



Eddisons

**PROPOSED SITE ACCESS ARRANGEMENTS,
OLIVE SCHOOL, CHEETHAM HILL,
MANCHESTER**

**STAGE 1 - ROAD SAFETY AUDIT
JANUARY 2023**

Transport Planning /Traffic Surveys/ Road Safety Audits

Tel: +44 (0)2920 667663 Email: admin@go-surveys.co.uk Web: www.go-surveys.co.uk
go-surveys Ltd Registered in England and Wales No:5841452
Registered office: go-surveys Ltd, 72 Plasturton Avenue, Cardiff, CF11 9HJ

REPORT CONTROL

Document:	GS1199-2023 - Olive School, Heywood Street, Manchester - Stage 1 RSA - Final.docx
Client:	Eddisons
Job Number:	gs-1199-2023
File Origin:	/Users/go-surveys/Road Safety Audits/GS1199 - Olive School, Heywood Street, Manchester - Stage 1 RSA/GS1199-2023 - Olive School, Heywood Street, Manchester - Stage 1 RSA - Final.docx

Document Checking:			
Primary Author:	T Brooks	Initialled:	TB
Contributor:	J Preston	Initialled:	JP
Reviewed By:		Initialled:	

Document Reference and Revision			
Issue	Date	Status	Checked for Issue
1	05/01/2023	Draft	TB
2	05/01/2023	Final	TB
3			
4			



Contents

1	INTRODUCTION	2
2	ROAD SAFETY AUDIT FINDINGS FROM RSA 1 RSA	5
	PROBLEM 1	5
	PROBLEM 2	6
	PROBLEM 3	6
	PROBLEM 4	7
	PROBLEM 5	8
	PROBLEM 6	9
3	AUDIT STATEMENT	10

Appendices

Appendix A – List of drawings and documents supplied for audit.

Appendix B – Location plan of identified problems.

1 INTRODUCTION

- 1.1 This report presents the findings from a Stage 1 Road Safety Audit (RSA) undertaken on the proposed site access arrangements associated with a new school on land to the west of Heywood Street, Manchester.
- 1.2 The audit was carried out by the following:
- | | |
|--|---------------------------------|
| Tristan Brooks
BSc (Hons), MBA, CMILT, MCIHT, MSoRSA,
HE RSA Cert. of Competency | - Road Safety Audit Team Leader |
| J Preston
MCIHT, MSoRSA | - Road Safety Audit Team Member |
- 1.3 The RSA was commissioned by Eddisons who have designed the scheme and provided the audit information and although there was no formal 'audit brief' the RSA team has accepted that sufficient information has been provided to undertake the Stage 1 RSA. Eddisons have approved the audit team as effective project sponsors. The overseeing organisation is Manchester City Council.
- 1.4 The site visit by the audit team was undertaken on Tuesday 20th December 2022 between 13:45-14:15 and comprised a walk and drive-throughs (where available) of the area covered by the scheme. During the site visit both the weather and carriageway surface were dry. Traffic movements in the vicinity of the scheme were very light. A small number of pedestrians were observed during the site visit. No cyclists were observed.
- 1.5 The highway network in the vicinity of the scheme is subject a 20mph speed limit and has street lighting.
- 1.6 A review of the Personal Injury Collision (PIC) data provided as part of the RSA information, between January 2017 and December 2021 (based on information in the Crashmap database) has indicated that during this period there has been no PICs recorded in the immediate vicinity of the proposed highways works.
- 1.7 The drawings and documents supplied for audit are listed in **Appendix A**. An annotated drawing showing the locations of the problems identified is provided in **Appendix B**.
- 1.8 The scope of the RSA is limited to the proposed access arrangements as illustrated in **Figure 1**.



-
- 1.10 The audit team have not been made aware of any departures from standard within the design of the scheme nor have they been made aware of any previous RSA's been undertaken on the scheme.
- 1.11 The 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. 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 ROAD SAFETY AUDIT FINDINGS FROM RSA 1 RSA

PROBLEM 1

LOCATION: Tamerton Drive – Uncontrolled pedestrian crossing.

SUMMARY: Location of the existing pedestrian crossing may increase the risk of pedestrian trip hazards or pedestrian/vehicle collisions.

- 2.1 The location of the existing uncontrolled pedestrian crossing on Tamerton Drive is located away from the pedestrian desire line, potentially resulting in pedestrians crossing at more direct/convenient locations where there are full height kerbs, which could potentially increase the risk of pedestrian trip hazards. The intervisibility to/from the crossing point on the southern side of Tamerton Drive is also restricted by the adjacent boundary fence/hedge at the back of the footway (Ref: **Photograph 1**) which could increase the risk of pedestrian/vehicle collisions.
- 2.2 It is noted that this is an existing matter, although would note that the proposed development would likely increase the use of the crossing and associated risks noted above.
- 2.3 It is also noted that the upstands at the existing crossing are considered to be excessive and could increase the risk of pedestrian trip hazards.

Photograph 1: Restricted intervisibility to/from the southern crossing point.



RECOMMENDATION

- 2.4 It is recommended that the existing pedestrian crossing be relocated to correspond with the likely pedestrian desire line and improve the intervisibility to/from the southern crossing point.

DESIGNER'S RESPONSE

Existing pedestrian crossing has been relocated east on the pedestrian desire line.

PROBLEM 2

LOCATION: Heywood Street – western footway.

SUMMARY: Vegetation overhanging the footway could pose a hazard to pedestrians.

- 2.5 The audit team would note that there is vegetation overhanging the footway on the western side of Heywood Street (Ref: **Photograph 2**). Vegetation overhanging the footway could pose a hazard to pedestrians.

Photograph 2: Vegetation overhanging the footway.



RECOMMENDATION

- 2.6 It is recommended that the branches overhanging the footway be cut back.

DESIGNER'S RESPONSE

Note added to plan detailing that vegetation overhanging the footway is to be cut back.

PROBLEM 3

LOCATION: Heywood Street – middle uncontrolled pedestrian crossing.

SUMMARY: Street furniture and tree located within the vicinity of the proposed uncontrolled pedestrian crossing could result in collision hazards to pedestrians with visual impairments.

- 2.7 The audit team would note that there is a sign post and tree located where the proposed uncontrolled pedestrian crossing will be located (Ref: **Photograph 3**) that would be in the path of pedestrians using the crossing and could pose a collision hazard to pedestrians with visual impairments.

Photograph 3: Tree and sign post adjacent to proposed uncontrolled crossing.



RECOMMENDATION

- 2.8 It is recommended that the tree and sign post be relocated away from the crossing point or vice versa.

DESIGNER'S RESPONSE

Noted added to plan that details the tree is to be removed and a compensatory tree proposed in a location to be agreed. The sign is to be moved south on the build out, exact location to be agreed at detailed design stage.

PROBLEM 4

LOCATION: Heywood Street – northern priority controlled narrowing/vehicular site access.

SUMMARY: Carriageway width and horizontal alignment could increase the risk of pedestrian or cyclist collisions with vehicles.

- 2.9 The width of the carriageway and horizontal alignment at the northern priority controlled narrowing/vehicular site access could increase the risk of vehicle collisions with cyclists should they both be travelling through the narrowing at the same time.
- 2.10 Additionally, the vehicle swept paths provided for review also appear to indicate significant encroachment into the footway for a refuse vehicle manoeuvring through the priority controlled narrowing and accessing/egressing the vehicular access to the site, which could increase the risk of collisions with pedestrians within the footway.

RECOMMENDATION

- 2.11 It is recommended that the layout of the scheme be revised to address these problems.

DESIGNER'S RESPONSE

The existing width of 4.5m is in excess of the required 3.2m – 3.9m to allow motor vehicles to drive alongside a cyclist. This is in accordance with Para 7.2.5, LTN 1-20 Cycle Infrastructure Design.

Refuse tracks shown on the plan which show the right turn manoeuvre out of the site access without any encroachment onto the footway.

PROBLEM 5

LOCATION: Heywood Street – south of junction with Bignor Street.

SUMMARY: Omission of pedestrian crossing provision could increase the risk of pedestrian trip hazards.

- 2.12 There is no pedestrian crossing provision proposed on Heywood Street to the south of its junction with Bignor Street where there is likely to be a pedestrian desire line between the proposed school and residential area to the east of Heywood Street. Omission of pedestrian crossing provision at this location could therefore increase the risk of pedestrian trip hazards, who would have to negotiate full height kerbs which would be exacerbated for pedestrians with mobility impairments or pedestrians with pushchairs etc.

RECOMMENDATION

- 2.13 It is recommended that pedestrian crossing provision be provided at this location.

DESIGNER'S RESPONSE

Uncontrolled pedestrian crossing not shown in this location due to it not being a direct route to the pedestrian access points into the site, the main pedestrian access route into the site is to the south with a proposed uncontrolled pedestrian crossing accessing it.

PROBLEM 6

LOCATIONS: Proposed vehicular access to the site via Heywood Street and Bignor Street.

SUMMARY: Depth of tactile paving at the proposed uncontrolled crossings is considered to be insufficient to provide suitable warning of the carriageway to pedestrians with visual impairments.

- 2.14 It is proposed that the depth of the tactile paving at the proposed uncontrolled pedestrian crossing at the vehicular access to the site and crossing point on the northern side of Bignor Street will be less than 1.2 metres across their entire width. Tactile paving with a depth of less than 1.2 metres, at what are considered to be an inline type crossing approaches, are unlikely to provide sufficient warning to pedestrians with visual impairments of the presence of the carriageway, who may inadvertently step into the carriageway, potentially resulting in an increased risk of the pedestrian being struck by a vehicle.

RECOMMENDATION

- 2.15 It is recommended that the depth of the tactile paving at the locations noted above be increased to 1.2 metres.

DESIGNER'S RESPONSE

Tactiles now shown at a depth of 1.2m.

3 AUDIT STATEMENT

3.1 We certify that this audit has been carried out in accordance with GG/119 unless otherwise noted.

Signed:



Date: 05 January 2023

T Brooks – BSc (Hons), MBA, CMILT, MCIHT, MSoRSA,
HE RSA Cert of Competency
Audit Team Leader
go-surveys Ltd
72 Plasturton Avenue
Cardiff
CF11 9HJ

Signed:



Date: 05 January 2023

J Preston – MCIHT, MSoRSA
Audit Team Member
go-surveys Ltd
72 Plasturton Avenue
Cardiff
CF11 9HJ



APPENDIX A

List of Drawings and Documents Provided for Audit

3920-F02 – Rev C

Potential Site Access Arrangements

3920-SP01 – Rev A

Potential Site Access Arrangements

FS0766 -BSA - XX - XX - D - A – 1003

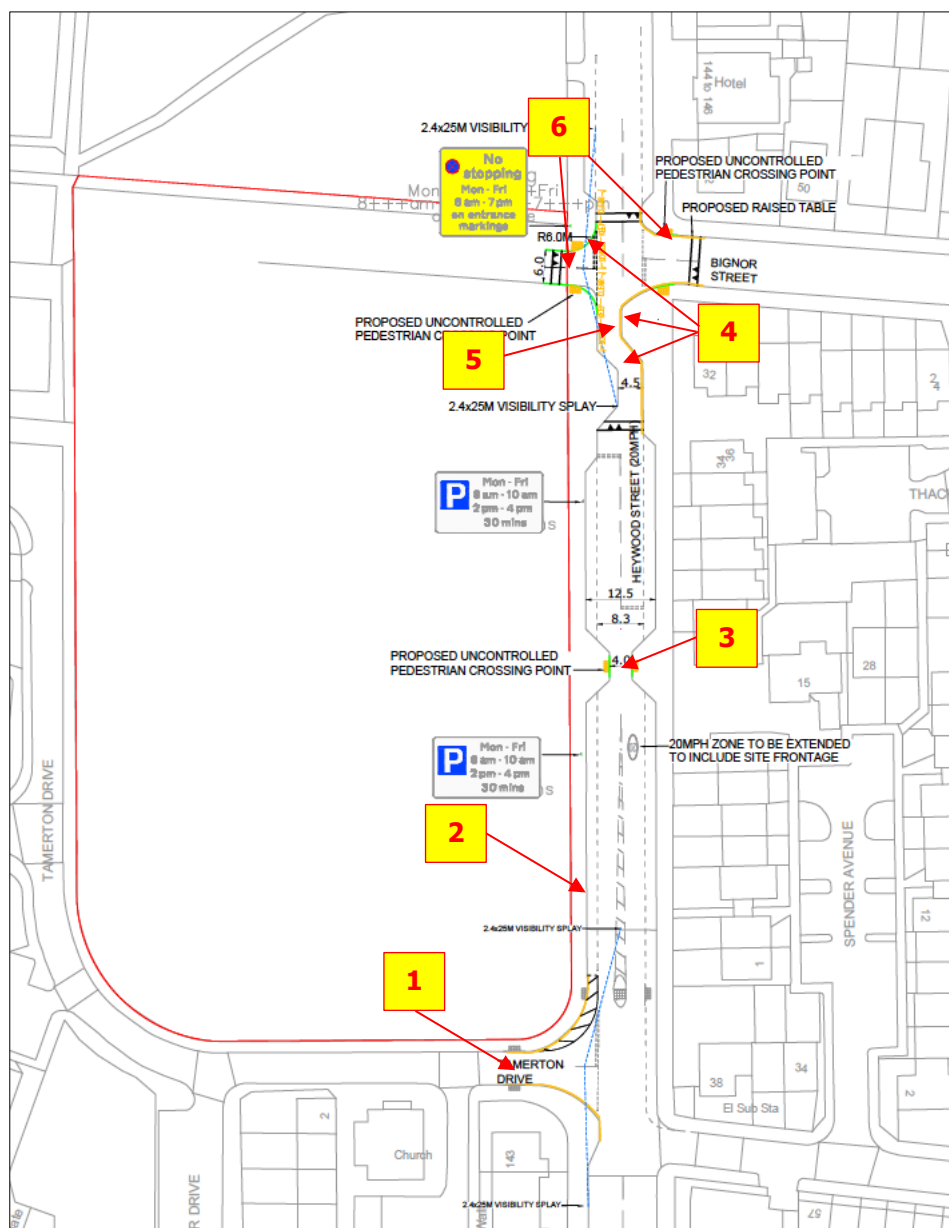
Proposed Site Plan Boundary Treatments

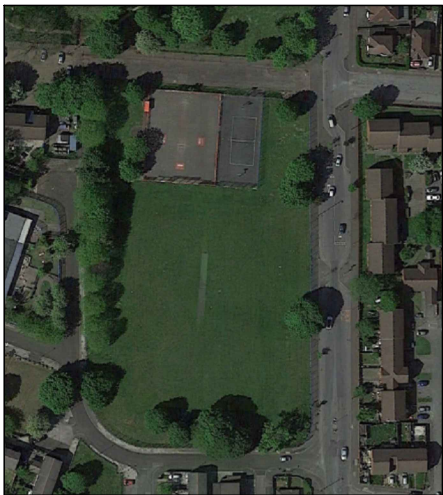
PIC Data

(January 2017 – December 2021)

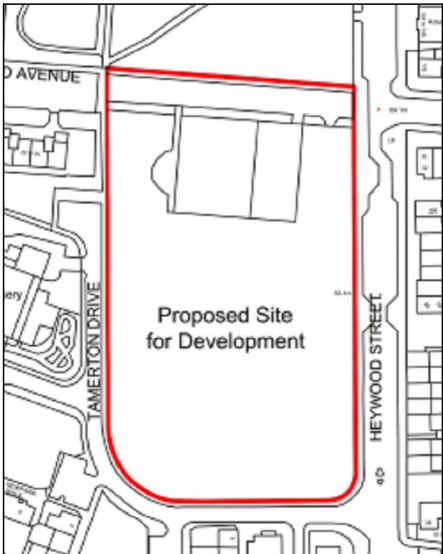
APPENDIX B

Location of Identified Problems

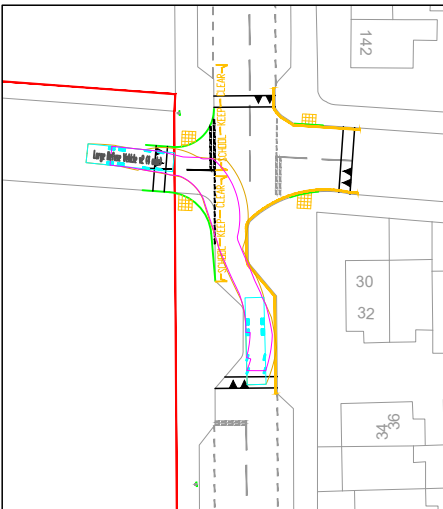




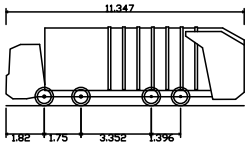
NORTH SOUTH AERIAL VIEW



SITE BOUNDARY PLAN

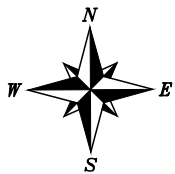
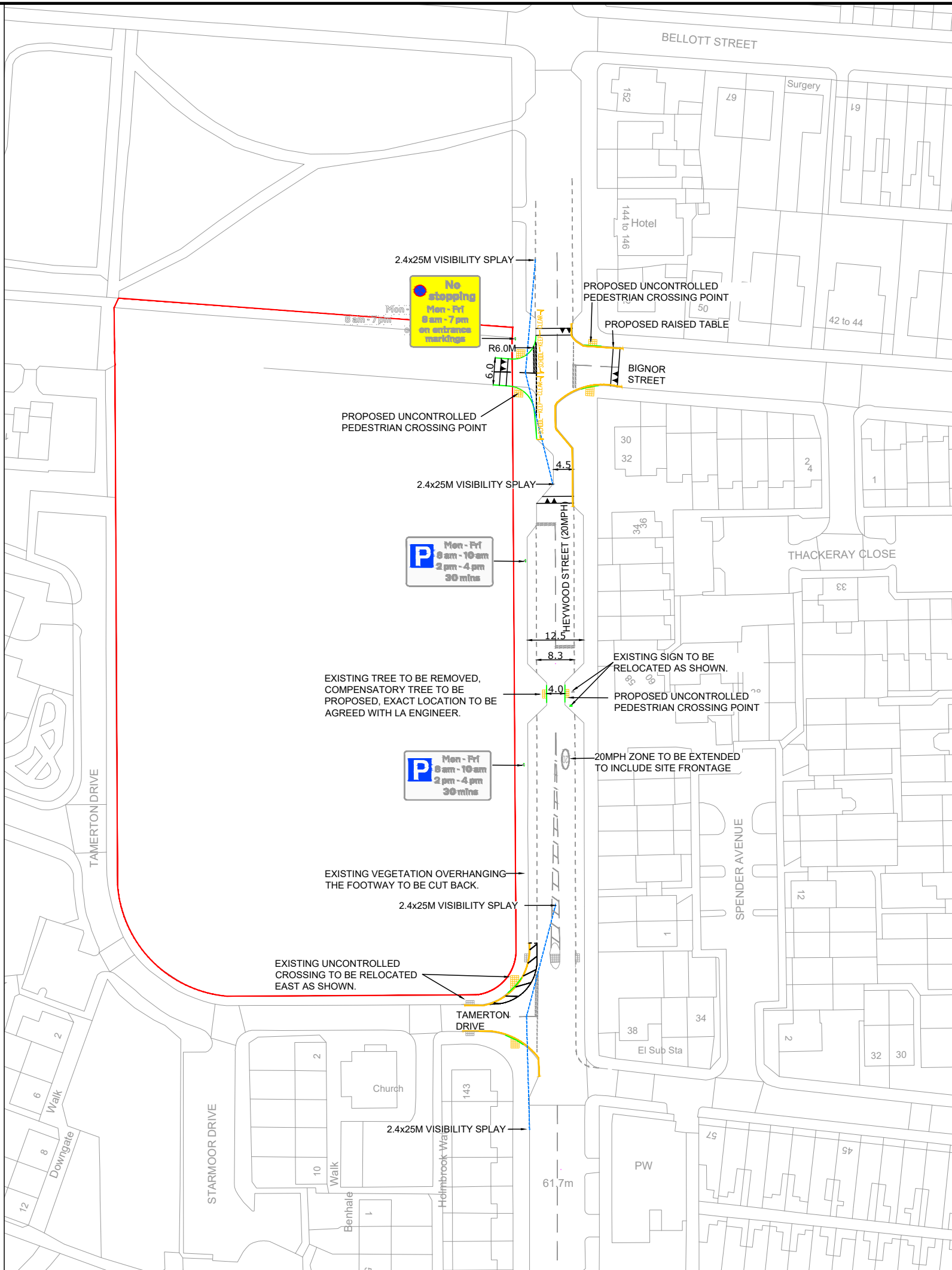


REFUSE RIGHT TURN OUT OF SITE



Large Refuse Vehicle (4 axle)
Overall Length 11.347m
Overall Width 2.500m
Overall Body Height 3.750m
Min Body Ground Clearance 0.900m
Track Width 2.000m
Lock to Lock Time 6.00s
Wall to Wall Turning Radius 11.330m

Large Refuse Vehicle (4 axle)

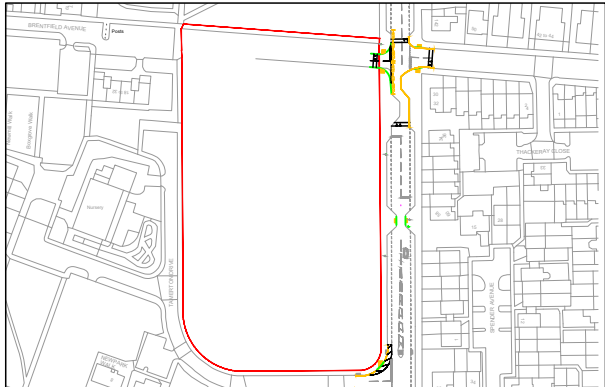


NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS

TOTAL AREA OF SITE: 1.31Ha



SITE LAYOUT NTS

D C B A	UPDATED TO RSA 1 MINOR AMENDMENTS MINOR AMENDMENTS MINOR AMENDMENTS	LB HL HL LB	MC MC MC JC	JAN 23 DEC 22 DEC 22 JAN 21
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
**CONLON
CONSTRUCTION**

PROJECT:
**OLIVE SCHOOL,
CHEETHAM HILL**

DRAWING TITLE:
**POTENTIAL SITE ACCESS
ARRANGEMENT**

SCALES:
1:1000 @ A3

DRAWN: LB	CHECKED: TB	DATE: DEC 22
-----------	-------------	--------------

Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY
Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 3222-F02	REVISION: D
------------------------------------	-----------------------

Eddisons | Incorporating
Croft