

Technical Note No. 2

Project: Proposed Aldi Foodstore, Victoria Road East, Moston

Title: **Response to LHA Comments Dated**

Date: 28 June 2022

1.0 Introduction

- 1.1 Following receipt of the highway comments to planning application 133148/FO/2022 from Manchester City Council; Cameron Rose Associates have reviewed the comments and taken client instruction.
- 1.2 Overall the LHA comments received are accepted and positive, however there are three matters raised where it is necessary to provide further information or a response.

2.0 Stage 1 Road Safety Audit

- 2.1 A Stage 1 Road Safety Audit has been undertaken for the submitted drawing reference 562-01/GA-01 Rev B. The resulting audit is presented in **Appendix A** to this Technical Note.
- 2.2 The Designer's Response is presented in **Appendix B** and the amended drawing to reflect the accepted Safety Audit comments is included at **Appendix C**.

3.0 Cycle Parking within the Development Site

- 3.1 The 14 short-stay cycle parking facilities provided by way of 7 Sheffield hoop stands is considered sufficient for customers. This provision is covered and is placed in a visible location within the car park.
- 3.2 Staff cycle parking provision is located in a lockable, covered and centrally located position, this being in the store warehouse as is with all other Aldi Foodstores in the UK.
- 3.3 Lockers for staff are provided within the staff amenity area and changing can take place within the staff toilets. Showers are not and cannot be provided within the store for staff.

4.0 EV Charging Provision

- 4.1 Aldi Stores UK pride themselves on being ahead of their competitors in the provision of EV charging spaces within their stores.
- 4.2 However, the request from Manchester City Council to provide 24 EV charge points and cover the remaining 95 parking spaces with passive infrastructure is considered onerous.
- 4.3 The demand at a single location for EV charging, is not at the level being requested by the LHA. Furthermore to reserve the required level of electricity to power 119 charge units would make the scheme unviable and prevent its delivery.
- 4.4 Whilst it is accepted that provision of EV charging infrastructure will encourage a greater take up of EV's this has to be done incrementally to be viable. Indeed, technology associated with EV's and their charging is developing at a significant rate at this time. Therefore, the request to install such extensive equipment at this time is likely to render it obsolete at a point in the future, post 2030.
- 4.5 Furthermore, if such a provision was financially viable. it would lead to the site becoming an EV charge hub rather than a Foodstore and thus seriously impacting on Aldi Stores primary objective to operate as a Foodstore.
- 4.6 It is also noted that other foodstores within Manchester have recently been granted consent without such significant demands.
- 4.7 In conclusion Aldi Stores will not at this time provide 24 EV spaces and provide the passive infrastructure for another 95 EV spaces. They will however as is consistent across the entire Aldi property portfolio throughout the UK, provide 4 EV spaces with another 20 spaces covered by passive infrastructure.
- 4.8 As with all operators, this will be monitored and extended as required at the rate required and consistent with technology current at that time.



APPENDICES



APPENDIX A

ROAD SAFETY AUDIT STAGE 1

A6104 Victoria Avenue East, Moston - Proposed Highway Works Stage 1 Road Safety Audit

Prepared by



Distribution List

1. Cheryl Barratt – Cameron Rose
3. File Copy

REPORT NUMBER 2022/CR/1615

CONTACT

Naresh Madhavan
Highway Associates
International House
Aviation Park
Flint Road
Chester
CH4 0GZ

Tel: 07715109788

Email: Naresh@HighwayAssociates.co.uk

Web: www.HighwayAssociates.co.uk

Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
FINAL	24/05/22	N Madhavan	R Sawczyn	L Madhavan	For Issue

CONTENTS

1	INTRODUCTION	1
2	ITEMS RAISED BY PREVIOUS AUDITS AND REPORTS.....	3
3	ITEMS RAISED BY THIS AUDIT	4
4	AUDIT TEAM STATEMENT.....	6

Appendix A: Drawings and documents provided

Appendix B: Plan of items raised by this audit

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit carried out relating to proposals to provide a new access junction and puffin crossing as part of a retail store development off A6104 Victoria Avenue East, Moston. The audit was carried out during May 2022.

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 Cheryl Barratt of Cameron Rose. 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 Con	Traffic Flow
Sun 22 nd May 2022	13:00 – 13:40hrs	Dry/Fine	Ave

1.4 The terms of reference for this audit are as given in GG119, 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 GG119, 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. 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 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: Proposed rugby club access

SUMMARY: Proximity to mainline junction could cause conflicts

Concern is expressed that due to the proposed entry to the rugby club car park being very close to the proposed mainline junction, any requirement to give way to enter the car park due to exiting vehicles queuing within the development site could result in sudden braking involving following vehicles leading to rear end shunts or loss of control. The situation could be exacerbated during a rugby club event where the quantity of turning traffic could exceed the stacking space within the development site access resulting in mainline queuing or blocking.

RECOMMENDATION

The rugby club access junction should be repositioned to a suitable position away from the mainline junction.

3.2 Non-Motorised Road User Provision

3.2.1 PROBLEM

LOCATION: Proposed junction – Uncontrolled crossing

SUMMARY: Increased risk of conflicts due to location of crossing

The proposed uncontrolled crossing has been inset somewhat from the proposed junction and as such is unlikely to be used by pedestrians established along the north side of Victoria Avenue East who instead may be encouraged to cross closer to the likely desire line within the junction bellmouth. Without suitable crossing facilities in this location, there could be an increased risk of trips or falls whilst attempting to negotiate a full height kerb or becoming stranded within the bellmouth due to its width.

RECOMMENDATION

The existing guard railing should be extended to channel pedestrians to the proposed crossing.

3.2.2 PROBLEM

LOCATION: Victoria Avenue East – Existing uncontrolled crossings

SUMMARY: Increased risk of pedestrian conflicts

Whilst it is proposed to provide a puffin crossing, it is noted that there are uncontrolled pedestrian refuge crossing facilities either side of the proposed crossing. Concern is expressed

that as a result, pedestrians will be less likely to use the proposed crossing and instead utilise the existing crossings which whilst not being inherently unsafe, do not offer as much safety as a controlled facility. Notwithstanding this issue, it was noted during the site visit that the south side crossing point of the most easterly crossing is located within a private driveway access and as such, could increase the risk of waiting pedestrians to be struck by vehicles manoeuvring into or out of the driveway.

RECOMMENDATION

The two existing refuge crossings should be removed as part of the implemented scheme.

3.3 Road Signs and Markings

No comments at this stage

3.4 Lighting and Signals

3.4.1 PROBLEM

LOCATION: Victoria Avenue East - Approaches to signal installation

SUMMARY: Higher than desired speeds could result in vehicle to pedestrian conflicts

Observations during the site visit indicate that whilst a 30mph speed limit is in operation, many vehicles were seen to be exceeding this. Given the potential for higher than desired speeds, concern is expressed that a red signal may still be given even when a speeding vehicle is approaching the crossing increasing the risk of sudden braking, loss of control and vehicle to pedestrian conflict on the crossing.

RECOMMENDATION

Speed detection equipment should be included for both approaches to the signal installation.

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

We certify that this Audit has been carried out in accordance with the guidelines in GG119.

AUDIT TEAM LEADER

Naresh Madhavan MCIHT MSoRSA EU RSA Cert. Comp
Director
Highway Associates
International House
Aviation Park
Flint Road
Chester
CH4 0GZ

Signed:



Date:

24/05/22

AUDIT TEAM MEMBER

Robin Sawczyn BEng MCIHT MSoRSA
Senior Road Safety Engineer
Highway Associates
International House
Aviation Park
Flint Road
Chester
CH4 0GZ

Signed:



Date:

24/05/22

APPENDIX A

DRAWINGS AND DOCUMENTS PROVIDED

DRAWING NUMBER OR REFERENCE	TITLE	DATE
-	RSA1 Brief	18/05/22
562-01/GA-01 B	Site Access Design and Staggered Pedestrian Crossing	10/11/21
562-01/ATR-01	Track Plot Analysis	10/11/21

APPENDIX B

PLAN OF ITEMS RAISED BY THIS AUDIT



APPENDIX B

DESIGNER'S RESPONSE

Designers Response

ROAD SAFETY AUDIT STAGE 1

Scheme Title	Aldi, Victoria Avenue East, Moston
Client	Aldi Stores Limited
RSA Report Ref No:	Highway Associates 2021/CR/1615
Road Safety Audit Team	NM/RS

Problem Identified (Paragraph No)	Problem Accepted (YES/NO)	Recommendation Accepted (YES/NO)	Alternative measure (describe)
3.3.1	No	No	The rugby club access is set 2.5 car lengths from the access bell mouth and will be infrequently used. At times of use arrival and departure patterns will be sporadic and not give rise to queues or delays. Therefore, there will be no junction interaction to consider which will give rise to conflicts
3.2.1	Yes	Yes	Guard railing has been extended to uncontrolled crossing point on access road. Refer to drawing 562-01/GA-01 Rev C
3.2.2	Yes	Yes	Uncontrolled crossing points removed, and guard railing closed up with pedestrian islands converted to splitter islands. Refer to drawing 562-01/GA-01 Rev C
3.4.1	Yes	Yes	Speed detection equipment to be included at detailed design stage if the 85 th percentile speeds are recorded as being higher than 35mph – not on drawing Refer to drawing 562-01/GA-01 Rev C added

Signed	
Job Title	562-01 Aldi, Moston
Date	28 th June 2022

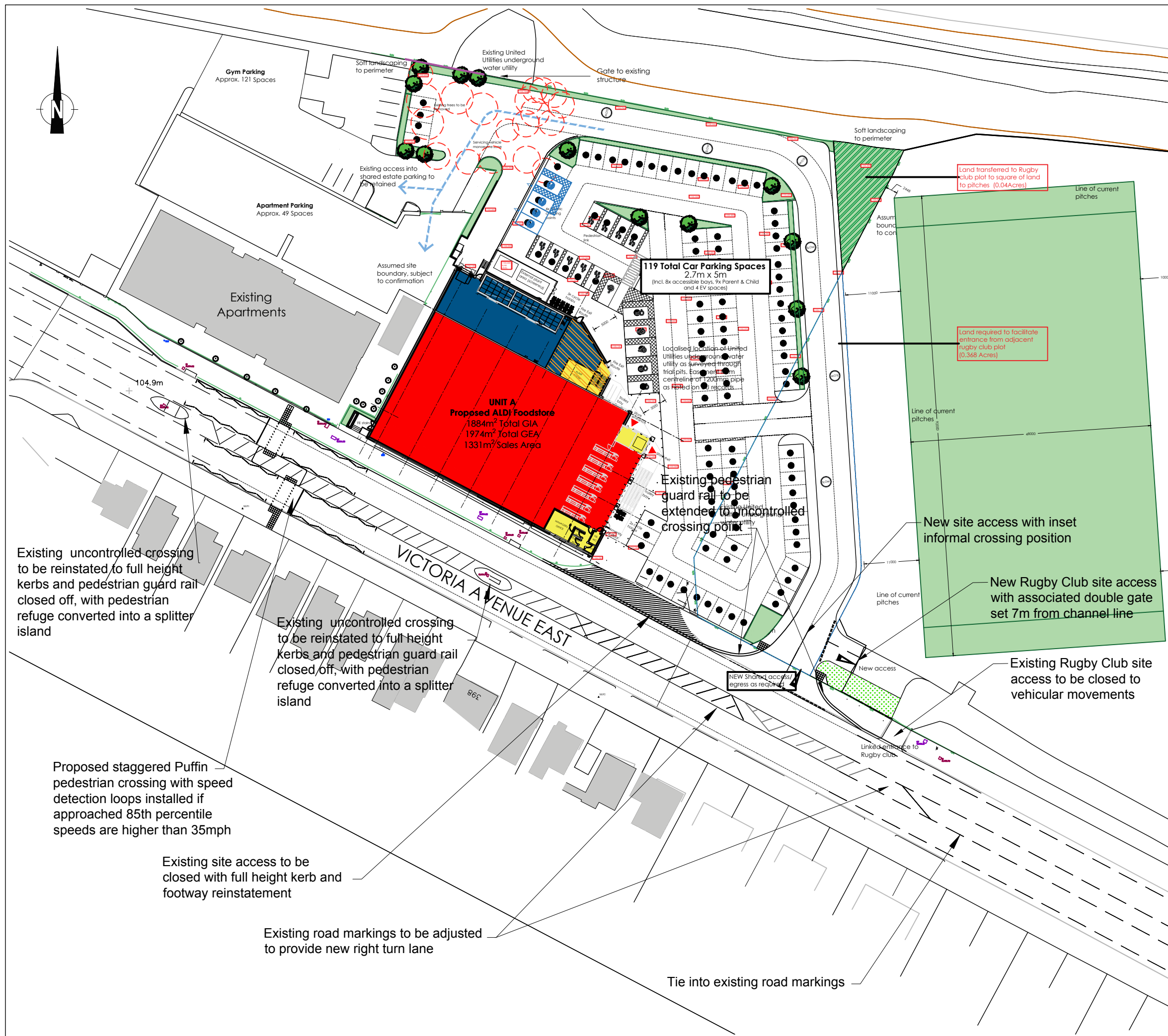
The completed Designers' Response Form should be issued to the Overseeing Authority for their comments



APPENDIX C

REVISED GENERAL ARRANGEMENT DRAWING

562-01/GA-01 REV C



This drawing is the copyright of Cameron Rose Limited and may not be loaned, copied or reproduced in any way, or used for any offer, quote, tender or construction purposes without written consent of the company to do so.

Follow any figured dimensions - do not scale. IF IN DOUBT ASK.

This drawing has been prepared for feasibility purposes and does not represent a construction plan. All design aspects to be confirmed at the appropriate detailed design stage.

Revision History		Date
A	Rugby Club Gate Incorporated	24/06/21
B	Updated Site Layout	10/11/21
C	RSA Comments Incorporated	28/06/22
D	desc	date d
E	desc	date e
F	desc	date f
G	desc	date g
H	desc	date h
I	desc	date i
J	desc	date j

Lymedale Business Centre Hooters Hall Road Newcastle-under-Lyme Staffordshire ST5 9QF 01782 627029 www.cameron-rose.co.uk			
client:		Aldi Stores Limited	
project:		Victorian Avenue East Moston	
drawing title:		Site Access Design & Staggered Pedestrian Crossing Provision	
scale(s):	1/750	date:	10/05/21
drawing number:	562-01/GA-01	drawn by:	IJM
xrefs:		checked:	IM
		status:	Information
		rev:	C

DATE PRINTED: