

ROAD SAFETY AUDIT STAGE 2



Proposed Access

Broadfield Road, Manchester

ON BEHALF OF
MAI Construction

October 2023



Quality Management

Project Number	23092
Filename	23092 RSA2 Broadfield Rd
Issue No	1
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Author	Chris Yarrow
Reviewer	Eric Appleton

Signatures:

Two handwritten signatures in blue ink. The first signature is 'C. Yarrow' and the second is 'Eric Appleton'.

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Introduction

Via Solutions has been appointed to carry out a Stage 1 - 2 Road Safety Audit of the proposed highway works associated with the formation of a new dropped crossing to serve three parking spaces associated with a new residential development off Moss Lane East, Manchester.

The project sponsor is Manchester Council. The Audit Team Membership is given at the end of this report. This Audit was undertaken in accordance with the guidance in GG 119 and that published by the CIHT.

A site visit was carried out on 5th October by the Audit Team between 11:00am and 11.30am.

The proposed works are shown on the drawing 10417-WML-ZZ-XX-DR-C-1010-T01 - Vehicle Crossing Design GA prepared by WML Consulting.

The terms of reference of the audit are as described in GG 119 'Road Safety Audit' that forms part of Volume 5 of the Design Manual for Roads and Bridges (DMRB). Whilst the advice given in the DMRB applies to trunk road and motorway highway improvement schemes, it has been used to inform the scope of this audit. The guidance published by the CIHT has also been followed.

The team has considered 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. Recommendations are made in this report regarding problems that are considered to be worthy of attention in respect of safety. The Audit Team has not been made aware of any departures from standards and has not been involved in the design of the works.

Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems identified. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem. 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.

Items Raised in Stage 2 Road Safety Audit

SUMMARY

The table below summarises the findings of the Stage 2 Road Safety Audit, which are described in more detail in the section below.

Summary of Items Considered / Raised in Stage 2 Road Safety Audit

Item	Problem
1 GENERAL	
1 Departure from Standards	No
2 Cross Sections / Variations	No
3 Landscaping	No
4 Climatic Conditions	No
5 Drainage	YES
6 Lay-bys	No
7 Public Utilities Apparatus	No
8 Access	No
9 Skid Resistance	No
10 Emergency Vehicles	No
11 Future Widening	No
12 Agriculture	No
13 Fences and Road Restraint Systems	No
14 Adjacent Development	No
15 Basic Design Principles	No
16 Bridge Parapets	No
17 Network Management	No
18 Specific Road Users	No

ITEM**PROBLEM****2 LOCAL ALIGNMENT**

1 Visibility	No
2 New / Existing Interface	No
3 Vertical Alignment	No

3 JUNCTIONS

1 Layout	No
2 Visibility	No
3 T X Y Junctions	No
4 All Roundabouts	No
5 Mini Roundabouts	No
6 Traffic Signals	No

4 NON-MOTORISED USER (NMU) PROVISION

1 Adjacent Land	No
2 Pedestrians	No
3 Cyclists	No
4 Equestrians	No

5 TRAFFIC SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

1 Signs	No
2 Variable Message Sign	No
3 Lighting	No
4 Poles / Columns	No
5 Carriageway Markings	No

1 GENERAL

1.5 Problem: Footway Crossfall Unknown

Location: Across full length of proposal

Summary: *No Information Provided Regarding Levels at the Back of Footway.*

The Audit team note that the drawings do not show any level information at the back of the footway. Reference has been made to MCC standards however no drawings identify that the MCC standards can be safely accommodated to suit.

Failure to cater for adequate drainage could lead to ponding / icing on the footway with resulting potential for pedestrians to fall.

Recommendation

It is recommended that the gradients of the footway along the dropped crossing is approximately 1:33, falling towards the carriageway.

Audit Team Statement

We certify that this Audit has been carried out in accordance with GG 119 and the guidance from CIHT.

AUDIT TEAM LEADER

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Signed:



Date: 9th October 2023

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