

Technical design note

Project name	This City - Rodney Street		
Design note title	Designer's Response to Stage 1 and Stage 2 Road Safety Audit		
Document reference	RODSTA-HYD-ZZ-00-RP-A-01006		
Author	C Peachey BA (Hons)		
Revision	1		
Date	27 July 2023	Approved	✓

1. Introduction

1.1 Background

- 1.1.1 Hydrock has commissioned a Stage 1 and Stage 2 [RSA] to satisfy Condition 26 of planning reference 134154/VO/2022.

Prior to any above ground works, a Stage 1 Road Safety Audit and servicing plan for building B shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall detail the servicing and reversing distances for this building together with appropriate mitigation dependant on the outcome of the Road Safety Audit. Any approved mitigation shall be implemented prior to the first occupation of building B and thereafter retained and maintained for as long as the building is in use.

Reason - In the order to devise an appropriate servicing strategy for building B in the interest of highway and pedestrian safety pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

- 1.1.2 The RSA is provided in Appendix A.

2. Stage 1 and Stage 2 Road Safety Audit

2.1 Issue

- 2.1.1 The RSA identified one minor issue with the servicing arrangement for Block B, this is as follows:

Location: Junction of Wadeford Close/Jersey Street

Summary: Overrunning vehicles could collide with pedestrians on the footway

Swept path analysis provided for a refuse vehicle at the junction of Wadeford Close/Jersey Street indicates a left turning refuse vehicle will overrun the footway on Jersey Street at two locations. This could lead to possible collisions with pedestrians using the footways.

Recommendation: It is recommended that appropriate road widths/radii are provided so this movement can be safely undertaken by refuse vehicles.

2.2 Response

The swept path analysis has been updated to demonstrate that the refuse vehicle would not over run the footways, this is provided in Appendix B of this Designer's Response.

3. Conclusion

- 3.1.1 The RSA has identified one minor issue relating to the proposed servicing arrangement for Block B. The swept path analysis has been updated to demonstrate that a refuse vehicle would not over run the footways and would therefore not result in a highway safety issue.
- 3.1.2 As such, Condition 26 can be fully discharged.

STAGE 1 and 2 ROAD SAFETY AUDIT
Proposed Residential Development
Land to the West of Rodney Street
Ancoats
Manchester



FINAL

July 2023

**Project Title: STAGE 1 AND 2 ROAD SAFETY AUDIT PROPOSED
RESIDENTIAL DEVELOPMENT LAND TO THE WEST
OF RODNEY STREET ANCOATS MANCHESTER**

Client: HYDROCK

This document has been issued and amended as follows:

Rev	Issue	Prepared by	Reviewed by	Approved by	Date
1.0	Final	M Chamberlain	J White	M Chamberlain	27/07/23



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1 INTRODUCTION

1.1 Scheme Description

This report results from a Stage 1 and 2 Road Safety Audit carried out on the proposed access works associated with a residential development on derelict land to the west of Rodney Street, Ancoats, Manchester.

The scope of this Audit is the proposed cross over access to four DDA parking bays on Butler Close and a loading bay for refuse collection on Wadeford Close. Refuse vehicles will reverse into the loading bay on Wadeford Close under supervision.

This Audit has been carried out on the instruction of Hydrock. The overseeing organisation is Manchester City Council.

A road safety Audit Brief was provided in advance of the Audit by Chris Peachey from Hydrock.

The Audit Team membership was as follows: -

- ❑ Audit Team Leader: Matt Chamberlain BSc (Hons) CMILT FIHE MCIHT HE RSA CERT COMP
- ❑ Audit Team Member: John White C Eng MICE

The Audit Team has examined and reported only on the road safety implications of the scheme as presented and how it impacts on all road users and has not examined or verified the compliance of the designs to any other criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem the Audit Team may, on occasion, have referred to a design standard without touching on technical audit. An absence of comment relating to specific road users / modes in this report does not imply that they have not been considered; instead, the Audit Team feels they are not adversely affected by the proposed changes.

This Safety Audit is not intended to identify pre-existing hazards which remain unchanged due to the proposals; hence they will not be raised in this report as they fall outside the remit of Road Safety Audit in general as specified in GG119.

Nothing in this Audit should be regarded as a direct instruction to include or remove a measure from within the scheme. Responsibility for designing the scheme lies with the Designer and as such the Audit Team accepts no design responsibility for any changes made to the scheme as a result of this Audit.

The Audit was carried out at home office locations and a visit to the site was made on **Tuesday 25th July 2023** between **09.30** and **10.30** hours when the weather was fine, and the road surface was dry.

Traffic conditions were moderate at the time of the site visit with some pedestrian activity and observed cycle movements. Collision data provided in the accompanying Audit Brief shows no injury collisions on Jersey Street and Wadeford Close.

A minor increase in vehicle flows is expected with the DDA bays provided.

No Departures from Standard have been provided to the Audit Team.

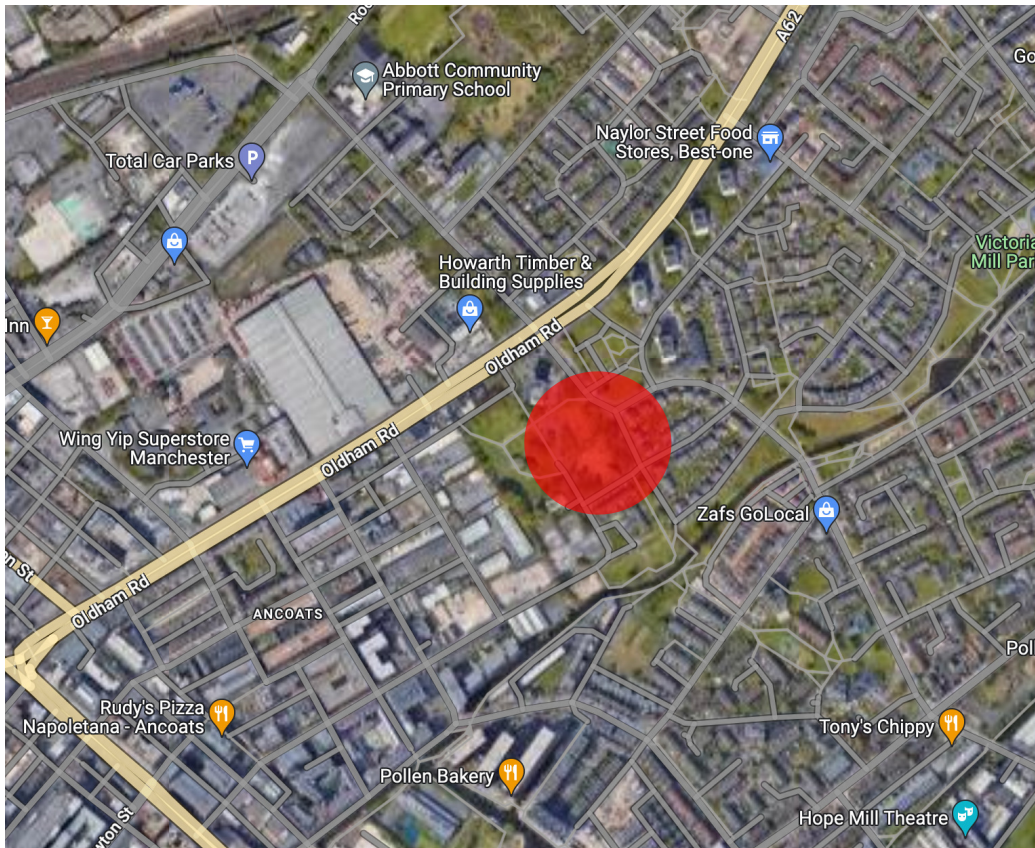
1.2 Approach

The following drawings and documents were submitted to the Audit Team for review:

- ☐ RODSTA-HYD-ZZ-00-RP-A-01005-P1 - RSA Brief Hydrock 10/07/23
- ☐ XX-ZZ-D---L-1004 P05 – Disabled Parking Layout
- ☐ 18321-HYD-XX-XX-DR-TP-0005 P01.01 - Large 4-Axle Refuse Vehicle 12m Manoeuvre



1.3 Scheme Location



(Source Google Maps)

2 Items Raised at this Stage 1 and 2 Road Safety Audit

2.1 PROBLEM

Location: Junction of Wadeford Close/Jersey Street

Summary: Overrunning vehicles could collide with pedestrians on the footway

Swept path analysis provided for a refuse vehicle at the junction of Wadeford Close/Jersey Street indicates a left turning refuse vehicle will overrun the footway on Jersey Street at two locations. This could lead to possible collisions with pedestrians using the footways.

Recommendation: It is recommended that appropriate road widths/radii are provided so this movement can be safely undertaken by refuse vehicles.



3 Audit Team Statement

I certify that this audit has been carried out in accordance with DMRB GG119.

Audit Team Leader

Name: Matt Chamberlain

Signed: 

Dated: 27/07/2023

Audit Team Member

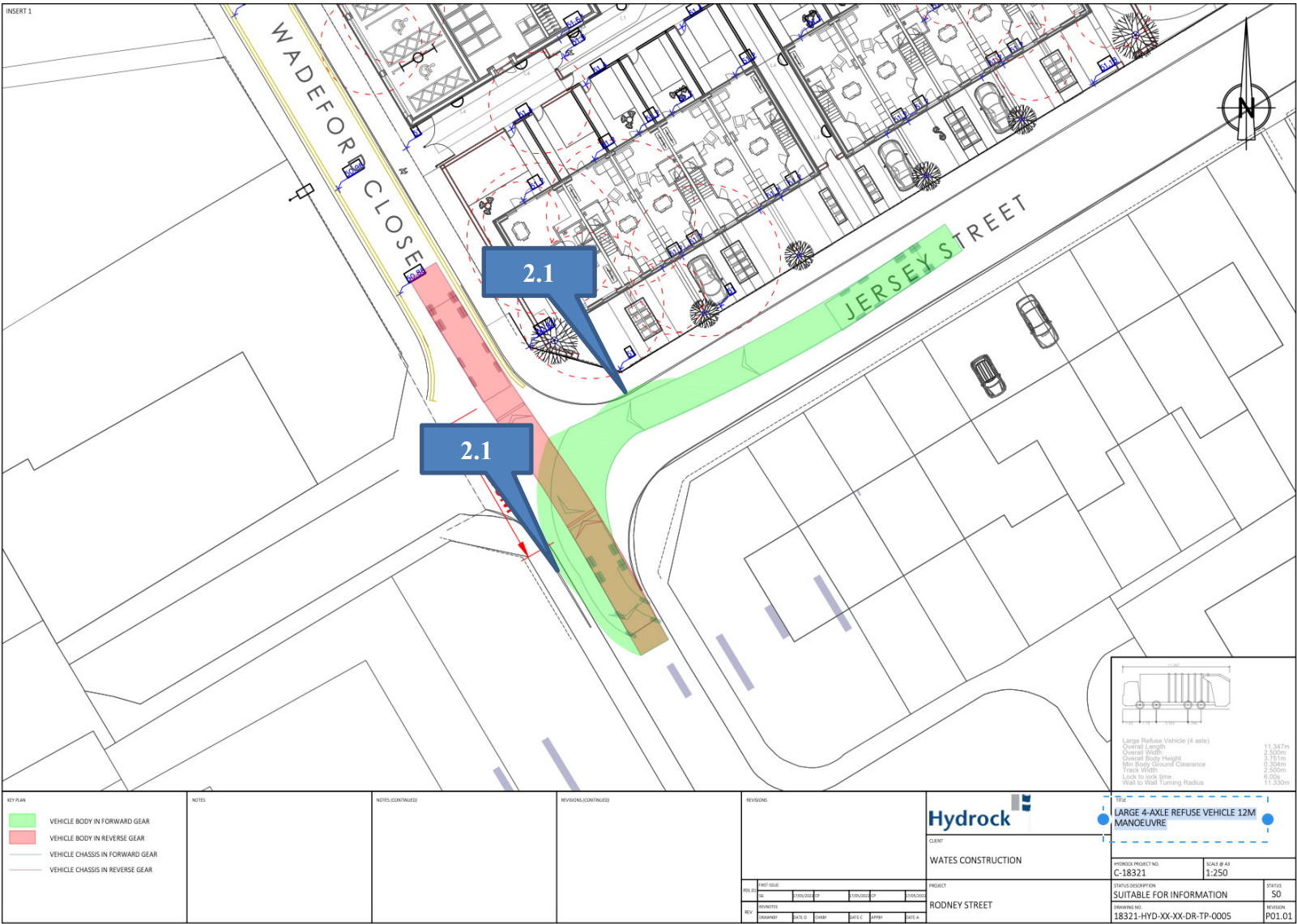
Name: John White

Signed: 



Appendix A - Audit Key Plan







KEY PLAN

- VEHICLE BODY IN FORWARD GEAR
- VEHICLE BODY IN REVERSE GEAR
- VEHICLE CHASSIS IN FORWARD GEAR
- VEHICLE CHASSIS IN REVERSE GEAR

NOTES

NOTES (CONTINUED)

REVISIONS (CONTINUED)

REVISIONS						
P02	FIRST ISSUE					
	SR	26/07/2023	CP	26/07/2023	CP	26/07/2023
P01	FIRST ISSUE					
	SG	27/05/2022	CP	27/05/2022	CP	27/05/2022
REV	REVNOTES					
	DRAWNBY	DATE-D	CHKBY	DATE-C	APPLY	DATE-A

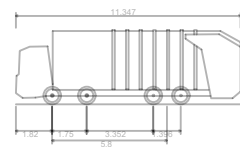


CLIENT

WATES CONSTRUCTION

PROJECT

RODNEY STREET



Large Refuse Vehicle (4 axle)

Overall Length 11.347m

Overall Width 2.500m

Overall Body Height 3.751m

Min Body Ground Clearance 0.304m

Track Width 2.500m

Lock to lock time 6.00s

Wall to Wall Turning Radius 11.330m

TITLE		
LARGE 4-AXLE REFUSE VEHICLE 12M MANOEUVRE		
HYDROCK PROJECT NO.		SCALE @ A3
C-18321		1:250
STATUS DESCRIPTION		STATUS
SUITABLE FOR STAGE APPROVAL		S4
DRAWING NO.		REVISION
18321-HYD-XX-XX-DR-TP-0005		P02