MANCHESTER DIGITAL CAMPUS

PLANNING DISCUSSION: ROAD SAFETY AUDIT

20 December 2024

AtkinsRéalis

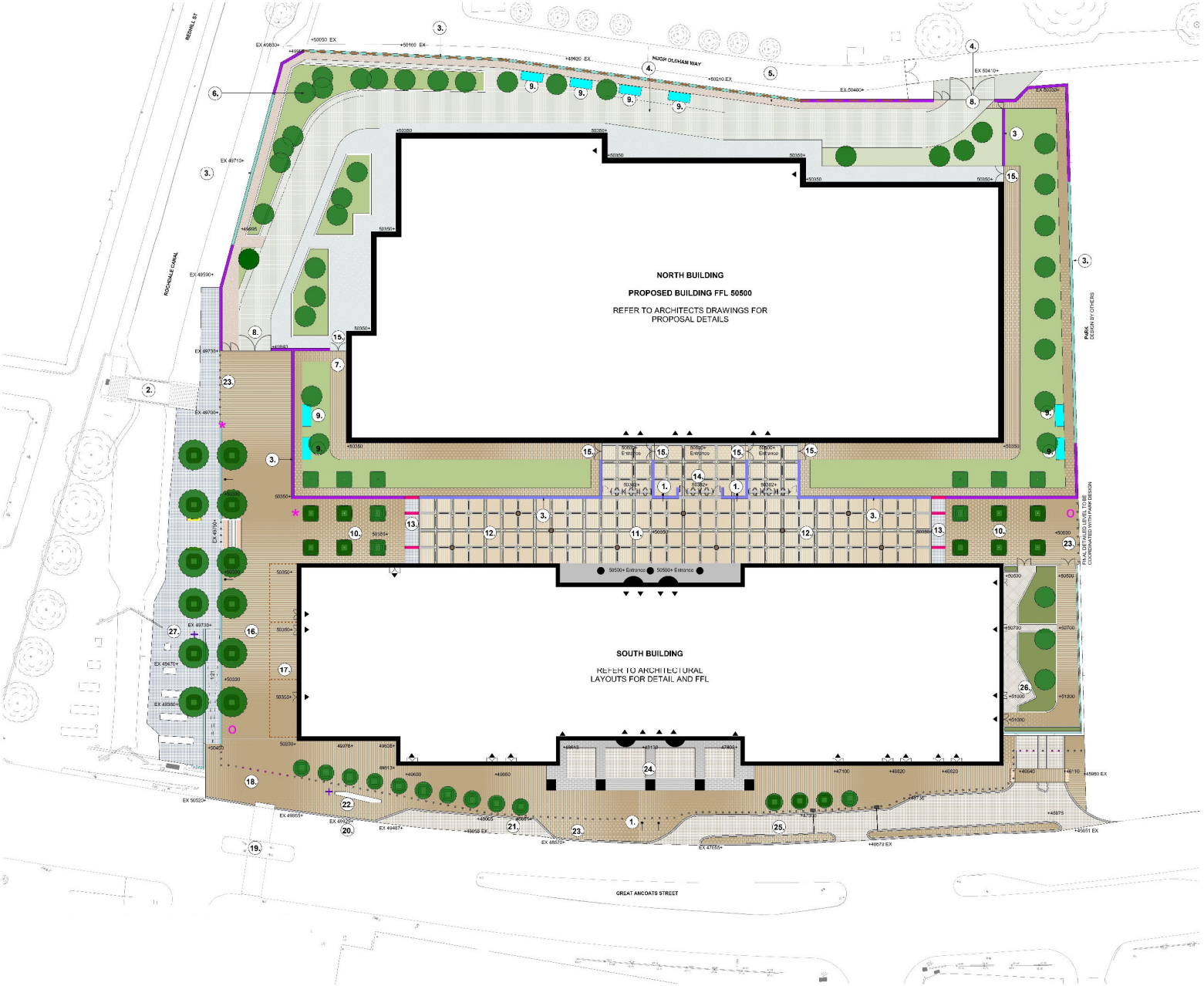
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ROAD SAFETY AUDIT REVIEW

MANCHESTER DIGITAL CAMPUS



ROAD SAFETY AUDIT PROCESS

BRIEF



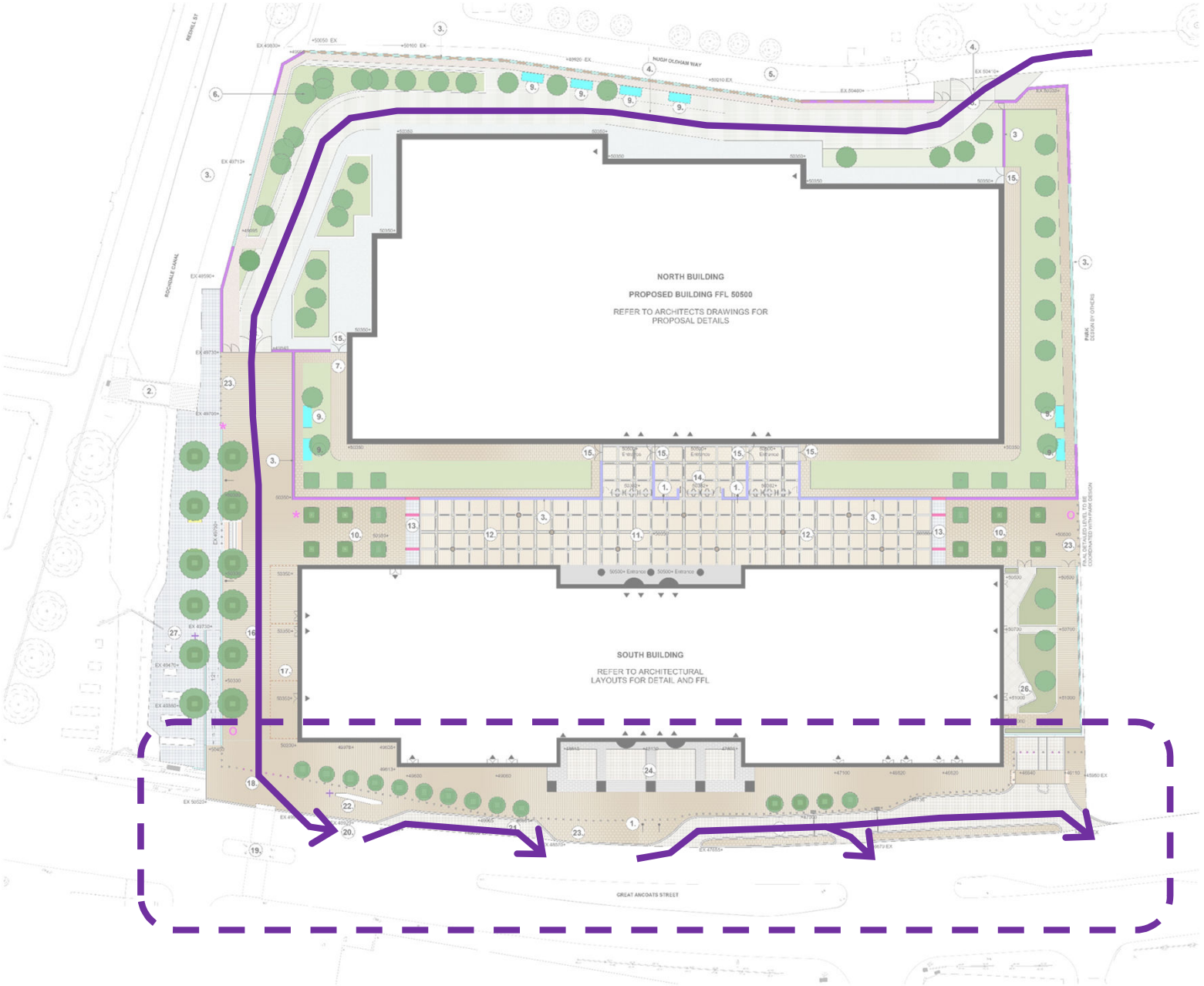
AUDIT REPORT



DESIGNERS RESPONSE



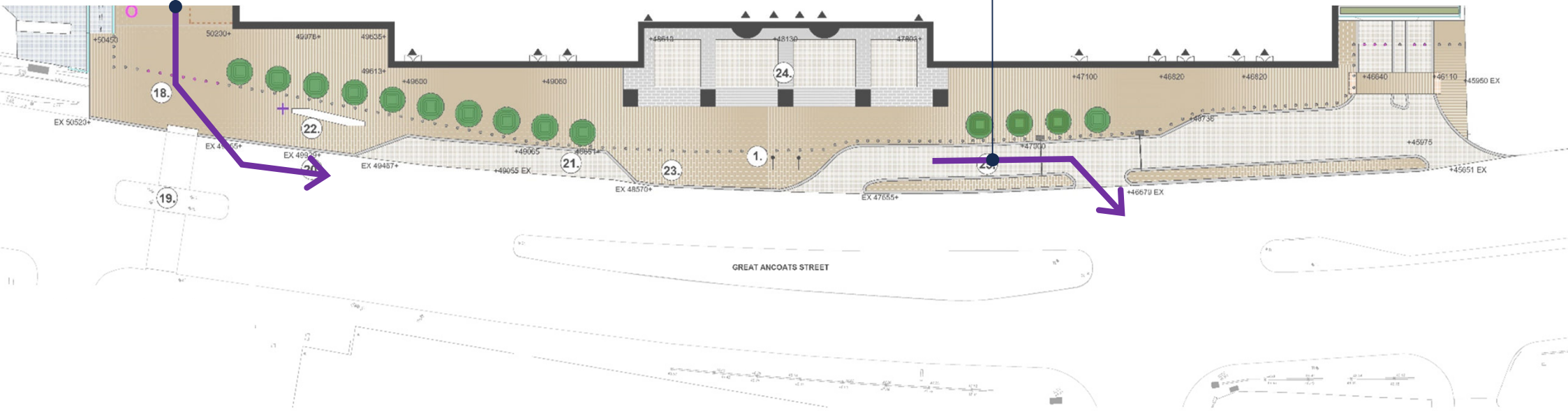
AUDIT REVIEW FOCUS



AUDIT REVIEW FINDINGS

Item 2
Emergency Vehicle Egress

Item 1
Rejected Vehicle Behaviours



AUDIT REVIEW FINDINGS – ITEM 1

RSA COMMENTS	RSA Recommendation	DESIGNERS RESPONSE
Vehicles that attempt to enter the campus but are not permitted to access the car park will be forced to rejoin traffic on Great Ancoats Street. The point at which they need to exit is within the signalised junction at Laystall Street. It is not clear from the information provided how many vehicles would be using this exit. However, a frustrated driver who is not allowed access could fail to identify an approaching vehicle or attempt to undertake a dangerous manoeuvre such as a u-turn in the junction. This could result in a number of collision types including nose to tail collisions as drivers brake to avoid the turning vehicle.	As the design develops identify additional measures to prevent or at least discourage dangerous manoeuvres including: • Reconfiguring the layout so only the southern exit is needed. • Reducing the size of the gap in the central reserve. • Prohibiting manoeuvres with a traffic regulation order and associated traffic signing. • Adjusting the geometry at the exit to discourage drivers from turning right.	Agree with RSA recommendation to identify additional measures during detail design, however it should be noted that it is not anticipated that the numbers of rejected vehicles will be significant as anyone expected to arrive at the site will be booked in advance. It is likely that the majority of vehicles being rejected are those turning into the campus by mistake and signage (eg. “no unauthorised access”) will be added in the detail design to deter this. The process will be supported and managed by GPA site operations staff trained to understand these potential issues. During the optioneering stage undertaken to date, feasibility of reducing the gap in the central reserve was analysed. A similar exercise will be done on current proposals at the detailed design phase. TRO will also be discussed with MCC during detail design stage.

AUDIT REVIEW FINDINGS – ITEM 2

RSA COMMENTS	RSA Recommendation	DESIGNERS RESPONSE
The emergency egress onto Great Ancoats Street appears to be at the approximate location of the retained controlled crossing. Large vehicles, such as a fire tender, crossing the footway here would damage the tactile paving and kerbs over time creating tripping hazards for pedestrians. The damage would also make the crossing less safe for visually impaired users who as well as tripping may attempt to cross away from the facility and be struck by a vehicle.	Relocate the egress point away from the crossing.	Issue is acknowledged although it is not possible to relocate either the vehicle egress point or the crossing due to geometry and desire lines. It should be noted that the issue relates to emergency vehicles egress that will occur very infrequently and will be closely managed. The potential damage to the pedestrian crossing could be addressed by having an enhanced construction specification so that it is more robust and able to handle the higher loadings generated by large vehicles.

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