

ARDWICK GREEN

DESIGNERS RESPONSE TO ROAD SAFETY AUDIT

SEPTEMBER 2024

PREPARED FOR

Step Places



DESIGNERS RESPONSE TO ROAD SAFETY AUDIT

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Reviewed By	James Fawcett
Report Reference	2075-CIV-XX-XX-R-H-40001
Issued	04/09/2024
Revised	DD/MM/YYYY – REASON FOR REVIEW

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1. Introduction

This document compiles the Design Organisation and Client Organisation Response and relates to the Stage 1/2 Road Safety Audit (RSA) undertaken by SixTen on the 21st August 2024.

The design team have considered the problems and recommendations in the Stage 1/2 Road Safety Audit. This Road Safety Audit Response Report includes all of the problems and recommendation raised by the Road Safety Audit team, as well as the Design Team's response to those issues.

2. Items Raised in the Stage 1/2 RSA

2.1. Walking, Cycling and Horse Riding

2.1.1. Location: Nivin Street at its junction with Cotter Street

Problem: Lack of appropriate facilities for pedestrians resulting in pedestrian trips/falls or pedestrian/vehicle collisions.

Summary: It was observed during the site visit that the kerb upstands at the existing uncontrolled pedestrian crossings on Nivin Street at its junction with Cotter Street were in excess of 6mm. Generally, the kerb upstand at uncontrolled pedestrian crossings is between 0mm and 6mm. The excessive kerb upstand may increase the risk of pedestrian trips/falls and may create manoeuvrability issues for those with pushchairs, wheelchairs and mobility scooters. Additionally, it was observed that there was no tactile paving in place at the existing uncontrolled pedestrian crossings, which may result in a lack of appropriate warning for visually impaired pedestrians of the side road, and they may inadvertently enter the carriageway, which could increase the risk pedestrian/vehicular collisions. It is noted that this is an existing issue, however, the proposed new development may increase the use of the uncontrolled pedestrian crossings.

Recommendation: It is recommended that the kerb upstands at the existing uncontrolled pedestrian crossings are reduced to between 0mm and 6mm, and tactile paving is also provided.

Design Organisation Response: Accepted - Drawings have been updated to show tactile paving at the existing crossing and a 6mm upstand. Please refer to drawings within Appendix A

2.1.2. Location: Proposed uncontrolled pedestrian crossing on Cotter Street

Problem: Incorrect tactile paving layout increases the risk of visually impaired pedestrians inadvertently entering the carriageway and potentially being struck by a vehicle

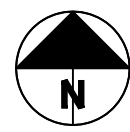
Summary: The proposed uncontrolled pedestrian crossing on Cotter Street at the proposed site access junction does not have the required minimum depth of tactile paving across the whole width of the dropped kerbs for an in-line type uncontrolled crossing. The audit team note that the minimum depth of tactile paving for in-line type crossings is generally 1200mm. A reduced depth of tactile paving results in a lack of appropriate warning for visually impaired pedestrians of the side road ahead and they may inadvertently enter the carriageway, which may increase the risk pedestrian/vehicular collisions.

Recommendation: It is recommended that the tactile paving layout should be amended to provide a minimum depth of 1200mm tactile paving across the whole width of the dropped kerbs at the in-line uncontrolled crossings.

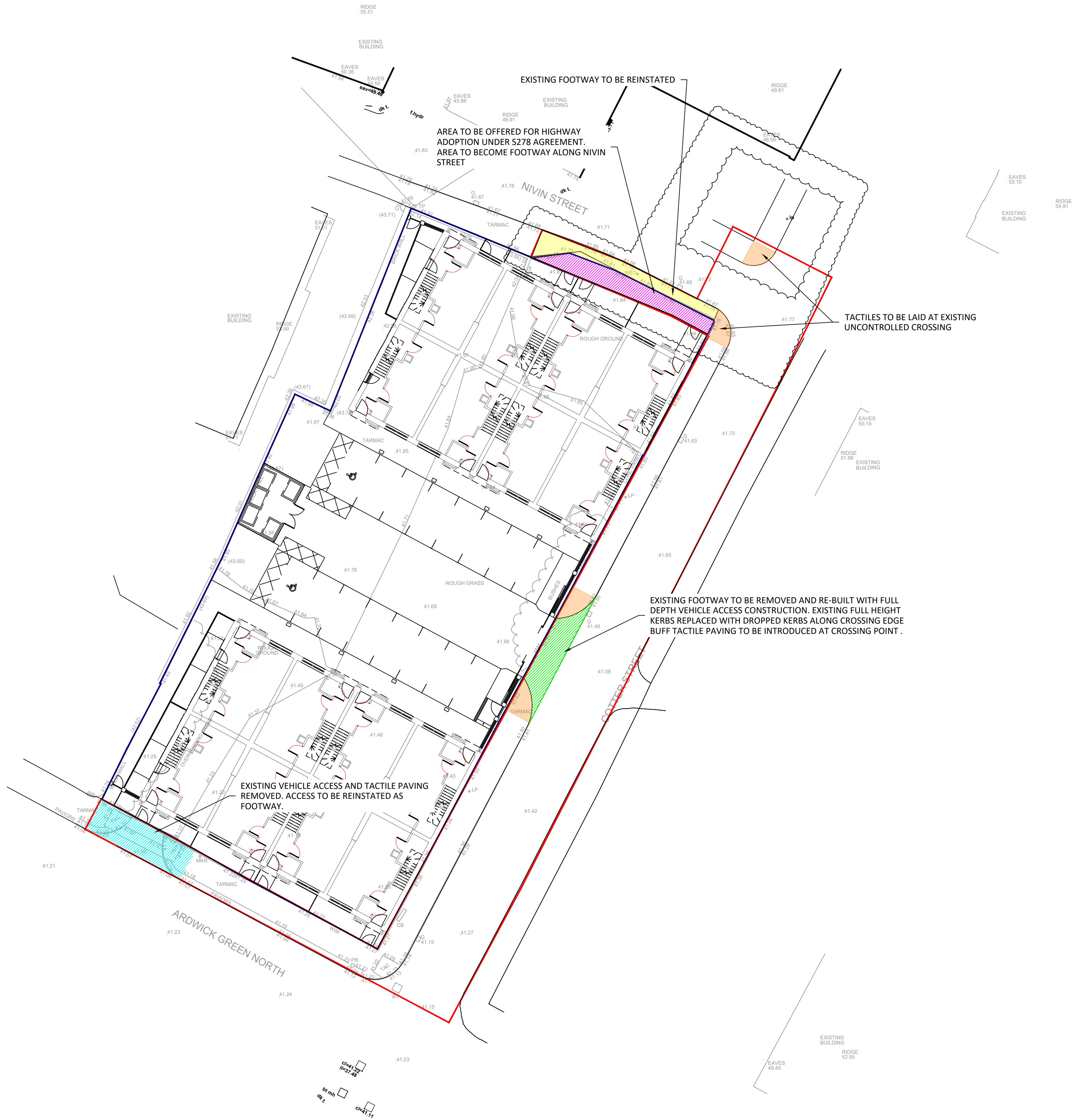
Design Organisation Response: Not accepted - Due to the constrained layout of the footway, extending the blister paving to a minimum of 1200mm depth would result in the blister paving being laid directly against full height kerbs potentially introducing a hazard to visually impaired users. We therefore proposed to retain the paving layout as currently drawn.

Appendix A

Revised S278 drawings



SCOPE OF S278 WORKS TO
BE AGREED WITH
MANCHESTER CITY COUNCIL



STANDARD NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECT'S AND ENGINEER'S DRAWINGS AND THE SPECIFICATIONS.
2. THIS DRAWING SHOULD NOT BE SCALED.
3. ALL DIMENSIONS ARE TO BE VERIFIED BY THE CONTRACTOR ON SITE.
4. ALL DISCREPANCIES SHOULD BE REPORTED TO C.A./E.A. PRIOR TO THE COMMENCEMENT OF WORKS.

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NOTES:

1. SITE EXTENTS BASED ON THE SITE PLAN PROVIDED BY CODA ARCHITECTS, RECEIVED 26TH OCTOBER 2022
2. THE TOPOGRAPHICAL SURVEY WAS CONDUCTED BY SURVEY OPERATIONS IN OCTOBER 2022, PROVIDED BY CODA ARCHITECTS TO CIVIC IN OCTOBER 2022
3. POTENTIAL FOR FOOTWAY TO BE RE-SURFACED. EXTENT AND REQUIREMENTS SUBJECT TO CONFIRMATION WITH MANCHESTER CITY COUNCIL
4. POTENTIAL FOR EXISTING KERBS TO BE REPLACED SUBJECT TO MCC REQUIREMENTS AND RISK OF DAMAGE DURING CONSTRUCTION. KERB REPLACEMENT WOULD ALSO REQUIRE MAKING GOOD/REINSTATEMENT OR SURFACING OF EXISTING CARRIAGEWAYS

- SITE DEVELOPMENT BOUNDARY
- EXTENT OF S278 WORKS RLB
- EXISTING VEHICLE ACCESS CLOSED
- EXISTING FOOTWAY TO BE REINSTATED
- LAND PROPOSED TO BE DEDICATED AS HIGHWAY
- NEW VEHICLE ACCESS
- PROPOSED TACTILE PAVING

ALL WORKS ARE TO BE CONSTRUCTED IN ACCORDANCE WITH THE SPECIFICATION FOR HIGHWAY WORKS AS EXTENDED OR AMENDED BY MANCHESTER CITY COUNCIL.

04.09.24	P03	REVISED FOLLOWING RSA COMMENTS	CER	JF
25.07.24	P02	REVISED FOLLOWING MCC COMMENTS	CER	JF
19.04.24	P01	ISSUED FOR INFORMATION	CER	JF
DATE	REV	DESCRIPTION	DRAWN	CHKD

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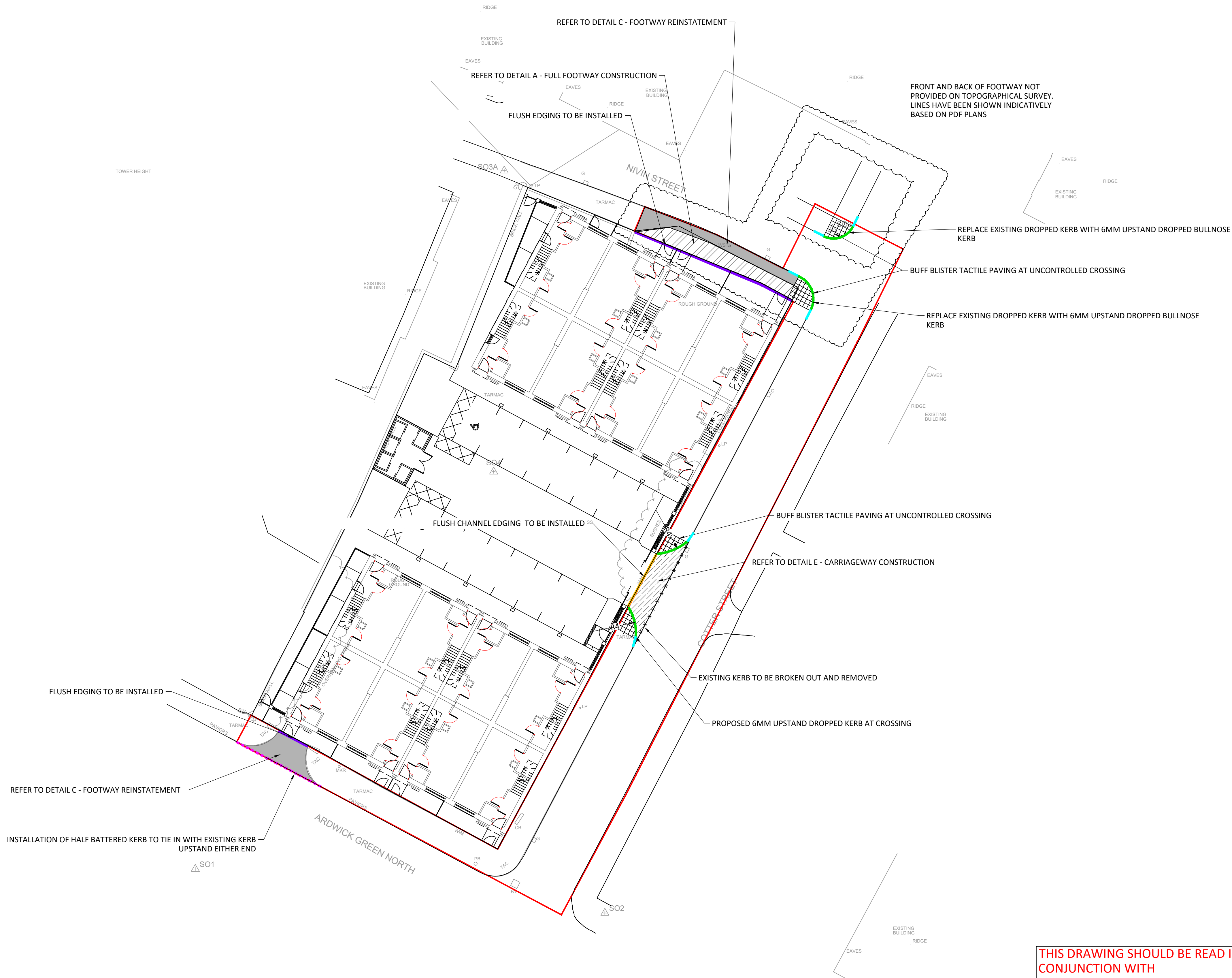
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PROJECT
ADRWICK GREEN
S278/38 HIGHWAY WORKS

TITLE
S278/38 GENERAL ARRANGEMENT

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INFORMATION					
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2075-CIV-S278-XX-D-H-40001				P03	

FILE LOCATION PATH: P:\PROJECTS\HOT\2075 ARDWICK GREEN, MANCHESTER\004 BIM\CIVILS\DRAWINGS\S278 PACK\2075-CIV-S278-XX-D-H-40003 - KERBING AND PAVING GA. DWG



THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH
2075-CIV-S278-XX-D-H-41001 &
2075-CIV-S278-XX-D-H-41002

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NOTES:

1. TOPOGRAPHICAL SURVEY WAS CARRIED OUT IN OCTOBER 2022 AND PROVIDED TO CIVIC BY STEP PLACES IN NOVEMBER 2022

2. SITE PLAN RECEIVED FROM CODA ARCHITECTS IN MAY 2024

KEY:

EXTENT OF S278 WORKS

PROPOSED BULLNOSE KERB (6mm UPSTAND)

PROPOSED HALF BATTERED KERB (100mm UPSTAND)

PROPOSED EF EDGING (LAID FLUSH)

PROPOSED CHANNEL EDGE (FLUSH)

PROPOSED TRANSITION KERB

DETAIL A - FULL FOOTWAY CONSTRUCTION

DETAIL C - FOOTWAY REINSTATEMENT

DETAIL E - CARRIAGEWAY CONSTRUCTION

BUFF BLISTER TACTILES

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04.09.24	P03	REVISED FOLLOWING RSA COMMENTS	CER	JF
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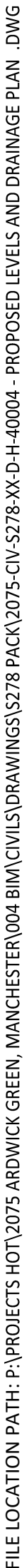
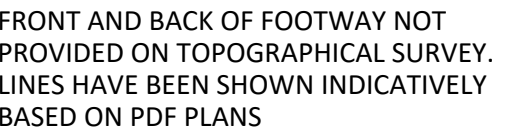
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ARDWICK GREEN
S278/38 HIGHWAY WORKS

TITLE

KERBING AND PAVING GA

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NOTES:

1. TOPOGRAPHICAL SURVEY WAS CARRIED OUT IN OCTOBER 2022 AND PROVIDED TO CIVIC BY STEP PLANES IN NOVEMBER 2022
2. SITE PLAN RECEIVED FROM CODA ARCHITECTS IN MAY 2024

— EXTENT OF S278 WORKS

+ XX m EXISTING SPOT LEVELS

+ XX m PROPOSED SPOT LEVELS

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TITLE

PROPOSED LEVELS AND DRAINAGE PLAN

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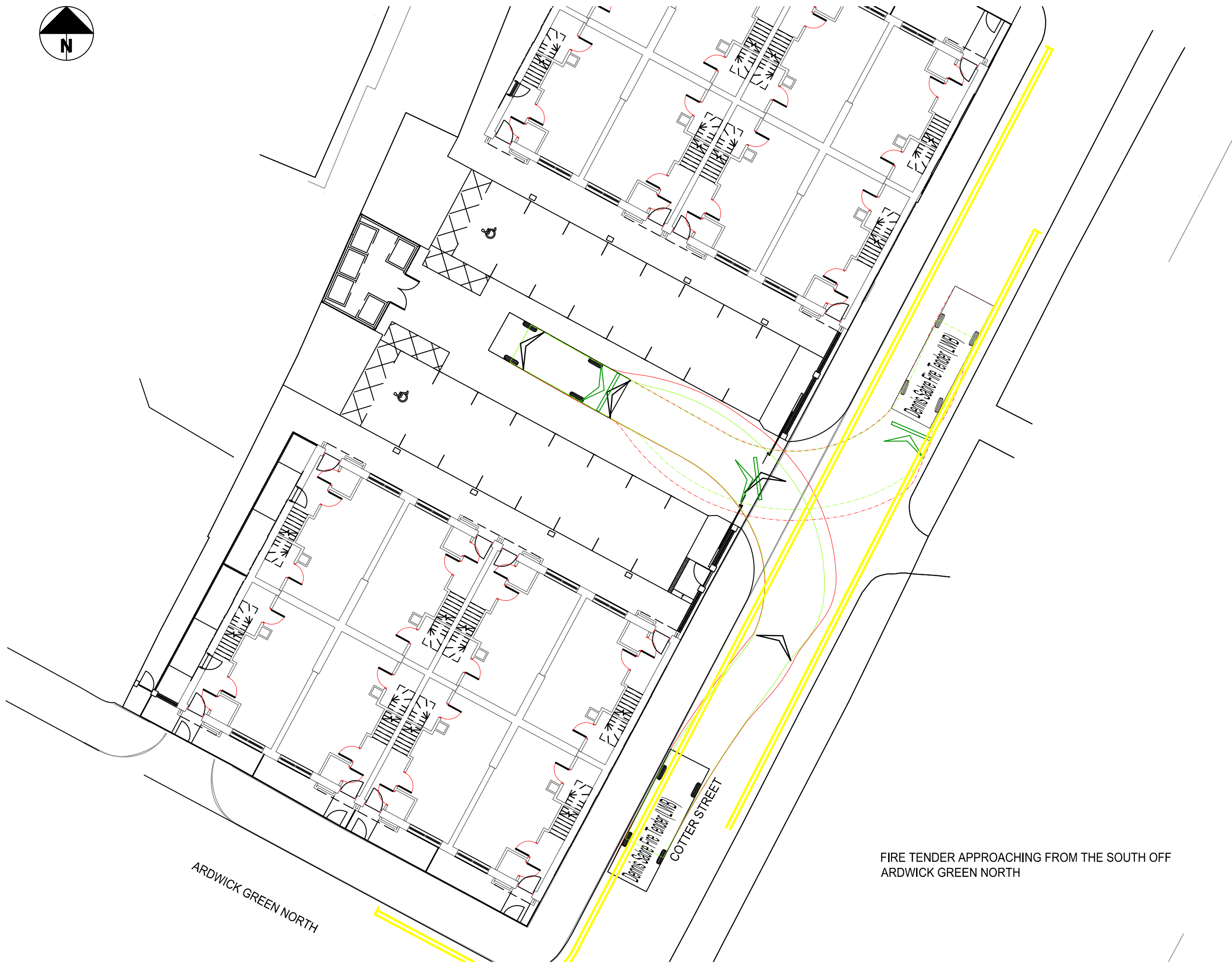
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ARDWICK GREEN
S278/38 HIGHWAY WORKS

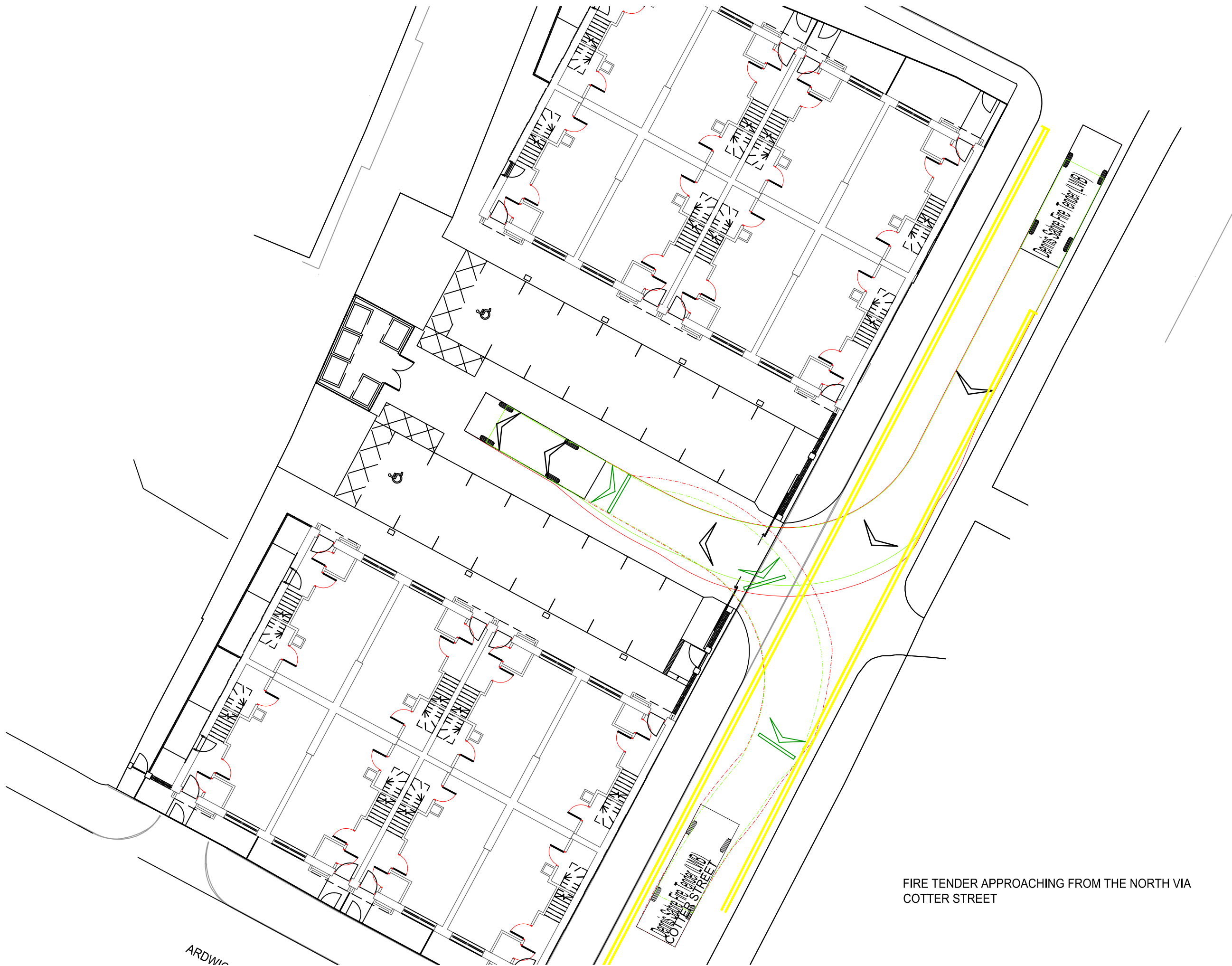
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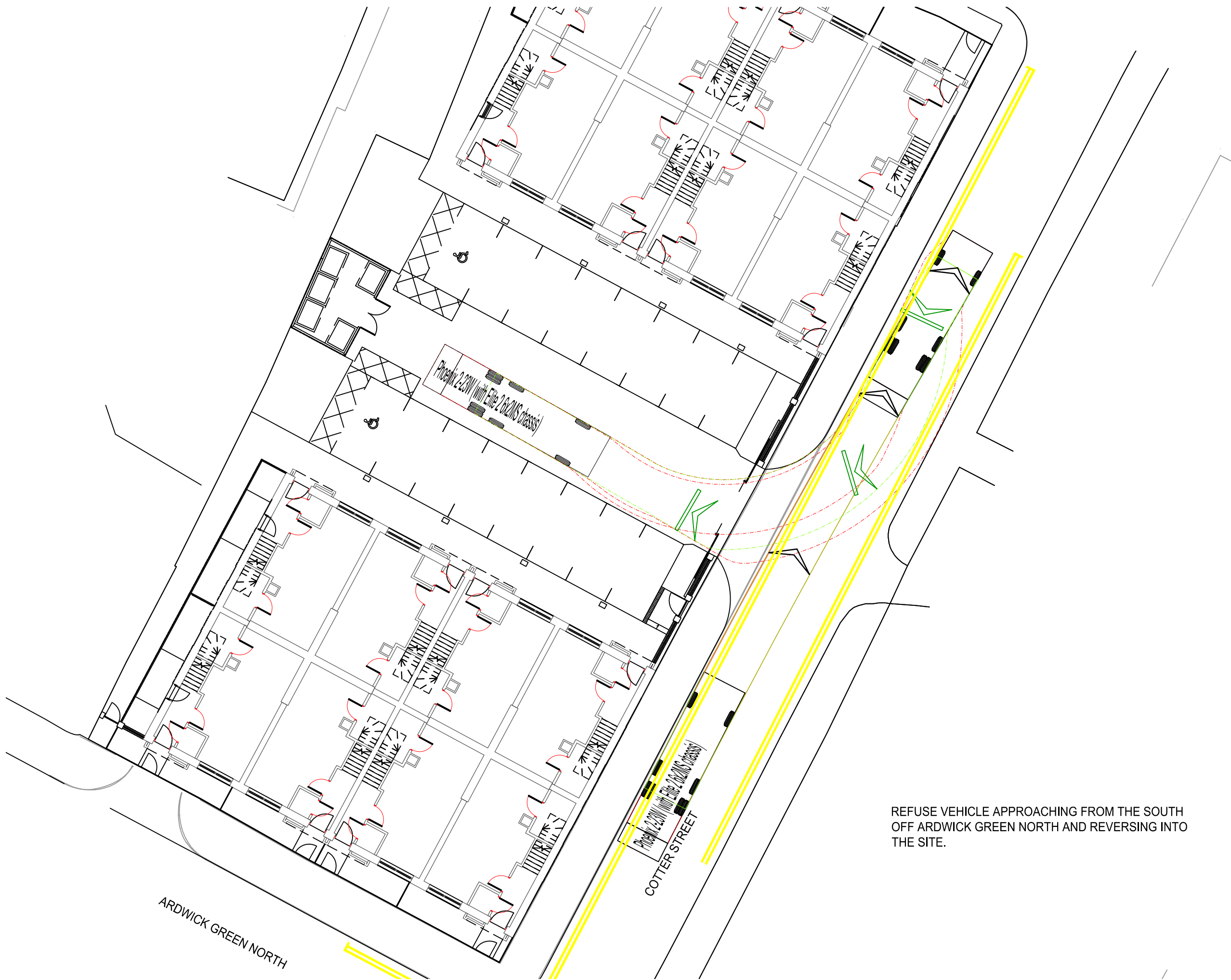
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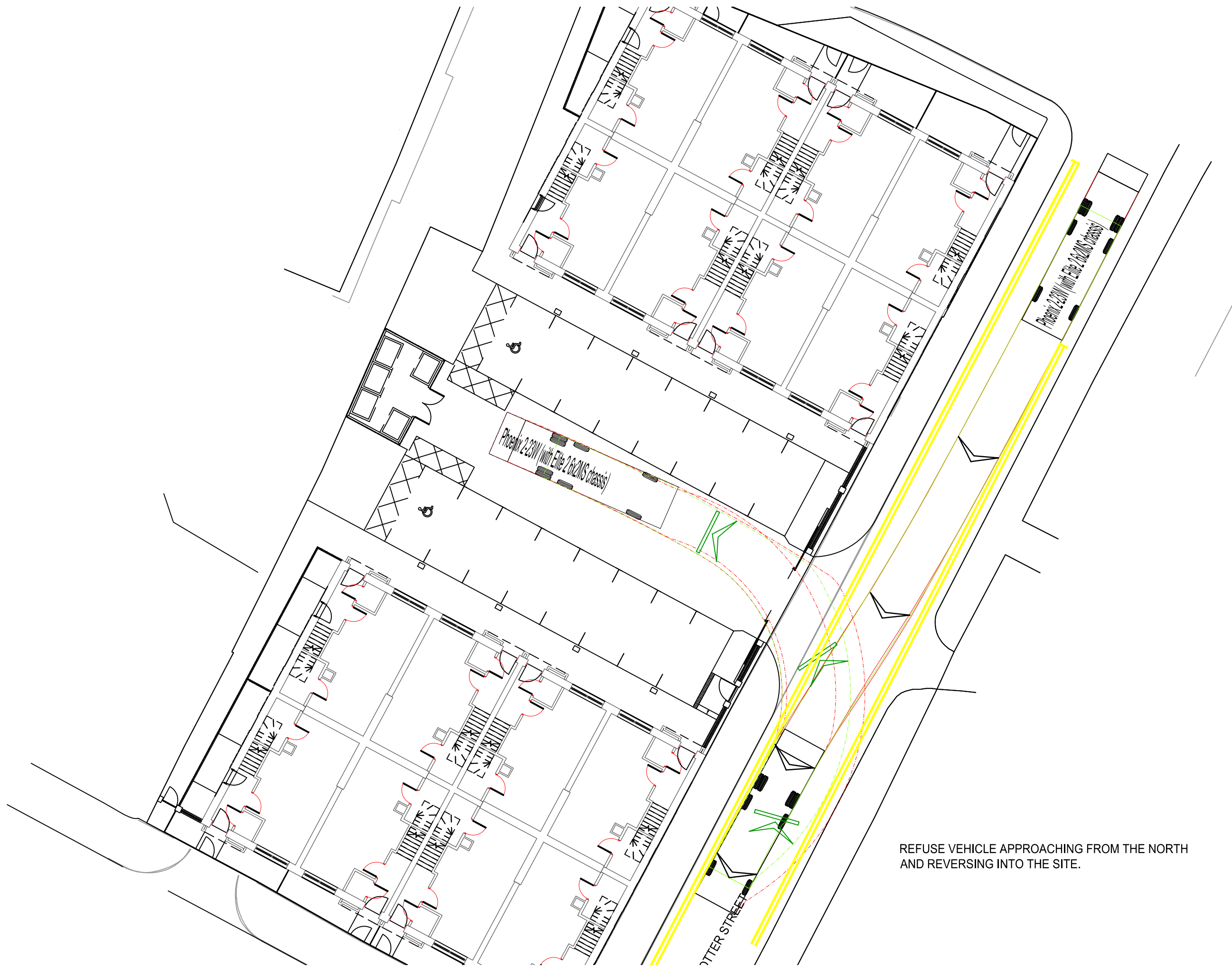
FIRE TENDER APPROACHING FROM THE SOUTH OFF
ARDWICK GREEN NORTH



FIRE TENDER APPROACHING FROM THE NORTH VIA
COTTER STREET



REFUSE VEHICLE APPROACHING FROM THE SOUTH
OFF ARDWICK GREEN NORTH AND REVERSING INTO
THE SITE.



REFUSE VEHICLE APPROACHING FROM THE NORTH
AND REVERSING INTO THE SITE.

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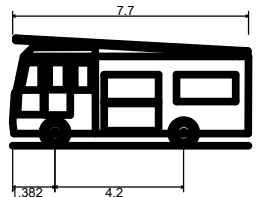
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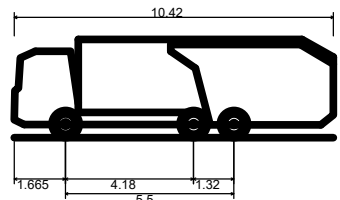
KEY:

- BODY ENVELOPE
- CHASSIS ENVELOPE
- BODY REVERSE ENVELOPE
- CHASSIS REVERSE ENVELOPE



Dennis Sabre Fire Tender (LWB)

Overall Length	7.700m
Overall Width	2.430m
Overall Body Height	3.512m
Min Body Ground Clearance	0.387m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m



Phoenix 2-23W (with Elite 2 6x2MS chassis)

Overall Length	10.420m
Overall Width	2.530m
Overall Body Height	3.211m
Min Body Ground Clearance	0.416m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.150m

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DATE	REV	DESCRIPTION	DRAWN	CHKD

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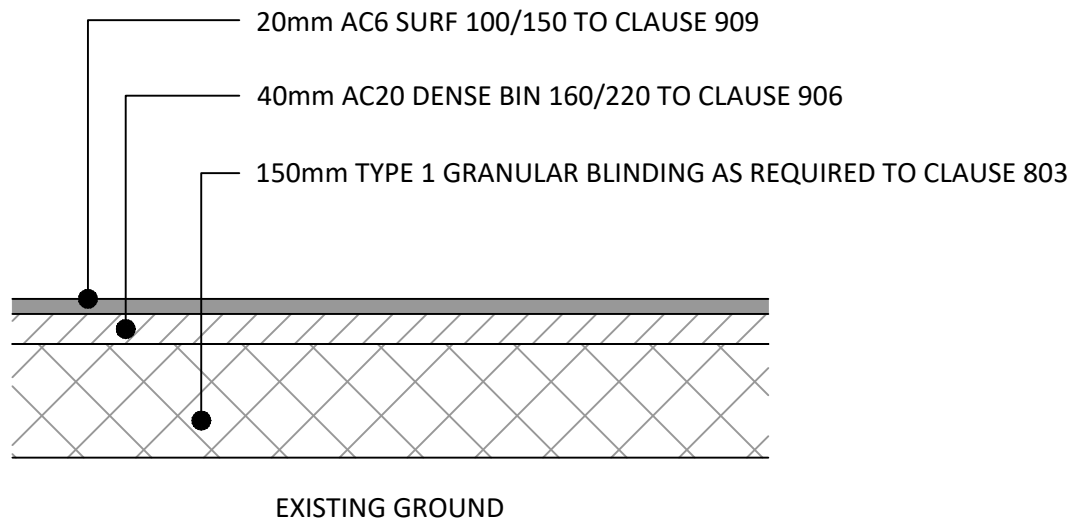
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PROJECT
ARDWICK GREEN
S278/38 HIGHWAY WORKS

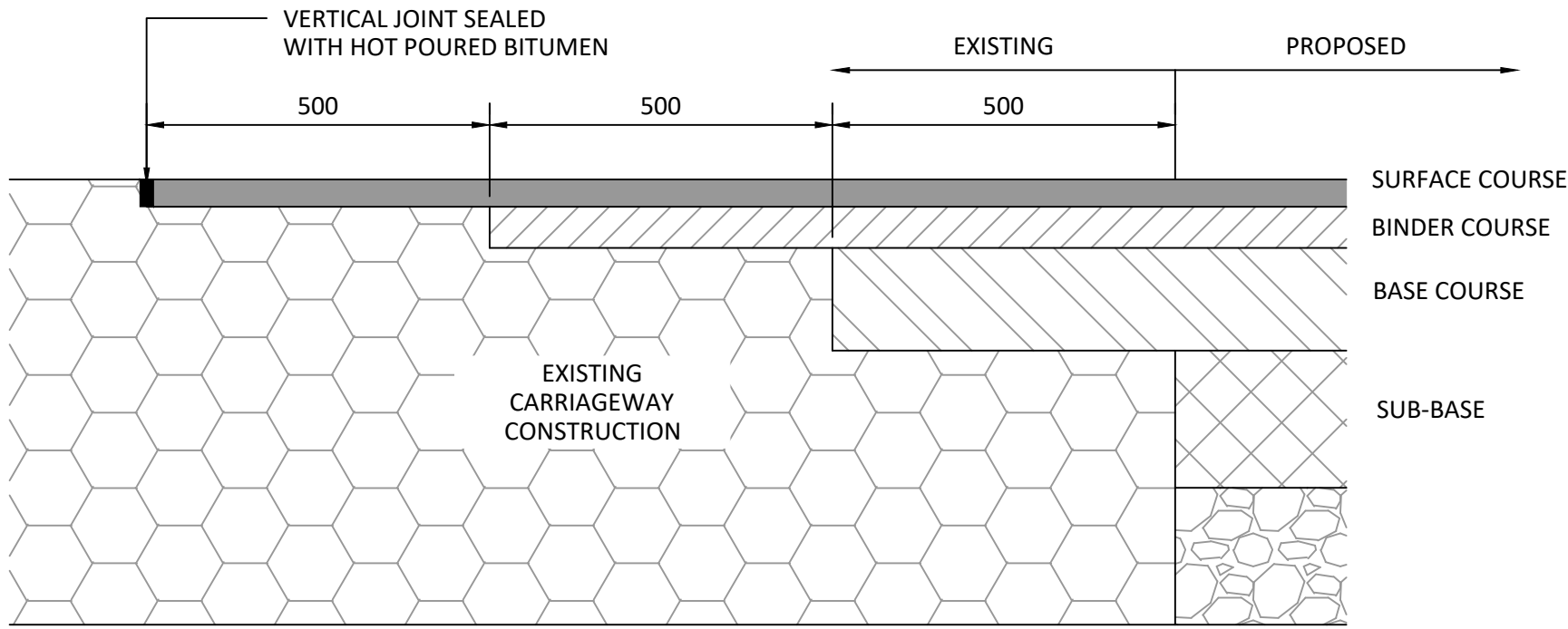
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SWEPT PATH ANALYSIS
FIRE TENDER AND REFUSE VEHICLES

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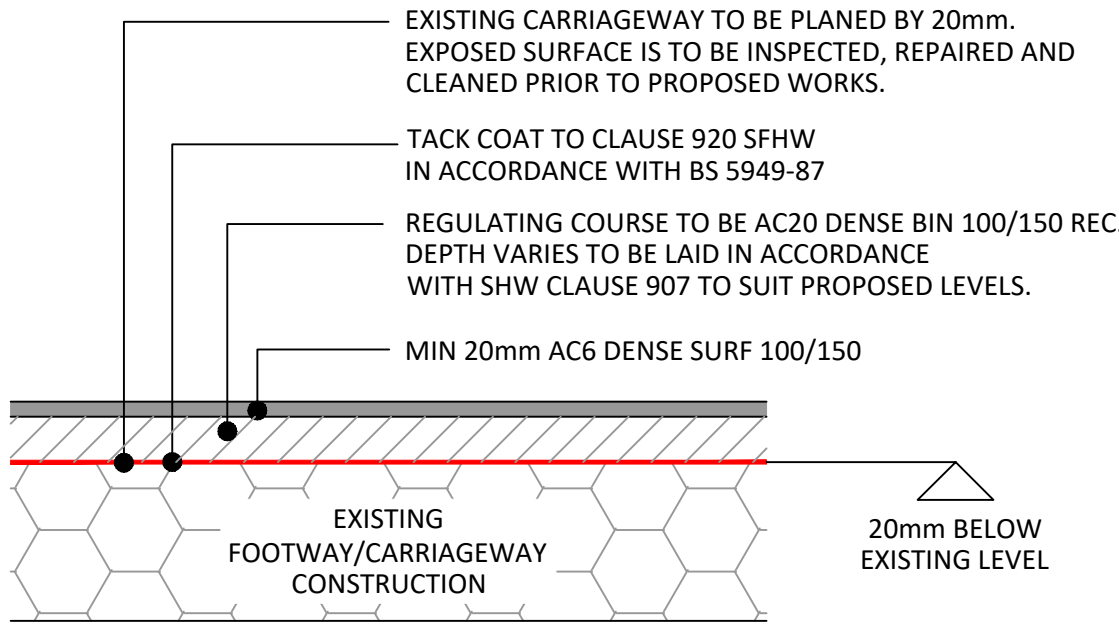
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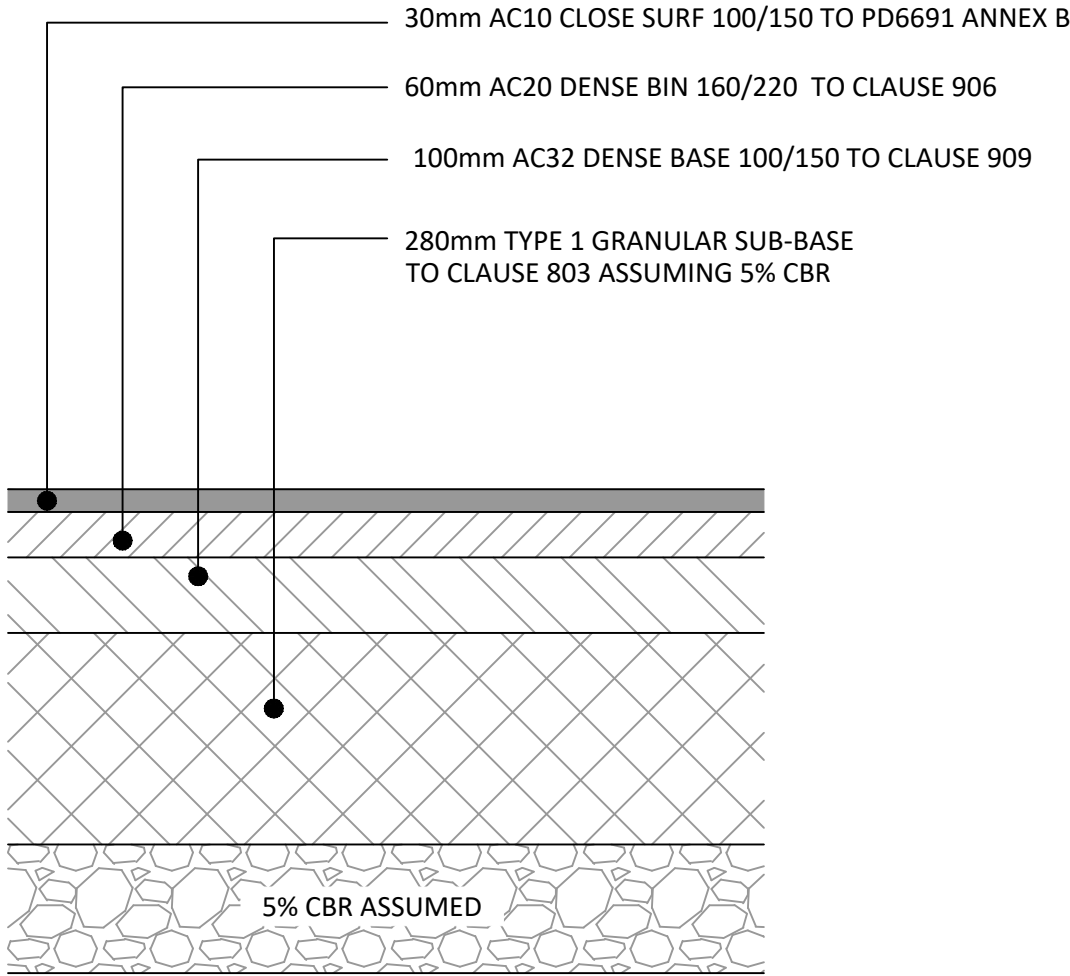
DETAIL A
FULL FOOTWAY CONSTRUCTION



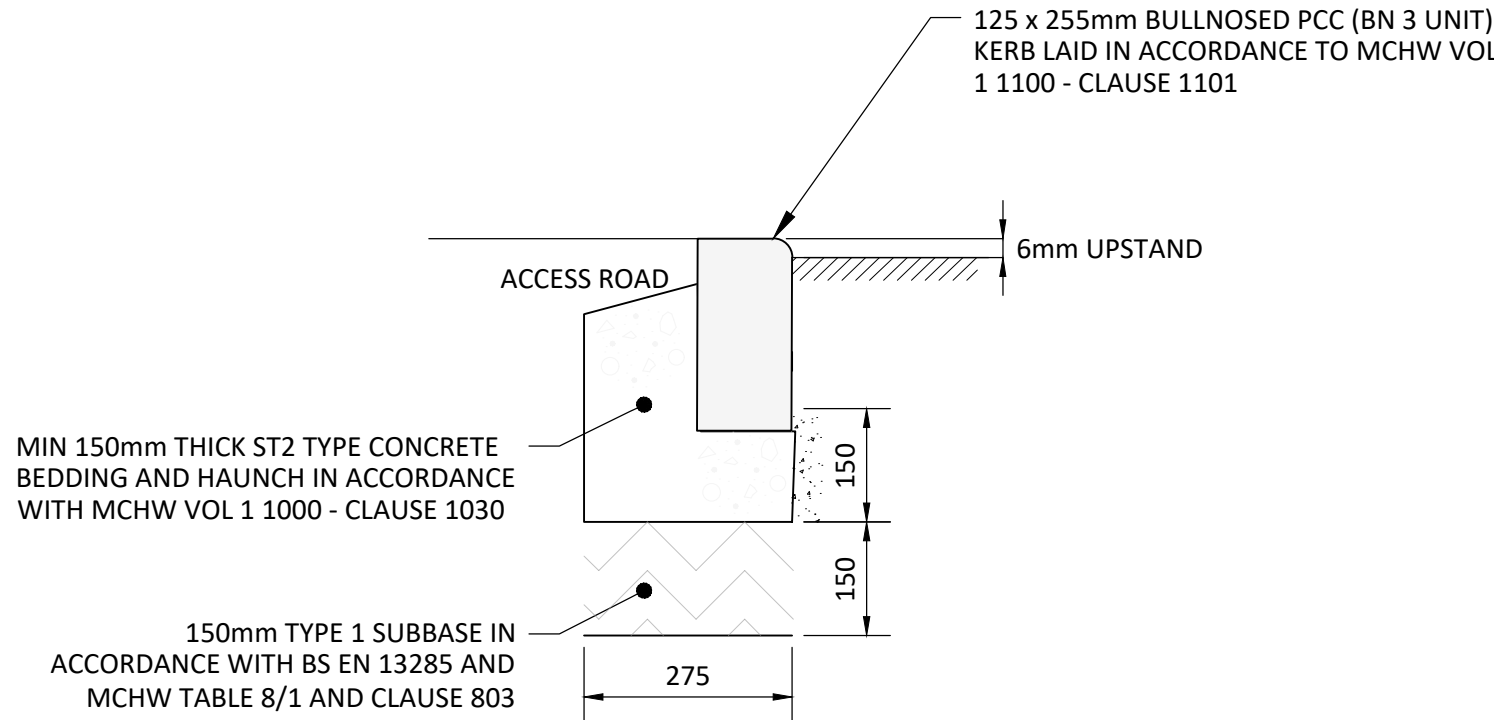
DETAIL B
PROPOSED CARRIAGEWAY TIE IN TO EXISTING DETAIL



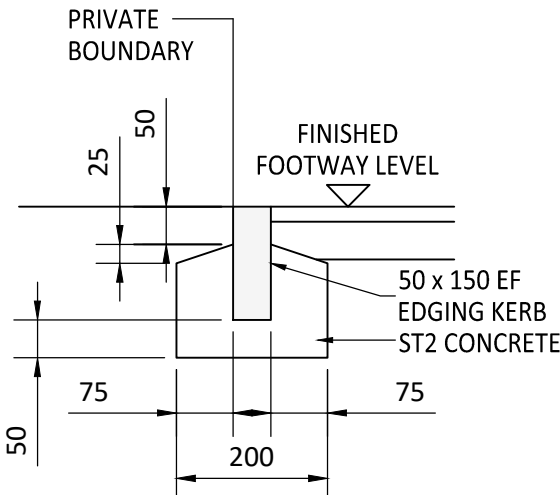
DETAIL C
FOOTWAY REINSTATEMENT



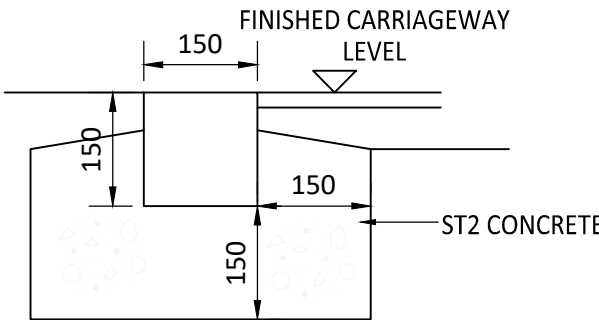
DETAIL E
FULL CARRIAGEWAY CONSTRUCTION



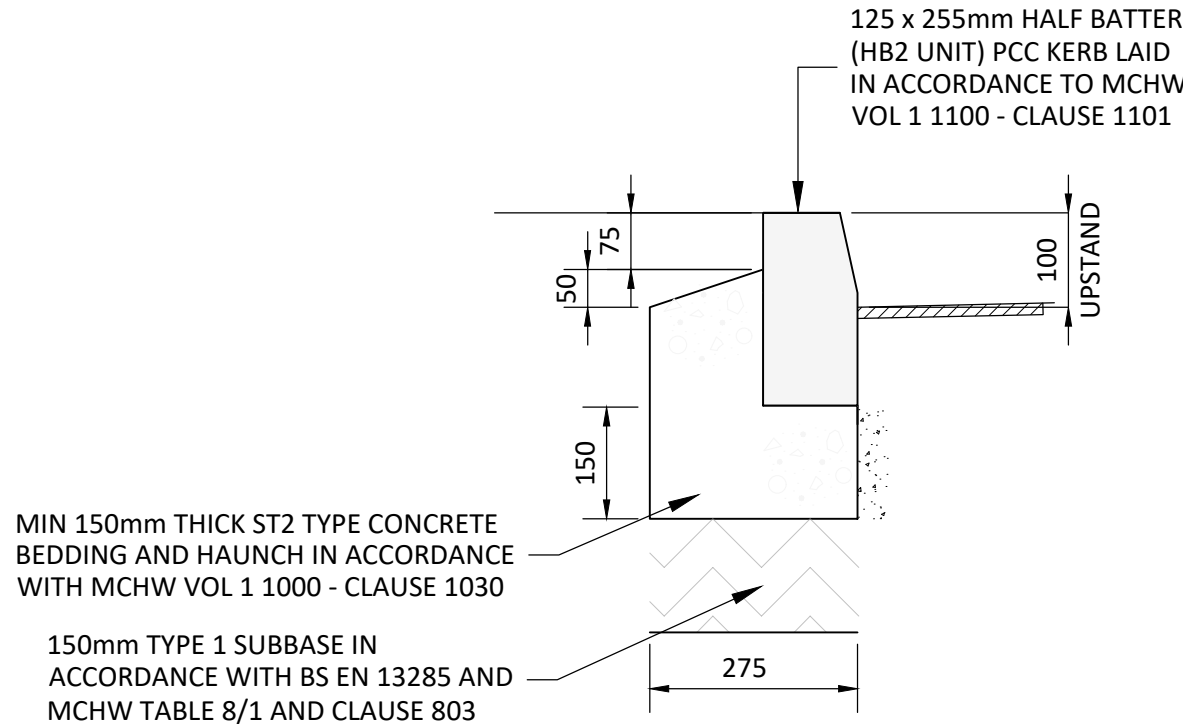
BULLNOSED KERB



EF - EDGING KERB



CHANNEL EDGE



HB2 KERB

THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH S278 PLANS:

2075-CIV-S278-XX-D-H-40001 - Scope of S278 Works
2075-CIV-S278-XX-D-H-40002 - Site Clearance Plan
2075-CIV-S278-XX-D-H-40003 - Kerbing and Paving GA
2075-CIV-S278-XX-D-H-40004 - Proposed Levels Plan
2075-CIV-S278-XX-D-H-41002 - Typical Cross Sections

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25.07.24	P02	BULLNODE KERB UPSTAND UPDATED	CER	JF
19.04.24	P01	FOR INFORMATION	CER	JF

DATE	REV	DESCRIPTION	DRAWN	CHKD
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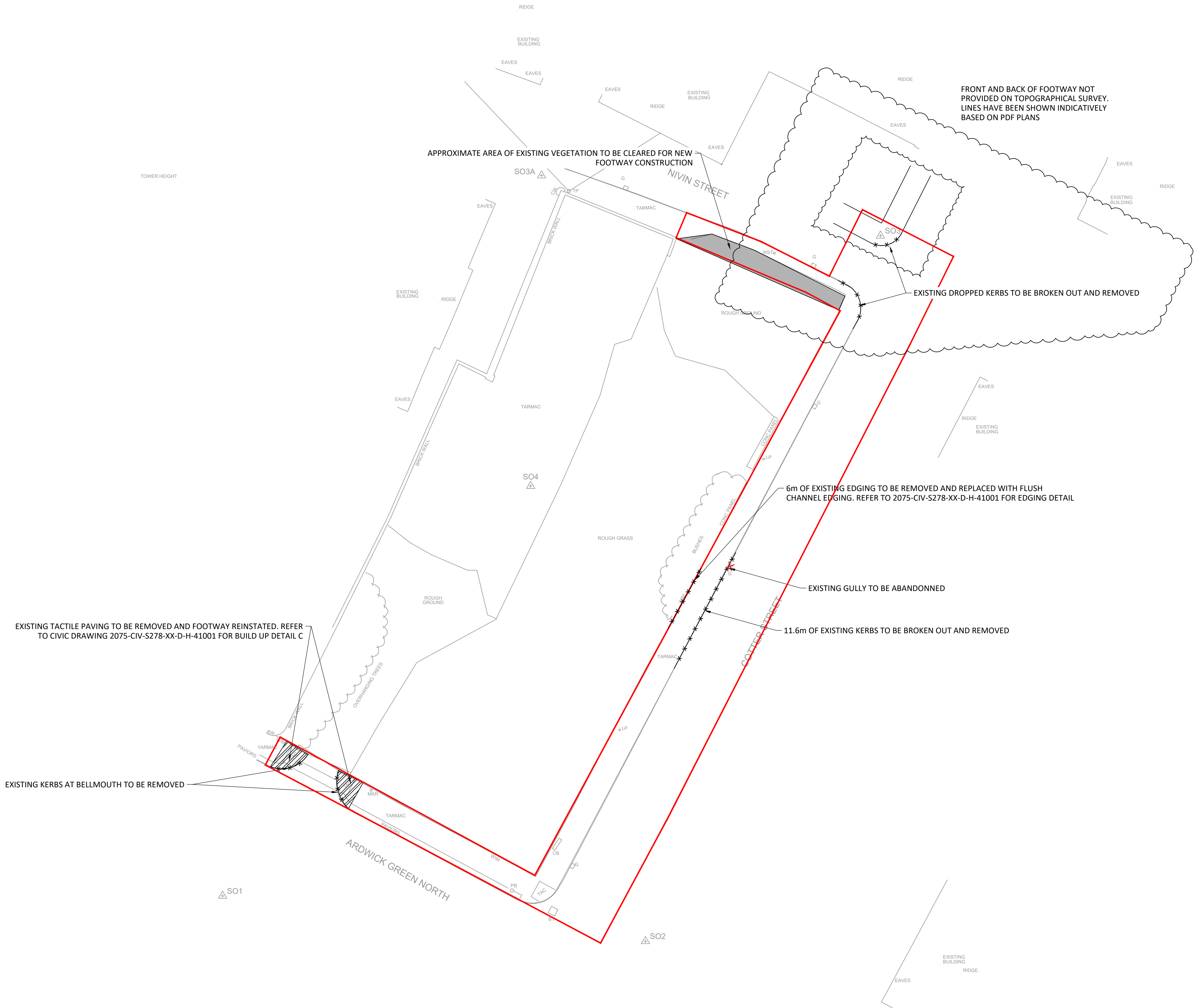
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PROJECT
ARDWICK GREEN
S278/38 HIGHWAY WORKS

TITLE
TYPICAL PAVEMENT DETAILS

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NOTES:

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2. SITE PLAN RECEIVED FROM CODA ARCHITECTS IN MAY 2024

— EXTENT OF S278 WORKS

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04.09.24	P03	REVISED FOLLOWING RSA COMMENTS	CER	JF
25.07.24	P02	UPDATED FOLLOWING MCCC COMMENTS	CER	JF
19.04.24	P01	FOR INFORMATION	CER	JF

DATE	REV	DESCRIPTION	DRAWN	CHKD
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PROJECT
ARDWICK GREEN
S278/38 HIGHWAY WORKS

TITLE
SITE CLEARANCE PLAN

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