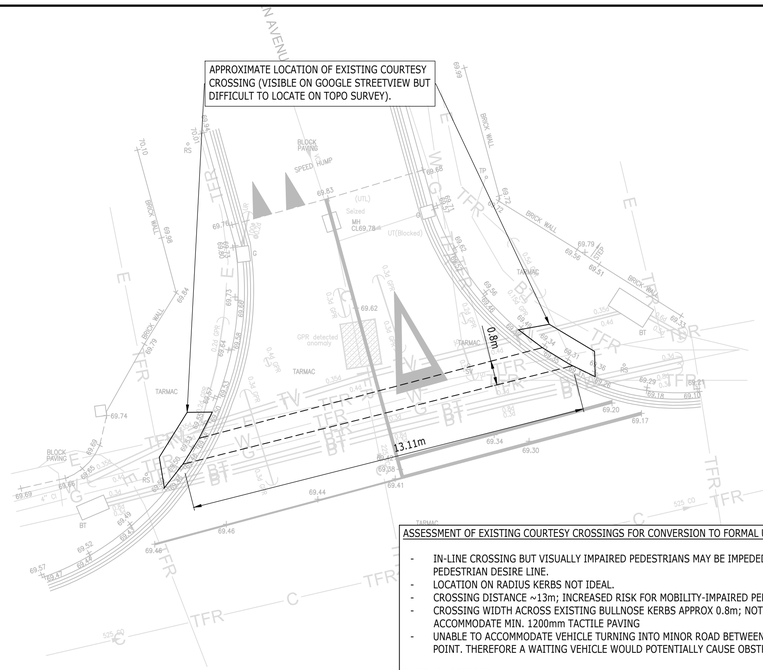


ASSESSMENT OF EXISTING COURTESY CROSSINGS FOR CONVERSION TO FORMAL UNCONTROLLED CROSSING

- IN-LINE CROSSING BUT VISUALLY IMPAIRED PEDESTRIANS MAY BE IMPEDED DUE TO SIGN POSTS WITHIN PEDESTRIAN DESIRE LINE.
- LOCATION ON RADIUS KERBS NOT IDEAL.
- CROSSING DISTANCE ~13m; INCREASED RISK FOR MOBILITY-IMPAIRED PEDESTRIANS.
- CROSSING WIDTH ACROSS EXISTING BULLNOSE KERBS APPROX 0.8m; NOT WIDE ENOUGH TO ACCOMMODATE MIN. 1200mm TACTILE PAVING
- UNABLE TO ACCOMMODATE VEHICLE TURNING INTO MINOR ROAD BETWEEN JUNCTION AND CROSSING POINT. THEREFORE A WAITING VEHICLE WOULD POTENTIALLY CAUSE OBSTRUCTION IN MAJOR ARM.

OPTIONS ASSESSED:

1. LEAVE COURTESY CROSSINGS AS EXISTING AND PROVIDE NEW INSET UNCONTROLLED CROSSINGS IN THE MINOR ARM, AWAY FROM THE PEDESTRIAN DESIRE LINE BUT FAR ENOUGH FROM GIVE WAY TO ALLOW SAFE STOPPING OF AT LEAST ONE CAR; OR
2. RELOCATE EXISTING COURTESY CROSSING SO THAT ITS LINE IS CLEAR OF EXISTING OBSTACLES WITHIN THE FOOTWAY, BUT AS CLOSE TO THE DESIRE LINE AS POSSIBLE WITH REDUCED CROSSING DISTANCE; OR
3. MODIFY EXISTING COURTESY CROSSINGS TO BE COMPLIANT AND RELOCATE / MODIFY OBSTACLES WITHIN THE PEDESTRIAN DESIRE LINE, CROSSING DISTANCE TO REMAIN AS EXISTING.

CONCLUSION:
FOLLOWING DISCUSSION OF DRAFT PROPOSALS, MCC HAVE INDICATED THAT THEIR PREFERRED SOLUTION IS OPTION 2 FROM THE ABOVE.

CRESCENT ROAD / MAUREEN AVENUE (EXISTING)



CRESCENT ROAD / MAUREEN AVENUE (PROPOSED)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
NOTES BELOW ARE ADDITIONAL TO HAZARDS/RISKS NORMALLY ASSOCIATED WITH THIS TYPE OF WORK. FOR DETAILS REFER TO: DESIGNER RISK ASSESSMENT (TBC)
CONSTRUCTION (INCLUDING DEMOLITION AND REMOVAL OF EXISTING STRUCTURAL COMPONENTS) A1 ⚠ EXISTING SERVICES / UTILITIES - POTENTIAL SERVICE STRIKE. LOCATIONS TBC PRIOR TO EXCAVATION.
OPERATIONS, MAINTENANCE -
DISMANTLING / DEMOLITION (FUTURE) NO SIGNIFICANT RESIDUAL RISK IDENTIFIED
REFER TO GENERAL NOTES AND THE PRINCIPAL CONTRACTOR FOR MORE INFORMATION ABOUT THE RISKS ASSOCIATED WITH THIS WORK.

THESE NOTES ARE BASED ON THE USE OF EXPERIENCED AND COMPETENT CONTRACTORS CARRYING OUT THE WORK USING AN APPROVED SAFE METHOD OF WORKING

KEY TO HEALTH AND SAFETY SYMBOLS

- INDICATES A RESIDUAL RISK REQUIRING A COMPULSORY ACTION
- INDICATES A RESIDUAL RISK FOR INFORMATION
- INDICATES A RESIDUAL RISK REQUIRING A PROHIBITIVE ACTION
- ⚠ INDICATES A RESIDUAL RISK AS A WARNING

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Notes

1. DO NOT SCALE FROM THIS DRAWING.
2. ALL DIMENSIONS ARE MILLIMETRES U.N.O.
3. ALL LEVELS ARE IN METRES ABOVE ORDNANCE DATUM U.N.O.
4. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
5. THIS DRAWING HAS BEEN BASED ON THE FOLLOWING INFORMATION SUPPLIED BY LAING O'ROURKE:
 - MCC PLANNING CONDITION 14, INDICATIVE SCOPE OF WORKS (POWERPOINT PRESENTATION);
 - TOPOGRAPHICAL SURVEY UNDERTAKEN BY MALCOLM HUGHES, DRAWING NUMBER 52907, DATED MARCH 2019
 - UNDERGROUND SERVICES SURVEY UNDERTAKEN BY MALCOLM HUGHES, DRAWING NUMBER 52907/UG, DATED MARCH 2019.
6. THE PROPOSED ARRANGEMENT SHOWN HAS BEEN AGREED WITH MANCHESTER CITY COUNCIL, SUBJECT TO RELEVANT S278 APPROVALS.
7. THE PROPOSED ARRANGEMENT SHOWN HAS BEEN SUBJECT TO STAGE 1 & 2 ROAD SAFETY AUDIT.
8. REFER TO DRAWING LP44107-RAM-XXX-XX-DR-D-95004 FOR S278 CONSTRUCTION DETAILS.

KEY

- PEDESTRIAN ROUTE (INDICATIVE EXTENTS)
- BN — 125 x 150 PCC BULLNOSE KERB (0 - 6mm UPSTAND)
- DL1 — LEFT-HAND PCC HB2 TO BN TRANSITION KERB
- DR1 — RIGHT-HAND PCC HB2 TO BN TRANSITION KERB
- HB2 — 125 x 255 PCC HALF-BATTER KERB WITH TYPICALLY 125mm UPSTAND
- BLISTER TACTILE PAVING IN ACCORDANCE WITH MANCHESTER 'DESIGN FOR ACCESS' GUIDANCE
- APPROXIMATE EXTENTS OF FLEXIBLE FOOTWAY CONSTRUCTION / OVERLAY TO TIE IN TO EXISTING / RAMP DOWN BETWEEN FOOTWAY AND CARRIAGEWAY LEVEL
- S278 EXTENTS (TBC)

Rev	Description	Date	By	Chk	App
C01	FOR CONSTRUCTION	31/01 2022	TM	CN	CN

FOR CONSTRUCTION

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CRESCENT RD / MAUREEN AVE S278 WORKS EXISTING & PROPOSED GENERAL ARRANGEMENTS

Project No:	Scale (@A1):	Drawn:	Date:
1620005164	1:100	TM	JUL 2021

Drawing No:	Rev:
LP44107-RAM-XXX-XX-DR-D-95001	C01