

Proposed New Lidl Egress

Ashton Old Road, Openshaw

NT/220216/TN01 - 25 April 2022

Introduction

1. Lidl UK GmbH seek planning permission to reconfigure the existing 'access only' from Ashton Old Road, to form an access and egress which operate as left-turn in and left-turn out only. The proposed site layout is included in [Appendix 1](#).
2. Lidl originally gained consent for a 1600m² foodstore in January 2007 (plg ref: 080557/FO/2006/N2) which allowed access/egress from Stanley Street and required the closure of the existing access/egress to Ashton Old Road via the PFS (which was the previous access arrangement for the Kwik-Save store). Following on from this, an application was made to vary the condition to allow temporary access/egress via the PFS to Ashton Old Road. This was granted in November 2007 for a period of 12 months (plg ref: 084460/JO/2007/N2). Investigations in 2009 identified that movements in and out of the PFS were lower than expected and an application was made which sought to create a permanent left in access from Ashton Old Road where the access via the PFS was permanently closed. This application was granted consent in September 2009 and has been in operation since 2010.
3. The application for the access/egress and alterations to the car park was originally submitted in December 2015 (Planning ref: 110770/FO/2015/N2) but was withdrawn in February 2016 to enable outstanding highway safety issue to be addressed. Subsequently, a revised application was submitted in October 2016 under application ref: 113958/FO/2016 and approved in November 2016.
4. This application is to renew the planning permission granted under planning ref: 113958/FO/2016 with explanation for the proposals summarised below.

Existing Conditions

5. To establish the use of the existing access on Ashton Old Road and the access/egress on Stanley Street, traffic surveys were carried out between the hours of 1600-1800 Friday 10th July 2015. A copy of the survey data is included at [Appendix 2](#) and a summary of the busiest hour of 1700-1800 is shown below:

Table 1.1 – Traffic movements to/from Lidl Openshaw

Link	To/From	IN		OUT	
		No. of vehicles	% split	No. of vehicles	% split
1	Ashton Old Road west	2	4%	N/A	N/A
2/3/4	Stanley Street east	25	49%	33	57%
5/6	Stanley Street west	23	45%	25	43%
7	Ashton Old Road east	1	2%	N/A	N/A

6. The entrance from Ashton Old Road is currently extremely lightly used. It appears to have been designed as a left-in only, but in fact more cars were observed to turn right in from the west than left in from the east over the two-hour survey period.
7. Historically, surveys have shown that neither the foodstore as a whole nor the access/egress on Ashton Old Road have attracted the levels of traffic originally predicted. The table below summarises the predicted traffic in the original Transport Assessment (prepared by WSP), in surveys carried out in July 2007 (by AXIS) and then the most recent surveys in July 2015.

Table 1.2 – Historic survey data

		TOTAL PEAK HOUR FLOWS		TRAFFIC FLOWS VIA ASHTON OLD ROAD	
		IN	OUT	IN	OUT
Weekday	Predicted 2006	130	141	34*	37*
	Actual 2007	58	48	21	14
	Actual 2015	51	58	3	N/A
Saturday	Predicted 2006	159	157	42*	41*
	Actual 2007	46	37	9	8
	Actual 2015	N/A	N/A	N/A	N/A

(* based on scenario 3, the worst-case for the use of Ashton Old Road)

8. The Transport Statement prepared by AXIS in 2009 has two scenarios for the left-turn in movement from Ashton Old Road; either 50% of development traffic from the east using the new access or 100%. This produced figures of between 9 and 19 vehicles predicted to use the new left turn during a weekday evening peak. Clearly, as the table above shows, only 3 vehicles were recorded as using the Ashton Old Road access. The total traffic flows on a weekday, including vehicles using the Stanley Street access are consistent between the July 2006 and July 2015 surveys.

Customer Interview

9. In addition to the traffic survey carried out in July 2015, customer questionnaires were completed to establish customer behaviour and attitudes towards a secondary egress from the site.
10. The survey was undertaken between the hours of 10:00 and 18:00 on Friday 10th July 2015. A copy of the results are attached and are summarised below:
- A total of 812 people were recorded entering the store
 - 36% of the customers' opinions were captured
 - Only 45% arrived by car (driver) with a further 5% as passengers
 - 10% of customers travelling by car enter the site from Ashton Old Road
 - 24% of all customers believed they would use the store more if there was an exit for cars onto Ashton Old Road
 - 27% of car drivers were visiting the store as part of a linked trip

Car park

11. The configuration of the car park is proposed to be altered at the same time as the creation of an egress onto Ashton Old Road. The current layout is not user-friendly and there is an over-supply of disabled spaces. There are currently a total of 68 spaces and of these, 2 are for parent and child and 9 are for mobility impaired. The proposals retain the total 68 spaces but increase parent and child to 4 spaces and provide 4 mobility impaired spaces, which is equivalent to 6% of the total spaces. The parent and child spaces will be relocated to the central bays, closest to the store entrance and trolley bays.

Servicing

12. Servicing for the store will remain unchanged and will continue to be taken from the dedicated access onto Stanley Street.

Highway Safety

13. Informal pre-application comments with the highway authority were sought on two options. The most favourable option was pursued however MCC raised concerns with the following:
 - Any proposal to relocate the left turn nearer to the bus stop would reduce the distance cyclists would have between overtaking a stationary bus and traffic turning across their path to access the car park.
 - There would be occurrences when vehicles turning into the car park would have to turn in front of Buses which would lead to a highway safety concern
 - The current arrangement operates with the bus stop located at a distance from the left turn which gives drivers some prior warning of traffic turning in front to access the car park.
14. To establish whether there are any legitimate highway safety concerns, a Stage 1 Road Safety Audit was commissioned. The Stage 1 RSA is included at [Appendix 3](#). To summarise, the following issues were raised;
 - Visibility from the new egress would be impaired by a bus stationary at the bus stop
 - Vehicles could still turn right in from Ashton Old Road
 - Some vehicles exiting the car park may want to turn right across three lanes of traffic
15. A designer's response is included at [Appendix 4](#). All of the issues above have been overcome as follows:
 - Visibility to the right has been measured as in excess of 40m even with a stationary bus.
 - The solid central island has been extended further east to prevent right-turners.
 - Keep clear markings have been shown on Ashton Old Road to allow vehicles to turn left out of the site even when there is a queue on Ashton Old Road.
16. An application for the left-in/left-out arrangement was originally submitted in December 2015 but was withdrawn due to outstanding concerns over highway safety issues. There has since been close liaison with the Highway Authority and they have informally consulted TfGM given the proximity of the access to a signalised junction and bus stops. The Highway Authority requested further detail of the proposed island, showing keep left bollards. TfGM confirmed that they would support the application if the following issues could be addressed:
 - Layout needs to be shown on a topographic survey
 - Demonstrate a swept path of an HGV passing a bus
 - Sufficient visibility past buses at the bus stop

- The length of the right turn lane into Turton Street should not be reduced as a result of the introduction of the island
- There may be problems exiting the site if there is a queue at Turton Street.

17. To summarise, the proposals have been drawn onto a topographic survey. There is sufficient space to incorporate a solid island with keep left bollards at either end. The central island will not reduce the right-turn lane into Turton Street as it will be located directly on the existing hatched area. A swept path of a worst-case scenario is shown in [Appendix 5](#), which is a 16.5m HGV passing a bus at the same time past the island. The drawing shows that there is sufficient visibility to see past a bus stopped at the bus stop, which is likely to happen up to 9 times per hour or once every 7 minutes. Keep clear markings have been indicated to ensure vehicles can exit the site.

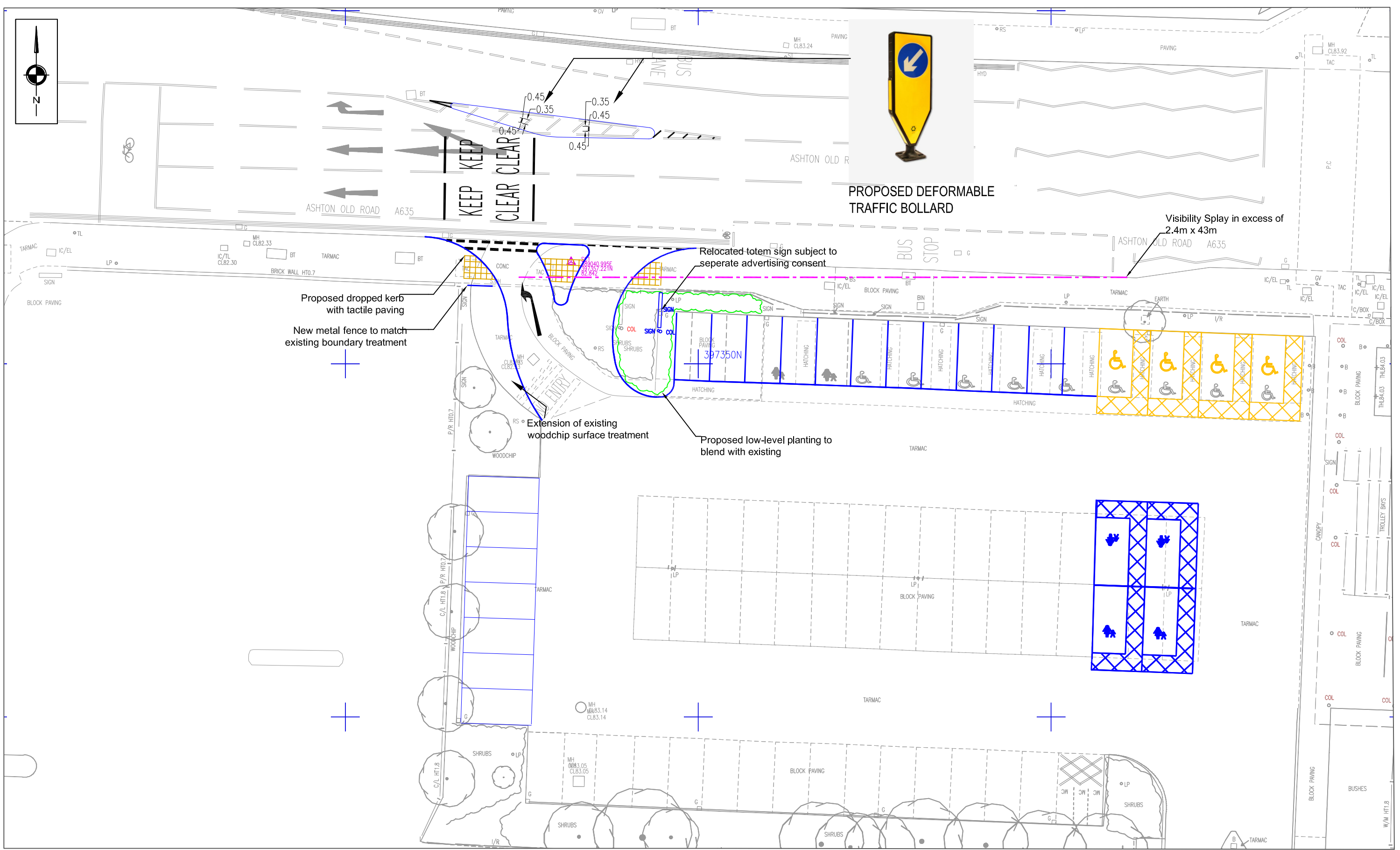
Conclusion

18. The customer surveys have revealed that the store has a favourable modal split with only 50% of customers traveling to the site by car and 27% of people were visiting the store as part of a linked trip.
19. The store is operating at levels considerably lower than the original Transport Assessment predicted. The trip attraction would have to increase by 2.5 times in a weekday a peak and 3.8 times during the Saturday peak to match the level of traffic predicted in the WSP Transport Assessment. The most recent traffic surveys have revealed there are more cars turning right into the site than left, which is the consented access arrangement. Lidl consider their access improvements will improve store trading and 24% of customers interviewed agree.
20. The proposed amendment to the access includes a solid island to prevent right-turners into the site. The amendments to the site access arrangement provide the opportunity to create a betterment to the current situation by physically preventing a right-turn in so close to the signals.
21. The alteration to the access will allow the opportunity to reconfigure the car park to provide more parent and child spaces in a more user-friendly position, close to the store access and trolley bays. The servicing arrangements for the store will be unchanged, with a dedicated service access from Stanley Street.
22. Although concerns were raised in relation to the movement of the access closer to the bus stop, the access will only move east by 7m. The three issues raised in the Road Safety Audit have been addressed and incorporated into the latest layout. The latest comments from the Highway Authority in relation to the positioning of keep-left bollards and comments from TfGM have been satisfactorily addressed.

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23. In the light of its approved operation and given the lack of any evidence to suggest an over-riding highway safety concern, there should be no traffic or transport related reasons to withhold consent for making the existing access-only an access and egress as a left-in/left-out arrangement.

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APPENDIX 1



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APPENDIX 2

LIDL STORE, OPENSHAW, MANCHESTER CAR PARK OCCUPANCY COUNT & TURNING COUNT

FRIDAY 10 JULY 2015

From 1									From 7								Total From 1 and 7							
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
16:00	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
16:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	1	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	2
17:45	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1
Total	4	1	0	0	0	0	0	5	4	0	0	0	0	0	0	4	8	1	0	0	0	0	0	9

From 2 - 4									From 5 - 6								Total From 2 - 6							
Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
16:00	3	1	0	0	0	0	0	4	7	0	0	0	0	0	0	7	10	1	0	0	0	0	0	11
16:15	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
16:30	7	0	0	0	0	0	0	7	5	0	0	0	0	0	0	5	12	0	0	0	0	0	0	12
16:45	7	0	1	0	0	0	0	8	6	1	0	0	0	0	0	7	13	1	1	0	0	0	0	15
17:00	5	0	0	0	0	0	0	5	3	1	0	0	0	0	0	4	8	1	0	0	0	0	0	9
17:15	7	0	0	0	0	0	0	7	8	0	0	0	0	0	0	8	15	0	0	0	0	0	0	15
17:30	6	0	0	0	0	0	0	6	4	0	0	0	0	0	0	4	10	0	0	0	0	0	0	10
17:45	6	1	0	0	0	0	0	7	7	0	0	0	0	0	0	7	13	1	0	0	0	0	0	14
Total	42	2	1	0	0	0	0	45	42	2	0	0	0	0	0	44	84	4	1	0	0	0	0	89

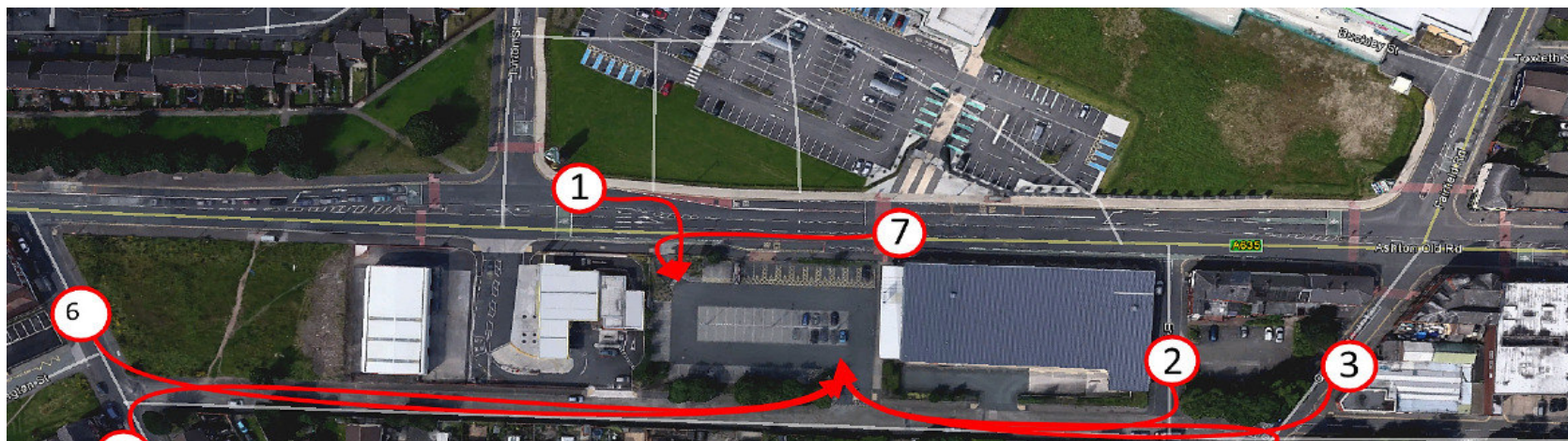
To 2 - 4
To 5 - 6
Total To 2 - 6

Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
16:00	3	1	0	0	0	0	0	4	5	0	0	0	0	0	0	5	8	1	0	0	0	0	0	9
16:15	8	0	0	0	0	0	0	8	3	0	0	0	0	0	0	3	11	0	0	0	0	0	0	11
16:30	5	0	0	0	0	0	0	5	8	0	0	0	0	0	0	8	13	0	0	0	0	0	0	13
16:45	2	0	0	0	0	0	0	2	1	0	0	0	0	0	0	1	3	0	0	0	0	0	0	3
17:00	9	0	1	0	0	0	0	10	11	1	0	0	0	0	0	12	20	1	1	0	0	0	0	22
17:15	6	1	0	0	0	0	0	7	4	0	0	0	0	0	0	4	10	1	0	0	0	0	0	11
17:30	9	1	0	0	0	0	0	10	6	0	0	0	0	0	0	6	15	1	0	0	0	0	0	16
17:45	6	0	0	0	0	0	0	6	3	0	0	0	0	0	0	3	9	0	0	0	0	0	0	9
Total	48	3	1	0	0	0	0	52	41	1	0	0	0	0	0	42	89	4	1	0	0	0	0	94

Total Ins
Total Outs
Occupancy of the car park

Time	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total	Car	LGV	OGVI	0GV2	P/C	M/C	PSV	Total
16:00	12	1	0	0	0	0	0	13	8	1	0	0	0	0	0	9
16:15	3	0	0	0	0	0	0	3	11	0	0	0	0	0	0	11
16:30	15	0	0	0	0	0	0	15	13	0	0	0	0	0	0	13
16:45	14	1	1	0	0	0	0	16	3	0	0	0	0	0	0	3
17:00	8	1	0	0	0	0	0	9	20	1	1	0	0	0	0	22
17:15	15	0	0	0	0	0	0	15	10	1	0	0	0	0	0	11
17:30	11	1	0	0	0	0	0	12	15	1	0	0	0	0	0	16
17:45	14	1	0	0	0	0	0	15	9	0	0	0	0	0	0	9
Total	92	5	1	0	0	0	0	98	89	4	1	0	0	0	0	94

Time	Occ.
16:00	12
16:15	16
16:30	8
16:45	10
17:00	23
17:15	10
17:30	14
17:45	10
18:00	16



1. Do any cars enter the Lidl car park by turning right across west-bound traffic?
2. How many cars use Erin Street and Stanley Street to enter the car park?
3. How many cars use Ogden Lane (N)/Stanley Street?
4. How many use Odgen Lane (S)/Stanley Street?
5. How many use Lees Street (S)/Stanley Street?
6. how many use Lees Street (N)/Stanley Street?
7. How many use the left-turn lane in off Ashton Old Road?

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APPENDIX 3

Lidl Store, A635 Ashton Old Road - Proposed Access Improvement Works Stage 1 Road Safety Audit

Prepared by



Distribution List

1. Gemma Wheatley - SCP
3. File Copy

REPORT NUMBER 2015/DTPC/213

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Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
FINAL	21/10/15	N Madhavan	R Sawczyn	L Madhavan	For Issue

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Appendix A: Drawings and documents provided

Appendix B: Plan of items raised by this audit

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1 INTRODUCTION

1.1 This report results from a Stage 1 (Preliminary Design) Road Safety Audit carried out relating to proposals relating to improvement works to the existing access onto A635 Ashton Old Road in the way of a left turn out of the Lidl store car park together with a central island on Ashton Old Road. The audit was carried out during October 2015.

1.2 The audit team consisted of:

Team Leader: Naresh Madhavan MCIHT, MSoRSA EU RSA Cert. Comp
Director
Highway Associates

Team Member: Robin Sawczyn BEng MCIHT MSoRSA
Senior Road Safety Engineer
Highway Associates

1.3 The audit took place at the offices of Highway Associates, Chester. The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief provided by Gemma Wheatley of SCP. The Road Safety Audit comprised an examination of the documents provided and these are listed in Appendix A.

The site was visited at the following times/conditions:

Day/Date	Time	Weather Conditions
Sunday 11 th October 2015	15:30 – 15:30hrs	Dry/ Overcast

1.4 The terms of reference for this audit are as given in HD 19/15, Design Manual for Roads and Bridges. The scheme has been examined and this report compiled only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

- 1.5 If relevant within this report the generic term “pedestrians” can include walking pedestrians, wheelchair users, dismounted cyclists, the blind, partially sighted, mobility impaired and people with prams or pushchairs. Highway Maintenance Operatives are also included within this term. Where a problem is specific to one or more of these vulnerable groups then appropriate reference will be made in the report.
- 1.6 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems identified. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with HD 19/15, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 1.7 This Road Safety Audit makes allowance for the fact that strategic decisions on matters such as route choice, junction type, standard of provision and approved Departures from Standards already reflect an appropriate balance of a number of factors including road safety.
- 1.8 The Audit Team have not been made aware of any possible geometric departures or relaxations from standards.
- 1.9 The reader is reminded that a Road Safety Audit is not limited to the new works alone where there are features that are considered by the Audit Team to affect the general safety in the area (HD 19/15 para 2.26 refers). Section 3 of this report lists ‘Problems’ identified from the drawings and as a result of the site visit relating to the proposed changes to the highway layout that are directly, or indirectly, related to the area (e.g. features/matters within the proposed works or immediate surrounds which the Audit Team feel should be brought to the attention of the Designer or other organisations even though they might not pose an immediate risk associated with the proposed works), and which are considered by the Audit Team to warrant attention under the subject proposals, generally by the maintaining authority. On occasions there are more sensitive issues or issues that fall outside the audit brief but which are of such a nature that Auditors feel should be specifically brought to the attention of the authorities - such issues, if they arise, are usually dealt with in detail in separate correspondence.

2 ITEMS RAISED BY PREVIOUS AUDITS AND REPORTS

- 2.1 It is understood that no previous road safety audits have been undertaken in relation to this scheme.

3 ITEMS RAISED BY THIS AUDIT

3.1 General

3.1.1 PROBLEM

LOCATION: Ashton Old Road - Left turn out

SUMMARY: Buses waiting at adjacent bus stop could reduce visibility increasing risk of junction conflicts

Concern is expressed that should a bus be waiting in the westbound stop to the east of the proposed exit, that it could reduce visibility for drivers attempting to leave the car park increasing the risk of drivers failing to sufficiently appreciate approach westbound vehicles resulting in failure to give way type conflict at the junction.

RECOMMENDATION

The bus stop should be relocated further east outside of the anticipated visibility splay of the junction paying particular care to not obstructing the existing controlled crossing.

3.1.2 PROBLEM

LOCATION: Ashton Old Road - Left turn out

SUMMARY: Potential for right turn movements onto Ashton Old Road

It may still be relatively easy for drivers to turn right out of the proposed left only exit as the central island on Ashton Old Road does not extend significantly beyond the car park exit splitter island. Given the location of the exit so close to the signalised junction installation and the number of traffic lanes to cross in order to perform this manoeuvre, this is deemed to be hazardous and could increase the potential for turning conflicts with both east and westbound mainline vehicles.

RECOMMENDATION

The central island should be extended further westwards to discourage the right turn manoeuvre.

3.1.3 PROBLEM

LOCATION: Ashton Old Road - Left turn out

SUMMARY: Increased potential for conflicts due to number of traffic lanes

Concern is expressed that particularly during peak periods where queuing to the signalised junction installation occurs, that it may be difficult in order for drivers to turn out of the car park should they wish to cross the two live westbound traffic lanes in order to access the right turn

lane to travel down Turton Street. This could increase the likelihood of lane blocking resulting in potential conflicts with eastbound vehicles.

RECOMMENDATION

KEEP CLEAR markings should be provided within all eastbound traffic lanes to enable a clear unobstructed route to the right turn lane paying particular attention to not obstructing any existing lane arrow markings.

3.2 Non Motorised Road User Provision

No comments at this stage

3.3 Road Signs and Markings

No comments at this stage

3.4 Lighting and Signals

No comments at this stage

3.5 Landscaping

No comments at this stage

3.6 Protective Aids

No comments at this stage

3.7 Surface Characteristics and Drainage

No comments at this stage

4 AUDIT TEAM STATEMENT

I confirm that this Audit has been carried out in accordance with the guidelines in HD 19/15.

AUDIT TEAM LEADER

Naresh Madhavan MCIHT MSoRSA EU RSA Cert. Comp
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Signed:



Date:

21/10/15

AUDIT TEAM MEMBER

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Signed:



Date:

21/10/15

APPENDIX A

DRAWINGS AND DOCUMENTS PROVIDED

DRAWING NUMBER OR REFERENCE	TITLE	DATE
-	RSA1 Brief	06/10/15
SCP/15201/F01 B	Option 1A	07/09/15

APPENDIX B

PLAN OF ITEMS RAISED BY THIS AUDIT

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APPENDIX 4

RSA1 – DESIGNER’S RESPONSE

RSA Ref No: 2015/DTPC/213
RSA Stage: One
RSA Auditors: N Madhavan
Scheme: Proposed access alterations, Lidl Store, A635 Ashton Old Road
SCP Project Ref: 15201
Response By: G Wheatley
Checked By: J Budd
Date: 16th November 2015

1.0 INTRODUCTION

1. Following receipt of Highways Associates Stage 1 RSA (ref. 2015/DTPC/213), dated 21.10.15, we have reviewed the recommendations made and the following responses. The revised scheme drawing is provided at Appendix 1 as SCP/15201/F03 Rev B.

	PROBLEM	Recommendation	Designer’s Response
3.1.1	Location: Ashton Old Road, left turn out Summary: Buses waiting at the adjacent bus stop could reduce visibility increasing risks of junction conflicts	The bus stop should be relocated further east outside of the anticipated visibility splay of the junction, paying particular care to not obstructing the existing controlled crossing.	Not accepted Visibility in excess of 43m can be achieved from the proposed site egress, even with a stationary bus at the bus stop.
3.1.2	Location: Ashton Old Road, left turn out Summary: Potential for right turn movements onto Ashton Old Road	The central island should be extended further westwards to discourage the right turn manoeuvre.	Accepted Extending the central island is achievable and has been incorporated into the design
3.1.3	Location: Ashton Old Road, left turn out Summary: Increased potential for conflicts due to the number of traffic lanes	KEEP CLEAR markings should be provided within all eastbound traffic lanes to enable a clear unobstructed route to the right turn lane paying particular attention to not obstructing and existing lane arrow markings	Accepted Keep clear markings have been incorporated into the design