

Project	Martin Brower Logistics, Hill Top Road, Heywood	Document No	300662-003-01
Subject	Technical Note - Proposed Access Amendments		

Overview

Sanderson Associates Consulting Engineers has been appointed by Meller Ltd to provide highway consultancy services in relation to the access arrangements to the existing staff car park at the Martin Brower Logistics facility. The existing access arrangement has been identified as a safety concern and a review has been requested in order to enhance safety and to enable more efficient vehicular movement.

The site is located in the well-established industrial/commercial area to the south of Heywood which comprises Heywood Distribution Park and Hareshill Business Park. The car park itself serves the existing Martin Brower Logistics facility to the west. The car park location is identified in **Figure 1**.

Figure 1 – Location of car park

[GoogleMyMaps]



It should be noted that in the above satellite image, Hareshill Road is being redeveloped to create a link road. Images from Google Street View show this work is now complete. The highway works incorporate a fully signalised junction with Hill Top Road, with two lanes southbound and a right turn facility for vehicles wishing to enter Hill Top Road. This arrangement can be seen in **Figure 2**.

Figure 2 – Hill Top Road/Hareshill Road Junction

[Google Streetview]



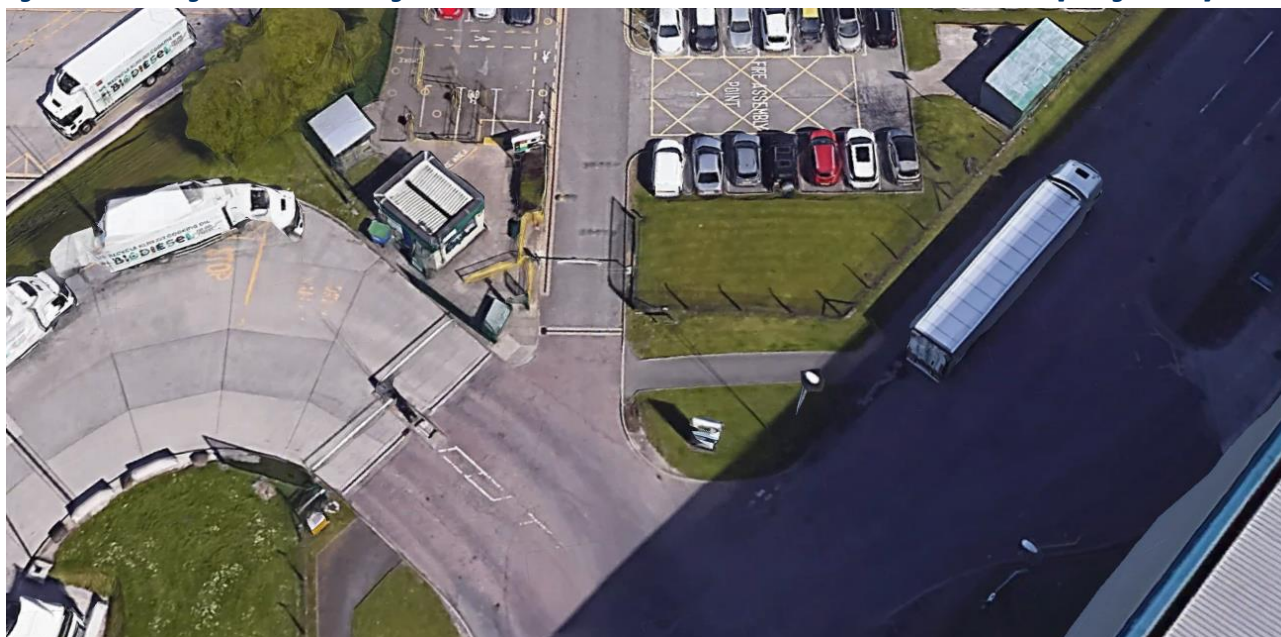
Existing Car Park Access Arrangement

The existing car park access is shown below in **Figure 3**. Currently the car park, which has a capacity of 231 spaces, is served by a single access and egress point which is some 4.5m wide and is controlled by a single barrier arm. Drivers wishing to access and egress the car park must stop at the barrier and enter an approved permit into the controller to facilitate the raising of the barrier.

This procedure has led to a situation where vehicles departing the site often attempt to pass the barrier as vehicles enter the site. When this occurs, and drivers incorrectly estimate the time they have to run the barrier, it results in collisions between the barrier arm and the vehicle attempting to depart. This is both hazardous and expensive and as a result the arrangement has been identified as a site safety concern.

Figure 3 – Existing site access arrangement

[GoogleEarth]

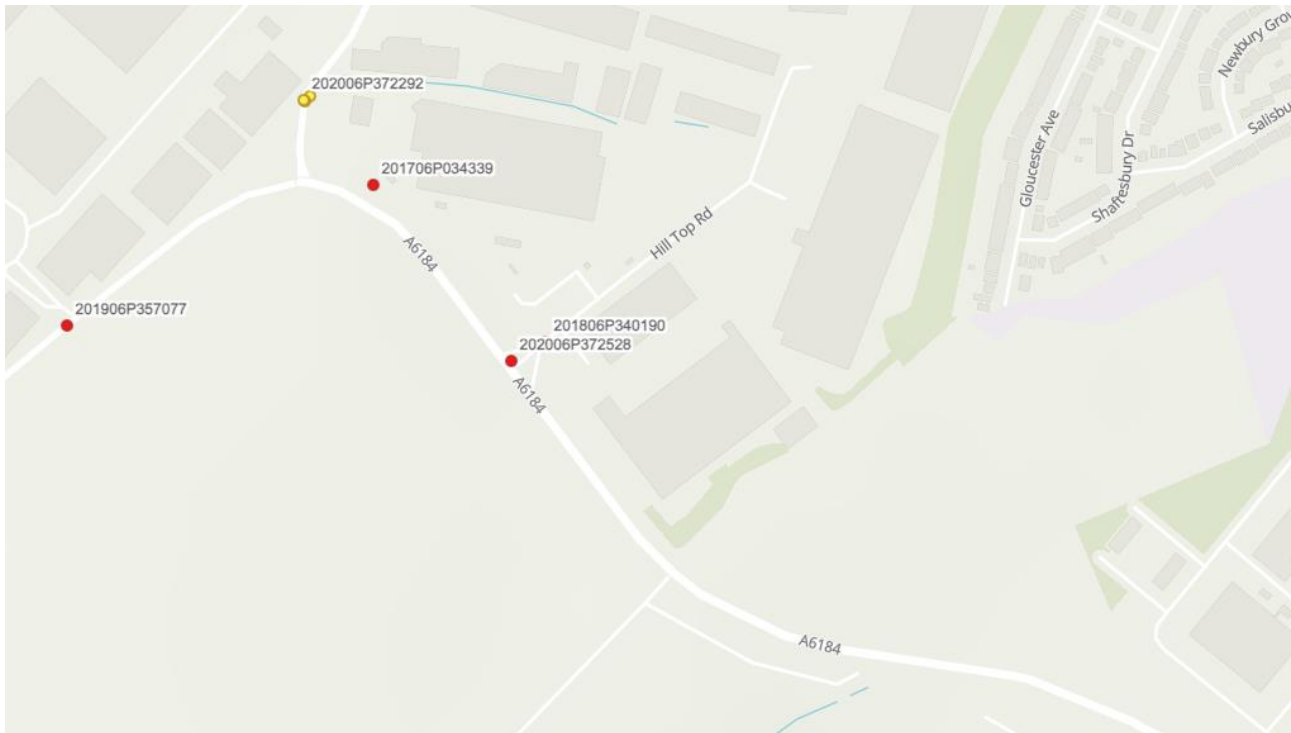


Personal injury accident data

It is normal practice to carry out an assessment of the road traffic collision data for the most recent five year period available in the vicinity of the site. **Figure 4**, below, is an extract from the Crashmap Pro database showing the location and severity of incidents recorded in the period from 2017 to 2021. However, the construction of the Hareshill Road link road has significantly altered the arrangement of the highway network in the area.

Figure 4 – Extract from Crashmap Pro

[Crashmap]



Planning application 16/01399/HYBR relates to the full consent for the construction of a new link road between Junction 19 of the M62 and Pilsworth Road, the widening of part of Pilsworth Road, together with associated junction improvements. This application was supported by a Transport Assessment (Axis ref 1962-01-TA01b) which investigated the accident history in the area at the time and concluded that the scheme “would provide some opportunities for delivering tangible highway safety benefits”. The Transport Assessment supporting

The highway improvements proposed included the signalisation of a number of junctions (now including with Hill Top Road) and provision of segregated foot / cycleways and crossings.

The Link Road and associated junctions have been subject to Road Safety Audits (RSA’s) and, therefore, have been approved from a highway safety viewpoint with further RSA’s to be carried out post-construction.

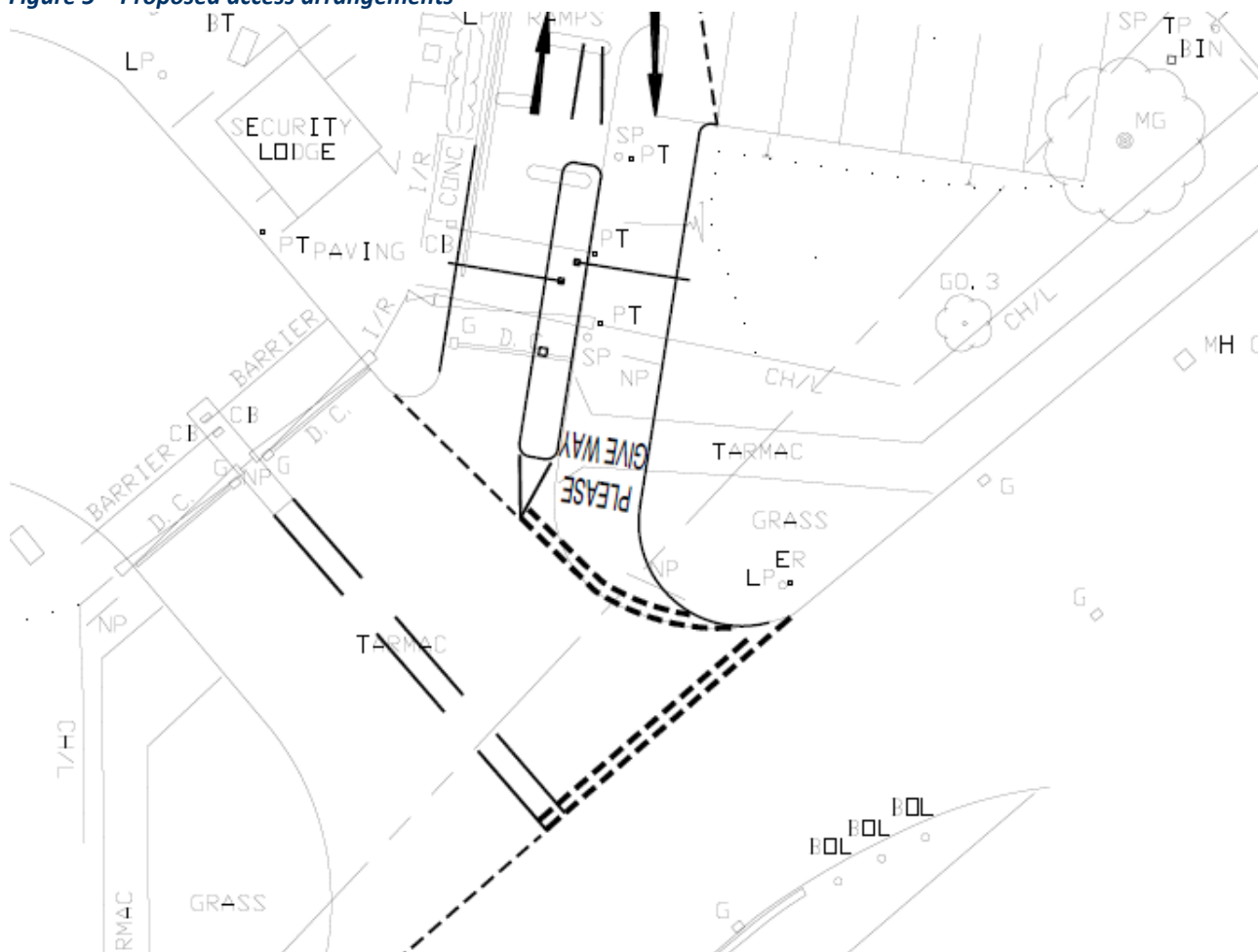
No accident data is available for the period since the link road construction works have been completed.

Proposed Access Arrangements

Having reviewed the existing arrangement in consultation with Meller Ltd and representatives of Martin Brower Logistics, Sanderson Associates, has designed an alternative access arrangement.

The proposed arrangement is detailed on Drawing 300662-004, which is attached at **Appendix A**, with an extract presented below in **Figure 5**. All the works to create this new access are contained within the confines of the Martin Brower facility and would result in the loss of a single car parking space which is not considered to be detrimental to the overall operation of the site.

Figure 5 – Proposed access arrangements



The new arrangement will create dedicated entry and exit lanes for traffic that will be separated by an island which will house two independent access control barriers. This arrangement will enable vehicles to enter through one side and depart through the other. Vehicles departing the site will give way to the main access into the site from Hill Top Road which provides HGV access to the main distribution building. The design will improve traffic flow into and out of the site and eliminate the existing safety issues with the access design.

Conclusion

It is considered that the design proposals appropriately address a clearly identified safety issue. They are not proposed to accommodate an increase in vehicular activity onto the road network, but instead will enable smoother and safer flow of existing traffic.

Acknowledgements

The Crashmap Pro Collision Analysis System v1.28 has been utilised to assess the surrounding road network

GoogleMyMaps has been used to generate figures included in this report for illustrative purposes only.

Google satellite View imagery has been used within this report for illustration purposes only. Image © 2021 Maxar Technologies. Image © 2021 CNES / Airbus.

Issue Record

Issue Status	Prepared by	Checked by	Approved by	Date
02 Final	J Burstow	K Smith	K Smith	23 August 2023

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Appendix A

300662-004 Junction Improvements

