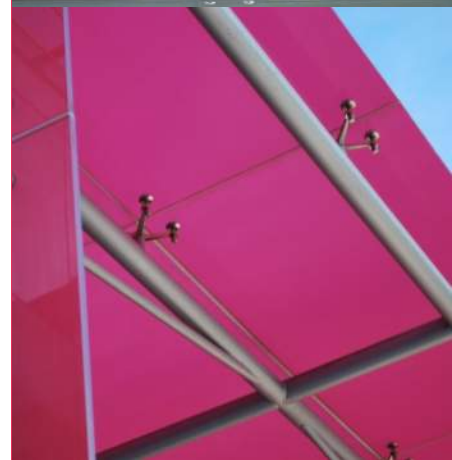
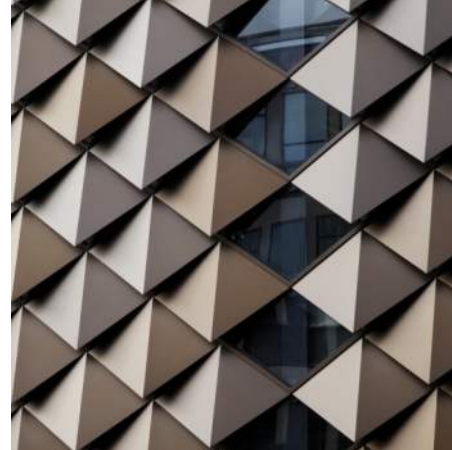
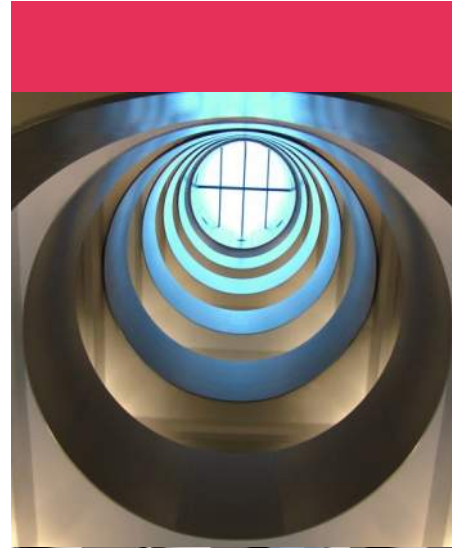


Tesco Parrs Wood

Stage 1 Road Safety Audit Response Report

Curtins Ref: 076118-CUR-XX-XX-T-TP-00007
Revision: P01
Issue Date: 13 May 2022

Client Name: Dandara Living



Merchant Exchange
17 – 19 Whitworth Street West
Manchester. M1 5WG.
Tel: 0161 236 2394
www.curtins.com

STRUCTURES • CIVILS • ENVIRONMENTAL • INFRASTRUCTURE • TRANSPORT PLANNING • SUSTAINABILITY • EXPERT ADVISORY SERVICES
Birmingham • Bristol • Cardiff • Douglas • Edinburgh • Kendal • Leeds • Liverpool • London • Manchester • Nottingham



Control Sheet

This report has been prepared for the sole benefit, use, and information for the client. The liability of Curtins with respect to the information contained in the report will not extend to any third party.

Author	Signature	Date
David Dominguez Senior Transport Planner		13 May 2022

Reviewed	Signature	Date
Carl Peers BA (Hons) MSc CMILT MCIHT Business Unit Director		13 May 2022

Authorised	Signature	Date
Carl Peers BA (Hons) MSc CMILT MCIHT Business Unit Director		13 May 2022



Table of Contents

1.0 Introduction..... 3

1.1 Background 3

1.2 Structure of the Report..... 3

2.0 Design Team Response 4

Appendices

- Appendix A – Stage 1 Road Safety Audit Report
- Appendix B – Access Arrangement

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Dandara Living to provide transport and highways advice in relation to a proposed residential development located at Tesco Car Park, Parrs Wood Lane, East Didsbury, Manchester M20 5NP. The site is within the jurisdiction of Manchester City Council (MCC). A Transport Assessment (TA) and Interim Travel Plan (ITP) have been sent for planning submission (Report References: 076118-CUR-XX-XX-T-TP-00004-P04 and 076118-CUR-XX-XX-T-TP-00005-P04 respectively).
- 1.1.2 The proposed development comprises 75 build to rent (BTR) apartments with a mixture of 1, 2 and 3-bedroom homes across 5 floors, with 20% Discounted Market Rent. Ancillary flexible community use is proposed on the ground floor totalling c. 53sqm net internal area (NIA).
- 1.1.3 A Stage 1 Road Safety Audit of the site access proposals has been requested by Manchester City Council as the local highway authority. This has been undertaken by an independent auditor at The Safety Forum. The report is included in **Appendix A**. The Design Team Response to the Audit is set out in this report.

1.2 Structure of the Report

- 1.2.1 Following this introduction, **Section 2** sets out the Design Team Response.

2.0 Design Team Response

Problem Ref.	Location	Summary	Recommendation	Design Team Response
4.1	At the existing zebra crossing	Dropped kerbs do not extend the full width of the crossing and incorrect tactile paving layout for type of crossing. The drawings provided for audit show that the existing tactile paving at the zebra crossing is to be improved i.e. widened, however, it was noted during the site visit that the dropped kerbs will not correspond with the proposed width of the tactile paving. This may result in pedestrians having to negotiate an excessive kerb upstand, increasing the risk of trips/falls and creating manoeuvrability issues for those with pushchairs, wheelchairs and mobility scooters. Additionally, the proposed tactile paving layout does not correspond to the type of crossing. It is noted that an L-shaped tactile paving layout should be provided at a zebra crossing. This incorrect tactile paving layout may confuse visually impaired pedestrians as to the type of crossing available, resulting in them using the crossing inappropriately and increasing the risk of collisions between these pedestrians and passing motorised vehicles	It is recommended that the existing dropped kerbs at the zebra crossing are extended to match the proposed width of tactile paving. It is also recommended that the layout of the tactile paving should be amended to suit the type of crossing provided, i.e. an L-shaped tactile paving layout should be provided.	The recommendation is accepted. The access proposals have been updated to show extended dropped kerbs and suitable tactile paving layout at the existing zebra crossing. Appendix B contains the updated access arrangement drawing, Ref.: '76118-CUR-XX-00-D-TP-75001-P07'.
4.2	Within the Tesco car park	Lack of traffic signs and road markings for the one-way access roads in the car park. It was observed during the site visit that the existing access roads within the Tesco car park are one-way, with some running northbound and some southbound. As part of the proposed works the existing traffic signs and road markings showing the one-way nature of the access roads, such as no entry signs, give way lines for the southbound access road and one-way arrows will be removed, however the drawing provided for audit does not show them being replaced. A lack of appropriate traffic signs and road markings advising drivers of the one-way nature of the access roads may result in some vehicles driving against the flow of traffic, which may increase the risk of low speed head-on collisions	It is recommended that any traffic signs and road markings removed as part of the development are replaced as required.	The recommendation is accepted. Any road markings and vertical signage within the car park will be replaced as required. Details of the relocated markings and signage will be provided as part of the detailed design.

Table 2.1 – Design Team Response

Appendix A – Stage 1 Road Safety Audit Report

PROPOSED ACCESS ARRANGEMENTS TESCO PARRS WOOD

STAGE 1 ROAD SAFETY AUDIT

610/2022/124/01 Rev 1

10 May 2022

six:TEN Highways & Traffic Ltd
Unit 17 Lea Green Business Park
Eurolink, St Helens
Merseyside
WA9 4TR

t 0151 424 7680
m 07985 283074
e contact@610traffic.co.uk
www.610traffic.co.uk

Rev:	Issue Status:	Prepared by/Date:	Checked by/Date:	Approved by/Date:
0	DRAFT	Jon Preston 9 May 2022	Paul Fenton 9 May 2022	
1	FINAL	Jon Preston 10 May 2022	Paul Fenton 10 May 2022	Jon Preston 10 May 2022

Report Title:	Tesco Parrs Wood Proposed Access Arrangements Stage 1 Road Safety Audit
Date:	10 May 2022
Document Reference & Revision:	610/2022/124/01 Rev 1
Prepared by:	Six Ten Highways & Traffic Ltd
On behalf of:	Curtins

Disclaimer note

The client has confirmed that it is entering into the agreement under which this report is being prepared on its own behalf and not on behalf of, or for the benefit of any other party and has agreed that in any event of any claim arising out of or in connection with that agreement and/or the report itself it shall be entitled to recover from six:TEN Highways & Traffic Limited only the losses, if any, it has itself suffered.

This report therefore is for the private and confidential use of the client for whom it was prepared solely for the purposes requested by the client. It should not be reproduced in whole or in part or relied upon by any third party for any use whatsoever without the express written authority of six:TEN Highways & Traffic Limited.

CONTENTS

1.0	INTRODUCTION	2
2.0	ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT	4
3.0	ROAD SAFETY AUDIT TEAM STATEMENT	6

APPENDICES

APPENDIX ONE

4.0	LIST OF DRAWINGS AND DOCUMENTS SUPPLIED BY THE DESIGN ORGANISATION	7
-----	---	---

APPENDIX TWO

5.0	PROBLEM LOCATION PLAN	8
-----	-----------------------	---

APPENDIX THREE

6.0	PHOTOGRAPHS	9
-----	-------------	---

1.0 INTRODUCTION

1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed access arrangements at Tesco Parrs Wood, Manchester for a residential development, at the request of Curtins, who are the Design Organisation and who supplied the audit brief, which was accepted by the audit team. The Overseeing Organisation is Manchester City Council who have approved the audit brief.

1.2 The Road Safety Audit Team was as follows:

Jon Preston MCIHT MSoRSA
Audit Team Leader

Paul Fenton* EngTech, MITAI, FIHE, FCIHT, FSoRSA, CMILT, HE RSA Cert of Comp
Audit Team Member

Audit Team members marked with an asterisk above hold a Highways England approved Certificate of Competency (CoC) in Road Safety Audit, in accordance with Article (1–3) of EC Directive 2008/96/EC.

1.3 The audit took place at the St Helens office of six:TEN Highways and Traffic between 5 May 2022 and 10 May 2022. The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief provided. The audit comprised an examination of the documents provided in the Brief as detailed in Appendix One.

1.4 The Audit Team visited the site together during the afternoon of Sunday 8 May 2022 between 14:00hrs and 14:30hrs. During the site visit the weather was clear and the carriageway surface was dry. At the time of the site visit traffic movements in the vicinity of the proposed highway works were moderate with some pedestrian and no cyclist movements observed.

1.5 The roads in the vicinity of the proposed highway works are on private land and are therefore, not subject to a legal speed limit, however the adjacent public highway, Parrs Wood Lane is subject to a 30mph speed limit. Both the private roads and the public highway are street lit.

1.6 The terms of reference of the audit are as described in GG 119 Rev.2. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Collision Investigation, Road Safety Engineering and Road Safety Audits.

1.7 The proposed highway works are associated with the construction of a new residential development within the existing Tesco car park which in summary includes:

- Realignment of the existing access road within the car park including the removal of some car parking spaces;
- Provision of additional footways and uncontrolled crossings within the car park;
- Provision of an access and egress junctions within the car park at the new development; and
- Associated road marking amendments.

- 1.8 The Audit Team have not been informed of any Departures from Standard for the proposed scheme nor have they been made aware of any previous RSA's undertaken on the scheme.
- 1.9 Personal injury collision data is not available for any collisions that occur off the public highway, however, the TfGM collision database shows there have been no recorded personal injury collisions at the junction of Parrs Wood Lane with the Tesco entrance within the latest 5 years of available data.
- 1.10 The scheme has been examined and this report compiled only regarding the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or 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 for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.11 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG 119, and in no way, imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

2.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

2.1 General

2.1.1 No specific road safety issues have been identified at this stage.

2.2 Local Alignment

2.2.1 No specific road safety issues have been identified at this stage.

2.3 Junctions

2.3.1 No specific road safety issues have been identified at this stage.

2.4 Non-motorised User Provision

2.4.1 Location: At the existing zebra crossing

Problem

Summary: Dropped kerbs do not extend the full width of the crossing and incorrect tactile paving layout for type of crossing

The drawings provided for audit show that the existing tactile paving at the zebra crossing is to be improved i.e. widened, however, it was noted during the site visit that the dropped kerbs will not correspond with the proposed width of the tactile paving. This may result in pedestrians having to negotiate an excessive kerb upstand, increasing the risk of trips/falls and creating manoeuvrability issues for those with pushchairs, wheelchairs and mobility scooters.

Additionally, the proposed tactile paving layout does not correspond to the type of crossing. It is noted that an L-shaped tactile paving layout should be provided at a zebra crossing. This incorrect tactile paving layout may confuse visually impaired pedestrians as to the type of crossing available, resulting in them using the crossing inappropriately and increasing the risk of collisions between these pedestrians and passing motorised vehicles

Recommendation

It is recommended that the existing dropped kerbs at the zebra crossing are extended to match the proposed width of tactile paving.

It is also recommended that the layout of the tactile paving should be amended to suit the type of crossing provided, i.e. an L-shaped tactile paving layout should be provided.

2.5 Road Signs, Carriageway Markings and Lighting

2.5.1 Location: Within the Tesco car park

Problem

Summary: Lack of traffic signs and road markings for the one-way access roads in the car park

It was observed during the site visit that the existing access roads within the Tesco car park are one-way, with some running northbound and some southbound. As part of the proposed works the existing traffic signs and road markings showing the one-way nature of the access roads, such as no entry signs, give way lines for the southbound access road and one-way arrows will be removed, however the drawing provided for audit does not show them being replaced. A lack of appropriate traffic signs and road markings advising drivers of the one-way nature of the access roads may result in some vehicles driving against the flow of traffic, which may increase the risk of low speed head-on collisions.

Recommendation

It is recommended that any traffic signs and road markings removed as part of the development are replaced as required.

3.0 ROAD SAFETY AUDIT TEAM STATEMENT

We certify that the audit has been carried out in accordance with DMRB GG119 Rev 2.

AUDIT TEAM LEADER

Jon Preston MCIHT MSoRSA

Director

six:TEN Highways & Traffic Ltd

Signed:

A handwritten signature in black ink, appearing to read 'Jon Preston'.

Date: 10 May 2022

AUDIT TEAM MEMBER

Paul Fenton EngTech, MITAI, FIHE, FCIHT, FSoRSA, CMILT, HE RSA Cert of Comp

Traffic & Road Safety Engineer

six:TEN Highways & Traffic Ltd

Signed:

A handwritten signature in black ink, appearing to read 'Paul Fenton'.

Date: 10 May 2022

APPENDIX ONE

4.0 LIST OF DRAWINGS AND DOCUMENTS SUPPLIED BY THE DESIGN ORGANISATION

- 76118-CUR-XX-00-D-TP-75001-P06 Proposed Access Arrangement
- 76118-CUR-XX-00-D-TP-05001-P04 Swept Path Analysis Refuse Vehicle
- 76118-CUR-XX-00-D-TP-05002-P02 Swept Path Analysis Large Car
- Latest 5 year Personal Injury Collision Data from TfGM Database

APPENDIX TWO

5.0 PROBLEM LOCATION PLAN



6.0 PHOTOGRAPHS

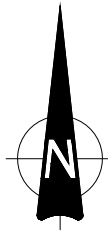


6.1 General view of the existing zebra crossing



6.2 General view within the car park

Appendix B – Access Arrangement



GENERAL NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
4. FOR GENERAL NOTES REFER TO DRAWING.
5. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES.
6. BASED ON HODDER & PARTNERS' LAYOUT: 'L(-)000_Ground Floor Plan-P1'.
7. LANDSCAPE LAYOUT BASED ON LAYER' STUDIOS' LAYOUT: '262-LYR-XX-ZZ-DWG-L-1001'
8. BACKGROUND BASED ON LAND SURVEY PROVIDED BY HODDER & PARTNERS.

KEY:	PLANNING BOUNDARY
	PROPOSED RAISED KERB
	PROPOSED ROAD MARKINGS
	INDICATIVE LANE CENTRELINE
2.40 x 25.00m	PROPOSED VISIBILITY SPLAYS (20mph)
2.40 x 43.00m	PROPOSED VISIBILITY SPLAYS (30mph)
11.00m	PROPOSED FORWARD VISIBILITY (10mph)
	PUBLIC HIGHWAY EXTENTS (FROM PUBLIC RECORDS)

P07	Access arrangement updated following Stage 1 RSA	13/05/22	DD	CP
P06	Layout updated	05/05/22	DD	CP
P05	Layout updated	26/04/22	DD	CP
P04	Layout updated	01/04/22	DD	CP
P03	Layout updated	08/12/21	DD	DD
P02	Layout updated	25/11/21	DD	CP
Rev:	Description:	Date:	By:	Chkd:



Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kentish • Leeds • Liverpool • London • Manchester • Nottingham

Status:

FOR PLANNING

Project:

TESCO PARRS WOOD
MANCHESTER

Orig Title:

PROPOSED ACCESS ARRANGEMENT

Size:	Date:	Drawn By:	Designed By:	Checked By:			
A1	02/11/21	DD	DD	CP			
Scale: 1:250							
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
76118	- CUR	- XX	- 00	- D	- TP-	75001	- P07

Our Locations

Birmingham

2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol

Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge

50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff

3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas

Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin

11 Pembroke Lane
Dublin 2
D02 CX82
Ireland
T. +353 1 507 9447
dublin@curtins.com

Edinburgh

1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow

Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal

Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH
T. 01539 724 823
kendal@curtins.com

Leeds

Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool

51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London

40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester

Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham

56 The Ropewalk
Nottingham
NG1 5DW
T. 0115 941 5551
nottingham@curtins.com