SELCO TRADE CENTRES LTD



PROPOSED VEHICULAR ACCESS
A57 HYDE ROAD ARDWICK MANCHESTER

Planning Application Submission
Transport Access Statement

June 2010

TPi

THE TRANSPORTATION CONSULTANCY

SELCO TRADE CENTRES LTD

PROPOSED VEHICULAR ACCESS
A57 HYDE ROAD ARDWICK MANCHESTER

PLANNING APPLICATION SUBMISSION
TRANSPORT ACCESS STATEMENT

June 2010

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PROPOSED VEHICULAR ACCESS
A57 HYDE ROAD ARDWICK MANCHESTER

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1.0 INTRODUCTION

Background

1.1 Transportation Planning (international) Ltd (TPi) have been commissioned by Selco ("Selco Trade Centres Ltd") to lodge a planning application and accompanying Transport Access Statement for the creation of a new vehicular access locate on the A56 Hyde Road, Ardwick, Manchester to serve an existing Builders Warehouse operated by Selco.

Selco

1.2 Selco is the original Builders Warehouse, successfully serving the building trade since 1938. Selco are the UK's fastest growing builders merchant, with a network of trade only self select warehouses throughout England and Wales.

1.3 The opening times of each store reflect the needs of the trade. The Selco builders warehouse located at Ardwick (the subject site of this planning application) has the following opening times:

- 07:00 – 17:00 Monday – Friday
- 08:00 – 16:00 Saturday
- Closed Sunday
- 09:00 – 15:00 Bank Holidays

Selco Ardwick

1.4 The Selco builders warehouse at Ardwick is accessed from Apsley Grove, Ardwick. To the north the site is bordered by the A57 Hyde Road. To the south the site is bordered by the A6 Stockport Road. Figure 1 shows the site in its local context relative to the highway network.

1.5 Vehicular and pedestrian access to the existing Selco is from Apsley Grove.

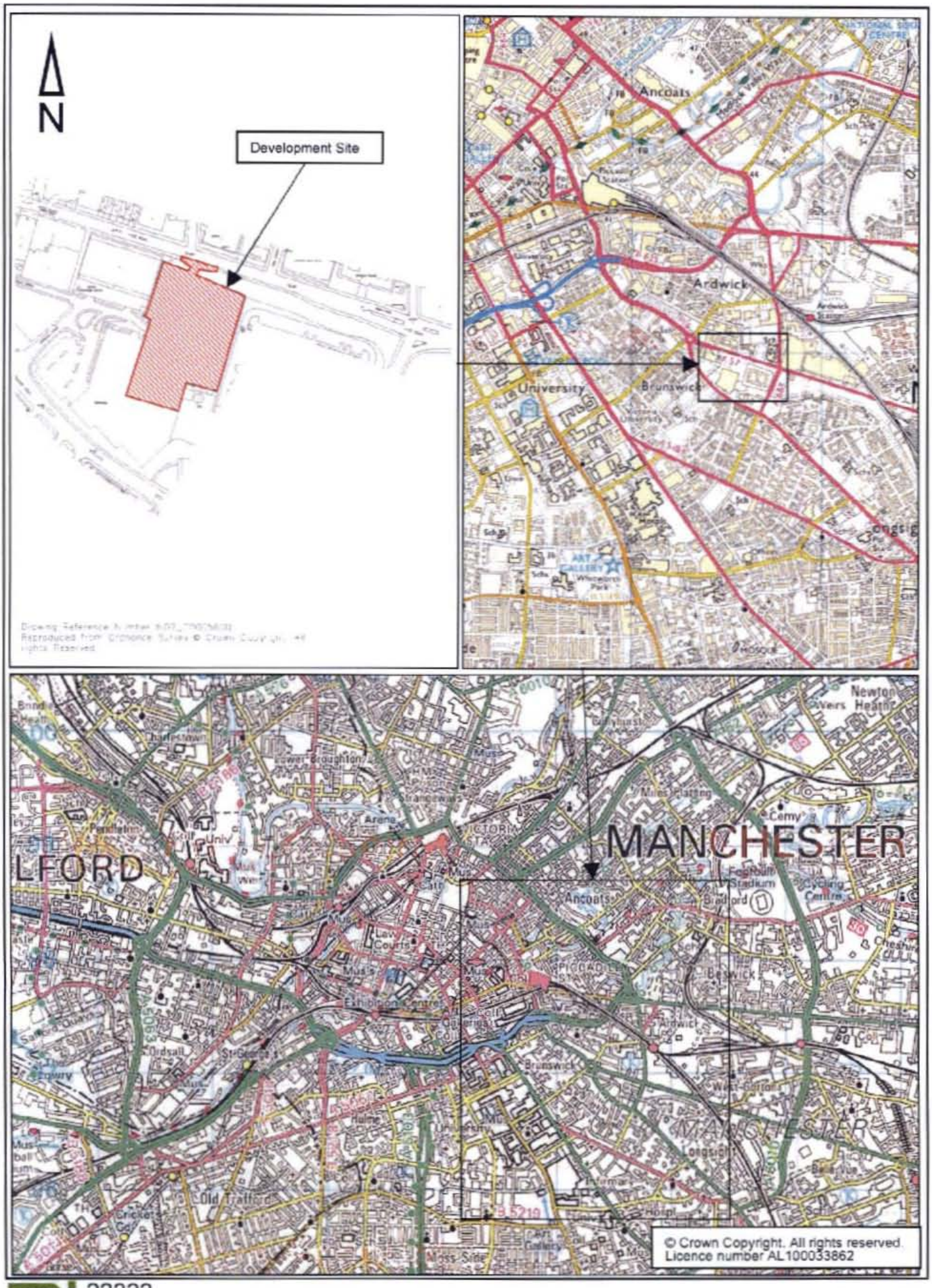
1.6 The site offers a parking provision for 103 vehicles comprising 96 car / van parking spaces and 6 disabled parking spaces.

1.7 Deliveries to the site are from Apsley Grove. The site affords heavy goods vehicle standing and manoeuvring space.

1.8 Whilst the existing builders warehouse has a road frontage with the A57 Hyde Road and the A6 Stockport Road the store is significantly underperforming in terms of transactions in comparison to other Manchester based and national Selco builders warehouses. The scale of under performance is having a negative impact on the viability of the store and the provision of a service to the local construction industry.

1.9 It has been identified that customer accessibility to the store is problematical. Potential customers travelling by vehicle along the A57 Hyde Road whilst they are able to view the Selco builders warehouse they are unable to visually recognise the means of vehicular access to the store. Matters are further exacerbated in that the A57 Hyde Road / Devonshire Street / Devonshire Street North traffic signal control intersection where movements are restricted. As the road environment does not offer a 'self-explaining' road system potential customers are avoiding the premises.

1.10 In order to respond to the objective of increasing the viability of Selco builders warehouse it is proposed that a new access will be created providing a link between the store and the A57 Hyde Road; the particulars of which are subject of this planning application.



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General Site Location

Figure 1.0

2.0 DEVELOPMENT PARTICULARS

Development

2.1 The development proposals comprise the following:

- Creation of a link road (to local highway authority adoptable standards) between the A57 Hyde Road and the existing Selco builders warehouse car park. The link road is to be created utilising land under the applicant's control and adopted highway.

- The link road will function as a LEFT SLIP only from the A57 Hyde Road.

- Associated preventative measures will be incorporated within the design to a) prevent access from the site into Hyde Road and b) right turning movements from Hyde Road into the car park.

- Deliveries to the site will be unaffected as existing access and egress arrangements from Apsley Grove will be retained. In order to prevent heavy goods vehicles from accessing the site directly from the A57 Hyde Road a 7.5t weight restriction is proposed. To complement the weight restriction the operational management of the premises will ensure that all heavy goods vehicle deliveries and collection will take place under existing arrangements from Apsley Grove. In addition the Selco website will be updated to inform heavy goods vehicle drivers accessing the store to utilise Apsley Grove.

- The creation of the access will require the removal of an existing section of High Weld-Mesh Fence and existing vegetation located within the application boundary. The High Weld-Mesh Fence will be replaced by a security gate that will open inwards into the site.

- Two existing car parking spaces will be removed to a) enable the retraction of the proposed security gate and b) to enhance inter-visibility between vehicles accessing the site and vehicles reversing from the car parking bays.

- The formation of the new access will be subject to detailed design to be agreed and approved with the local highway authority under Highways Act – Section 278. In

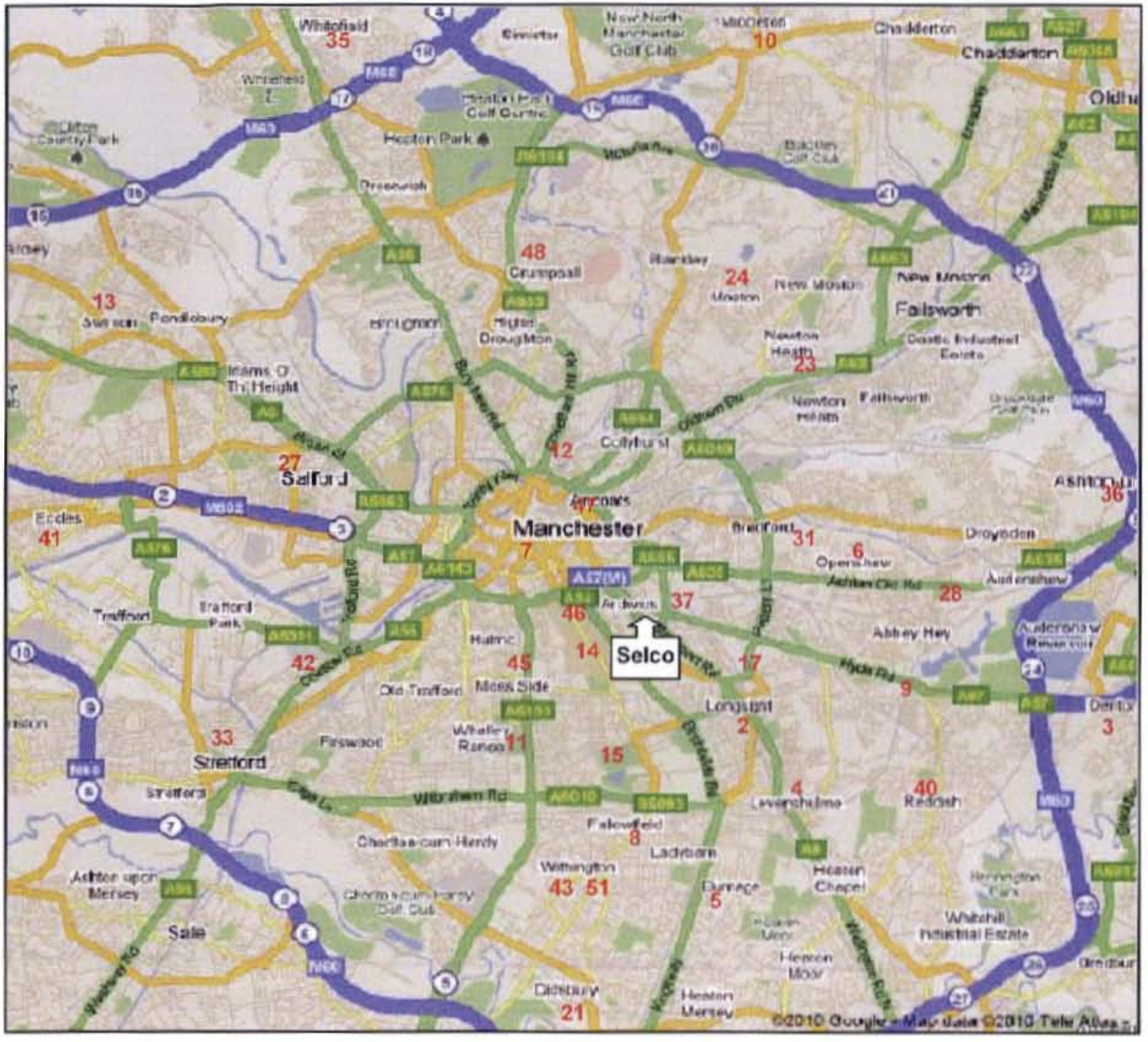
addition the formation of the access will be subject to any appropriate planning conditions.

2.2 The planning application proposals are detailed on the planning application submission drawings numbered 22333_1A as shown in Appendix A.

Figures 2, 3 and 4

Customer origin and destinations

Location Identification Number	Location
1.	Stockport
2.	Longsight
3.	Denton
4.	Levenshulme
5.	Burnage
6.	Openshaw
7.	Manchester City Centre
8.	Fallowfield
9.	Gorton
10.	Middleton
11.	Whalley Range
12.	Beswick
13.	Swinton
14.	Manchester University
15.	Rusholme
16.	Hyde
17.	Redgate lane Manchester
18.	Hazel Grove
19.	Alderley Edge
20.	Cheadle
21.	Digsbury
22.	Bury
23.	Warden
24.	Moston
25.	Leeds
26.	Liverpool
27.	Salford
28.	Regdate Lane Manchester
29.	Ashton Old/New Road Manchester
30.	Sandbach
31.	Clayton Manchester
32.	Wythenshawe
33.	Victoria Park Manchester
34.	Drayton
35.	Whitefield
36.	Ashton-under-Lyne
37.	Ardwick
38.	Gatley
39.	Macclesfield
40.	Reddish
41.	Eccles
42.	Old Trafford
43.	Westcott Avenue
44.	Moss Side
45.	Oxford Road Manchester
46.	Chester
47.	Ancoats
48.	Crumpsall
49.	Altrincham
50.	Hale
51.	Withington
52.	Leven Grove (Derwen Blackburn)



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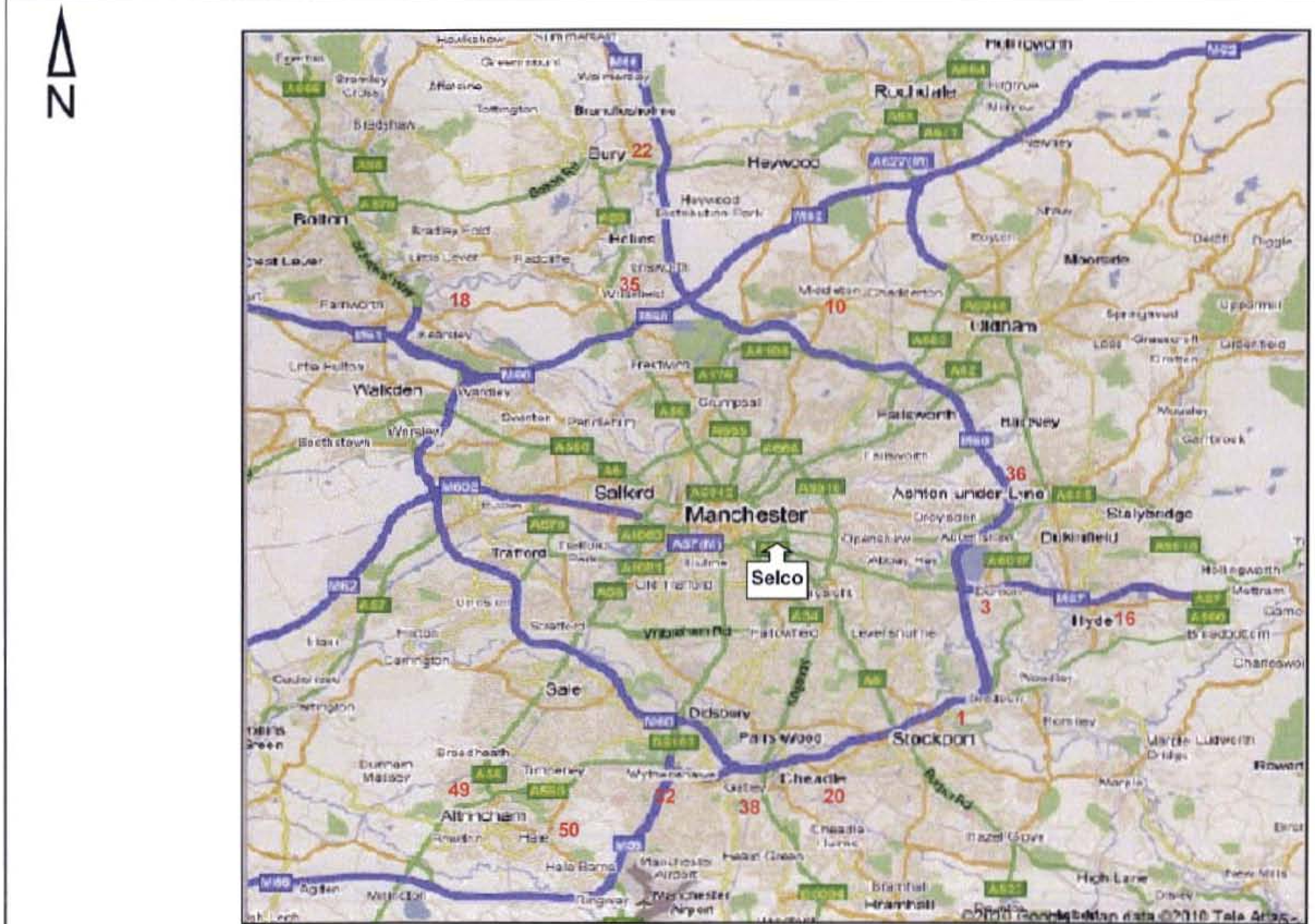
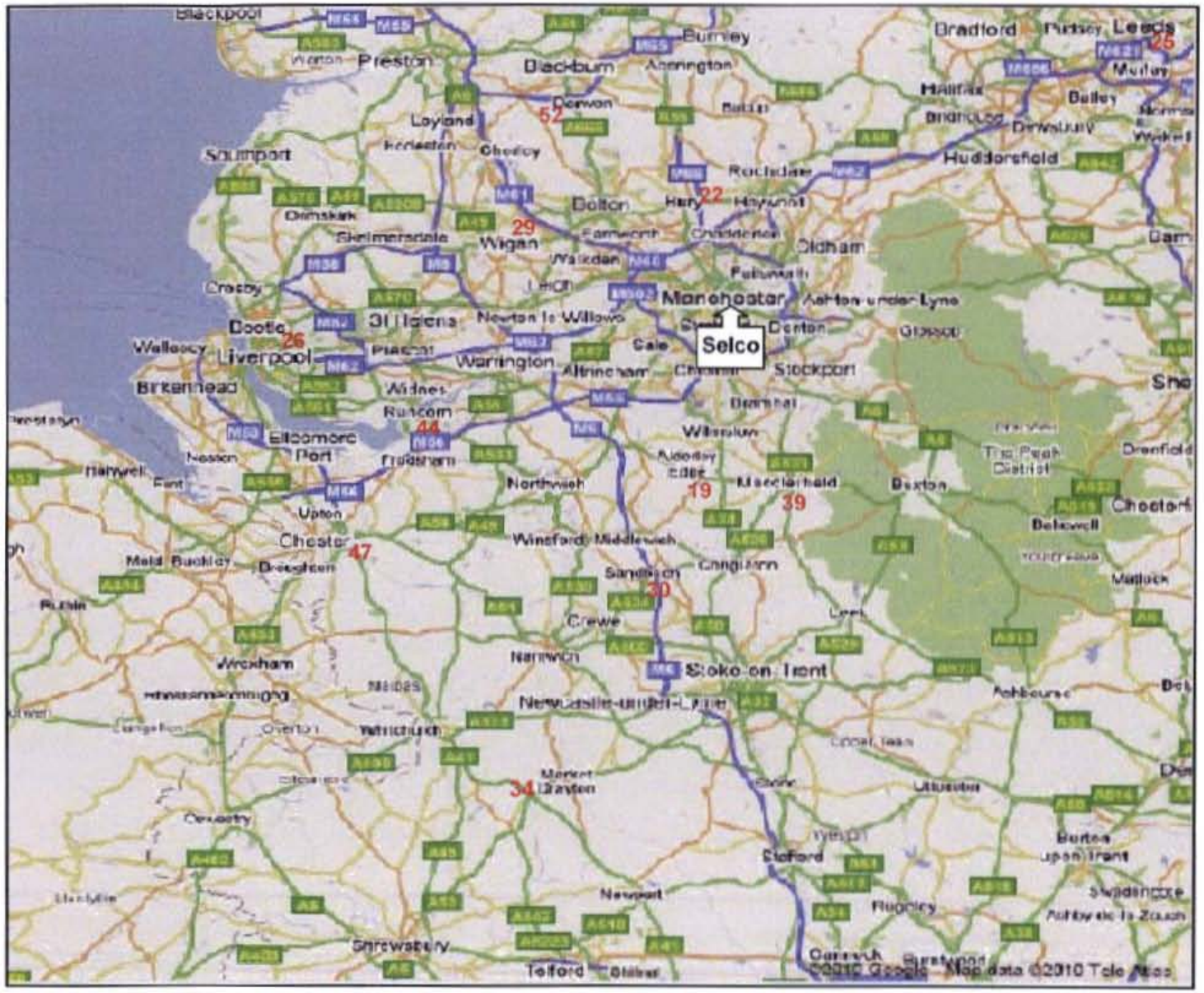
Customer Origin & Destination Locations 1 of 3

Figure 2.0



Customer Origin & Destination Locations 2 of 3

Figure 3.0



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Customer Origin & Destination Locations 3 of 3

Figure 4.0

3.0 PRE-APPLICATION DISCUSSIONS

Pre- Application Discussions

3.1 Pre-application discussions have taken place with officers from Manchester City Council.

Local Highway Authority

3.2 Pre-application discussions have taken place with the local highway authority and are summarised as follows:

- The local highway authority did not wish to raise any objections in principle to the formation of a LEFT IN only subject to detail and the provision of specific information.

- The design of the access should incorporate measures to ensure that vehicle users are prevented from using the new link road as an exit route from the site to Hyde Road.

- The design of the access should incorporate measures to ensure that vehicle users are prevented from undertaking a right turn manoeuvre from the A57 Hyde Road onto the link road.

- The proposed design of the link road should give due regard to pedestrian activity along the A57 Hyde Road in terms of minimising the width of crossing points.

- A Road Safety Audit should be carried out on the proposed scheme.

- Information regarding car parking accumulation should be submitted in order to assess in the event that the proposed access results in a loss of spaces that the car park will retain an adequate level of supply to meet demand.

- Information regarding the origin – destination of customers should be submitted to inform the local highway authority of the likely use of the new link road. Initially discussions focused on the undertaking the surveys on a weekday and Saturday. However, following discussions with Selco due to the nature of the business, store opening times and the customer base (trade only) that a Saturday was not

representative of peak store demand. The origin – destination survey was therefore undertaken on the busiest weekday.

- No request was made by the local highway authority requiring the preparation of a Transport Assessment.

- The implementation of the scheme will be subject to Highways Act – Section 278.

Development Control – Planning Enforcement

3.4 Pre-application discussions have taken place with Development Control – Planning Enforcement (DC-PE) on the specific issue whether there are any Tree Preservation Orders within the vicinity of the site. DC-PE confirmed that there are no Tree Preservation Orders in the area.

3.5 This information was sought primarily to establish if existing trees in the adopted highway verge on the A57 Hyde Road were protected.

Transport Statement

3.6 Based on pre-application discussions this Transport Statement has been produced to inform the Council of the development proposals.

4.0 SITE SURVEYS

Customer Origin – Destination Survey

4.1 A customer survey was undertaken 18 May 2010 to establish origin – destination. The survey comprised a sample size over 100 which is considered by academia to represent a standard sample size to produce confident results. The results of the survey are summarised in Table 4.1.

Journey Origin	via	Journey Destination	Number of Journeys
Longsite	Selco Ardwick	Longsite	13
City Centre	Selco Ardwick	City Centre	11
Denton	Selco Ardwick	Cheadle	1
Stockport	Selco Ardwick	Stockport	2
Levenshulme	Selco Ardwick	Longsite	1
Stockport	Selco Ardwick	City Centre	2
Burnage	Selco Ardwick	Alderley Edge	1
Openshaw	Selco Ardwick	Didsbury	2
Fallowfield	Selco Ardwick	City Centre	2
High Access	Selco Ardwick	Warden	1
Hale	Selco Ardwick	City Centre	1
Gorton	Selco Ardwick	Gorton	7
Middleton	Selco Ardwick	City Centre	1
Whalley Range	Selco Ardwick	Whalley Range	2
Levenhulme	Selco Ardwick	Bury	1
Swinton	Selco Ardwick	Digsbury	1
Openshaw	Selco Ardwick	Openshaw	1
Chester Road (City)	Selco Ardwick	Gorton	1
Fallowfield	Selco Ardwick	Fallowfield	1
Middleton	Selco Ardwick	Ardwick	1
Manchester University	Selco Ardwick	Manchester University	1
Beswick	Selco Ardwick	Beswick	1
Altrincham	Selco Ardwick	City Centre	1
Openshaw	Selco Ardwick	Stretford	1
Chitter Hill Mill	Selco Ardwick	Moston	1
Gorton	Selco Ardwick	Middleton	1

City Centre	Selco Ardwick	Leeds	1
Rusholme	Selco Ardwick	City Centre	1
City Centre	Selco Ardwick	Gorton	1
Hyde	Selco Ardwick	Gorton	1
Gorton	Selco Ardwick	Salford	1
City Centre	Selco Ardwick	Longsite	1
Redgate Lane	Selco Ardwick	Redgate Lane	1
Hazel Grove	Selco Ardwick	Withington	1
Ashington Rd Manchester	Selco Ardwick	Ashington Rd Manchester	1
Ashton under Lyme	Selco Ardwick	Ashton under Lyme	2
Bentham Towers	Selco Ardwick	Bentham Towers	1
Denton	Selco Ardwick	Denton	1
Wigan	Selco Ardwick	Wigan	1
Sandbach	Selco Ardwick	Sandbach	1
Clayton Manchester	Selco Ardwick	Clayton Manchester	2
Wythenshawe	Selco Ardwick	Wythenshawe	1
Victoria Park Manchester	Selco Ardwick	Burnage	2
Grove Estate	Selco Ardwick	Grove Estate	1
Drayton	Selco Ardwick	Drayton	1
Whitefield	Selco Ardwick	Whitefield	1
Ancoats	Selco Ardwick	Ancoats	1
Ardwick	Selco Ardwick	Ardwick	2
Wigan	Selco Ardwick	Longsite	1
Chorlton	Selco Ardwick	Crumpsall	1
Drayton	Selco Ardwick	Bury	1
Levenshulme	Selco Ardwick	Levenshulme	2
Birmingham	Selco Ardwick	Birmingham	1
Gatley	Selco Ardwick	Gatley	1
Macclesfield	Selco Ardwick	Hale	1
Hyde	Selco Ardwick	Hyde	1
Liverpool	Selco Ardwick	Liverpool	2
Reddish	Selco Ardwick	Reddish	1
Eccles	Selco Ardwick	Stockport	1
Trafford	Selco Ardwick	Trafford	2
Westcotte Ave. Manchester	Selco Ardwick	Westcotte Ave. Manchester	1
Stockport	Selco Ardwick	Stockport	2
Rusholme	Selco Ardwick	Rusholme	2

Runcorn	Selco Ardwick	Runcorn	1
Burnage	Selco Ardwick	Burnage	2
Moss Side	Selco Ardwick	Middleton	1
Longsite	Selco Ardwick	Burnage	1
Moss Side	Selco Ardwick	City Centre	1
City Centre	Selco Ardwick	Salford	1
Oxford Rd Manchester	Selco Ardwick	Oxford Rd Manchester	1
Chorlton	Selco Ardwick	Chorlton	1
Chester	Selco Ardwick	Chester	1

Table 4.1 Customer Origin – Destination.

4.2 Figures 2 - 4 show the customer origin and destination locations relative to the existing Selco builders warehouse. From Figures 2 – 4 and the available route choices it is considered that approximately 70% of customers have an origin and or destination to the east of the site thereby requiring use of either the A57 Hyde Road and or A6 Stockport Road.

Car Parking Survey

4.3 Car parking surveys we undertaken on two weekdays between the hours of opening and closing. Table 4.2 summarises the weekday parking undertaken on 18 May 2010. Table 4.3 provides a brief summary of the car parking survey undertaken on 20 May 2010.

Time Period	Parking Accumulation at start of period (a)	Vehicle Arrivals (b)	Maximum Car Park Demand Potential (a + b)	Vehicle Departures (c)	Parking Accumulation at end of period (a + b) - c
07:00 – 07:30	0	14	14	1	13
07:30 – 08:00	13	11	24	3	21
08:00 – 08:30	21	4	25	2	23
08:30 – 09:00	23	5	28	4	24
09:00 – 09:30	24	10	34	9	25

09:30 – 10:00	25	10	35	12	23
10:00 – 10:30	23	10	33	6	27
10:30 – 11:00	27	9	36	10	26
11:00 – 11:30	26	14	**40 (Peak)**	13	27
11:30 – 12:00	27	12	39	13	26
12:00 – 12:30	26	12	38	10	28
12:30 – 13:00	28	9	37	15	22
13:00 – 13:30	22	7	29	8	21
13:30 – 14:00	21	7	28	7	21
14:00 – 14:30	21	8	29	11	18
14:30 – 15:00	18	10	28	10	18
15:00 – 15:30	18	7	25	7	18
15:30 – 16:00	18	3	21	10	11
16:00 – 16:30	11	6	17	5	12
16:30 – 17:00	12	1	13	7	6
Total		**169**		**163**	

Table 4.2 Car Parking Accumulation 18 May 2010

Time	Parking Accumulation
08:30	21
09:00	25
09:30	26
10:00	24
10:30	23
11:00	23
11:30	25
12:00	30
12:30	24
13:00	22
13:30	18
14:00	20
14:30	19
15:00	15
15:30	7
16:00	5
16:30	5

Table 4.3 Car Parking Accumulation 20 May 2010

4.4 From the car parking accumulation surveys it is concluded that the existing car park peak demand is 40 car parking spaces based. In seeking to increase the vitality of the store the objective is to generate an average of 250 daily transactions representing a 60% increase in turnover over the existing daily average transaction turnover (150 transactions). Assuming that the existing peak car parking demand 40 spaces represents 150 daily transactions, 250 transactions would equate to 64 car parking spaces.

4.5 It is considered that as the proposal will retain 94 car / van parking spaces the loss of two car / van parking spaces will not affect the necessary level of demand for the Selco builders warehouse.

5.0 HIGHWAY IMPACT

Customer Origin – Destination Traffic Assignment

5.1 With reference to Section 4 the results of the customer origin-destination survey reveals that approximately 70% of origin and destinations are located to the east of the site. It is assumed that this traffic is already on the network utilising either the A57 Hyde Road and or A6 Stockport Road in order to access the site.

Traffic Attracted by New Link Road

5.2 With reference to Table 4.2 based on observations the existing Selco builders warehouse generates the following levels of traffic:

Total daily arrivals (07:00 – 17:00):	169 vehicles
Total daily departures (07:00 – 17:00):	163 vehicles

5.3 Assuming a worse case scenario that 70% (based on customer trip origin and destination) of all arrivals will utilise the A57 Hyde Road a total of 118 vehicles (daily) would be reassigned from Hyde Road onto the proposed link road.

5.4 Assuming a 60% growth in development traffic to the Selco builders warehouse this would equate to 270 daily arrivals and 260 daily departures. The baseline development traffic flows used to derive the 60% growth in development traffic are summarised in paragraph 5.2.

5.5 It is understood that the predicted traffic generations are in accordance with the authorised land use.

5.6 The distribution of vehicle departures is would be unaffected.

6.0 ROAD SAFETY

Road Safety Audit

6.1 An independent Road Safety Audit under terms of reference Highways Agency DMRB HD 19/03 has been undertaken for the proposed new link road. A copy of the road safety audit report given in Appendix B.

6.2 The design organization has reviewed the recommendations listed in the report and has modified the design of the access accordingly. The main recommendations are summarised as follow:

Recommendation

Existing vegetation should be removed or if retained should be cut back to provide adequate inter-visibility between vehicles accessing the site and vehicles manoeuvring within the central car park aisle.

Designer's Response

The recommendation is accepted. Existing vegetation will be trimmed / pruned accordingly. In addition one car parking will be removed at either side of the existing car park aisle immediately adjacent to the boundary.

Recommendation

The design should ensure that the pedestrian desire line does not result in any conflict with the lighting column. In addition the design of the footway should ensure that the location of the lighting column centrally within the footway should be avoided.

Designer's Response

The design has been amended accordingly with the realignment of the tactile paving and tapering of the widened footway to avoid pedestrians walking into the existing lighting column.

Recommendation

Arrow road markings complemented by EXIT road markings should be laid on the car park aisles informing motorists of the exist route. In addition NO EXIT road marking should be laid at the interface between the car park and new link road.

Designer's Response

Recommendation accepted and details will be incorporated into the design during detailed design stage,

Recommendation

Vehicle speed restraining measures should be provided on the new link road.

Designer's Response

Recommendation accepted. Speed restraint measures will be incorporated under detailed design and as part of the Highways Act 1980 – Section 278 process.

Recommendation

The specification for the gates should ensure design integrity. In addition the design of the gates should be installed to allow the gates to open inwards, only, into the car park.

Designer's Response

Recommendation accepted. An appropriate gate will be installed that opens inwards into the site.

Recommendation

A pedestrian link should be established along the flank of the proposed new link road. Alternatively, as pedestrian access routes currently provide access to the site the proposed new link road should be designed in a manner that discourages pedestrians to walk along the new link road into the Selco car park.

Designer's Response

Recommendation not accepted.

Reasons:

- It is unlikely that customers will enter the premises as pedestrians.
- All staff use cars to access the site and will be instructed not to use the new link as a pedestrian access.
- The link road will form an access to a private development that does not provide a service for the general public.
- An existing pedestrian access runs along the western boundary of the site leading to the main entrance.

Recommendation

The design of the new link road should be to local highway authority design standard specification in terms of pavement construction, drainage and profiles.

Designer's Response

Recommendation accepted. All detailed design aspects to be agreed under the Highways Act 1980 – Section 278 agreement.

Recommendation

Inter-visibility is to be improved by ensuring that the canopy of the tree does not obstruct the inter-visibility between vehicles on the new link road and vehicles approaching the new link road from the east. The tree should be pruned accordingly.

Designer's Response

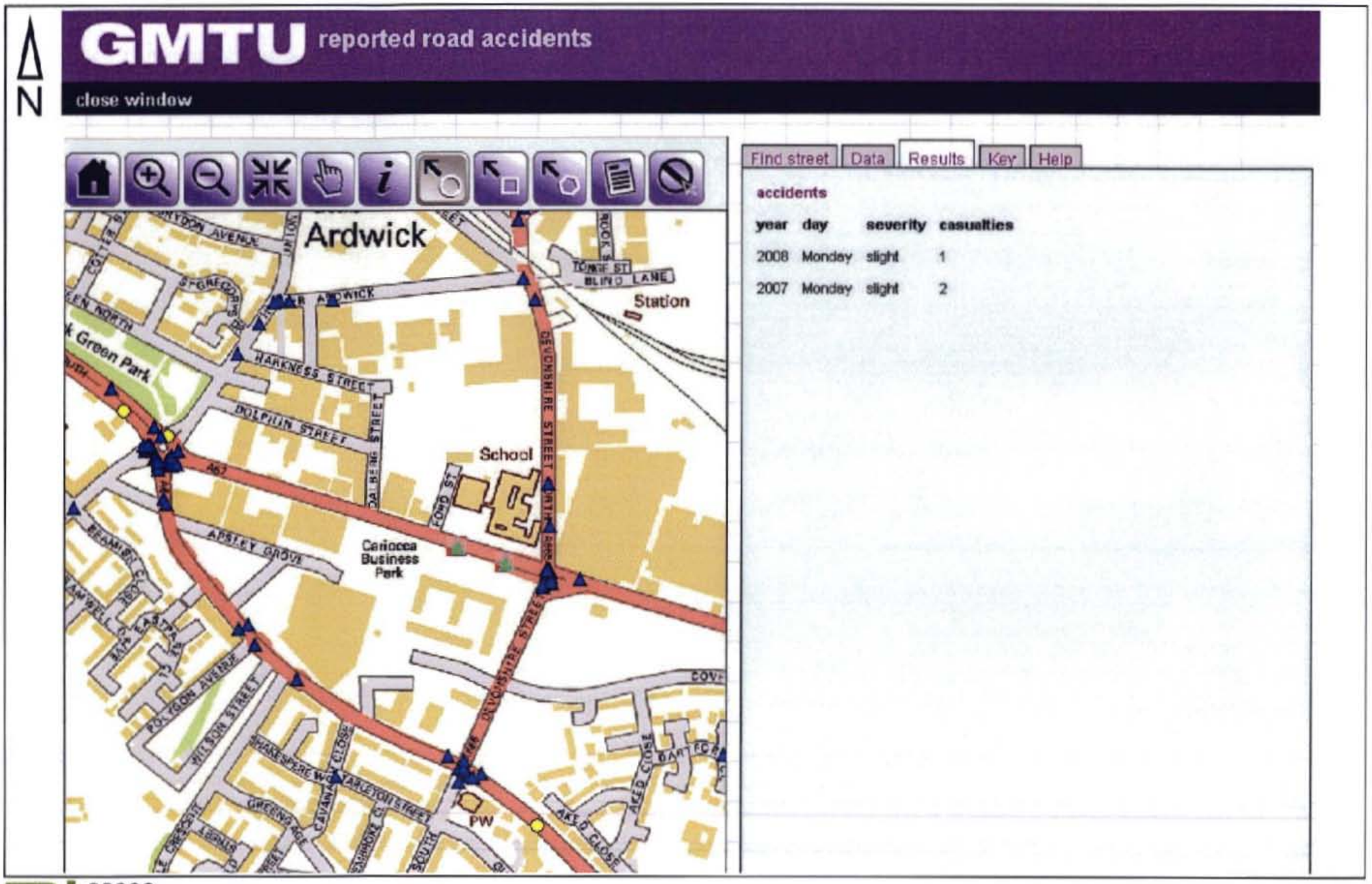
Recommendation accepted. However, as the existing tree already causes an obstruction when in full foliage discussions will need to take place with the local highway authority regarding obligations and responsibilities in the maintenance of the tree.

Accident Records

6.3 Accident data for the period 2005 – 2010 has been obtained from the Greater Manchester Transport Unit. Figure 5 summarises the personal injury accident locations and accident severities.

Road Safety General

6.4 Taking into account the recommendations of the road safety audit and the level of traffic generation on the new link road that the new link road will operate in a safe manner.



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Accident Locations

Figure 5.0

7.0 SUMMARY & CONCLUSIONS

Summary

7.1 The submitted planning application seeks to create a new link road from the A57 to an existing Selco builders warehouse. The objective in creating the new access is to increase the viability of the existing Selco builders warehouse.

7.2 The proposed new link will function as a LEFT IN only from the A57 Hyde Road. Preventative measures have been incorporated within the design to ensure that the link road is used as a LEFT IN only.

7.3 A Road Safety Audit under Highways Agency DMRB Standard HD 19/03 has been undertaken. The proposed design of the access has been amended accordingly to address concerns raised within the road safety audit report.

7.4 Customer origin – destination and car parking surveys have been carried out as requested by the local highway authority. The survey results show that the creation of the new access is unlikely to result in any significant impact on the operational efficiency and safety of the highway network.

7.5 The formation of the new access road will require the removal of two car parking spaces. Car parking surveys have been carried out with the results demonstrating that the car park will retain an appropriate level of supply relative to demand.

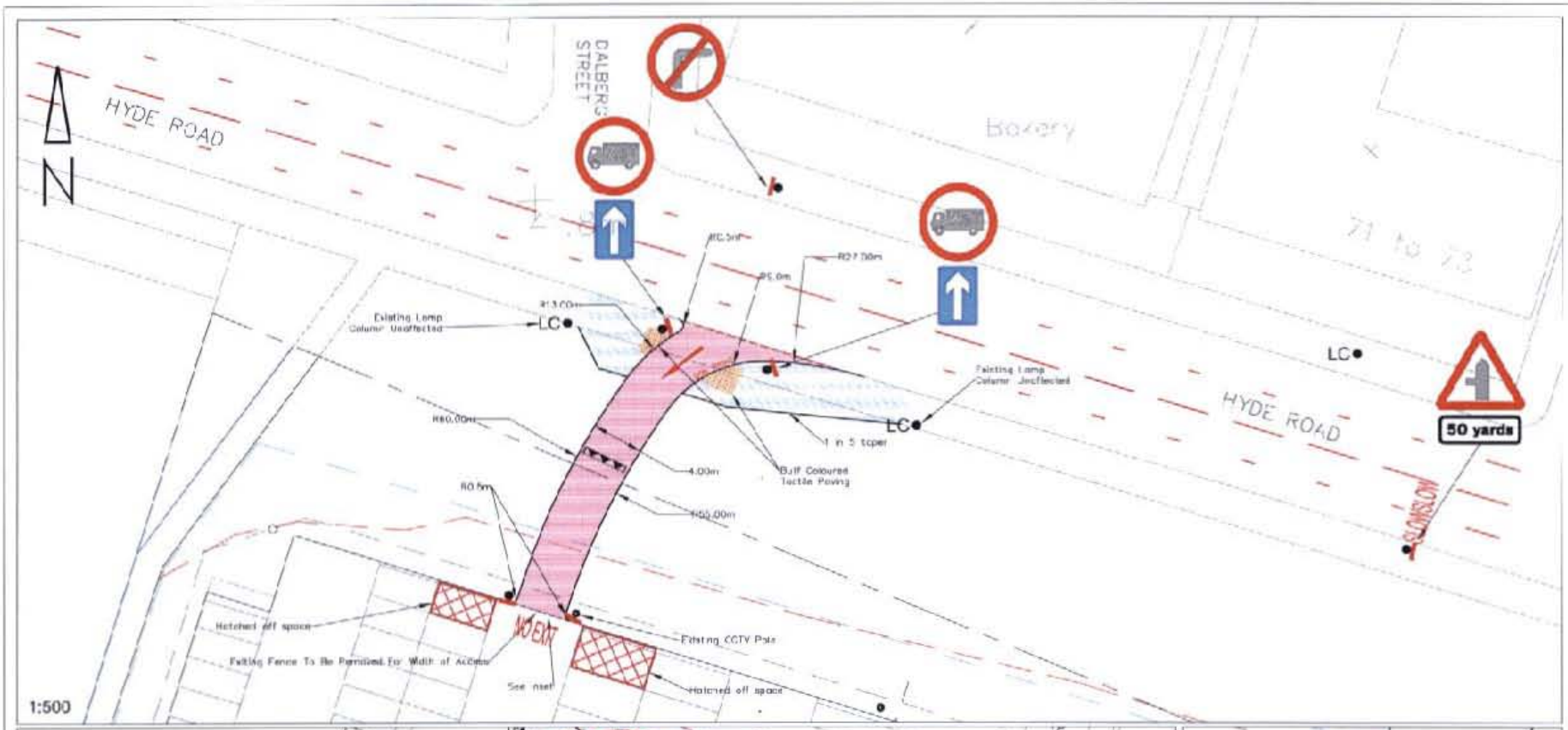
7.6 Pre-application discussions have taken place with the local highway authority. The local highway authority has raised no objections in principle to the formation of a LEFT IN only access from the A57 Hyde Road to serve the Selco builders warehouse. The implementation of the access will be subject to agreement with the local highway authority under Section 278 of the 1980 Highways Act.

Conclusions

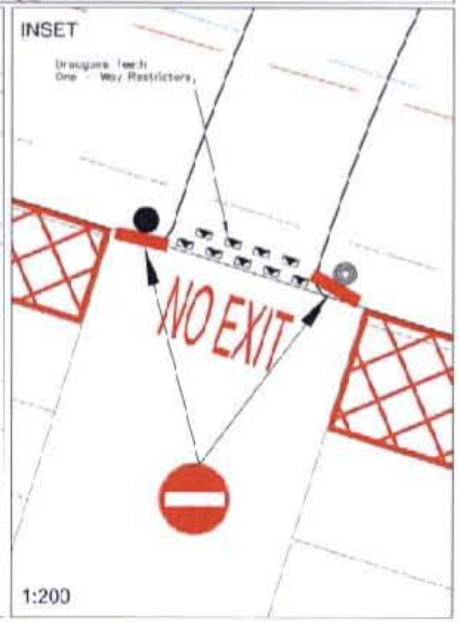
7.7 Taking all matters into account it is considered that the proposed formation of the LEFT IN only access from the A57 Hyde Road can be supported on both planning and highway grounds.

APPENDIX A

SCHEME DRAWING 22333_1A







NOTES:-

Gradient and transitional curves to be in accordance with Local Highway Authority standards. Gradient not to exceed 6%.

All works and specification will be agreed as part of a Section 278 Agreement including drainage, (pavement design and lining and signing also to be in accordance with the Local Highway Authority standards).

Existing verge forms part of the adopted highway. To be regraded to tie in with the proposed surface level of the access.

Existing landscaping adjacent to the access is not affected

The proposed access will be gated with gates that open inwards

KEY:-

- Proposed New Footway
- Proposed New Carriageway
- Speed Restrictor Hump (Rubber Material)

Issue	Description	Chkd	Date
D			
C			
B			
A	Road safety audit recommendations		04.08.10.
#	First issue		04.06.10.

Client:
SELCO MANCHESTER

Project:
PROPOSED ACCESS FROM HYDE ROAD

Title:
LEFT IN ONLY

Scale: AS SHOWN
Date: 11.06.10.

Designed: MFB
Drawn: 11.06.10.

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Project Code: 22333
Drawing No.: 22333_1A

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APPENDIX B

STAGE 1 ROAD SAFETY AUDIT

SELCO TRADE CENTRES LTD

SELCO BUILDERS WAREHOUSE, ARDWICK, MANCHESTER LEFT SLIP A57 HYDE ROAD

ROAD SAFETY AUDIT - STAGE 1

JUNE 2010

TPi

THE TRANSPORTATION CONSULTANCY

SELCO TRADE CENTRES LTD

SELCO BUILDERS WAREHOUSE
ARDWICK MANCHESTER
LEFT SLIP A57 HYDE ROAD

ROAD SAFETY AUDIT – STAGE 1

JUNE 2010

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TPi

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ROAD SAFETY AUDIT STAGE 1

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1.0 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit carried out on the formation of a new access from the A57 Hyde Road to the existing Selco builder warehouse car park. The scheme comprises the formation of a LEFT IN only road from the A57 Hyde Road. The audit has been undertaken at the request of the Design Organisation: Transportation Planning (International) Ltd, Graphical House, 2 Wharf Street, The Calls, Leeds. The Audit was carried out during June 2010.

1.2 The Audit Team membership was as follows:

Michael Wallace	AMCIHT Road Safety Engineer Transportation Planning (International) Ltd
Bill Pitcher	IEng MSoRSA MCIHT Road Safety Engineer Transportation Planning (International) Ltd

1.3 The audit took place at the Birmingham Offices of Transportation Planning (International) Ltd on 9th, 10th and 11th June 2010. The audit was undertaken in accordance with the audit brief and on the drawings listed in Appendix. A visit to the site was made on the morning of the 7th June 2010.

1.4 The terms of reference of the audit are as described in Design Manual for Roads and Bridges HD 19/03. The audit team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

1.5 All comments and recommendations are referenced to the documentation provided and the locations have been indicated on the figure enclosed with this audit report in Appendix B

2.0 ITEMS RAISED DURING THIS STAGE 1 ROAD SAFETY AUDIT

GENERAL

2.1 PROBLEM

Location: Location 1 RSA Figure 1

Summary: Restricted inter-visibility due to presence of vegetation.

On inspection of the site existing vegetation runs along the line of the existing fence. From the drawings submitted to the audit it is not clear whether the vegetation will be removed or retained.

The audit team is concerned that any vegetation located to both flanks of the access, particularly in summer months, could restrict the inter-visibility between motorists accessing the site and vehicles manoeuvring from car parking spaces resulting in potential vehicle and pedestrian conflicts.

RECOMMENDATION

Existing vegetation should be removed or if retained should be cut back to provide adequate inter-visibility between vehicles accessing the site and vehicles manoeuvring within the central car park aisle.

2.2 PROBLEM

Location: Location 2 RSA Figure 1

Summary: Public Lighting Column / Realigned Footway

The audit team is concerned that a section of footway located to the west of the proposed access has been tapered resulting in an existing lighting column being located within the useable footway. Taking into account the location of the lighting column and the alignment of the proposed footway dropped crossings with associated tactile paving pedestrians will be directed into the path of the lighting column causing a collision particularly for those pedestrians that are visually impaired and or the blind.

RECOMMENDATION

The design should ensure that the pedestrian desire line does not result in any conflict with the lighting column. In addition the design of the footway should ensure that the location of the lighting column centrally within the footway should be avoided.

2.3 **PROBLEM**

Location: Location 3 RSA Figure 1

Summary: New Access link into Selco Car Park

The details submitted on drawing "22333_1 LEFT IN ONLY indicate that two "No Entry" signs will be located to each side of the new road to prevent vehicles entering the access road from the car park. In addition Dragons Teeth One-way Restrictors are proposed.

The audit team considers that vehicles may attempt to access the A57 Hyde Road resulting in conflict at the interface between the car park and new link road.

RECOMMENDATION

Arrow road markings complemented by EXIT road markings should be laid on the car park aisles informing motorists of the exit route. In addition NO EXIT road marking should be laid at the interface between the car park and new link road.

2.4 **PROBLEM**

Location: Location 3 RSA Figure 1

Summary: New Entry into Selco Car Park

The audit team is concerned that the approach speeds of vehicles entering the new link road, from the A57 Hyde Road ,may be high resulting in gravitational pull of vehicles towards the outside of the new link road entry radius resulting in a loss of control accident. In addition the new link road could encourage high vehicle speeds on entry into the car park.

RECOMMENDATION

Vehicle speed restraining measures should be provided on the new link road.

2.5 **PROBLEM**

Summary: New Car Park Gates

No details have been submitted to audit regarding the proposed specification of the gates to be erected at the interface between the new link road and car park.

RECOMMENDATION

The specification for the gates should ensure design integrity. In addition the design of the gates should be installed to allow the gates to open inwards, only, into the car park.

2.6 **PROBLEM**

Summary: Potential pedestrian desire line along the new link road

The Audit Team is concerned that pedestrians may try to gain access to the Selco car park by using the new road from the A57 Hyde Road. The audit team is concerned that should such pedestrian movements occur pedestrians will be required to walk in the carriageway as no footway link has been provided between the A57 Hyde Road and the Selco car park. This situation has the potential to result in pedestrian – vehicular conflicts.

RECOMMENDATION

A pedestrian link should be established along the flank of the proposed new link road. Alternatively, as pedestrian access routes currently provide access to the site the proposed new link road should be designed in a manner that discourages pedestrians to walk along the new link road into the Selco car park.

2.7 **PROBLEM**

Location: Location 4 RSA Figure 1

Summary: Drainage, Longitudinal and Cross Section details

The drawings supplied to the audit do not include any drainage, longitudinal and or cross sectional details for the new link road. The audit team has been unable to assess the impacts of such design parameters on road safety.

RECOMMENDATION

The design of the new link road should be to local highway authority design standard specification in terms of pavement construction, drainage and profiles.

2.8 **PROBLEM**

Location: Location 5 RSA Figure 1

Summary: Reversing Vehicles into the A57 Hyde Road

The audit team is concerned that should the gates be closed and a vehicle arrives at the gates this vehicle will be required to reverse back into the A57 Hyde Road. The audit team is concerned that such a vehicle will reverse at a point where sight lines to the east are restricted by an existing tree located close to the back edge of footway.

In addition this tree will restrict the forward visibility on approach to the new link road when travelling east to west along the A57 Hyde Road in the inside lane.

The audit team is concerned that a potential exists for a vehicle that would be required to reverse from the new link road to collide with a vehicle approaching the new link road junction when travelling from the east.

RECOMMENDATION

Inter-visibility is to be improved by ensuring that the canopy of the tree does not obstruct the inter-visibility between vehicles on the new link road and vehicles approaching the new link road from the east. The tree should be pruned accordingly.

3.0 OBSERVATIONS

Observation

3.1 The audit team is concerned that existing vegetation located within the highway verge (southern flank of Hyde Road) may obstruct the passage of pedestrians and vehicles and should be trimmed / pruned accordingly. This matter is a highway maintenance issue and therefore is not considered to represent a road safety issue under DMRB HD 19/03 terms of reference.

4.0 AUDIT TEAM STATEMENT

4.1 We certify that we have examined the drawings and other information listed in Annex A. The report for a Stage 1 Road Safety Audit for the proposed new link road (LEFT IN only) from the A57 Hyde Road into the Selco builders warehouse car park has been carried out with the sole purpose of identifying any features of the design that could be removed or modified to improve the safety of the scheme. The problems that we have identified have been noted in the report together with recommendations.

Audit Team Leader:

Signed on behalf of Transportation Planning International Ltd



Date

.....11.06.10.....

Michael Wallace AMCIHT
Road Safety Engineer

Transportation Planning (International) Ltd
Crystal Court,
Aston Cross,
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Audit Team Member:

Signed on behalf of Transportation Planning International Ltd



Date

.....11.06.10.....

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APPENDIX A

List of Documents Reviewed

Audit Brief

List of Drawings Submitted to the Audit

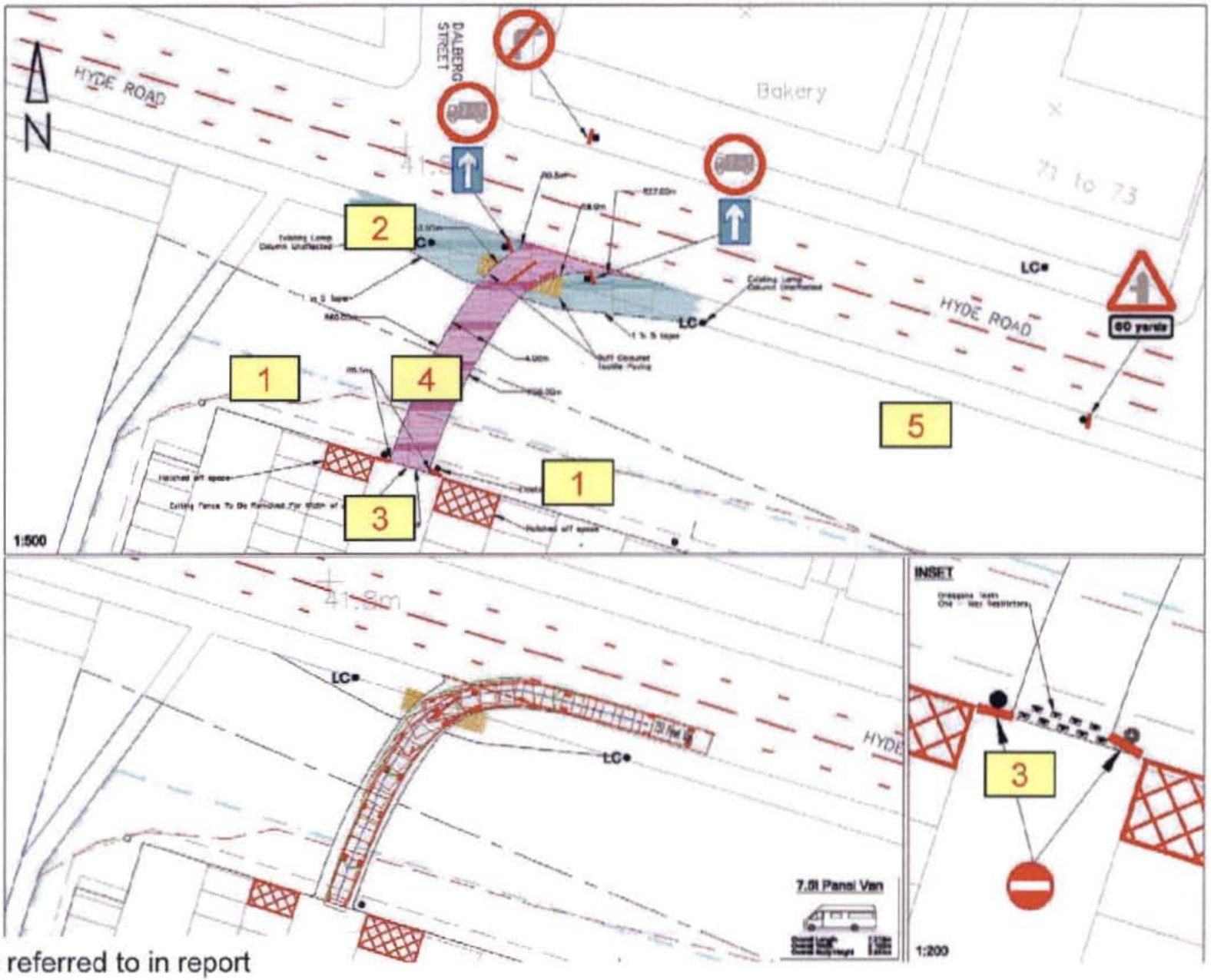
TPi drawing number 22333-1, Left In Only

TPi drawing number 22333-2, Site Location Plan

APPENDIX B

Problem Location Plan

RSA FIGURE 1



Selco Manchester - Stage 1 Road Safety Audit Problem Location Figure

Figure 1.0