PORTUGAL STREET EAST, MANCHESTER
PROPOSED S278 HIGHWAY WORKS

STAGE 1/2 ROAD SAFETY AUDIT

610/2024/118/01 Rev 1

18 March 2024

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Report Title:	Portugal Street East, Manchester Proposed S278 Highway Works Stage 1/2 Road Safety Audit
Date:	18 March 2024
Document Reference & Revision:	610/2024/118/01 Rev 1
Prepared by:	Six Ten Highways & Traffic Ltd
On behalf of:	Curtins

Disclaimer note

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1.0 INTRODUCTION

1.1 This report results from a combined preliminary/detailed design Stage 1/2 Road Safety Audit (RSA) carried out on the proposed S278 highway works at Portugal Street East, Manchester, at the request of Curtins, the designer of the scheme who provided the audit information and although there was no formal 'audit brief' the RSA team has accepted that sufficient information has been provided to undertake the Stage 1/2 RSA The audit team has been approved by the Overseeing Organisation Manchester City Council to carry out Road Safety Audits on their highway network.

1.2 The Road Safety Audit Team was as follows:

Jon Preston MCIHT MSoRSA
Audit Team Leader

Tristan Brooks* Bsc (Hons), MBA, CMILT, MCIHT, MSoRSA, HE RSA Cert of Comp
Audit Team Member

1.3 Audit Team members marked with an asterisk above hold a Highways England approved Certificate of Competency (CoC) in Road Safety Audit, in accordance with Article (1–3) of EC Directive 2008/96/EC.

1.4 The audit took place at the St Helens office of six:TEN Highways and Traffic between 27 February 2024 and 15 March 2024. The Road Safety Audit was undertaken in accordance with the Road Safety Audit information provided. The audit comprised an examination of the documents provided as detailed in Appendix One.

1.5 The Audit Team visited the site together during the morning of Tuesday 27 February 2024 between 09:00hrs and 09:30hrs. During the site visit the weather was overcast and the carriageway surface was damp. Traffic movements in the vicinity of the proposed highway works were low with some pedestrian and no cyclist movements observed.

1.6 At the time of the site visit part of Heyrod Street and Portugal Street East adjacent to the proposed development were inaccessible due to the site hoarding associated with the development, being in situ around the perimeter of the site.

1.7 All streets in the vicinity of the proposed highway works are currently subject to a 30mph speed limit and are street lit.

1.8 The terms of reference of the audit are as described in GG 119 Rev.2. The 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. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Collision Investigation, Road Safety Engineering and Road Safety Audits.

1.9 The proposed S278 highway works works are associated with a residential development and in summary includes:

- Stopping-up of Portugal Street East;
- Footway/carriageway reconstruction/resurfacing on Portugal Street East, Heyrod Street, Betley Street and Adair Street adjacent to the proposed development;
- Uncontrolled pedestrian crossings at various locations throughout the scheme; and
- Provision/retention of parking restrictions, loading bay and parking bays throughout the scheme.

1.10 The Audit Team have not been informed of any Departures from Standard for the proposed scheme nor have they been made aware of any previous RSA's undertaken on the scheme.

1.11 Personal injury collision data has been obtained from the online crashmap.co.uk database which shows there has been one personal injury collision in the vicinity of the proposed highway works during the five-year period 2018 – 2022. The collision occurred in 2019 at the junction of Adair Street with Betley Street, involved three vehicles and resulted in four casualties whose injuries were classed a slight in severity. The location plan is shown in Appendix Four.

1.12 The scheme has been examined and this report compiled only regarding 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, 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.

1.13 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG 119 Rev 2, 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.

2.0 ITEMS RAISED AT THIS STAGE 1/2 ROAD SAFETY AUDIT

2.1 General

2.1.1 No road safety issues identified at this stage.

2.2 Local Alignment

2.2.1 Location: Portugal Street East

Problem

Summary: Potential vehicular encroachment onto the footway during turning manoeuvres may increase the risk of vehicle/pedestrian collisions

The vehicle swept path analysis drawings have not been provided for audit and therefore, the audit team is unclear if any larger vehicles making turning manoeuvres at the cul-de-sac end of Portugal Street East will encroach onto the footway during these turning manoeuvres. Vehicular encroachment onto the footway may increase the risk of vehicle/pedestrian collisions.

Recommendation

It is recommended that vehicle swept path analysis for vehicles making turning manoeuvres at the cul-de-sac end of Portugal Street East is carried out, and the design is amended if any vehicular encroachment onto the footway occurs.

2.3 Junctions

2.3.1 No road safety issues identified at this stage.

2.4 Walking, Cycling and Horse Riding

2.4.1 Location: North-western end of Betley Street

Problem

Summary: Lack of appropriate facilities for pedestrians resulting in pedestrian trips/falls or pedestrian/vehicle collisions

The drawings do not show appropriate crossing facilities for pedestrians wishing to the cross Betley Street at its north-western end, such as dropped kerbs and tactile paving. A lack of appropriate facilities for pedestrians may result in them having to negotiate a full height kerb, increasing the risk of trips/falls and creating manoeuvrability issues for those with pushchairs, wheelchairs and mobility scooters.

Additionally, a lack of tactile paving may result in a lack of appropriate warning for visually impaired pedestrians of the side road, and they may inadvertently enter the carriageway, which could increase the risk pedestrian/vehicular collisions.

Recommendation

It is recommended that appropriate uncontrolled pedestrian crossing facilities, such as dropped kerbs and tactile paving, should be provided at the north-western end of Betley Street.

2.5 Traffic Signs, Carriageway Markings and Lighting

2.5.1 No road safety issues identified at this stage.

3.0 ROAD SAFETY AUDIT TEAM STATEMENT

We certify that the audit has been carried out in accordance with DMRB GG119 Rev 2.

AUDIT TEAM LEADER

Jon Preston MCIHT MSoRSA

Director Signed: [redacted]

six:TEN Highways & Traffic Ltd Date: 18 March 2024

AUDIT TEAM MEMBER

Tristan Brooks Bsc (Hons), MBA, CMILT, MCIHT, MSoRSA, HE RSA Cert of Comp

Traffic & Road Safety Engineer Signed: [redacted]

six:TEN Highways & Traffic Ltd Date: 18 March 2024

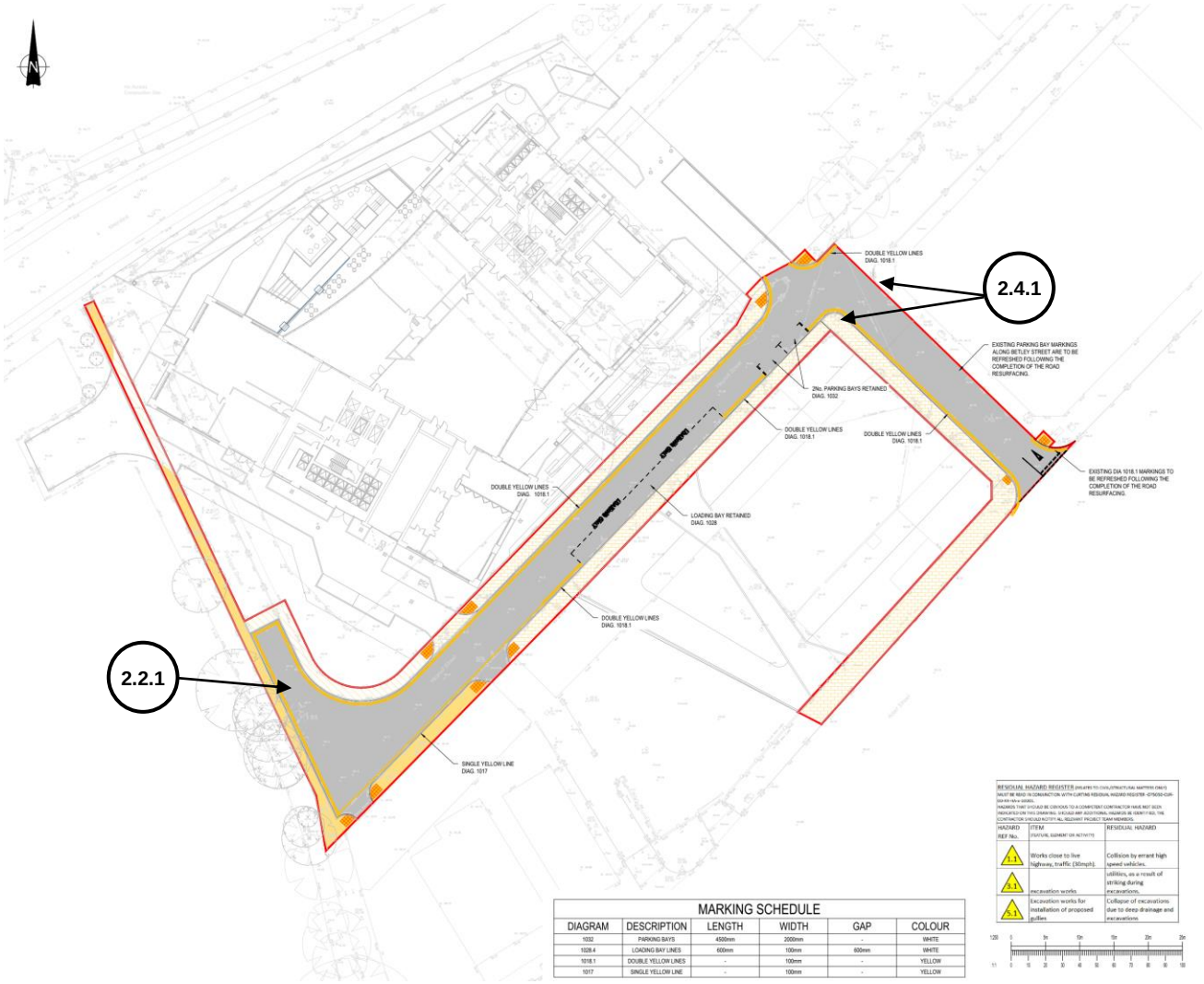
APPENDIX ONE

4.0 LIST OF DRAWINGS AND DOCUMENTS SUPPLIED BY THE DESIGN ORGANISATION

- 080851-CUR-00-XX-DR-C-95001-P07 General Arrangement
- 080851-CUR-00-XX-DR-C-95002-P05 Site Clearance
- 080851-CUR-00-XX-DR-C-95003-P07 Construction Layout
- 080851-CUR-00-XX-DR-C-95004-P07 Kerbing Layout
- 080851-CUR-00-XX-DR-C-95100-P06 Legal Plan
- 5 year (up to December 2022) Personal Collision Data from crashmap.co.uk

APPENDIX TWO

5.0 PROBLEM LOCATION PLAN



APPENDIX THREE

6.0 PHOTOGRAPHS



6.1 General View looking northwest towards Betley Street



6.2 General view looking southwest on Heyrod Street

APPENDIX FOUR

7.0 PERSONAL INJURY COLLISION LOCATION PLAN

