

Iduna EVCI Asset Co 1 Limited

Reliance Street,
Manchester, M40 2FU

Combined Stage 1-2 Road Safety
Audit



Control Sheet

CLIENT: Iduna EVCI Asset Co 1 Limited

PROJECT TITLE: Reliance Street,
Manchester, M40 2FU

REPORT TITLE: Combined Stage 1-2 Road Safety Audit

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Acknowledgements

Reference has been made to Crashmap to check the accident history on the local highway network;

Project Summary

Report title:	Combined Stage 1-2 Road Safety Audit
Date:	7 June 2024
Document reference and revision:	161224-001-01
Prepared by:	Sanderson Associates
On behalf of:	Iduna EVCI Asset Co 1 Limited
	Manchester City Council (Overseeing Organisation)

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Appendix A

Marked Up Plan for the combined Stage 1 - 2 RSA

1. Introduction

- 1.1 Sanderson Associates Consulting Engineers has been appointed by Iduna EVCI Asset Co 1 Limited to carry out a combined Stage 1 - 2 Road Safety Audit (RSA) of the S278 highway works to create a new access point on to Reliance Street, improvements to an existing access point and closure of an existing vehicular access point on Oldham Road together with a new pedestrian link to Oldham Road as shown on drawing C1000-S278-4759: General Arrangement. The proposals, include the erection of 16 Electric Vehicle Charging Spaces and dedicated charging units, a sub-station access (with altered dropped kerb access), a small retail unit, ancillary access, cycle parking (4 spaces), landscaping, and associated infrastructure to serve the development.
- 1.2 This combined Stage 1 - 2 Road Safety Audit was instructed by Michael Caraglia of EAS Transport Planning Limited on the 9th of May 2024 on behalf of their client Iduna EVCI Asset Co 1 Limited. Drawings and information for the RSA were provided by Michael Caraglia via emails dated 17 May and 23 May 2024. The drawings and information are listed below. EAS Transport Planning Limited also provided an email dated 17 May 2024 with an attached email (16 May 2024) from Manchester City Council outlining a generic RSA Brief but not specific to this site. The Audit Team have not been advised that there is a previous road safety audit for the proposals. The Highway Authority is Manchester City Council.
- 1.3 The Audit Team members are as follows:
- Audit Team Leader – David Colley MCIHT, Associate Director at Sanderson Associates
 - Audit Team Member – Ashley Armitage MIHE, Assistant Engineer at Sanderson Associates
- 1.4 The proposed highway works are shown on drawing C1000-S278-4759: General Arrangement together with the other drawings and information provided to the Audit Team and mainly relate to alterations to the existing footway provision on Reliance St (to provide the site access) and Oldham Rd.
- 1.5 The following S278 drawings and information have been provided for Audit purposes.

Drawings by EAS Transport Planning Limited.

- C1000-S278-4759 rev B: General Arrangement.
- C1000-S278-4759 rev B: Setting Out Arrangement.
- C1000-S278-4759 rev B: Site Clearance.
- C1000-S278-4759 rev B: Paving and Kerbing Layout.
- C1000-S278-4759 rev B: Road Marking Layout.
- C1000-S278-4759 rev B: Standard Details Drawings.

Other Information

- Survey Solutions – Drawing 1835MCLS-01 Topographical Survey (sheet 1 of 1)

- Transport Statement Plan ref 3815/2022 A dated 29 11 2022 prepared by EAS Transport Planning Limited
- Addendum letter dated 15 April 2024 relating to minor amendments to the original planning permission.
- Architect That drawing –612 - AT - ZZ - XX - DR - A – 3.5.1009: P5- Schematic Plan.

- 1.6 Reference to paragraphs 3.17 to 3.28 of the Transport Statement provides information about road safety. Paragraph 3.17 refers to accident data from the Crashmap.co.uk website for the period 2017 to 2021 which indicates that there have been 2 recorded accidents (1 slight and 1 serious both in 2018) at the junction of Reliance Street and Oldham Road together with five (2 serious and 3 slight severity) at the signalised junction with Droylsden Road and Oldham Road circa 56m to the east. With reference to the Crashmap.co.uk website there are 2 further accidents (one slight and one serious) recorded for 2022.
- 1.7 The Audit took place on site on Tuesday 4th June 2024 in the afternoon and later in the offices of Sanderson Associates. During the site visit the weather was broken cloud. The road surface was dry and vehicle, pedestrian and cycle flows appeared normal for the t. No incidents were observed on the street.
- 1.8 The terms of reference of the Road Safety Audit are as described in GG119. The team has examined the works and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the works to any other criteria.
- 1.9 All of the problems described in Section 2 of this report are considered by the Audit Team to require action in order to improve the safety of the scheme. However, any recommendation included within this report should not be regarded as being a prescriptive design solution to the problem raised. They are intended only to indicate a proportionate means of eliminating or mitigating the identified problem. It is noted that there may be alternative methods of addressing a problem that would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 1.10 A marked up plan is included in **Appendix A**, which identifies the approximate location of problems that have been raised. General problems or those with multiple locations have not all been shown.
- 1.11 Following the completion of the Road Safety Audit, the design team should prepare a '*Road Safety Audit Response Report*' in collaboration with the Overseeing Organisation. The response report should incorporate the following:
 - Decision Log spreadsheet, where each Problem and Recommendation in the Road Safety Audit report is reiterated;
 - In the Decision Log, a response should be provided by the Design Team and then by the Overseeing Organisation for each problem raised. This should then be followed by an agreed action.

Further information to assist the preparation of the Road Safety Audit Response Report is provided in **GG119 Sections 4.11 to 4.19 and Appendix F** (that includes a Road Safety Audit Response Report template). In accordance with GG119, the response report should be produced and finalised within one month of the issue of the Road Safety Audit report. A copy of the response report should be issued to the Road Safety Audit Team for information.

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

The problems that are raised in the combined Stage 1 - 2 Road Safety Audit are presented in this section. A copy of a marked up plan showing Stage 1 – 2 RSA problem locations is included in **Appendix A** of this Audit Report.

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: Set the gully back to the adjacent kerb line but not in front of the dropped kerb and tactile paving.

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.

Problem 2.3:

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

Summary: The drawings show 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.

3. Audit Team Statement

3.1 We certify that the terms of reference of the audit are as described in GG119.

Audit Team Leader:

David Colley MCIHT

Highways England Approved RSA Certificate of Competency

Associate Director at Sanderson Associates Consulting Engineers

Signed:



Dated: 7th June 2024

Audit Team Members:

Ashley Armitage MIHE

Assistant Engineer at Sanderson Associates Consulting Engineers

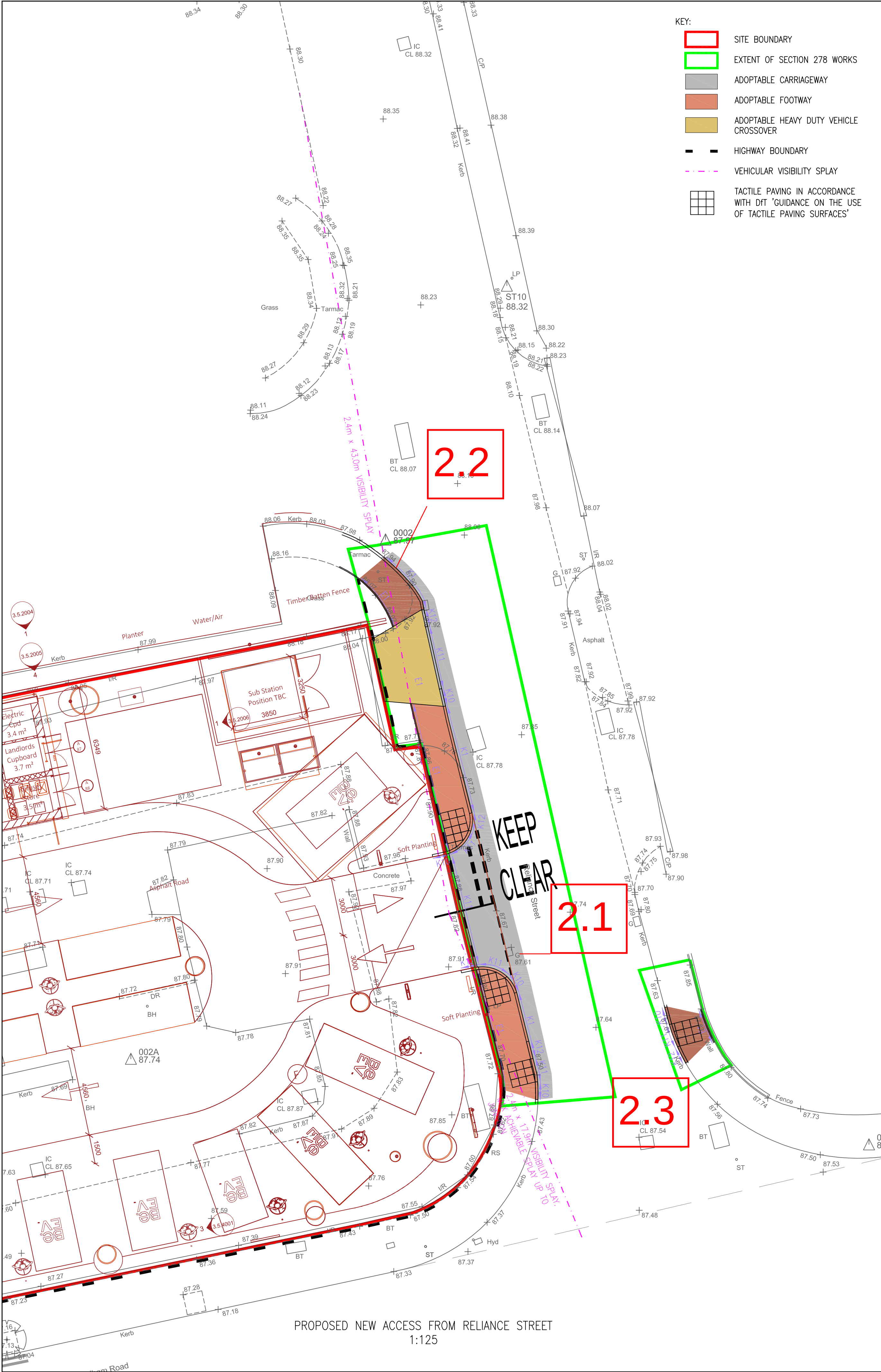
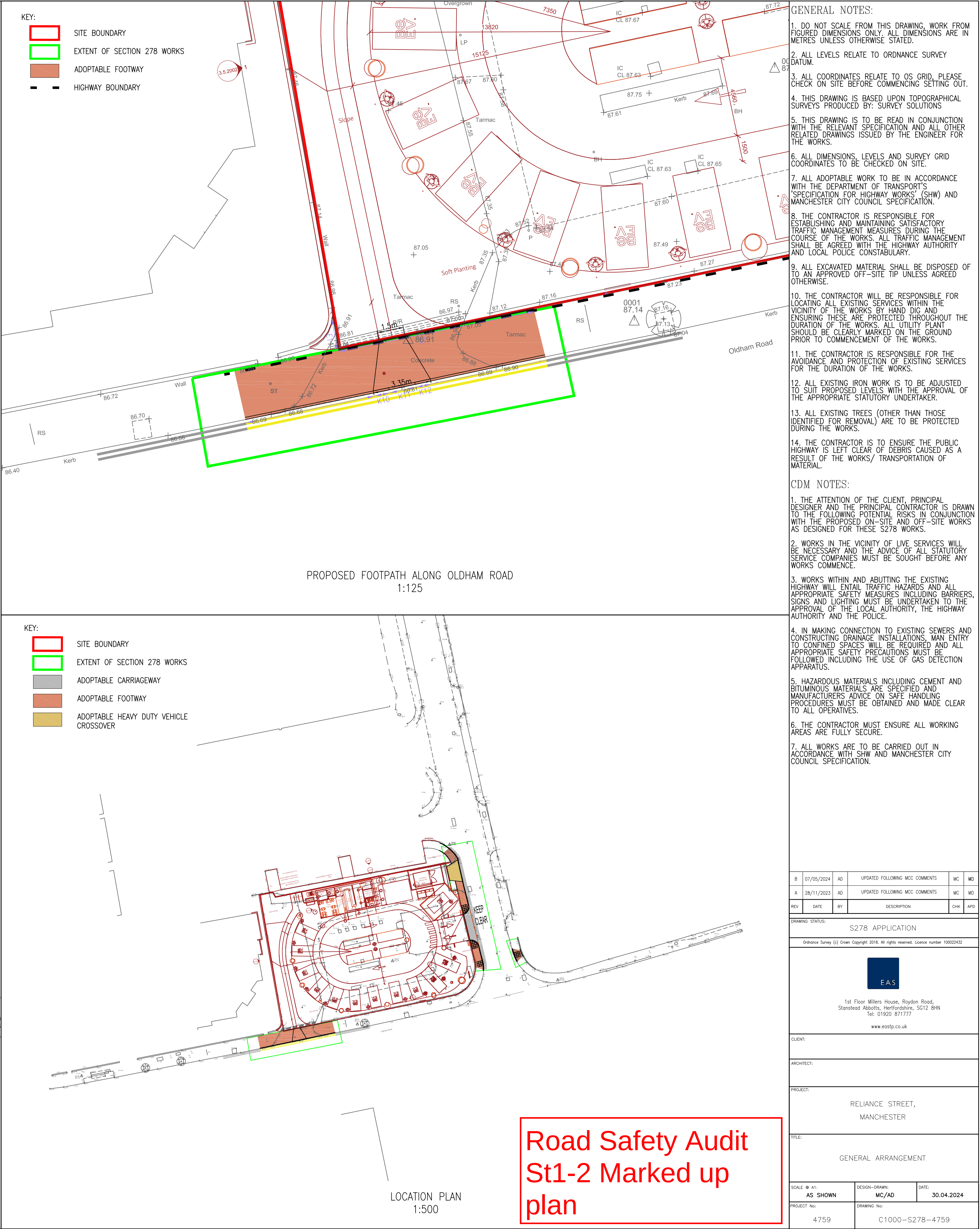
Signed:



Dated: 24th April 2024

Appendix A

Marked Up Plan for the combined Stage 1 - 2 RSA





FAIRHURST



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