



WATERMAN INFRASTRUCTURE & ENVIRONMENT

SAFETY AUDIT RESPONSE SHEET

Project: Hatfield Galleria Revised Road Layout

Stage: 2

Project Number: WIE17416

Date 22 January 2015

Problem	Agree / Disagree	Reason/Proposals
<p>Problem at Location A Location: Crown Road – Proposed mini roundabout Summary: Risk of injury to vehicle occupants as a result of vehicle conflict</p> <p>The drawing provided showing vehicle tracking of a large car movements at the proposed mini roundabout highlights a southbound vehicle going straight over at the roundabout colliding with a southbound vehicle turning left into the McDonalds drive through lane. This could result in occupant injury of a driver or passenger in either vehicle.</p> <p>Recommendation The design should be revised to safely accommodate all movements at the proposed mini roundabout without vehicles colliding.</p>	Agree	Drawing no WIE17416/SA/06/0001-A03 showing tracking movement of large vehicle has been updated to demonstrate that a southbound vehicle and a turning left vehicle into the McDonalds drive through lane do not collide when both if both vehicles enter the mini roundabout at the same time.

Problem	Agree / Disagree	Reason/Proposals
<p>Problem at Location B Location: Stanley Road – Southern footway by drive through Summary: Risk of pedestrian/cyclist injury The scheme proposes a combined footway cycleway on the existing southern footway alongside the McDonalds drive through. This footway is currently fairly crowded and the width is restricted with planters and street furniture associated with the drive through. Introducing a combined footway/cycleway at this location would leave pedestrians and cyclists vulnerable of collision resulting in injury.</p> <p>In addition to this, a ‘cyclist dismount’ sign is proposed at the eastern end of the southern footway/cycleway and it is unclear where cyclist are meant to continue from this point.</p> <p>Recommendation The Design Team should reconsider the provision of a combined footway/cycleway at this location whilst ensuring there is a continuous route provided for cyclists throughout the scheme.</p>	<p>Agree</p>	<p>A review of footway/cycleway at this location bearing in mind the possibility of cyclists/pedestrians conflict/collisions along the southern footway along McDonalds drive through and crossing point has been undertaken.</p> <p>The intention is that south bound cyclists from the car park side dismount and cross on the existing 4m wide zebra crossing with pedestrians. Once on the Hatfield Galleria side the majority of pedestrians would enter the Galleria, the dismounted cyclists head north-west turning right at the natural pinch-point. As the footway widens to 4m between building and kerb line cyclists mount to join a 22m length of shared cycle/footway on front of Prezzo’s. Although this section has some localised narrowing due to advertisement boards for the McDonald’s drive through the footway widens from 4m to 5m from building to kerb. The entrance to Prezzo is flanked by two planters which will provide a buffer between those already on the shared section and pedestrians exiting Prezzo.</p> <p>In order to make it clearer to cyclist what they are required to do, it is proposed to amend the “cyclist dismount” sign to show “cyclist dismount at crossing”, to add a right turn road marking arrow after the cycle road marking at the eastern end, and add a cycleway symbol east of the crossing point.</p> <p>Drawing no WIE17416/SA/95/0002-A03 has been updated to show the revised cycleway sign plate and addition road markings.</p>

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Checked by: Steve Nuth