

SIGNAL SIGHTING ASSESSMENT FORM

SIGNAL SIGHTING FORM	
Reason for site meeting: The reason for the visit to site was following a request that came via Lynda Griffin at TfGM for an assessment of lighting that is to be placed on the concrete wall that is situated adjacent to the running lines from the direction of Market and Mosley Streets that borders the area of Piccadilly Gardens. The request has been made as a condition of the installation that the lighting does not cause any distraction or conflict to LRV Drivers or any conflict with any Metrolink UTC (Urban Traffic Control Signals) and PPI (Point Position Indicator signals) in the area.	
Location: Piccadilly Gardens	Line: City Centre
Signal Number: Piccadilly Gardens UTC and PPI Signals	Line Speed: 10 mph
Type of signal:	UTC
Actual Unobstructed Sighting Distance	
Confusion with other signals	No confusion or potential read through risk with any signals or PPI's.
Obstructions affecting approach view	No obstructions to affect the approach view.
Distance from stop mark	Not applicable.
Distance to signal ahead	Not applicable
Reading through risk	No read through risk with any signals or PPI's.
Environmental conditions affecting sighting	There are no environmental conditions that would have any impact or cause any distractions to affect sighting of the signals and PPI's. the sighting was carried out in the hours of darkness, the lux levels of the lighting is low and would not cause any distraction to Metrolink Drivers operating in the vicinity of the wall.
Background interference	No background interference was identified.
Average gradient to next signal	Level
Radio coverage	No radio coverage issues reported.
LRV standing safety considerations	None
DC gaps	There are section insulations in the area, but they do not have any impact on the signals or on the sighting of the lighting in the area.

Special Requirements/Remarks: The review of the site by the signal sighting committee was undertaken in the hours of darkness on Tuesday 15th October from 07:00. The attendees from Metrolink were Chris Allen, Driving Standards Manager, Tim Poole, Driver Team Manager and Matt Herod, LRV Driver (currently seconded to the safety department), also in attendance was Craig Holmes who is the Contract Manager for Haverford Corporation and Nick Earl from Studio Tech.

The lighting was switched on with the full spectrum of colours that will be used in the display, with the lighting display at the maximum lux levels. At Piccadilly Gardens with the display at the maximum lighting levels no conflicts were visible with the UTC (Urban Traffic Control) signals or PPI (point position indicators) it was also noted that there were no potential distractions to drivers in the location. The only concern that was raised by the committee was related to the lack of street lighting in the area which is not subject to this assessment.

Following an inspection from Piccadilly Gardens the signal and PPI indicator on Mosley Street was also checked and the committee agreed that the lighting on the wall is not in the driver's direct eye line and consequently does not pose any risk of a readthrough of the signal or PPI that is located at the junction of Piccadilly Gardens and Mosley Street inbound. From the direction of Market Street, shortly after departure from the station the wall becomes visible to LRV drivers but due to the curvature of the track when carrying out the maneuver towards Mosley Street the wall shortly goes out of view of the driver as the LRV enters the straight section of line.

When visible the lighting is of a low lux level there is actually no risk of a driver being distracted by the lighting or of any conflict with the UTC signal at the delta junction.

It has been determined by the signal sighting committee that they have no objections or recommendations regarding the lighting that has been installed on the wall at Piccadilly Gardens and that the lighting display can be placed into normal operational use.

A request was made to Criag from Haverford Construction, due to the low risk to Metrolink drivers to leave the lighting in it's proposed normal operation to see if any comments or complaints are received from Metrolink Drivers. As of the 29th October 2024, no feedback either negative or positive has been received from Metrolink Drivers regarding the installation.

Signal Sighting Form agreed Date: 29th October 2024

Attendance and recommendations accepted:

Name:

Chris Allen

Tim Poole

Matt Herod

Signature:




Department/Title:

Driving Standards Manager

Driver Team Manager

LRV Driver (seconded to Safety
Department)

SIGNAL SIGHTING COMMITTEE REQUEST FORM

Person Requesting Sighting	Department/Grade	Date
Lynda Griffin	Approvals and Consents Manager Metrolink - TfGM	11 th September 2024

* Signal/Indicator/ ~~Track side sign~~	Location
UTC and PPI Signals	Piccadilly Gardens

Reason for request	
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The request was made as part of the planning consent to install a lighting display on the concrete wall that is located adjacent to the inbound line from the direction of Market and Mosley Street Stations. The assessment is to ensure that the lighting display does not conflict with any UTC or PPI signals, or the lighting display does not cause any distractions to drivers.

Signature: 

* Delete not applicable.