

**Proposed Development at -
Former Greenfinch Public House, Didsbury
Stage 1 Road Safety Audit**

Prepared by



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REPORT NUMBER 2021/AP/1416

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Appendix B: Plan of items raised by this audit

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1 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit carried out relating to providing a new private shared use access road including parking bays and site access relating to a mixed use development at the former Grenfinch Pub located off Lapwing Lane, Didsbury. The audit was carried out during July 2021.

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 Duncan Carter of Axis. 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
Wed 28 th Jul 2021	11:00 – 11:30hrs	Wet / Showers	N/A

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 Departure 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 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: Throughout the scheme

SUMMARY: Insufficient manoeuvring space

It is unclear as to whether there is sufficient manoeuvring space within the site for larger vehicles such as refuse and delivery HGVs without risk of encroachment into adjacent parking bays which could result in damage or loss of control.

RECOMMENDATION

Undertake swept path analysis to determine the exact nature of the problem. If necessary the internal site geometry should be altered to allow for sufficient manoeuvring space for all types of likely visiting vehicles.

3.2 Non Motorised Road User Provision

3.2.1 PROBLEM

LOCATION: Throughout the scheme

SUMMARY: Risk of pedestrian conflicts

Concern is expressed that due to the mixed-use nature of the development site that drivers who are visiting the proposed office elements may not sufficiently appreciate the part-residential nature of the site and as such may not be expecting pedestrians or children playing in particular to be within the trafficked areas increasing the risk of vehicle to pedestrian conflicts.

RECOMMENDATION

Additional measures should be provided to make it clear to drivers entering the site of the part residential nature of the site. For example through the use of surface materials which are conducive to a residential scheme.

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

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:

29/07/21

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:

29/07/21

APPENDIX A

DRAWINGS AND DOCUMENTS PROVIDED

DRAWING NUMBER OR REFERENCE	TITLE	DATE
	RSA1 Brief	20/07/21
AXI-100 rev 3.00	Site Plan and House Types as Proposed	08/06/21

APPENDIX B

PLAN OF ITEMS RAISED BY THIS AUDIT



01 PROPOSED SITE PLAN
SCALE: 1:200@A1
PLAN

NOTES
DO NOT SCALE FROM THIS DRAWING.
ALL DIMENSIONS TO BE CHECKED ON SITE.
DRAWINGS HAVE BEEN PREPARED FOR LOCAL AUTHORITY & PLANNING PURPOSES ONLY.
COPYRIGHT PROTECTED.

FOR PLANNING
DO NOT USE FOR CONSTRUCTION

CONSULTANT REFERENCES IN DRAWING:

STRUCTURAL - REFERENCE

GENERAL NOTES:

THE CONTRACTOR IS NOT TO SCALE FROM THIS DRAWING BUT FOLLOW THE WRITTEN FINISHED DIMENSIONS. ANY DISCREPANCIES BETWEEN THE DRAWING AND THE OTHER CONTRACT DOCUMENTS OR ANY DISCREPANCIES WITHIN A DRAWING OR BETWEEN DRAWINGS MUST BE REPORTED IMMEDIATELY TO THE ARCHITECT.

THE CONTRACTOR IS TO VERIFY THE SITE PRIOR TO TENDERS AND IS RESPONSIBLE FOR STRIPPING OUT IN ACCORDANCE WITH THE DRAWINGS ENSURING THAT THE WORK IS UNDERTAKEN SAFELY.

THE CONTRACTOR WILL BE RESPONSIBLE FOR THE SETTING OUT OF THE WORKS. CONTRACTOR IS TO ALLOW FOR ALL FIRE STOPPING THROUGH WALLS, CEILINGS AND FLOORS.

THE ELECTRICAL INSTALLATION IS TO BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE IEE REGULATIONS AND ALL CABLES TO BE Laid.

THE CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION SERVICES INCLUDING: LOADINGS, CABLE AND WIRING ROUTES AND WIRING / CABLE SIGNALS AND STOPPING. ALL CABLES MUST BE CONDUIT AND OTHER SERVICES ARE TO BE EXPOSED BELOW SLAB / CEILING.

ANY NEW PROPOSAL IS INDICATED ONLY AND THE SPECIALIST CONTRACTOR IS TO BE RESPONSIBLE FOR THE DETAIL DESIGN & ALL SWITCH / SOCKET CABLES TO COMPLY WITH CLIENT'S STANDARD SPECIFICATION. ANY SOCKETS IN RETAIL AREA TO BE FINISHED BRASS / STAINLESS STEEL.

NOTE - ALL EXISTING FIRE RESISTING ENCLOSURES TO SERVICE RISERS TO BE MAINTAINED OR RE-ENGINEERED WHERE DETECTED. NEW AND EXISTING CABLES, FIRE LAMP CABLE TRAYS, THROUGH FIRE RESISTING CONSTRUCTION TO BE DISCREETLY FIRE STOPPED. NEW AND EXISTING THROUGH FIRE RESISTING CONSTRUCTION TO BE DISCREETLY FIRE STOPPED.

ANY WALL, CEILING (UNLESS TO BE EUROCLASS A CLASS 0 EQUIVALENT). CONTRACTOR AND SUPPLIERS OF SPECIALIST EQUIPMENT TO ENSURE ALL TRIMMER MATERIALS ARE TREATED WITH FIRE RETARDANT FINISH TO ACHIEVE CLASS 0 RATING. MUST TO BE ACHIEVED CLASS 0 RATING.

CONTRACTOR AND SUPPLIERS OF SPECIALIST EQUIPMENT TO PROVIDE FIRE RATING CERTIFICATES FOR ALL SPECIALIST LAMINATES AND LAMINATES TO BE USED FOR WORK APPROVAL.

ALL PARTS TO BE WATER BASED. ALL DIMENSIONS TO BE CHECKED ON SITE PRIOR TO ANY MANUFACTURE OR CONSTRUCTION OF EQUIPMENT, FINISH, SIGNAGE ETC.

Scale 1:200
0 2 4 6 8 10m

REFER TO LANDSCAPING DRAWING 605.01 FOR PLANTING SPECIFICATION AND DETAILS

1:200 (MUTUAL)	ISSUED FOR PLANNING	ARB	FW
REV	DATE	DESCRIPTION	DRAWN
A X I			
ADDRESS		41 SOUTH KING STREET, MANCHESTER, M2 7BB	
TELEPHONE		+44 (0)161 879 7707	
FAX		+44 (0)161 879 7707	
COMPANY No		12345678	
CLIENT			
ANCHORBRIDGE DEVELOPMENTS			
PROJECT			
SUMMERHILL LAPWING LANE, DIDSBURY, MANCHESTER			
DRAWING REFERENCE			
SITE PLAN AND HOUSE TYPES AS PROPOSED			
PROJECT REFERENCE			
20-040 1:200@A1 04/06/20 ARB FW			
DRAWING No			
AXI - 100			
STAGE			
3 00			