REPORT

Rodney Street, Manchester

Stage 2 Road Safety Audit

Client: Hydrock

Reference: PC5358-RHD-ZZ-XX-RP-SA-0007
Status: Final/00
Date: 15 July 2024

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Enhancing Society Together

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Date:	15.07.2024
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Project related

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1 Introduction

Royal HaskoningDHV has been appointed by Hydrock to undertake a Stage 2 Road Safety Audit. The Audit refers to proposed Section 278 (S278) highway works associated with the introduction of a new development on Rodney Street, in Manchester. The extents of the scheme which are the subject of this Stage 2 Road Safety Audit are shown on **Figure 1** of this report.

The Audit Team for this Stage 2 Road Safety Audit was as follows:

Audit Team Leader
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Royal HaskoningDHV

Audit Team Member
Keelan Peak, BSc
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Audit Team Observer
Bryn Buck, MIHE
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The Road Safety Audit took place on Friday 12 July 2024, in accordance with information provided by Mark Boardman of Hydrock, as designers of the scheme. The Road Safety Audit comprised an examination of the Audit Brief provided including documents listed in **Appendix A** of this report and a site visit.

A site visit was undertaken by the Audit Team on Thursday 11 July 2024 at 19:40, during the evening interpeak period. Weather conditions during the site visit were cloudy and surface conditions were dry. During the site visit, temporary traffic management, including a road closure and diversion on Jersey Street and Wadeford Close was observed and as such, the Audit Team was unable to access the full extents of Wadeford Close. As such, the Audit Team did not consider the observed traffic flows and non-motorised user activity to be ‘typical’ given the location, function of the highway and the time of day.

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Image 1: Photograph of Jersey Street (looking west), showing the observed road closure during the site visit



Image 2: Photograph of Wadeford Close (looking north), showing the closure of parts of the road (limiting access to the Audit Team)



The terms of reference for the Road Safety Audit are described in GG 119[1]. The Road Safety Audit 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 design to any other criteria.

[1] *GG 119 Road Safety Audit (formerly HD19/15), Revision 2: published by National Highways (as Highways England) in January 2020*

The proposed highway works as detailed in drawing 18321-HYD-XX-XX-DR-D-0100 P3 include the following:

- A bellmouth access to the car park on Butler Street.
- An uncontrolled pedestrian crossing and associated tactile paving on the proposed bellmouth access on Butler Street.
- The removal of an existing lighting column on Butler Street to accommodate the access.
- A private access to the substation on Rodney Street.
- Proposed driveway dropped crossings and footways on Jersey Street and Watford Close.
- A dropped crossing vehicle access on Watford Close.
- Associated traffic signs, kerbing and road markings.

The Audit Team has not been made aware of any Departures (or Relaxations) from Standards.

The locations of any problems identified by the Audit Team as part of this Stage 2 Road Safety Audit are shown on **Figure 2** of this report.

A summary of Personal Injury Collision (PIC) data was not provided to the Audit Team for the local highway network relevant to this scheme. The Audit Team has therefore undertaken a review of collision data on the CrashMap[2] Pro website. The review which focussed on the most recently available five-year period (2018 to 2022) identified that no PICs were recorded within the extents of the scheme.

Notably, the CrashMap database only contains collisions up to December 2022. As such, further details relating to any collisions in the vicinity of the proposed scheme would require independent verification by the client, should the local highway authority have any concerns relating to the collision history at this location.

Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems identified. They are only to indicate a proposed proportionate and viable means of eliminating or mitigating the identified problem in accordance with GG 119, and in no way imply that a formal design process has been undertaken.

There may be alternative means of addressing a problem which would be equally as acceptable or superior in achieving the desired degree of mitigation, and these should be considered when responding to this report.

[2] *www.crashmap.co.uk*

2 Issues Raised Within Previous Road Safety Audit

The Audit Team has not been made aware of nor provided with any previous Road Safety Audits pertinent to the scheme.

3 Matters Arising from this Stage 2 Road Safety Audit

B1 Local Alignment

B1.1 New/ Existing Interface

B1.1.1 Problem 1

Location: Rodney Street, within the extents of the proposed access to the substation.

Summary: Inappropriate parking could limit the visibility and effective geometry of the proposed access which could result in multiple collision types.

Description: Drawings 18321-HYD-XX-XX-DR-D-0100 P3 and 18321-HYD-XX-XX-DR-D-1200 P2 provided to the Audit Team detail the general arrangement and the road markings and traffic signs of the proposals respectively. No information has been provided to the Audit Team to suggest that a no-waiting restriction would be introduced on Rodney Street, within the extents of the proposed substation access.

During the site visit, the Audit Team observed that the vehicles were parked within proximity of the proposed access.

The Audit Team is concerned that inappropriate parking on Rodney Street, within the extents of the proposed access could limit the visibility and effective geometry of the proposed access and subsequently increase the risk of collisions as vehicles try to manoeuvre through the access.

Image 3: Photograph of Rodney Street, showing parking within the extents of the proposed access to the substation.



Recommendation – B1.1.1

It is recommended that parking restrictions are provided on Rodney Street within the extents of the proposed access to the substation, reducing the risk of collisions.

B2 General

The Audit Team did not identify any 'general' road safety problems as part of this Stage 2 Road Safety Audit.

B3 Junctions

B3.1 Layout

B3.1.1 Problem 2

Location: Butler Street, Rodney Street and Wadeford Close, proposed accesses.

Summary: Insufficient junction geometry could lead to conflicts between vehicular movements, collisions with street furniture or kerb overrunning, with the potential for conflicts with non-motorised users on the footway.

Description: Drawing 18321-HYD-XX-XX-DR-D-0100 P3 provided to the Audit Team details the general arrangement of the proposed S278 works, including the proposed accesses on Butler Street, Rodney Street and Wadeford Close. Swept path drawings have not been provided to demonstrate that all likely vehicle types are able to negotiate the proposed access geometries without encroaching into the other lane or overrunning the footway.

The Audit Team is concerned that the proposed access geometries could lead to conflicts between vehicular movements, collisions with street furniture or kerb overrunning, with the potential for conflicts with non-motorised users on the footway.

Recommendation – B3.1.1

Swept path drawings should be provided, demonstrating that all likely vehicle types are able to negotiate the proposed access geometries without overrunning the footway or encroaching into the oncoming traffic lane. If overrunning occurs, it is recommended that the geometry of the junction should be amended to reduce the potential for collisions.

B4.1 Pedestrians and Cyclists

B4.1.1 Problem 3

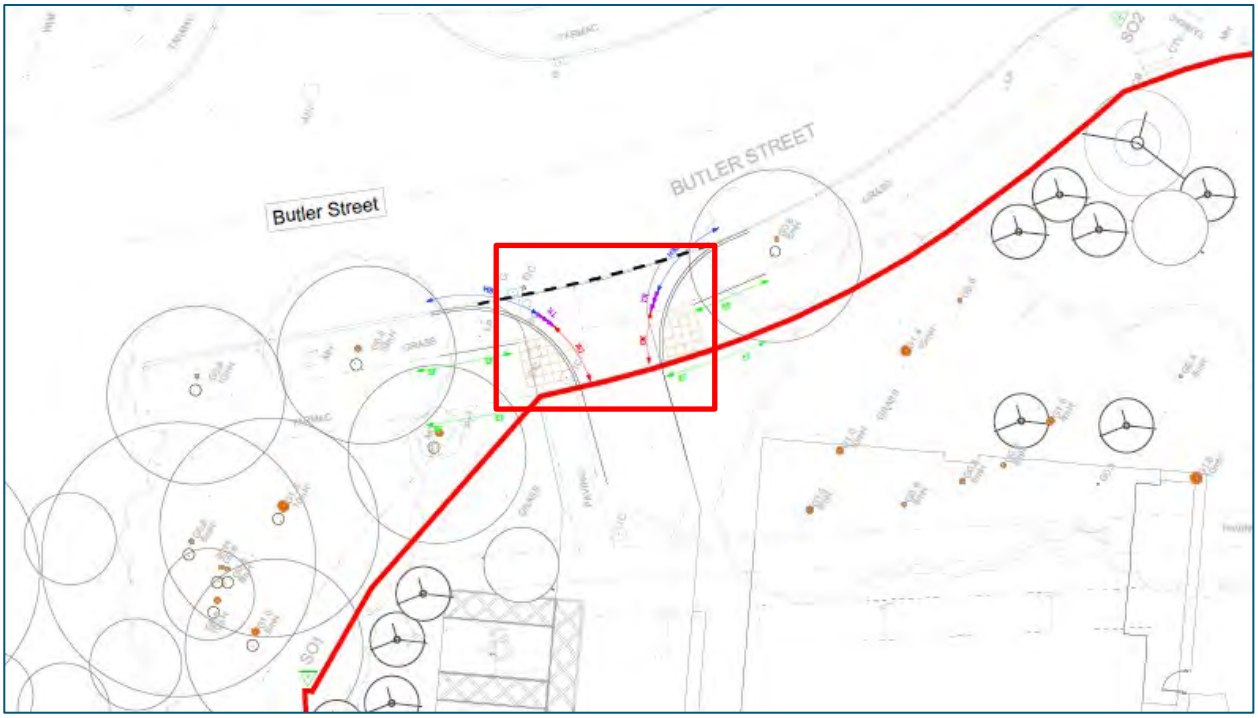
Location: Butler Street, proposed access pedestrian crossing.

Summary: Insufficient pedestrian facilities could result in pedestrian slip, trips or falls.

Description: Drawing 18321-HYD-XX-XX-DR-D-1100 P3 provided to the Audit Team details the kerbing and edging of the proposed development including the proposed pedestrian crossing at the Butler Street access. The Audit Team observed on the drawing that transition kerbs are only provided on one side of the pedestrian crossing at the access and cannot confirm whether transition kerbs would be provided on the other side of the crossing.

The Audit Team is concerned that a lack of sufficient pedestrian facilities including transition kerbs at both sides of the crossing could result in pedestrian slip, trips or falls.

Image 4: Extract of drawing 18321-HYD-XX-XX-DR-D-1100 P3, showing the provision of transition kerbs ('TK') on only one side of the pedestrian crossing (in red)



Recommendation – B4.1.1

It is recommended that sufficient pedestrian facilities including transition kerbs at both sides of the crossing be provided, reducing the risk of collisions.

B5 Traffic Signs, Carriageway Markings and Lighting

B5.1 Lighting

B5.1.1 Problem 4

Location: Butler Street.

Summary: Insufficient and inconsistent levels of illumination could result in reduced awareness of the highway environment, leading to the potential for collisions between road users.

Description: Drawing 18321-HYD-XX-XX-DR-D-0200 P3 provided to the Audit Team details the proposed site clearance to facilitate the proposed development including the removal of an existing lighting column on the Butler Street. The Audit Team has not been provided with information suggesting that another lighting column would be provided or whether a lighting assessment has been undertaken to indicate that sufficient and consistent levels of illumination would be maintained.

The Audit Team is concerned that insufficient or inconsistent levels of illumination within the extents of the scheme could result in reduced awareness of the highway environment, leading to the potential for collisions between road users. This problem is exacerbated by the proposed pedestrian crossing within proximity of the lighting column.

Recommendation – B5.1.1

It is recommended that a lighting assessment is undertaken to establish whether sufficient and consistent levels of illumination can be maintained with the removal of the lighting column. If this cannot be established, it is recommended that the lighting column be relocated to provide sufficient and consistent levels of illumination at the location, reducing the risk of collisions.

4 Audit Team Statement

We certify that this Road Safety Audit has been carried out with reference to GG 119.

Audit Team Leader

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Signed: J. Ibrahim

Dated: 15.07.2024

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Signed: K. Peak

Dated: 15.07.2024

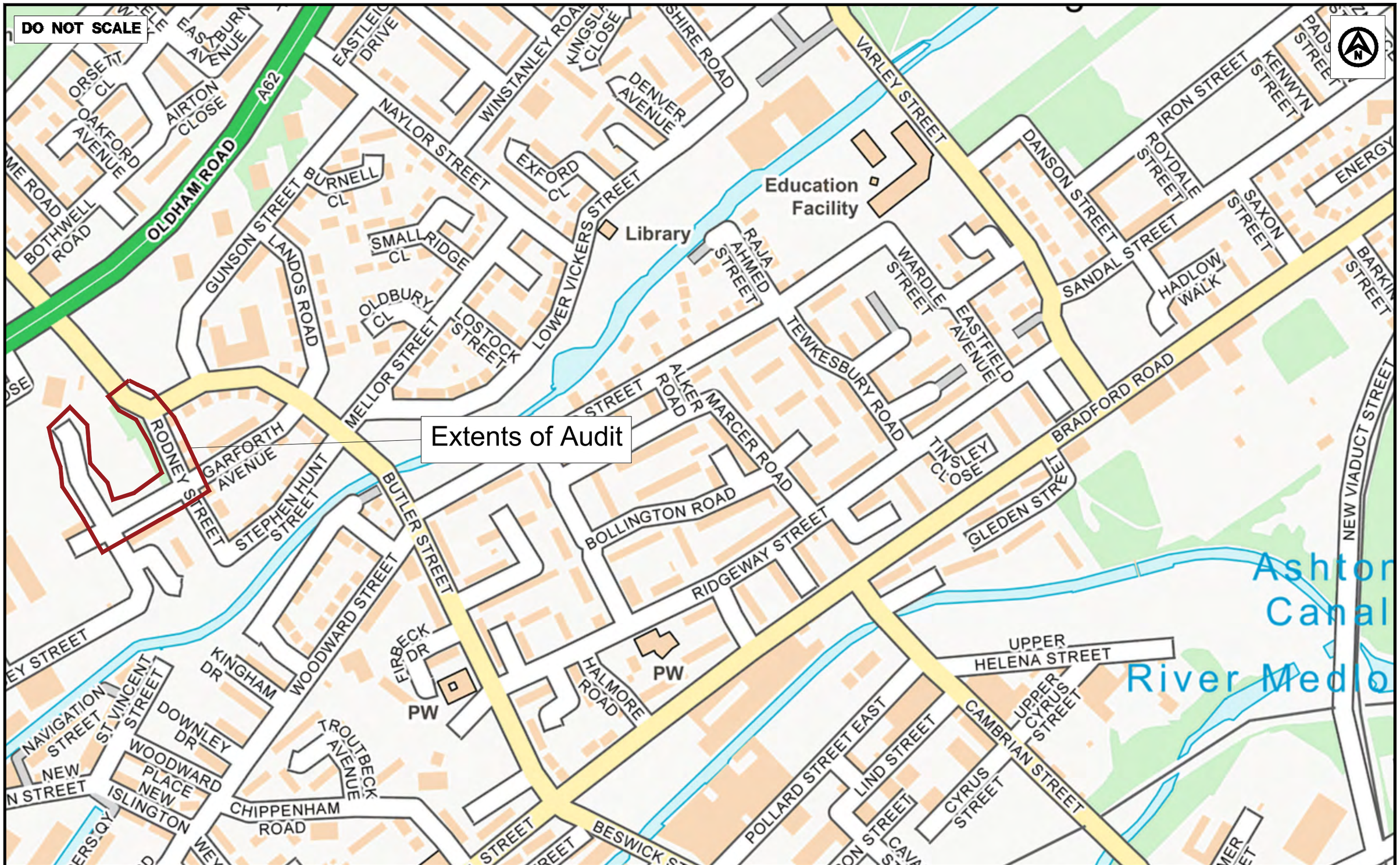
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Figures

Figure 1 – Site Location Plan
Figure 2 – Problem Location Plan

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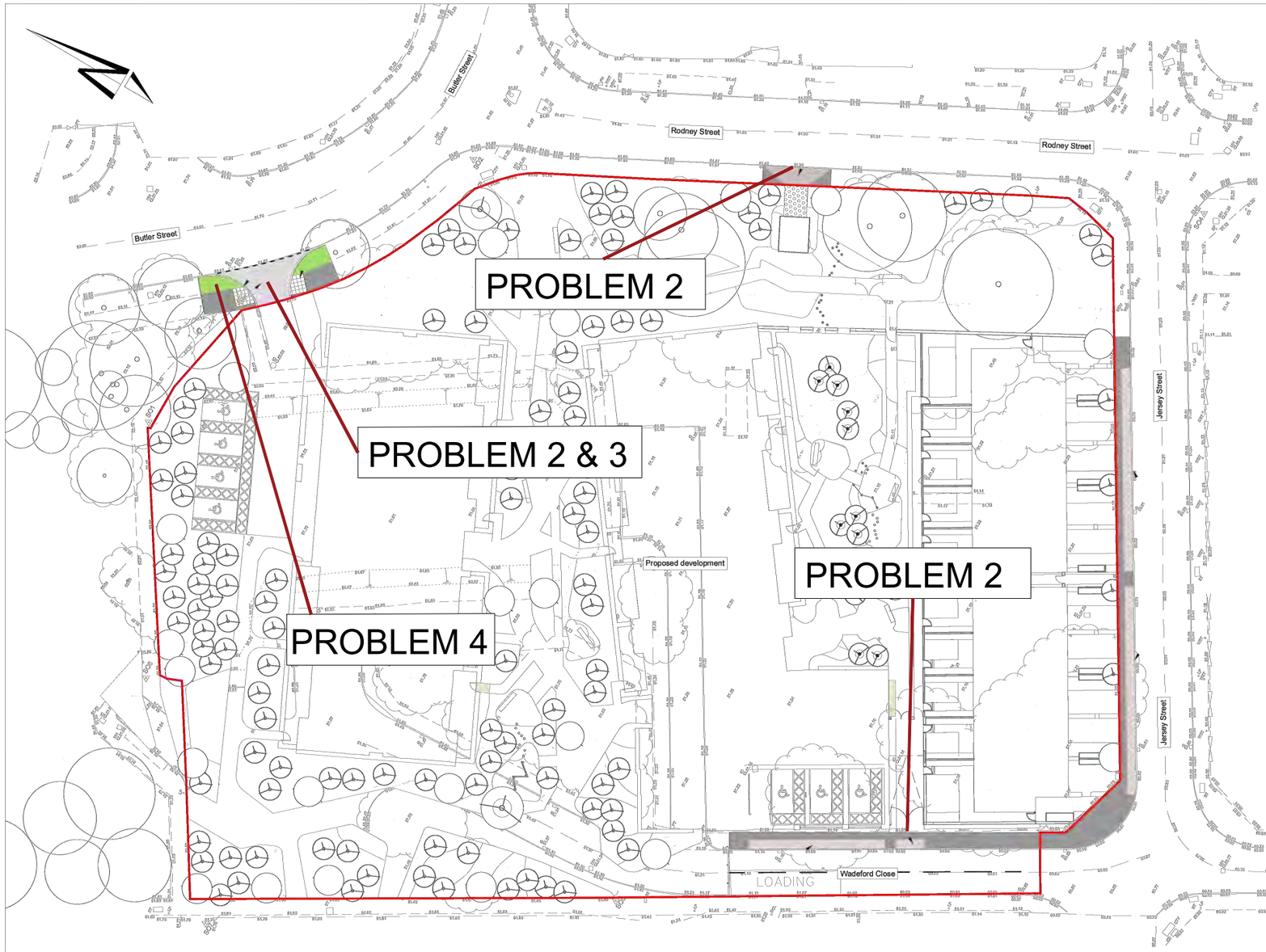


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TITLE: SITE LOCATION PLAN	PROJECT: RODNEY STREET MANCHESTER STAGE 2 ROAD SAFETY AUDIT	Royal HaskoningDHV Enhancing Society Together	DRAWN: JI	CHECKED: VS
			DATE: 15.07.2024	SCALE AT A1: NTS
			APPROVED: JI	REF.: -
			DRAWING No.: FIGURE 1	REVISION:



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Based on drawing 18321-HYD-XX-XX-DR-D-0100 P3

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TITLE: PROBLEM LOCATION PLAN	PROJECT: RODNEY STREET MANCHESTER STAGE 2 ROAD SAFETY AUDIT	Royal HaskoningDHV Enhancing Society Together	
		DRAWN: KP	CHECKED: JI
		DATE: 15.07.2024	SCALE AT A1: NTS
		APPROVED: JI	REF.: -
		DRAWING No.: FIGURE 2	REVISION:

Appendix A

Documents Forming the Audit Brief

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APPENDIX A

Documents Forming the Audit Brief

DRAWING NUMBER	DRAWING TITLE
18321-HYD-XX-XX-DR-D-0100 P3	General Arrangement
18321-HYD-XX-XX-DR-D-0200 P3	Site Clearance
18321-HYD-XX-XX-DR-D-0700 P3	Pavement & Verge
18321-HYD-XX-XX-DR-D-1100 P3	Kerbing & Edging
18321-HYD-XX-XX-DR-D-1200 P2	Road Markings & Traffic Signs

DOCUMENTS	DETAILS (where appropriate)
☐ Safety Audit Brief	
☐ Site Location Plan	
☐ Traffic signal details	
☐ Departures from standard	
☐ Previous Road Safety Audits	
☐ Previous Designer Responses	
☐ Collision data	
☐ Collision plot	
☐ Traffic flow / modelling data	
☐ Pedestrian flow / modelling data	
☐ Speed survey data	
☐ Other documents	