drawn 2 lanes are squeezed into 6m, and I wouldn't have thought you'd get much capacity from the outer lane. However the sat flow used for link 14 is 3970, which appears high, and a queue is predicted on the link.

Appreciate your thoughts

Phil
75317

If the

----- Forwarded by Philip Stanton/HWT/LCC on 11/11/2004 15:09 -----

Mark X Robinson
11/11/2004 14:33

To: Philip Stanton/HWT/LCC@Leeds_City_Council
cc:
Subject: Bridge Road Kirkstall

Hello,

The only problem I can see with the design is the pinch point formed by the traffic island for cyclists travelling South (*I think he means West - outbound on Bridge Road*). Here two lanes are squeezed through the gap before widening out again. If the road could be split into two lanes after the traffic island only one car could pass the island at once. This would give cyclists a bit more room and enable an Advance Stop Line to be installed.

thank you

Mark Robinson
Transport Policy
51470

NB - UTC Response - 2 lanes required for capacity.
Could take $\frac{1}{2}$ m off island to give 6.5m for 2 lanes
Island should be retained or could use west-arr
- Resolve at detailed design stage.