

Victoria Park Probation Centre

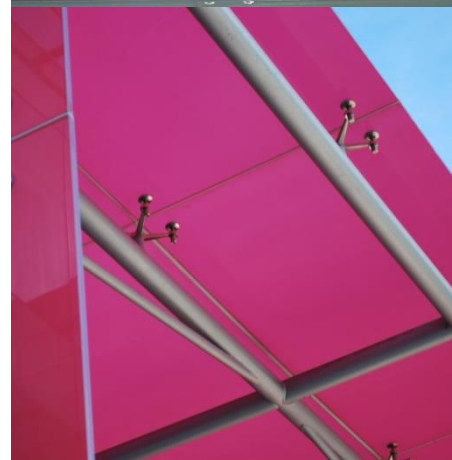
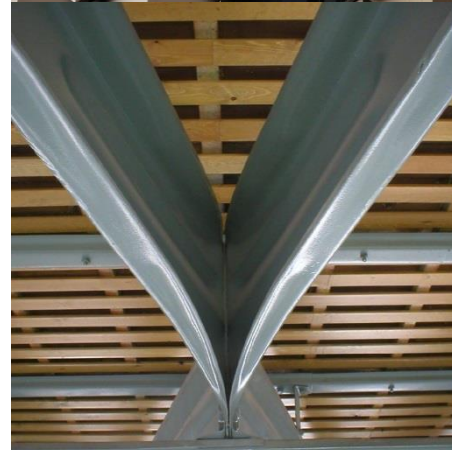
Stage 1 Road Safety Audit Response Report

Curtins Ref: 82328-CUR-XX-XX-T-TP-00004

Revision: P02

Issue Date: 27 February 2023

Client Name: Britannia Victoria Limited



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

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Author	Signature	Date
Lynnie Ler MEng (Hons) MCIHT Transport Planner		27 February 2023

Reviewed	Signature	Date
Carl Peers BA (Hons) MSc CMILT FCIHT Business Unit Director		27 February 2023

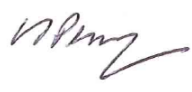
Authorised	Signature	Date
Carl Peers BA (Hons) MSc CMILT FCIHT Business Unit Director		27 February 2023



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Appendix A – Stage 1 Road Safety Audit Report

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Britannia Victoria Limited to provide transport and highways advice in relation to a development at the former Victoria Park Probation Centre in Manchester. The site is within the jurisdiction of Manchester City Council (MCC).
- 1.1.2 A Transport Statement (TS, Document Reference: **82328-CUR-XX-XX-T-TP-00001**) and Interim Travel Plan (ITP, Document Reference **82328-CUR-XX-XX-T-TP-00002**) were submitted as part of the planning application (MCC planning reference: 135848/FO/2022).
- 1.1.3 The proposed development comprises the redevelopment of the site to accommodate residential use. The scheme would comprise 37 apartments (mix of 1 and 2-bed units), 31 houses (mix of 3 and 4-bed properties, plus a 6-bed property), and 4 maisonettes (1 and 2-bed units).
- 1.1.4 A Stage 1 Road Safety Audit of the site access proposals has been requested by MCC as the local highway authority. This has been undertaken by independent auditors at J Bartlett Consulting Ltd. 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	Site Frontage	Footway parking affecting proposed access locations. During the site visit a significant level of on footway parking was observed throughout the area with the whole vehicle being parked in the pedestrian space. This directly affected the proposed access location impacting on driver visibility both of oncoming vehicles on the main carriageway but also pedestrians using the footway.	While it is accepted that this is an illegal activity and difficult for the highway authority / police to enforce effectively it is recommended that a series of bollards and / or other appropriate features are provided to prevent footway parking. The audit team note that this parking may be relocated to on carriageway and as such it may be beneficial to provide a series of double yellow line parking restrictions to protect the junction visibility envelop as well as those already identified to protect the bin store areas.	The proposed access arrangement drawing includes double yellow line parking restrictions to keep the junction of Laindon Road / Daisy Bank Road clear of parked vehicles. Single yellow line parking restrictions are also shown on Laindon Road and Daisy Bank Road to facilitate refuse vehicle access to the bin stores. These proposals were a result of discussions with MCC Highways and will reduce the potential for on-street parking relative to the existing situation. The audit recommends bollards and/or further yellow line parking restrictions to protect the junction visibility envelope. The recommendation for further parking restrictions in the vicinity of the site access junctions will be discussed with MCC Highways at the detailed design stage.

Table 2.1 – Design Team Response

82328 Victoria Park Probation Centre

Stage 1 Road Safety Audit Response Report



Appendix A – Stage 1 Road Safety Audit Report

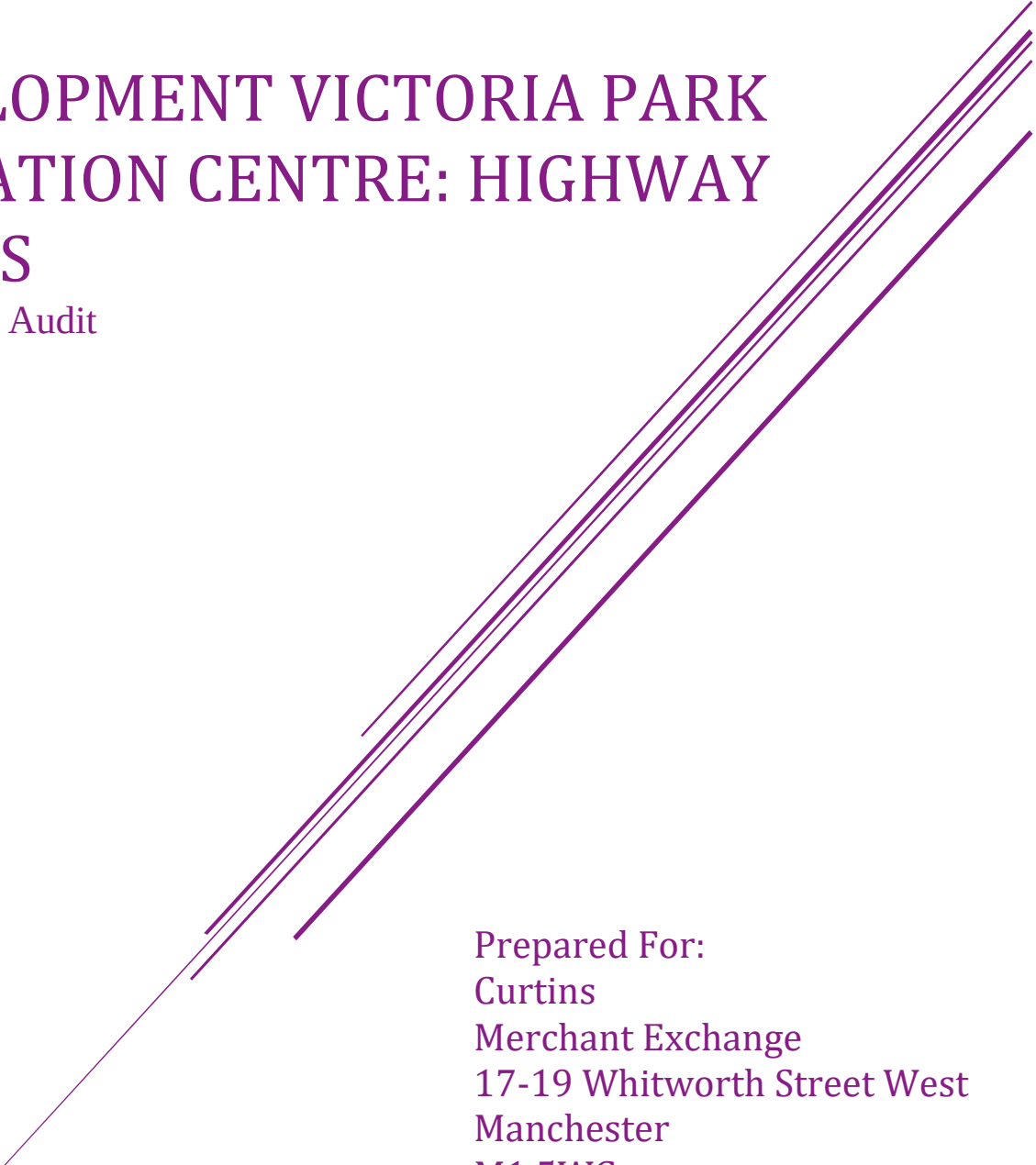
Report Number: Curtins/1431
Date: 21st February 2023
Prepared by: Julian Bartlett



DEVELOPMENT VICTORIA PARK PROBATION CENTRE: HIGHWAY ACCESS

Road Safety Audit

Stage 1

A decorative graphic consisting of several parallel lines in shades of blue and green, running diagonally from the bottom left towards the top right of the page.

Prepared For:
Curtins
Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG

Prepared By: J Bartlett Consulting Ltd
Ysgubor Y Ferch
Penllan Farm
Machen
Caerphilly
CF83 8QE

Telephone: +44(0) 1633 441 008

Mobile: +44(0) 7934 645 174

Email: jbartlettconsult@btinternet.com

Job Number: 1431

Client: Curtins

Highway Authority: Manchester City Council

Project: Development at Blackthorn Road, Ambrosden: Highway Access And
Infrastructure Improvements

Report Title: Stage 1 Road Safety Audit

Date: 21st February 2023

Issue	Purpose / Status	Prepared By	Checked	Approved	Date
D1	Draft	Julian Bartlett	Lyn Jones	Julian Bartlett	February 2023

J Bartlett Consulting Ltd has prepared this report in accordance with the instructions of the above named Client for their sole and specific use. Any other persons who may use the information contained herein do so at their own risk.

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1 INTRODUCTION

- 1.1 This report results from a Stage 1 Road Safety Audit undertaken by J Bartlett Consulting Limited following a request from Carl Peers of Curtins (Design Organisation).
- 1.2 This Safety Audit considers the replacement of an existing vehicle access with two new access points as well as associated pedestrian and cycle access to the development site.
- 1.3 The audit team comprised the following individuals:
- | | |
|--------------------------------------|-------------------------------|
| Julian Bartlett
BEng MCIHT FSoRSA | Road Safety Audit Team Leader |
| Lyn Jones
HNC MCIHT MSoRSA | Road Safety Audit Team Member |
- Both Julian Bartlett and Lyn Jones hold a National Highways Certificate of Competency in Road Safety Audit gained through the education route.
- 1.4 The following documents and drawings were made available to the Audit Team for this safety audit:

Drawings

Drawing Number	Rev	Title
82328 - CUR - XX - 00 - D - TP - 75001	P03	PROPOSED ACCESS ARRANGEMENT
82328 - CUR - XX - 00 - D - TP - 05001	P03	SWEPT PATH ANALYSIS 11.2m LARGE REFUSE VEHICLE
82328 - CUR - XX - 00 - D - TP. 05002	P03	SWEPT PATH ANALYSIS 7.7m FIRE TENDER

Documents

Victoria Park Probation Centre Stage 1 Road Safety Audit Brief Curtis Ref: 82328-CUR-XX-XX-T-TP-00001 Revision: P01 Issue Date: 08 February 2023

Victoria Park Probation Centre: Transport Statement Curtins Ref: 82328-CUR-XX-XX-T-TP-00001 Revision: P06 Issue Date: 26 January 2023

Departures,
None Notified.

Specialists in Road Safety, Traffic and Transportation Engineering;
Quality, Environment Health & Safety Management Systems

- 1.5 A site visit was undertaken by the Audit Team on 9th February 2023 between 11:30 and 12:15. Traffic movements were as expected with limited two way movements across the frontage of the proposed access. No motorcyclists were observed but one cyclist was moving on carriageway and three pedestrians seen using the opposite footway. A significant level of footway parking was observed through the area and especially to the wider footways across the frontage of the development site. This parking will directly affecting available driver visibility from the proposed access locations.
- 1.6 The scheme has been examined and this report compiled only regarding the safety implications for 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.
- 1.7 The terms of reference for the audit are as described in the National Highways, Design Manual for Roads and Bridges (DMRB) as, Volume 5, Section 2, GG119 (2020) 'Road Safety Audit'. The audit has also been undertaken in light of the philosophy outlined in the CIHT 'Road Safety Guidelines' 2020 Edition.
- 1.8 The Audit Team have referred to appropriate design documentation as required while undertaking this audit. Reference texts include but are not limited to
- Design Manual For Roads And Bridges (DMRB);
 - Manual For Streets;
 - Manual For Streets 2;
 - Highway Construction Details;
 - Specification For Highway Works;
 - Traffic Signs Manual Chapter 6;
 - Traffic Signs Regulations and General Directions (TSRDG)
- 1.9 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 (2020), 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.

- 1.10 If issues were identified that are strictly outside the scope of this Road Safety Audit or could not be classified as likely to increase the risk of crashes occurring, these have been included as Section 3 for completeness. It is also recommended that these are brought to the attention of the highway authority for their consideration if deemed appropriate
- 1.11 As far as the audit team are aware no previous stages of road safety audit have been undertaken on the proposals
- 1.12 Collision history has been provided for the wider area which has been reviewed in detail by the audit team. It is the opinion of the audit team that it is unlikely the the proposals will affect the collision potential negatively.

2 ISSUES RAISED BY THIS STAGE 1 ROAD SAFETY AUDIT

2.1 Problems in this Audit will be identified linearly and by drawing number

General

2.2 Problem 1

Location: Site frontage

Summary: Footway parking affecting proposed access locations

During the site visit a significant level of on footway parking was observed throughout the area with the whole vehicle being parked in the pedestrian space. This directly affected the proposed access location impacting on driver visibility both of oncoming vehicles on the main carriageway but also pedestrians using the footway.

Recommendation

While it is accepted that this is an illegal activity and difficult for the highway authority / police to enforce effectively it is recommended that a series of bollards and / or other appropriate features are provided to prevent footway parking. The audit team note that this parking may be relocated to on carriageway and as such it may be beneficial to provide a series of double yellow line parking restrictions to protect the junction visibility envelop as well as those already identified to protect the bin store areas.

Drg: 82328 - CUR - XX - 00 - D - TP – 75001 Rev P03.

2.3 After due and careful consideration the audit team have been unable to identify any areas of concern in terms of highway road safety associated with the information provided on this drawing for this stage of audit.

Drg: 82328 - CUR - XX - 00 - D - TP - 05001 Rev P03.

2.4 The drawing shows swept path movements to and from the site all of which appear to be achievable within the available space and as such do not give rise to concern.

Drg: 82328 - CUR - XX - 00 - D - TP. 05002 Rev P03.

2.5 The drawing shows swept path movements to and from the site all of which appear to be achievable within the available space and as such do not give rise to concern

3 ISSUES OUTSIDE THE SCOPE OF THIS ROAD SAFETY AUDIT

- 3.1 The existing boundary wall to the site is leaning heavily towards the footway at several locations and appears to be undermined by tree routes. This clearly will become a danger to passing pedestrians should the situation worsen. The issue should be addressed as part of the construction of the site.

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4 AUDIT TEAM STATEMENT

We certify that this Audit has been carried out adopting the principles contained in the National Highways standard GG 119 'Road Safety Audits' and in line with the philosophy outlined in the CIHT 'Road Safety Guidelines' 2020 Edition.

Road Safety Audit Team Leader

Name: Julian Bartlett

Signed:



Position: Director

Organisation J Bartlett Consulting Ltd

Date: 21st February 2023

Road Safety Audit Team Member

Name: Lyn Jones

Signed:



Position: Associate

Organisation J Bartlett Consulting Ltd

Date: 21st February 2023

Contact Details as per record sheet

5 AUDIT LOCATION PLAN



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

32-34 Stoney Street
Nottingham
NG1 1LL
T. 0115 941 5551
nottingham@curtins.com