

Bennett Street
Manchester

Road Safety Audit
Stage 1/2
Response Report

Contents

- 1.0 Project details
- 2.0 Introduction
- 3.0 Key personnel
- 4.0 Road safety audit decision log
- 5.0 Design Organisation & Overseeing Organisation statements

1.0 Project details

Report title:	Bennett Street – Manchester Road Safety Audit Stage 1/2 Response Report
Date:	13.11.2023
Document reference and revision:	BSMS38S278/KH/1-2-0
Prepared by:	Network Road Sfety Limited
On behalf of:	Kellen Homes

Authorisation Sheet

Project:	Bennett St - Manchester
Report title:	Road Safety Audit - Stage 1/2 Response Report
Prepared by:	
Name:	Rebecca Wood
Position:	Civil Design Engineer
Signed:	R. Wood
Organisation:	REFA Consulting Engineers
Date:	13.11.2023
Approved by:	
Name:	Lucy Crawford
Position:	Engineer
Signed:	
Organisation:	Kellen Homes
Date:	13.11.2023

2.0 Introduction

The proposed works are the highway elements to a scheme to develop land adjacent to Bennett Street, Manchester. The proposals comprise a priority junction on Bennett Street and internal road network for a residential housing development. This response report relates to the Bennett Street, Manchester, Stage 1/2 road safety audit dated 2nd August July 2023, report reference BSMS38S278/KH/1-2/0.

3.0 Key personnel

Overseeing Organisation:	
Name:	Colin Cromar
Position:	Highways Engineer
Organisation:	Manchester City Council
Design Organisation:	
Name:	Rebecca Wood
Position:	Civil Design Engineer
Organisation:	REFA Consulting Engineers
Road safety audit team:	
Team Leader	
Name:	David Ramsden
Position:	Director
Organisation:	Network Road Safety Limited
Team Member(s)	
Name:	Neil Jones
Position:	Consultant Road Safety Engineer
Organisation:	Network Road Safety Limited

4.0 Road safety audit decision log

RSA problem	RSA recommendation	Design Organisation response	Overseeing Organisation response	Agreed RSA action
1. Waiting restrictions are proposed on the eastern side of the junction between Road 2 and Road 6. However, waiting restrictions aren't proposed for the western side of the junction. Providing restrictions on one side of the junction could increase the likelihood of vehicles, parking on the unrestricted side of the junction. This could restrict visibility for vehicles emerging from the junction and pedestrians crossing the junction increasing the risk of collisions.	Waiting restrictions should be provided on the eastern side of the junction on both Road 2 and Road 6 with similar extents to those proposed for the eastern side of the junction.	Waiting restrictions now provided on both sides of the junction	Overseeing organisation agree with designers response	Waiting restrictions to be constructed in accordance with approved Drawing Ref: S38 Agreement General Arrangement Drawing Number: 22122/118/1 Rev D
2. Most of the priority junctions within the development incorporate raised tables. None of the junctions appear to incorporate pedestrian crossing points. There is a risk that pedestrians, particularly those with pushchairs or wheelchairs could have difficulty negotiating kerbs that aren't flush which increases exposure to passing traffic and likelihood of collisions.	Pedestrian crossing points should be provided at all junctions including dropped kerbs and appropriate tactile paving.	Tactile crossing points with associated dropped kerbs proposed at all junctions	Overseeing organisation agree with designers response	Pedestrian Crossing Points to be constructed in accordance with approved Drawing Ref: Kerbing Plan DRG 1 Drawing Number: 22122/116/ Rev D

RSA problem	RSA recommendation	Design Organisation response	Overseeing Organisation response	Agreed RSA action
3. The kerbing drawing identifies sections of kerb as: 125 x 150 Bullnose kerb 25mm face, it also identifies the same sections of kerb as pedestrian and vehicle crossings with 0-6mm face. There is a risk that by combining both pedestrian and vehicle crossings as the same identifier vehicle crossings could be installed with a 0-6mm kerb upstand but without tactile paving to warn visually impaired pedestrians increasing the risk of them unknowing stepping into the carriageway into the path of passing vehicles.	There should be clarity on the design drawing to indicate that vehicle crossover kerb should be installed with a 25mm kerb face and separately identify pedestrian crossing points with a 0-6mm kerb face.	The kerbing plan has been updated to differentiate between the different kerb upstands	Overseeing organisation agree with designers response	Kerbing to be installed in accordance with approved Drawing Ref: Kerbing Plan DRG 1 Drawing Number: 22122/116/ Rev D
4. There is a footway that runs parallel to the emergency access. The Development footway links with the footway on Bennett Street at a point where the kerb, on Bennett Street is Dropped. There is risk that visually impaired pedestrians walking along the development footway could unknowingly step out into the carriageway on Bennett Street due to the low kerb height, increasing the likelihood of collisions with passing traffic.	The kerb on Bennett Street directly opposite the end of the footway should be raised. As the access for the emergency use only there could be benefit in installing a battered kerb rather than a dropped crossing across the access.	A 45 degree splay kerb has been introduced for the full width of the emergency access following discussion with MCC highways.	Overseeing organisation agree with designers response	Kerbing to be installed in accordance with approved Drawing Ref: Kerbing Plan DRG 1 Drawing Number: 22122/116/ Rev D

5.0 Design Organisation and Overseeing Organisation statements

On behalf of the Design Organisation I certify that: 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Rebecca Wood
Signed:	R. Wood
Position:	Civil Design Engineer
Organisation:	REFA Consulting Engineers
Date:	24.10.23
On behalf of the Overseeing Organisation I certify that: 1) 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 Organisation; and 2) the agreed RSA actions will be progressed.	
Name:	Colin Cromar
Signed:	
Position:	Highways Engineer
Organisation:	Manchester City Council
Date:	10.11.2023