

Al-Raza Foundation, Park Grove, Levenshulme Construction of Community Centre Section 278 Highway Works

Stage 1 & 2 Road Safety Audit - Designer's Response
June 2023

Document Control		
Document	Stage 1 & 2 Road Safety Audit – Designer’s Response	
Project	Al-Raza Foundation, Park Grove, Levenshulme Construction of Community Centre Section 278 Highway Works	
Client	Al-Raza Foundation	
Job Number	ACC/MK/ParkGrove/DOC/RSA1-2	
Document Checking		
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Revision History			
Issue	Date	Status	Checked for Issue
First issue	09/06/2023	Issued for Review	

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Appendix A: Stage 1 & 2 Road Safety Audit (Park Grove RSA 1-2 report)

1. Introduction

1.1 Preamble

1.1.1 This Designer's Response report has been prepared to respond to a Combined Stage 1 and Stage 2 Road Safety Audit carried out on the Section 278 highway works associated with the proposed construction of a Community Centre with a car park on the north side of Park Grove, Levenshulme, Manchester. Briefly, the works subject to audit comprise new sections of footway with dropped pedestrian crossing points, improvements to the existing vehicular access and egress points and the introduction of road markings.

1.1.2 The safety audit was undertaken by WYG's Newcastle Office, who have not been involved with the design of the proposed works, in August 2017. A copy of the audit is included in **Appendix A**.

1.1.3 This document together with the associated appendices will address those items raised within the safety audit and provide any proposed solutions or evidence to the contrary, where necessary.

1.1.4 The audit was undertaken on the following drawings:

DRAWING OR DOCUMENT NUMBER	PROJECT AND DRAWING TITLE	DATE
ARF_MK_PARKGROVE_100_01 C01	GENERAL ARRANGEMENT	31.05.23
ARF_MK_PARKGROVE_200_01 C01	SITE CLEARANCE	31.05.23
ARF_MK_PARKGROVE_700_01 C01	PAVEMENT AND KERB PLAN	31.05.23
ARF_MK_PARKGROVE_1200_01 C01	TRAFFIC SIGNS AND ROAD MARKINGS	31.05.23
ARF_MK_PARKGROVE_SD_01 C01	STANDARD DETAIL DRAWING	31.05.23
-	LOCATION PLAN	12.05.15

2. Designers Response

2.1 RSA Section 3.1

Location: The interfaces between the existing and new sections of footway.

Summary: Differential grip could lead to pedestrians slipping and falling.

It is The new footway surface might have different properties to the existing in terms of its slip The new footway surface might have different properties to the existing in terms of its slip resistance. It is possible that, in wet or freezing conditions, the two finishes could exhibit different degrees of slip resistance, increasing the risk of slips and falls as pedestrians move from one surface to another.

Recommendation

It is recommended that the existing and new materials have similar properties in terms of slip resistance in wet or freezing conditions..

2.1.1 Designer's Response

Comment has been noted. The footway surfacing materials are as per pavement specification outlined in the design guide provided by Manchester City Council during the design stage. It is therefore safe to assume that similar materials are generally used across the area where the design guide applies.

The existing footway surfacing appears to be bitumen which is in line with the proposed footway surfacing. The designer does not consider the problem outlined above to be an issue.

2.2 RSA Section 3.2

Location: The access to and egress from the Community Centre.

Summary: Providing informatory signs could reduce the risk of collisions.

It is possible that visitors to the Community Centre approaching from Stockport Road (including delivery and service drivers) will use the first potential access they encounter to enter the car park, either in error or deliberately. Providing informatory signs to indicate the entrance and exit points could reduce the risk of collisions (including those involving pedestrians) associated with errant or indiscriminate vehicular movements.

Recommendation

It is recommended that signs to Diagrams 833, 834, 835 and 836 are provided at the entrance and exit points as appropriate.

2.2.1 Designer's Response

Comment has been noted. The existing access and exit does not have a sign and is currently being used in this way. The designer does not consider the problem outlined above to be an issue. However, If in the future signs are required they can be provided at a later date.

Appendix A