

Reliance Street, Manchester, M40 2FU

Road Safety Audit Response

Reference: 161224

2. Items raised for this Combined Stage 1 -2 Road Safety Audit

Problem 2.1:

Location: New site access to Reliance Street.

Summary: There is an existing gully in the channel of Reliance Street just north of the proposed site access which would be in the wheel path of vehicles turning into the site. The concern is that over time the gully grate could become unstable after being overridden and being the wheel path of vehicles or two wheelers could lead to loss of control on the access radius or sudden braking or swerving in to the path of other vehicles to avoid the gully.

Recommendation: Ensure the layout prevents standing water collecting on the footway or carriageway at this access point.

Choose your team EAS Transport Planning
I ACCEPT the problem and recommendation made by the RSA team
<p>The topographical survey shows the existing levels along the road fall towards the south, this follows the road. The direction of surface water runoff also follows this gradient.</p> <p>It is proposed for the gully to be relocated 2.3m to the south and to reuse the existing connection as shown in Drawing C1000-S278-4759 Rev C. The surface water will flow southwards from the proposed access to the gully.</p> <p>The proposed kerbing will have a 6mm or greater upstand, which shall allow the surface water to run along the kerbing towards the new gully.</p>

Manchester County Council Response
Pick a Response
<i>Add text as required</i>

Manchester County Council and Design Team Agreed Road Safety Audit Action to mitigate the problem
Mitigation Action <i>Add text as required</i>
Timeframe for completion of Action <i>Add text as required</i>

Problem 2.2:

Location: Existing dropped kerb on northern edge of the site (on Reliance Street).

Summary: The drawing C1000-S278-4759 rev B: Paving and Kerbing Layout shows part of the existing dropped kerb to be replaced by a K1 full kerb but these existing dropped kerbs form a pair with dropped kerbs on the northern side of the adjacent access. The concern is that rising the kerbs could present difficulties for people with mobility impairments, wheel chair users or those pushing a push chair to access the footway constituting a trip and fall hazard.

Recommendation: Adjust the location of the proposed full height kerb to retain a dropped kerb for pedestrians working along Reliance Street.

Choose your team EAS Transport Planning
I ACCEPT the problem and recommendation made by the RSA team
The kerbing along the northern edge of the site has been amended to include a dropped kerb as recommended, as shown in Drawing C4000-S278-4759 Rev C.

Manchester County Council Response
Pick a Response
<i>Add text as required</i>

Manchester County Council and Design Team Agreed Road Safety Audit Action to mitigate the problem
Mitigation Action <i>Add text as required</i>
Timeframe for completion of Action <i>Add text as required</i>

Problem 2.3:

Location: Introduction of dropped kerbs and tactile paving indented from Oldham Road south of the proposed site access.

Summary: The drawings shows the introduction of tactile paving and dropped kerbs across Reliance Street. However, these are indented around 8m from Oldham Road requiring a significant detour from walking along Oldham Road. The concern is that people will not use them to detour from the desire line and the high kerbs could present difficulties for people with mobility impairments, wheel chair users or those pushing a push chair to access the footway on either side of Reliance Street constituting a trip and fall hazard. It is acknowledged that this is the existing situation.

Recommendation: Reduce the indent from Oldham Road to perhaps 4m from the channel line and avoid the two service covers. This would also have the advantage of increasing the forward visibility across the radius for left turners into Reliance Street.

Choose your team EAS Transport Planning
I ACCEPT the problem and recommendation made by the RSA team
The tactile paving position has been moved southwards to 4m above the channel lines as recommended, as shown in Drawing C1000-S278-4759 Rev C.

Manchester County Council Response
Pick a Response
<i>Add text as required</i>

Manchester County Council and Design Team Agreed Road Safety Audit Action to mitigate the problem
Mitigation Action <i>Add text as required</i>
Timeframe for completion of Action <i>Add text as required</i>

Design Team and Manchester County Council Statements

On behalf of the design team, I certify that:

- The RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with MCC.

Name: Alice Davy

Signed:



Position: Graduate Consultant

Date: 04/07/2024

On behalf of Manchester County Council, I certify that:

- 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 team.
- The agreed RSA actions to the problems will be progressed.

Name:

Signed:

Position:

Date: