PROJECT DETAILS	
Report title:	Road Safety Audit Stage 1 – Designers Response
Date:	20/02/2025
Document Ref	VD23901/P2/RSA1/DR
Prepared by	SLR Consulting (Formerly Vectos)
On Behalf of:	Salboy Central Limited

AUTHORISATION SHEET		
Project:	Viadux Phase 2 - Section 278 Highway Works	
Report title:	Stage 1 Road Safety Audit – Designers Response	
Prepared by:	Name:	Ian Witherington
	Position:	Senior Engineer
	Signed:	[redacted]
	Organisation:	SLR Consulting (Formerly Vectos)
	Date:	20/02/2025
Approved by:	Name:	Niall Mizban
	Position:	Associate Director
	Signed:	[redacted]
	Organisation:	SLR Consulting (Formerly Vectos)
	Date:	20/02/2025

INTRODUCTION
SLR Consulting instructed the required Stage 1 Road Safety Audit, which was undertaken by SLR Consuilting's Road Safety Team on Tuesday 4th February 2025 (reference 432.001749.00001) in relation to the proposed S278 highway Works at Great Bridgewater Street/Lower Mossley Street/Albion Street, Manchester. The works are associated with the Viadux Phase 2 development, which necessitates the introduction of various highway improvements within the vicinity of the development site.

KEY PERSONNEL	
Overseeing Organisation	Manchester City Council
RSA Team	Sasha Respini (Audit Team Leader), Alastair Pike (Audit Team Member)
Design Organisation	SLR Consulting (Formerly Vectos)

ROAD SAFETY AUDIT DECISION LOG				
RSA PROBLEM	**RSA RECOMMENDATION**	**DESIGN ORGANISATION RESPONSE**	**OVERSEEING ORGANISATION RESPONSE**	**AGREED RSA ACTION**
PROBLEM 2.1 The hotel drop-off area is designed to be a Copenhagen style crossing whereby it is a continuous crossing and all the surfacing is at grade. The area is designed to be accessible and safe for all users, however, the design drawings show that tactile paving is being proposed to assist pedestrians to cross. This arrangement is too wide and may lead to pedestrians being isolated in the middle of the crossing at risk of collisions with vehicular traffic. Additionally the at grade design combined with tactile paving may become confusing for visually impaired road users with no upstand to detect the end of the crossing.	It is recommended that the tactile paving is removed such that a public realm is created with pedestrians allowed to permeate freely.	Problem and recommendation accepted. Tactile paving has been removed.		

PROBLEM 2.2 Hotel drop off zone. Making a right-hand U-turn over three lanes of busy traffic presents hazards for drivers. Drivers turning right from the taxi facility may experience difficulty in performing this movement particularly at busy periods which could potentially lead to side swipe collisions between vehicles.	It is recommended that this u turning movement is prohibited either physically or by the introduction of appropriate enforcement measures.	Problem and recommendation accepted. The design has been revised to include a kerbed traffic island between the northbound and southbound lanes on Albion Street (from the signal ASL and exit from the hotel drop off zone)		
PROBLEM 2.3 Signalised junction. The right-hand turn lane arrow does not align correctly with the receiving lane for vehicles turning right. This misalignment may cause drivers to enter the oncoming traffic lane potentially causing head on type collisions between vehicles.	It is recommended that the right hand turn lane arrow and line road markings are removed.	Problem and recommendation accepted. The lane markings have been removed. We have reverted back to the current yellow box junction marking arrangement as we feel the previously proposed road marking design can cause confusion.		
PROBLEM 2.4 Signalised junction. At the middle of the signalised junction, there is an excessive number of road markings including arrows, lane dividers, and guide lines being shown on the design drawings, which create a cluttered visual environment that can confuse drivers. This over-marking may lead to uncertainty about lane usage and turning directions may lead to shunt / side swipe type collisions between vehicles.	It is recommended that the road markings in the centre of the junction are removed and clear, concise lane guidance signage is provided on the approach to the junction.	Problem and recommendation accepted. The lane markings have been removed. We have reverted back to the current yellow box junction marking arrangement as we feel the previously proposed road marking design can cause confusion. The east arm road marking arrangement has also been revised in response to TfGM feedback.		

PROBLEM 2.5 Signalised junction. The discontinuity of cycle lanes around the junction disrupts the flow and safety of cyclists attempting to navigate through the area. Gaps in the infrastructure force cyclists to merge into motor vehicle traffic unexpectedly, which can lead to increased vulnerability and side swipe type collisions with vehicles.	It is recommended to create continuous cycle lanes that connect seamlessly around the junction, ensuring cyclists can navigate safely without unnecessary interruptions.	Problem and recommendation accepted. Changes have been made to the design to provide cyclist facilities on all arms to ensure cyclists can safely navigate through the junction.		
PROBLEM 2.6 Service yard access / egress on Trafford Street The bridge and carriageway alignment adjacent to the service yard egress leaves drivers egressing the new service area with inadequate visibility to oncoming vehicles. This blind spot may lead to drivers making injudicious or unsafe manoeuvres onto Trafford Road out of the site potentially leading to side swipe collisions.	It is recommended that a signal-controlled arrangement should be provided at the top and bottom of the ramp to ensure egressing vehicles are protected from oncoming traffic.	Problem and recommendation accepted. The design has been updated to include a traffic signal arrangement at the service yard entrance and loop detection midway along the up & down ramp to the Manchester Conference Centre. The proposed arrangement will ensure vehicles can safely exit the service yard without conflicting with vehicles		

DESIGN ORGANISATION STATEMENT	
On behalf of the design organisation I certify that: 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Ian Witherington
Position:	Senior Engineer
Signed:	[redacted]
Organisation:	SLR Consulting (Formerly Vectos)
Date:	20/02/2025

OVERSEEING ORGANISATION STATEMENT	
On behalf of the overseeing organisation I certify that: 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and 2) the agreed RSA actions will be progressed.	
Name:	
Position:	
Signed:	
Organisation:	
Date:	