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Highways, Transportation & Safety Consulting

Highway Improvement Works Associated with Residential Development Talbot Road Burnage

Updated Road Safety Audit: Stage 1

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Report Produced for:	Manchester City Council
Report Produced by:	Jonathan Birkett
Report Dated:	19 Jan 2025
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Road Safety Audit Team Leader:	Jonathan Birkett

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Contents Amendment Record

This report has been issued & amended as follows:

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1	0	Draft Report	19 Jan 2025	JB
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Izzy Theakston	SCP	Electronic	19 Jan 2024

Contents

1	Introduction	3
1.1	<i>General</i>	3
1.2	<i>Documents Forming the Brief</i>	3
1.3	<i>Collision Traffic and Speed Data</i>	4
1.4	<i>Details of Site Visit</i>	4
1.5	<i>Road Safety Audit Team and Format</i>	4
1.6	<i>Departures or Relaxations from Standards</i>	5
1.7	<i>Previous Road Safety Audits</i>	5
1.8	<i>Issues Identified Outside the Scope of this Road Safety Audit</i>	5
1.9	<i>Items not Provided as Part of this Road Safety Audit Stage 1</i>	6
2	Items Raised at Stage 1 Road Safety Audit	7
2.1	<i>Road Safety Audit - Problems Stage 1</i>	7
3	Audit Team Statement	8
Appendix 1 – Audited Drawings and Documents		9
Appendix 2 – Problem Location Plan		10

1 Introduction

1.1 General

This updated report has been prepared in response to a request to undertake a Stage 1 Road Safety Audit (i.e., carried out prior to detailed design), by Izzy Theakston of AMA on behalf of the Overseeing Organisation, Manchester City Council.

The scheme submitted for Audit is the proposed highway improvements associated with a new residential development located off Talbot Road, Burnage. Talbot Road is subject to a 20mph speed limit and is street lit.

The scope of the works included within this Road Safety Audit are:

- Alterations of the existing priority junction with Talbot Road.
- Localised widening of access road.
- 3m shared use route.
- Uncontrolled crossing at Talbot Road junction.
- Road markings.

Overseeing Organisation

Manchester City Council.

Client

Triple Jersey Limited.

Design Organisation

AMA.

The audit comprised an examination of documents forming the Audit Brief and an examination of the site.

1.2 Documents Forming the Brief

The documents were made available to the Road Safety Audit Team by Izzy Theakston of AMA on behalf of the Overseeing Organisation, Manchester City Council. The total documents forming the Audit Brief are listed in Appendix 1:

Generally, the Brief comprised:

- Drawings.
- Collision data.

- Traffic count data.

1.3 Collision Traffic and Speed Data

Collision data was available as part of the Brief. The data covered a much wider area than that associated with the improvement works and as such data from the Crash map website was used. A plan of the most recent 5 years of data 2018-2022 is provided in Figure 1 below.

Examination of the data shows that there have been four collisions in close proximity to the proposed works. Three at the Kingsway traffic signal junction and one to the west of the works on Talbot Road. No collisions have occurred at the existing junction.

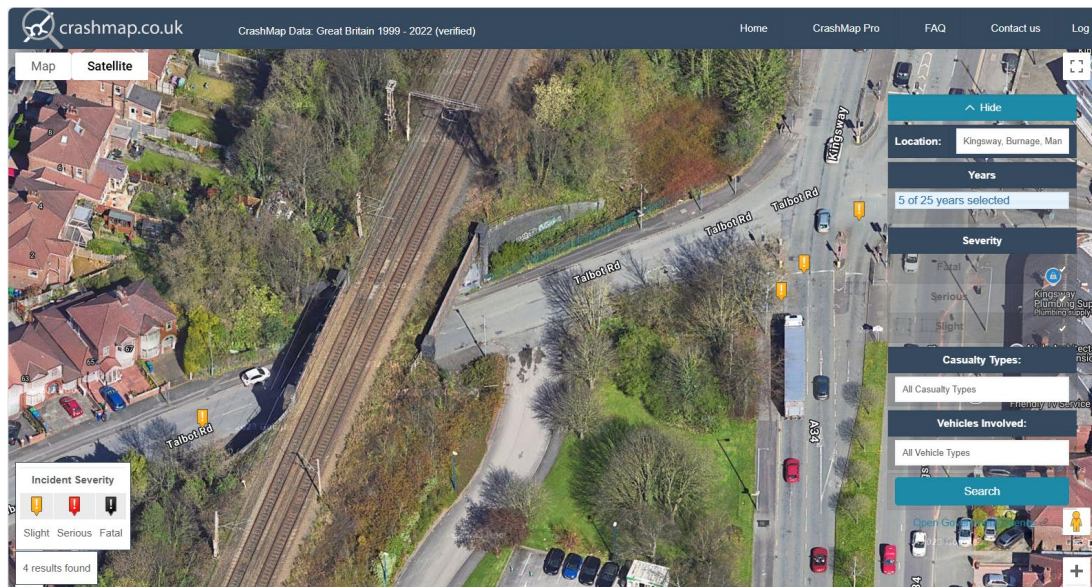


Figure 1: CrashMap Data 2018 -2022

Detailed traffic count data was available.

Speed data was available.

1.4 Details of Site Visit

A site inspection was undertaken on 12 Jan 2025 between 15:30 and 16:00. The Audit Team spent 30 minutes on site understanding the proposed works and their interaction with the local road network.

During the site visit it was raining and the road surfaces were wet. No incidents were noted whilst on site.

1.5 Road Safety Audit Team and Format

It was considered that the information provided was sufficient for the purpose of carrying out the Road Safety Audit Stage 1 requested.

The Road Safety Audit Team membership approved was:

JONATHAN BIRKETT IENG MICE FIHE
Holder of Certificate of Competency
Road Safety Audit Team Leader

The Road Safety Audit comprised an examination of the documents and drawings supplied to the Road Safety Audit Team (referenced in Appendix 1 of this report). No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

The Terms of Reference are as described in the National Highways Design Manual for Roads and Bridges document GG119 'Road Safety Audit'. The scheme has been examined and this report compiled only with regard to safety implications to road users of the scheme as presented. It has not been verified for compliance with any other Standards or criteria. However, in order 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. However, any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

Furthermore, any recommendations included within this report should not be regarded as being prescriptive design solution to the problem raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, as stipulated in GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which should be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

It is the Project Sponsor's responsibility to ensure that all problems raised by the Road Safety Audit Team are given due consideration.

In the event of a collision and any resulting legal action, Meraki Alliance Ltd would have to defend its actions on the basis that it took such care, as in all circumstances was reasonably required, to ensure that the highway was not dangerous to road users. It is important therefore that recommendations contained in the report are acted upon wherever possible.

1.6 Departures or Relaxations from Standards

No departures from standard have been provided to the RSA Team.

1.7 Previous Road Safety Audits

No previous RSA undertaken.

1.8 Issues Identified Outside the Scope of this Road Safety Audit

No issues identified.

1.9 Items not Provided as Part of this Road Safety Audit Stage 1

All information provided allowing the RSA requested to be undertaken.

2 Items Raised at Stage 1 Road Safety Audit

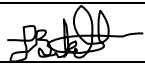
This section details the findings of this Stage 1 Road Safety Audit. All locations of identified problems are illustrated on the plan included at **Appendix 2**.

2.1 Road Safety Audit - Problems Stage 1

PROBLEM		1-1
Location:	Talbot Road priority junction.	
Summary:	Obstructed visibility will increase the risk of pedestrian/vehicle collisions.	
As part of the works the existing priority junction with Talbot Road will be widened and the existing substandard uncontrolled crossings improved. It was noted whilst on site that moving the western crossing could result in obstructed visibility for pedestrians using the new crossing. Obstructed visibility will increase the risk of pedestrian/vehicle collisions.		
RECOMMENDATION		
It is a requirement that at an uncontrolled crossing visibility must be provided between approaching vehicles and pedestrians waiting at the crossing. Visibility splays of 1.5m x 25m must be provided. It was also noted that there is quite a lot of vegetation at this point as well.		

END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN THIS STAGE 1 ROAD SAFETY AUDIT

3 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG119	
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	JONATHAN BIRKETT
SIGNED:	
POSITION:	DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	19 JAN 2025

Appendix 1 – Audited Drawings and Documents

PIC Data Area

Kingsway_TalbotRd_16_Sept_2021

MHC-225-23 Classified Junction Count - All Sites

Talbot Road Manchester RSA 1 Brief Rev 0

AMA-21894-SK007 P02

AMA-21894-ATR004

Kingsway Burnage - Site Details for RSA

Appendix 2 – Problem Location Plan

