

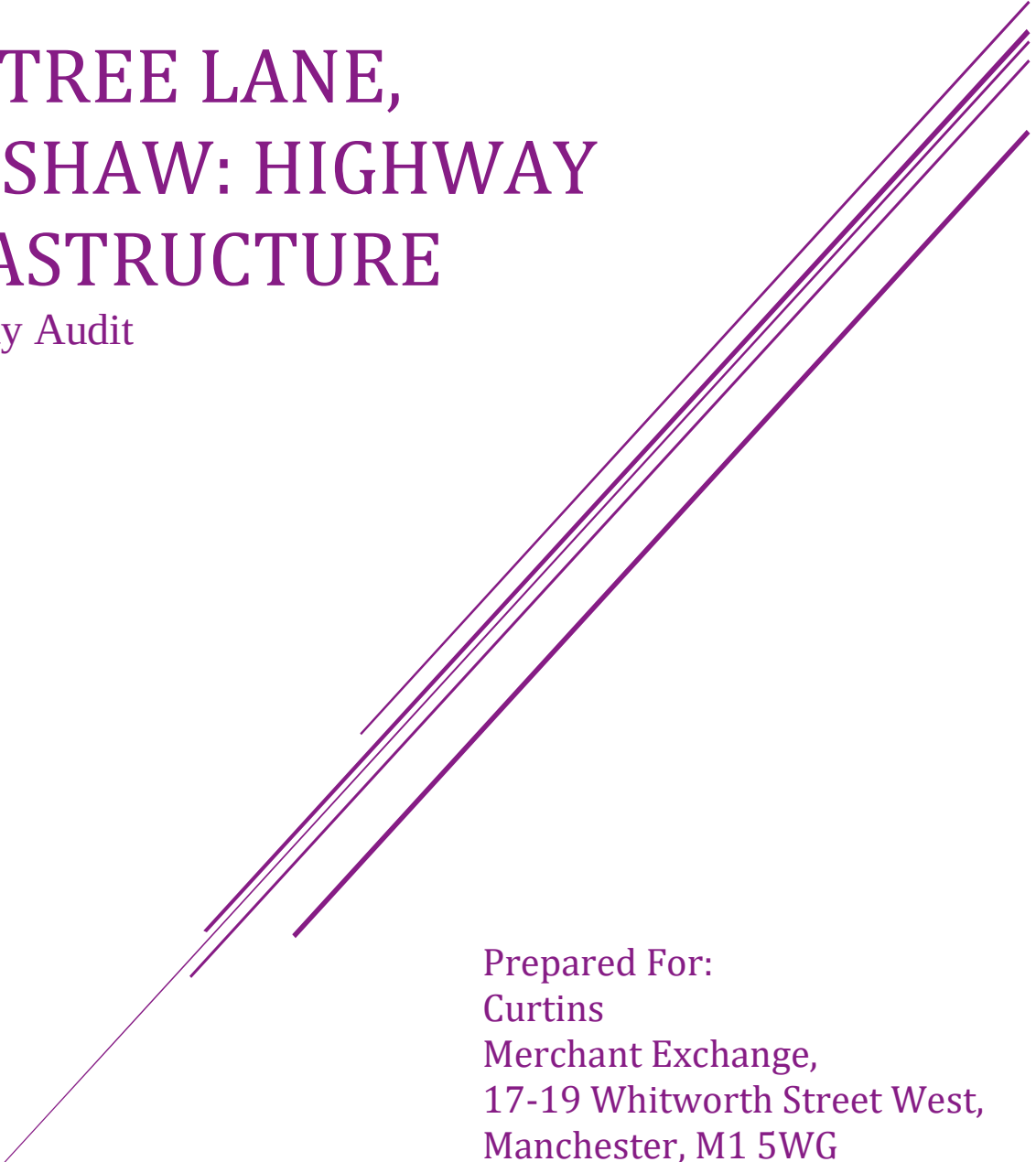
Report Number: Curtins/1679
Date: 24th February 2025
Prepared by: Julian Bartlett



CRABTREE LANE, OPENSHAW: HIGHWAY INFRASTRUCTURE

Road Safety Audit

Stage 1

A decorative graphic consisting of several parallel lines of varying lengths and colors (dark blue, medium blue, light blue, and white) that run diagonally from the bottom left towards the top right of the page.

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Job Number: 1597

Client: Curtins

Highway Authority: Manchester City Council

Project: Crabtree Lane, Openshaw: Highway Infrastructure

Report Title: Stage 1 Safety Audit

Date: 24th February 2025

Issue	Purpose / Status	Prepared By	Checked	Approved	Date
D1	DRAFT	Julian Bartlett	Lyn Jones	Julian Bartlett	September 2024

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1 INTRODUCTION

- 1.1 This report results from a Stage 1 Road Safety Audit undertaken by J Bartlett Consulting Limited following a request from Alex Fry of Curtins. The Audit was carried out during February 2025.

- 1.2 This Safety Audit considers:

“The development proposals total 194 residential units, which include 70 houses with configurations ranging from 2 to 4 bedrooms, along with 124 apartments featuring 1 to 2 bedrooms.

The proposals seek to include a total of 176 parking spaces, allocated for residents of both apartments and houses, as well as visitors' spaces and a car club space.

As part of the proposals, Crabtree Lane would be upgraded to adoptable standards, featuring a 5.5m wide carriageway, along with a 3.0m wide shared footway / cycleway along the western side of the road and a 2m footway along the eastern side. Uncontrolled crossings complete with tactile paving and dropped kerbs would be provided along Crabtree Lane within the site, as well as at the junction with Claytonbrook Road.

Within the site, the internal roads would have a typical carriageway width of 5.5m (widening where necessary to allow two-way movements) with 2m footways provided along both sides of all roads. A 6m aisle width would be provided within the four parking courts for the flats.

Crabtree Lane would terminate at an amended turning head at the south and the junction with Claytonbrook Road would be realigned. The proposed arrangement would entail the relocation of existing lampposts and removal / trimming / management of dense vegetation on the western side of Crabtree Lane.

The posted speed limit of 20mph would be extended to include the proposed development which will provide a natural extension to the existing local highway network.”

Extract from Audit Brief.

- 1.3 The audit team comprised the following individuals:

Julian Bartlett
BEng FCIHT FSoRSA

Road Safety Audit Team Leader

Lyn Jones
HNC, MCIHT MSoRSA

Road Safety Audit Team Member

Both Julian Bartlett and Lyn Jones hold a Highways England Certificate of Competency in Road Safety Audit gained through the education route.

- 1.4 The following documents and drawings were made available to the Audit Team for this safety audit:

Drawings

Drawing Number	Rev	Title
02292 – S_03	D13	Siteplan - Ground Floor
86840 - CUR - XX-00 - D -TP- 75001	P04	Proposed Access Arrangement
86840 - CUR - XX-00 - D -TP- 05003	P03	Swept Path Analysis Large Car
86840 - CUR - XX-00 - D -TP- 05001	P05	Swept Path Analysis 11.2m Refuse Vehicle
86840 - CUR - XX-00 - D -TP- 05002	P03	Swept Path Analysis 7.9m Fire Tender

Documents

Road Safety Audit Brief: CRABTREE LANE, OPENSHAW STAGE 1 ROAD
SAFETY AUDIT BRIEF: Curtins Ref: 086840-CUR-XX-XX-T-TP-00003: Revision:
P01: Issue Date: 20th February 2025. The Audit Brief was approved by Aaron
Tilley Curtins Transport Planning Director

Crabtree Lane, Openshaw Transport Assessment: Curtins Ref: 086840-CUR-XX-
XX-T-TP-00001 Revision: P01 Issue Date: 07 February 2025

Crabtree Lane, Openshaw: Interim Travel Plan: Curtins Ref: 086840-CUR-XX-
XX-T-TP-00002 Revision: P02 Issue Date: 07 February 2025.

Departures,

None Notified

Specific Requirements

None Identified.

- 1.5 A site visit was undertaken by the Audit Team on 24th February 2025 between 14:00 and 14:30. It was fine and the road surface was dry at the time of the site visit. No vehicle movements were seen in the directly adjacent to the proposed development site which seemed a little unusual considering the wider highway network surrounding the brownfield site. Several pedestrians were seen adjacent to the canal and crossing at the lock adjacent to the public house. No motorcyclists or pedal cyclists were seen.
- 1.6 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.
- 1.7 The terms of reference for the audit are as described in the latest version of National Highways Design Manual for Roads and Bridges (DMRB), Volume 5, Section 2, GG119 'Road Safety Audit'. The audit has also been undertaken in line with the latest version of the CIHT 'Road Safety Guidelines' Edition.
- 1.8 The Audit Team have referred to appropriate design documentation as required while undertaking this audit. Reference texts include but are not limited to the latest versions of
- Design Manual For Roads And Bridges (DMRB);
 - Manual For Streets;
 - Manual For Streets 2;
 - Highway Construction Details;
 - Specification For Highway Works;
 - Traffic Signs Manual Chapter 6; and
 - Traffic Signs Regulations and General Directions (TSRDG).
- 1.9 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 (2020), 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.

1.10 If issues were identified that are strictly outside the scope of this Road Safety Audit, or could not be classified as likely to increase the risk of crashes occurring, these have been included as Section 3 for completeness. It is also recommended that these are brought to the attention of the highway authority for their consideration if deemed appropriate

1.11 A review of the collision data provided as part of the audit brief indicated that while a low number of collisions relative to the nature of the local environment had occurred within the analysis period none had occurred within the direct area of influence of the proposals.

The audit team are concerned however as to the severity of the collisions that have occurred with a Fatality and four Serious collisions resulting from the nine incidents. The audit team recommend that the highway authority undertake a more detailed analysis of these incidents to see if any intervention measures are appropriate to reduce the collision history for the wider area.

1.12 As far as the audit team are aware no previous stages of road safety audit have been undertaken on these proposals.

2 ISSUES RAISED BY THE STAGE 1 ROAD SAFETY AUDIT

2.1 Problems in this Audit will be identified linearly and by drawing number

Drg: 02292 – S_03 Rev D13

2.2 The drawing shows the nature or the housing to be provided and only limited details as proposed for the proposed highway infrastructure and as such has little direct impact on the findings of this audit.

Drg: 86840 - CUR - XX-00 - D -TP- 75001 Rev P04

2.3 Problem 1

Location: Wider Development Site and Southern Development Access With Crab Tree Lane

Summary: No pedestrian crossing facilities identified

Appropriate pedestrian facilities in the form of a dropped crossing with associated tactile paving is critical in allowing the safe movement of vulnerable road users particularly the disabled, elderly and young. Lack of these facilities can result in vulnerable users becoming trapped in carriageway with a resulting increased risk of collision with passing vehicles. There is also the potential for slips / trips and falls to increase without the provision of appropriate crossings

Recommendation

Appropriate crossing facilities should be provided on appropriate desire lines through the area and at junction locations in particular.

Drg: 86840 - CUR - XX-00 - D -TP- 05003 Rev P03

2.4 The drawing shows swept path movements for a LARGE CAR all movements are contained within the available carriageway space and as such does not raised concerns in terms of road safety.

Drg: 86840 - CUR - XX-00 - D -TP- 05001 Rev P05

2.5 The drawing shows swept path movements for a 11.2m REFUSE VEHICLE all movements are contained within the available carriageway space and as such does not raised concerns in terms of road safety. See also Comments under Section 3 below.

Drg: 86840 - CUR - XX-00 - D -TP- 05002 Rev P03

2.6 The drawing shows swept path movements for a 7.9m FIRE TENDER all movements are contained within the available carriageway space and as such does

not raised concerns in terms of road safety. See also Comments under Section 3 below.

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3 ISSUES OUTSIDE THE SCOPE OF THIS ROAD SAFETY AUDIT

- 3.1 See paragraph 1.11
- 3.2 While crossing facilities have been identified for the shared use facility it is unclear as to whether these would be sufficient to cater for the needs of both cyclists and pedestrians. While the audit team accept that detailed design has not been undertaken it is important to ensure that the proposed facilities cater for the needs of all users.
- 3.3 From the audit teams experience developments of this type experience difficulties in terms of on street parking which can lead to damage to grassed verges and other highway infrastructure. There is evidence across the county to suggest that illegal parking on footways occurs regularly within new development sites and has led to footway failure. The audit team note that without proactive enforcement it is virtually impossible to prevent parking on footways and as such it may be beneficial to ensure that the footway construction can accept vehicle loadings.
- 3.4 Parked vehicles can also impact negatively on junction visibility within the site and pedestrian connectivity, though due to vehicle speeds it is unlikely to lead to personal injury collisions
- 3.5 Footway parking also has a detrimental effect on pedestrian movements and route choices particularly for the mobility impaired and parents with children. This issue could readily be raised as part of any Stage 3 Road Safety Audit undertaken.
- 3.6 Both surface and foul water chamber covers are likely to be proposed within the carriageway space. While on most occasions these are will be located outside of the wheel path for vehicles in certain situations this may not be the case. There is some evidence to suggest that where chamber covers are located within the vehicle wheel track there is the potential for single vehicle loss of control due to differential frictional properties between the chamber cover and surrounding carriageway. This is of particular concern for power two-wheel vehicles especially under braking / heavy braking. In this instance however speeds are likely to be low and the potential for personal injury unlikely, it would be beneficial to provide chamber covers with similar frictional properties to the abutting carriageway
- 3.7 While the audit team accept that drainage design has not been undertaken at this time it is important in terms of vulnerable user movements that where drainage gullies are to be provided in close proximity to dropped crossing facilities pedestrian friendly gratings should be provided.

4 AUDIT TEAM STATEMENT

We certify that this Audit has been carried out adopting the principles contained in but not in full compliance with the National Highways standard GG 119 'Road Safety Audits' and in line with the philosophy outlined in the CIHT 'Road Safety Guidelines'.

Road Safety Audit Team Leader

Name: Julian Bartlett

Signed:



Position: Director

Organisation J Bartlett Consulting Ltd

Date: 6th March 2025

Road Safety Audit Team Member

Name: Lyn Jones

Signed:



Position: Associate

Organisation J Bartlett Consulting Ltd

Date: 6th March 2024

Contact Details as per record sheet

5 AUDIT LOCATION PLAN

