

SPARKLE STREET

STAGE 1 ROAD SAFETY AUDIT RESPONSE REPORT

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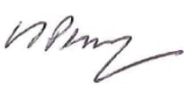
Client Name: Foras (Sparkle Street) Limited

Control Sheet

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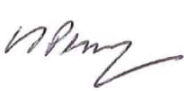
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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Foras (Sparkle Street) Limited, to provide transport and highways advice in relation to a planning application for the Sparkle Street residential development in Manchester.
- 1.1.2 The Applicant seeks to obtain Full Planning Permission for the demolition of existing low rise commercial units and erection of a ground + 27 storey residential development with supporting residential amenity, private terraces and a private shared garden, providing 359 new apartments. The proposed development is car-free, with no vehicular access other than maintenance.
- 1.1.3 Curtins prepared a Transport Statement report, along with Interim Travel Plan and Waste Management Strategy reports. A Stage 1 Road Safety Audit of the proposed loading bay and on-street parking arrangements on Store Street and Sparkle Street, including pedestrian and cyclists, has been undertaken in July 2024 by an independent auditor at Six:Ten Highways. The full Audit report is included in **Appendix A**.

1.2 Purpose of the Report

- 1.2.1 This Designers Response has been prepared to consider the findings of this Audit.

1.3 Structure of the Report

- 1.3.1 Following this introduction, **Section 2** sets out the Design Team Response.

2.0 Design Team Response

Ref.	Location	Summary	Recommendation	Design Team Response
Problem 2.1.1	Proposed kerbed build-out on Store Street	Risk of vehicles colliding with the buildouts. The drawings do not show any reflective bollards or similar on the build-outs on Store Street. Omission of appropriate street furniture highlighting the build-outs to approaching drivers may result in vehicles colliding with the build-outs. Whilst it is noted that vehicles parked in the parking bays to the east will offer some protection of the build-outs, there will be times when there are no vehicles parked in the parking bays and drivers may approach the build-outs whilst over-running the parking bays.	It is recommended that appropriate street furniture, such as reflective bollards, should be provided on the proposed build-outs on Store Street. Additionally, it is recommended that the centre line road marking on Store Street is relocated to guide vehicles away from the proposed build-outs.	The recommendation is accepted. Details on bollards and their location will be dealt with at the detailed design stage. During this stage, the relocation of the centreline will also be explored, should this be deemed appropriate.
Problem 2.4.1	Existing uncontrolled pedestrian crossings on the Sparkle Street	Incorrect tactile paving layout increases the risk of visually impaired pedestrians inadvertently entering the carriageway and potentially being struck by a vehicle and excessive kerb upstand may result in pedestrian trips/falls It was observed during the site visit that the existing uncontrolled pedestrian crossings on Sparkle Street do not have the required minimum depth of tactile paving across the whole width of the dropped kerbs for in-line type uncontrolled crossings. 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	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 and that the kerb upstand at the existing uncontrolled pedestrian crossings is reduced to between 0mm and 6mm.	The recommendation is accepted. Tactile paving will be considered during the detailed design stage, and will be brought up to current standards in the immediate vicinity of the site as required.

Table 2.1 – Design Team Response

Appendix A – Road Safety Audit

SPARKLE STREET, MANCHESTER PROPOSED S278 HIGHWAY WORKS

STAGE 1 ROAD SAFETY AUDIT

610/2024/145/01 Rev 1

22 July 2024

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Report Title:	Sparkle Street, Manchester - Proposed S278 Highway Works Stage 1 Road Safety Audit
Date:	22 July 2024
Document Reference & Revision:	610/2024/145/01 Rev 1
Prepared by:	Six Ten Highways & Traffic Ltd
On behalf of:	Curtins

Disclaimer note

The client has confirmed that it is entering into the agreement under which this report is being prepared on its own behalf and not on behalf of, or for the benefit of any other party and has agreed that in any event of any claim arising out of or in connection with that agreement and/or the report itself it shall be entitled to recover from six:TEN Highways & Traffic Limited only the losses, if any, it has itself suffered.

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1.0 INTRODUCTION

- 1.1 This report results from a preliminary design Stage 1 Road Safety Audit (RSA) carried out on the proposed S278 highway works at Sparkle Street, Manchester, at the request of Curtins, the designer of the scheme who provided the Audit Brief, which was accepted by the audit team. The audit team has been approved by the Overseeing Organisation Manchester City Council to carry out Road Safety Audits on their highway network.
- 1.2 The Road Safety Audit Team was as follows:
- Jon Preston MCIHT MSoRSA
Audit Team Leader
- Tristan Brooks* Bsc (Hons), MBA, CMILT, MCIHT, MSoRSA, HE RSA Cert of Comp
Audit Team Member
- 1.3 Audit Team members marked with an asterisk above hold a Highways England approved Certificate of Competency (CoC) in Road Safety Audit, in accordance with Article (1–3) of EC Directive 2008/96/EC.
- 1.4 The audit took place at the St Helens office of six:TEN Highways and Traffic between 16 July 2024 and 23 July 2024. The Road Safety Audit was undertaken in accordance with the Road Safety Audit information provided. The audit comprised an examination of the documents provided as detailed in Appendix One.
- 1.5 The Audit Team visited the site together during the afternoon of Sunday 22 July 2024 between 16.15hrs and 17:00hrs. During the site visit the weather was partially cloudy and the carriageway surface was damp in places. At the time of the site visit traffic movements in the vicinity of the proposed scheme were moderate with some pedestrian and cyclist movements observed.
- 1.6 Sparkle Street in the vicinity of the proposed highway works is subject to a 30mph speed limit and Store Street is subject to a 20mph speed limit. Both roads are street lit.
- 1.7 The terms of reference of the audit are as described in GG 119 Rev.2. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Collision Investigation, Road Safety Engineering and Road Safety Audits.
- 1.8 The proposed S278 highway works are associated with the proposed Sparkle Street residential development and in summary includes:
- Amendments to a number of existing parking restrictions and provision of new parking restrictions throughout the scheme including provision of a car club parking bay and general parking on Sparkle Street and provision of a loading bay and 2 No. Disabled parking bays on Store Street; and
 - Provision of 3 No. kerbed build-outs on the southern side of Store Street.
- 1.9 The Audit Team have not been informed of any Departures from Standard for the proposed scheme nor have they been made aware of any previous RSA's undertaken on the scheme.

- 1.10 Personal injury collision data has been obtained from the Transport for Greater Manchester (TfGM) online database which shows there has been one personal injury collision in the vicinity of the proposed S278 highway works during the latest five-year period for which data is available. The collision occurred at the junction of Store Street and Jutland Street in 2021 and resulted in two casualties whose injuries were classified as Slight in severity. The Personal Injury Collision location plan is shown in Appendix Four.
- 1.11 The scheme has been examined and this report compiled only regarding the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, 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. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.12 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG 119 Rev 2, and in no way, imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

2.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

2.1 General

2.1.1 Location: Proposed kerbed build-out on Store Street

Problem

Summary: Risk of vehicles colliding with the buildouts

The drawings do not show any reflective bollards or similar on the build-outs on Store Street. Omission of appropriate street furniture highlighting the build-outs to approaching drivers may result in vehicles colliding with the build-outs. Whilst it is noted that vehicles parked in the parking bays to the east will offer some protection of the build-outs, there will be times when there are no vehicles parked in the parking bays and drivers may approach the build-outs whilst over-running the parking bays.

This issue is exacerbated by the location of the centre line road marking on Store Street which guides vehicles towards the proposed build-outs.

Recommendation

It is recommended that appropriate street furniture, such as reflective bollards, should be provided on the proposed build-outs on Store Street. Additionally, it is recommended that the centre line road marking on Store Street is relocated to guide vehicles away from the proposed build-outs.

2.2 Local Alignment

2.2.1 No road safety issues identified at this stage.

2.3 Junctions

2.3.1 No road safety issues identified at this stage.

2.4 Walking, Cycling and Horse Riding

2.4.1 Location: Existing uncontrolled pedestrian crossings on the Sparkle Street

Problem

Summary: Incorrect tactile paving layout increases the risk of visually impaired pedestrians inadvertently entering the carriageway and potentially being struck by a vehicle and excessive kerb upstand may result in pedestrian trips/falls

It was observed during the site visit that the existing uncontrolled pedestrian crossings on Sparkle Street do not have the required minimum depth of tactile paving across the whole width of the dropped kerbs for in-line type uncontrolled crossings. 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.

Additionally, it was observed that the kerb upstand at the existing uncontrolled pedestrian crossings on Sparkle 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.

It is noted that these are existing issues, however, the proposed new development will likely increase pedestrian usage of the uncontrolled pedestrian crossings.

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 and that the kerb upstand at the existing uncontrolled pedestrian crossings is reduced to between 0mm and 6mm.

2.5 Traffic Signs, Carriageway Markings and Lighting

2.5.1 No road safety issues identified at this stage.

3.0 ROAD SAFETY AUDIT TEAM STATEMENT

We certify that the audit has been carried out in accordance with DMRB GG119 Rev 2.

AUDIT TEAM LEADER

Jon Preston MCIHT MSoRSA

Director

six:TEN Highways & Traffic Ltd

Signed:



Date: 22 July 2024

AUDIT TEAM MEMBER

Tristan Brooks Bsc (Hons), MBA, CMILT, MCIHT, MSoRSA, HE RSA Cert of Comp

Traffic & Road Safety Engineer

six:TEN Highways & Traffic Ltd

Signed:



Date: 22 July 2024

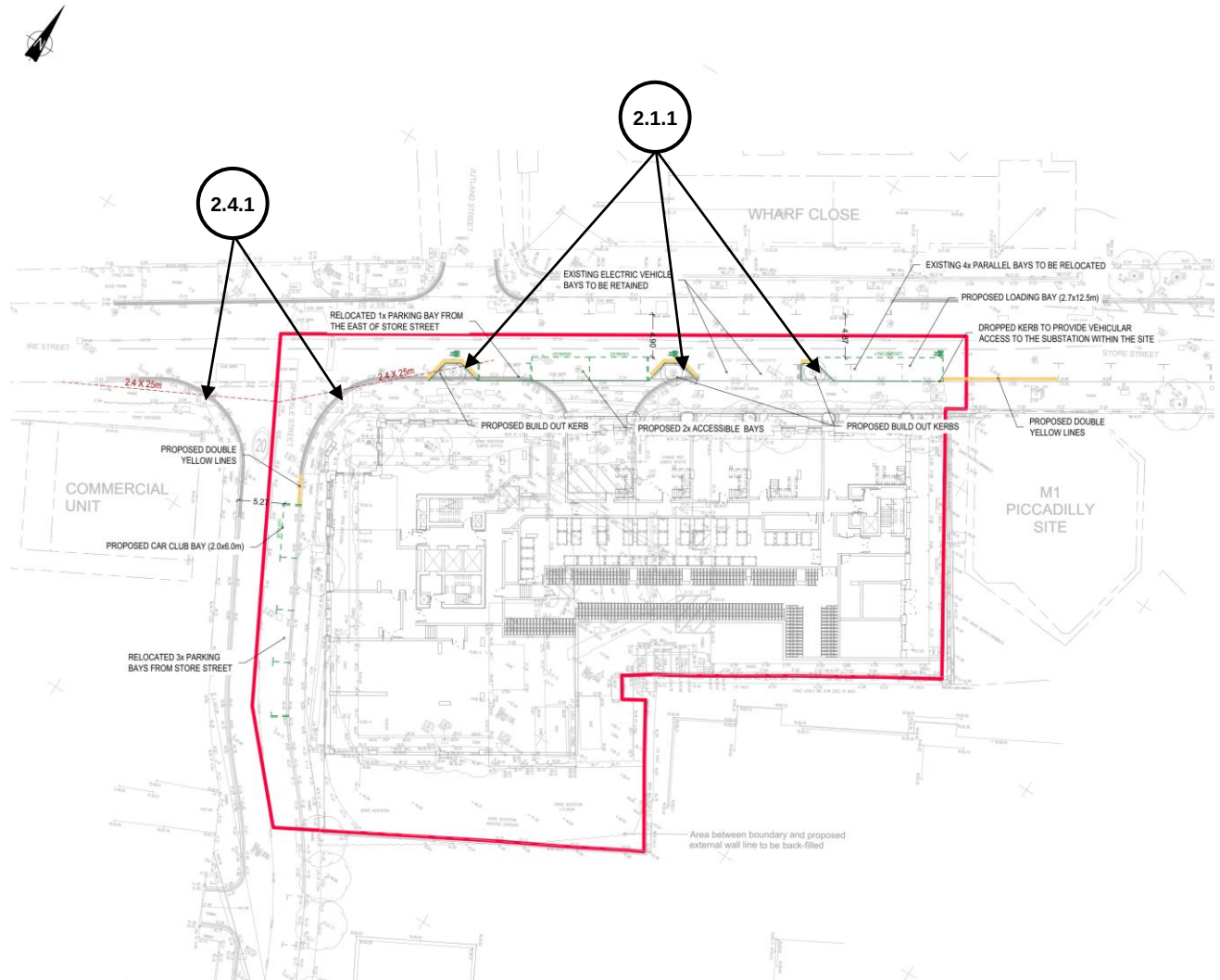
APPENDIX ONE

4.0 LIST OF DRAWINGS AND DOCUMENTS SUPPLIED BY THE DESIGN ORGANISATION

- 82142-CUR-XX-00-D-TP-75001-P07 Loading & Parking Arrangement
- 82142-CUR-XX-00-D-TP-05002-P03 Swept Path Analysis Refuse Vehicle
- 082142-CUR-XX-XX-T-TP-00004-P01 Stage 1 RSA Brief
- Latest five-year personal injury collision data from TfGM

APPENDIX TWO

5.0 PROBLEM LOCATION PLAN



APPENDIX THREE

6.0 PHOTOGRAPHS



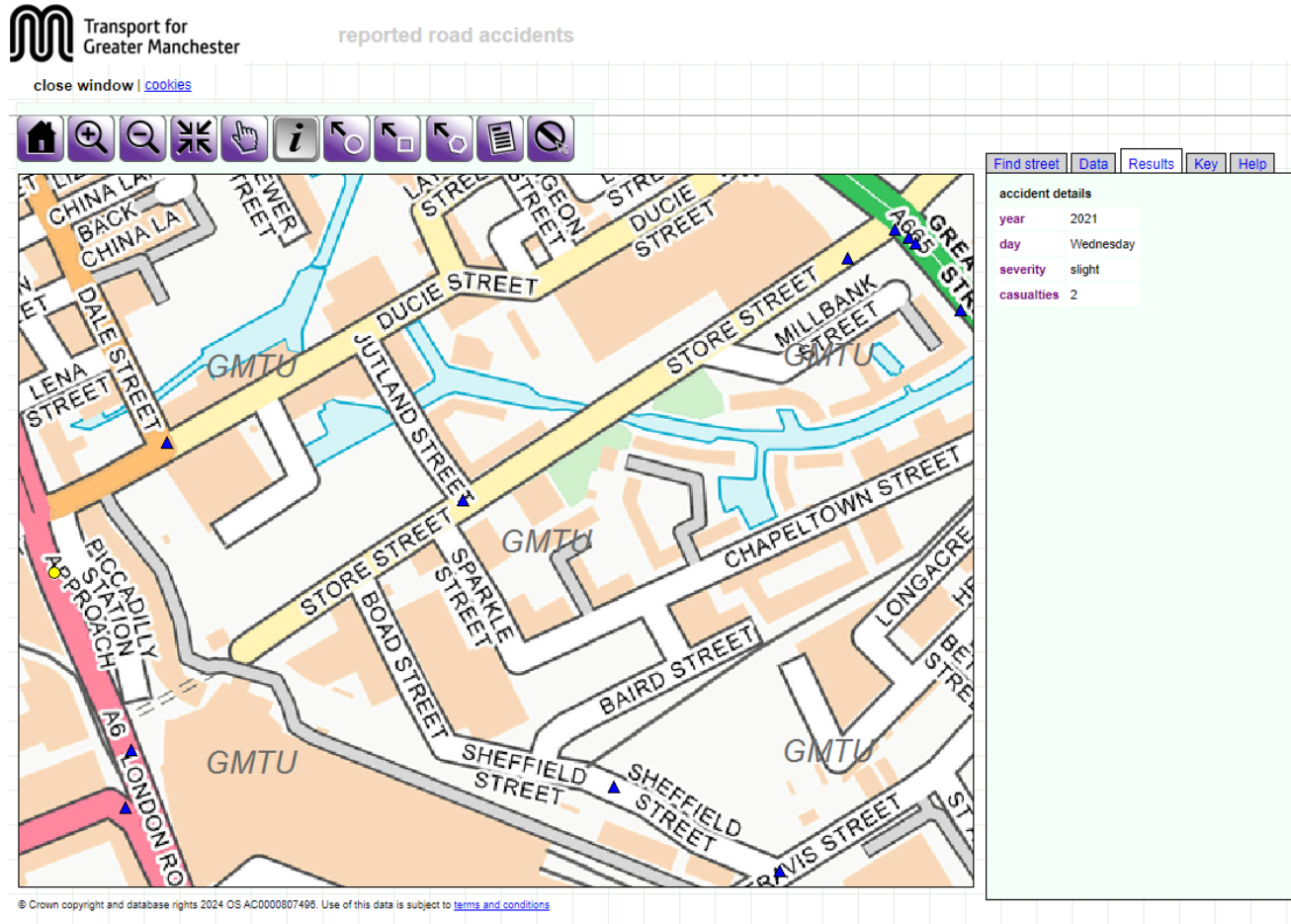
6.1 General view looking west on Store Street.



6.2 General view looking south on Sparkle Street.

APPENDIX FOUR

7.0 PERSONAL INJURY COLLISION LOCATION PLAN



OUR LOCATIONS

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