

**CENTRAL AVENUE, HAYES**

**STAGE 1 ROAD SAFETY AUDIT REPORT**

**PROPOSED SITE ACCESS – REVISED  
LAYOUT**

**REQUESTED BY: GATEWAY TSP**

**JULY 2014**



**RKS**  
Associates

Project:	Lidl, Central Avenue, Hayes – Revised Site Access Layout
Client:	Gateway TSP
Document:	Stage 1 Road Safety Audit
RKS Associates Ref:	VRP465 - 01
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## Appendices

- Appendix A: Location of Problems Identified During Stage 1 Road Safety Audit  
Appendix B: Designer's Response



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## 1 INTRODUCTION

- 1.1 RKS Associates Limited has been commissioned by Gateway TSP Limited to undertake a Stage 1 Road Safety Audit (RSA) for the revised site access proposals serving a new Lidl store on Central Avenue, Hayes. Vehicular access to the proposed Lidl store will be provided via a new priority junction onto Central Avenue located opposite the egress from the Botwell Green Leisure Centre.
- 1.2 Gateway TSP Limited has supplied the following information upon which this Stage 1 RSA has been based:
- Gateway TSP Drawing Number 13/0409/SK04A Rev A – Central Avenue Alternative Access Arrangement; and
  - Gateway TSP Drawing Number 13/0409/TK14A – Swept Path Analysis 16.5m Articulated HGV entering and leaving alternative access;
  - Gateway TSP figures 5.1 & 5.2 showing Saturday Peak and Weekday Evening Peak traffic flows; and
  - Personal Injury Accident Data for the Botwell Lane Area for the 36 month period up to 31 May 2013.
- 1.3 The Safety Audit Team consisted of Vimal Patel and Mark Barrett. The Audit was undertaken following examination of the submitted documents and a site visit on Monday 19<sup>th</sup> May 2014 as a part of the Stage 1 RSA for the original scheme.
- 1.4 The Audit Team is independent of the project design team and has no other involvement with the project apart from undertaking the Stage 1 RSA on an alternative scheme in June 2014. The Stage 1 RSA has been prepared in accordance with the Design Manual for Roads and Bridges (DMRB) Highways Directive (HD) 19/03.
- 1.5 The Safety Audit Team has examined only matters relating to road safety implications of the scheme and has not verified compliance of the design to any other criteria. Problems identified in this report are considered by the Audit Team to merit action in order to improve the safety of the scheme and to minimise accident risk for all users.
- 1.6 All of the problems identified in this report are considered by the Audit Team to require action in order to improve the safety of the scheme and to minimise accident occurrence for all users. The location of the problems identified in this Safety Audit is shown in **Appendix A** where the reference numbers relate to the problems identified in this report.
- 1.7 No departures from standards have been indicated by the Design Engineers.



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## **2 GENERAL**

- 2.1** The Personal Injury Accident Data (PIA) for the wider highway network identifies that a total of 23 PIA's have recorded. A closer examination of the PIA data indicates that only 1 PIA was recorded along Central Avenue. The accident occurred on Central Avenue just south of Glebe Road mini roundabout, it involved a vehicle reversing into the path of a cyclist travelling along Central Avenue. Based on the PIA data it is considered that there is no inherent road safety problem at the proposed site access.



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### 3 LOCAL ALIGNMENT

#### 3.1 Problem:

**Summary: No longitudinal or cross sections supplied**

*Location: Proposed Site Access*

No details relating to longitudinal or cross sections through the proposed site access have been provided. Whilst it is not possible for the Audit Team to ascertain whether or not any safety issues will arise, there is concern that uneven surface may cause a hazard that results in injury to road users.

**Recommendation:**

Provide longitudinal and cross sections through the proposed access and section of carriageway between Central Avenue and the proposed store access as part of detailed design, as appropriate, for the purposes of Stage 2 RSA.

#### 3.2 Problem:

**Summary: No details of surface water drainage or other services**

*Location: Proposed Site Access*

Details of surface water drainage and other service diversions have not been provided at this time and it is therefore not possible for the Audit Team to ascertain whether or not there will be any safety implications. None were apparent during the site inspection.

**Recommendation:**

Provide details of surface water drainage and any service diversions associated with the new accesses as part of detailed design, as appropriate, for the purposes of Stage 2 RSA.



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## **4            JUNCTIONS**

**4.1**            The Audit Team raises no concerns at this Stage 1 RSA in respect of junctions.



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## **5 NON-MOTORISED USER PROVISION**

- 5.1** The Audit Team raises no other concerns at this Stage 1 RSA in respect of non-motorised user provision.





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## **6 ROAD SIGNS, CARRIAGEWAY MARKINGS & LIGHTING**

### **6.1 Problem:**

#### **Summary: Potential collisions due to poor Street Lighting**

*Location: Site Access/Central Avenue junction*

The proposed store access will require the removal of an existing street lighting column, no details relating to street lighting have been provided. Poor carriageway lighting may increase the risk of vehicle collisions during the hours of darkness.

#### **Recommendation:**

Street lighting analysis should be undertaken at the detailed design stage, for the Stage 2 RSA; if necessary a new street lighting column should be provided in order to maintain appropriate levels of illumination of the carriageway.

### **6.2 Comment:**

The Audit Team raises no other concerns at this Stage 1 RSA in respect of road signs, carriageway markings and lighting. However, full details should be provided at Stage 2 RSA, following detailed design.

Provide full details of road signs, carriageway markings and lighting as part of detailed design, for the purposes of Stage 2 RSA.



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## **7 OTHER ISSUES OUTSIDE SCOPE OF RSA**

**7.1** In the course of the site inspection the Audit Team noted the following additional points that are outside the scope of works for the purpose of this RSA:

- It is unclear how existing cycle facilities continue along Central Avenue, no clear demarcation/route may put cyclists at risk of being struck by passing traffic.



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## 8 AUDIT TEAM STATEMENT

- 8.1 We certify that this Road Safety Audit has been carried out in accordance with document HD 19/03, its sole purpose being to identify features of the scheme that could be removed or modified to improve safety. No member of the Audit Team has been involved in the scheme design.

### Audit Team Leader

Vimal Patel, BEng (Hons)  
Road Safety Audit Consultant

Signed

Date: 17<sup>th</sup> July 2014

### Audit Team Member(s)

Mark Barrett  
Road Safety Audit Consultant

Signed

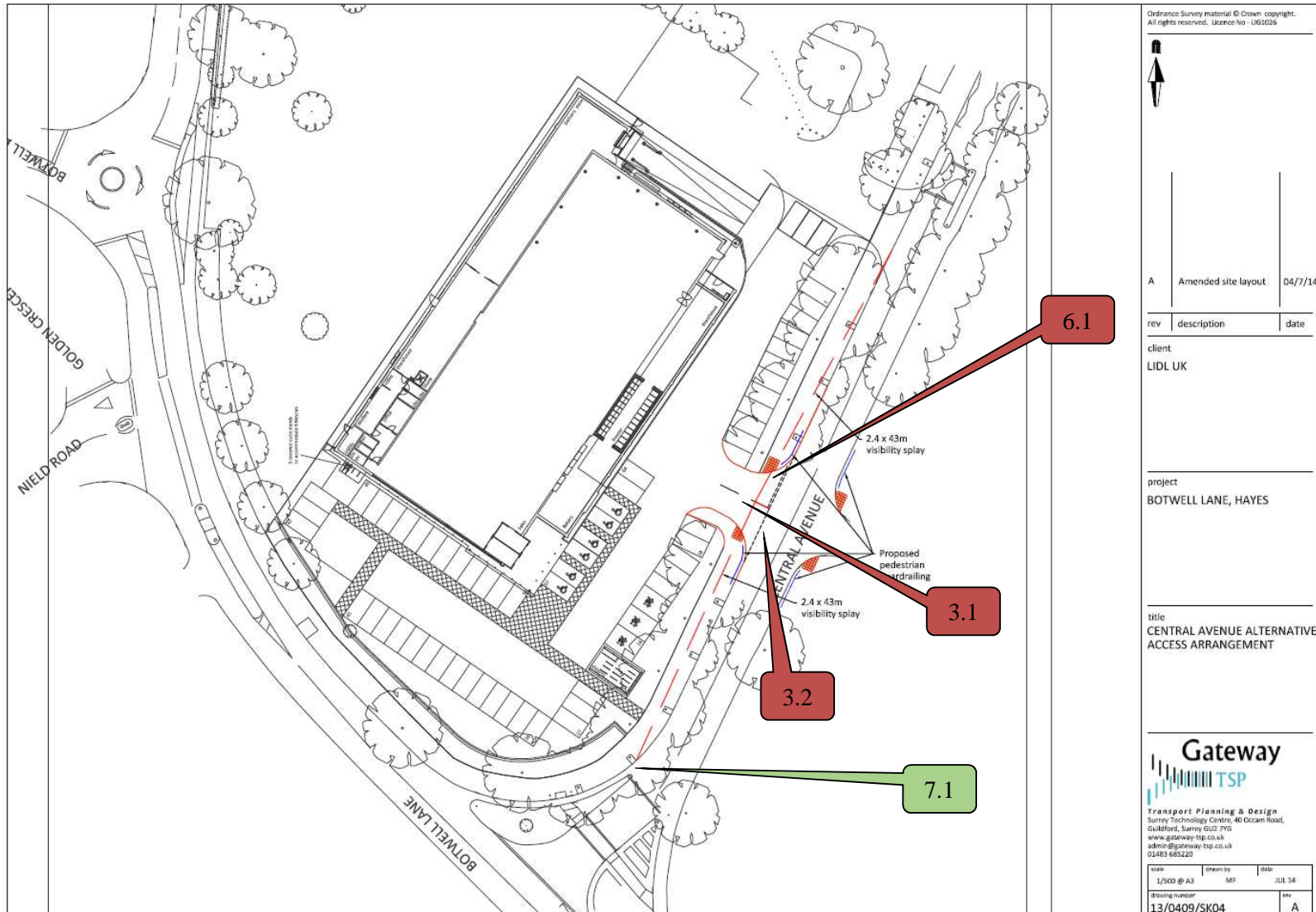
Date: 17<sup>th</sup> July 2014



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## Appendix A

Stage 1 Road Safety Audit Report  
Lidl, Central Avenue, Hayes  
Revised Site Access





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## Appendix B

Item No.	Audit Team Recommendation(s)	Designer's Response
3.1	Provide longitudinal and cross sections through the proposed access and section of carriageway between Central Avenue and the proposed store access as part of detailed design, as appropriate, for the purposes of Stage 2 RSA.	Agreed – longitudinal and cross sections will be provided as part of the detailed design, for the purposes of Stage 2 RSA.
3.2	Provide details of surface water drainage and any service diversions associated with the new accesses as part of detailed design, as appropriate, for the purposes of Stage 2 RSA.	Agreed – details of surface water drainage and any service diversions will be provided as part of the detailed design, for the purposes of Stage 2 RSA.
4.1	N/A	
5.1	N/A	
6.1	Street lighting analysis should be undertaken at the detailed design stage, for the Stage 2 RSA; if necessary a new street lighting column should be provided in order to maintain appropriate levels of illumination of the carriageway.	Agreed – details of street lighting will be provided as part of the detailed design, for the purposes of Stage 2 RSA.
6.2	Provide full details of road signs, carriageway markings and lighting as part of detailed design, for the purposes of Stage 2 RSA.	Agreed – junction markings and signs will be provided as part of the detailed design, for the purposes of Stage 2 RSA.

**Designer's Statement:**

I certify that I have considered the items that have arisen in the Stage 1 Road Safety Audit Report and my response to its recommendations are set out above.



.....  
**Designer**

Date: 18/07/2014

**Project Sponsor/ Client Organisation Statement:**

I accept/do not accept the Designer's Response (please delete as appropriate)

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Date: