

Technical Note

Date: 20 December 2022

Project: Cotter Street, Ardwick

Title: Stage 1 Road Safety Audit Designer's Response

1. Introduction

1.1 A planning application has been submitted by Church Inn (Ardwick) Limited for the development of 16 town houses on a site off Cotter Street in Ardwick, Manchester.

1.2 Manchester City Council (MCC) requested that a Stage 1 Road Safety Audit (RSA1) be undertaken of the infrastructure proposal associated with the site. The proposed infrastructure arrangements submitted with the planning application, and subject to the audit, are attached as Appendix A. In summary, these comprise:

- Pedestrian access to the dwellings is provided either direct from the bounding footway or via the segregated pedestrian access points provided on the Cotter Street, Ardwick Road N and Nivin Street frontages. The setting of the site presents an opportunity to widen to bounding footway on Nivin Street from its existing width (1m) to 2m.
- Redundant access points on the site boundary will be reinstated and the footway bounding the site will be resurfaced.
- Vehicle access to the site will be provided via a new crossover arrangement on Cotter Street. Appendix A shows the access arrangement and the visibility available at the junction.
- The boundary treatment will ensure pedestrian / vehicle intervisibility.

1.3 Waterman was appointed to undertake the RSA1. It is confirmed that Waterman is independent of the design team.

1.4 Waterman was provided with the following documents:

- Transport Statement – including audit of existing highway, pedestrian, cycle and public transport, 5 years of collision data, details of the development proposal, and assessment of impact
- General arrangement layout showing the infrastructure proposals
- Swept path analysis

1.5 The RSA1 is attached as Appendix B and the response to the problems raised is provided below.

2. RSA1 Problem Raised

Location: At the site access on Cotter Street

Summary: **Parked vehicles observed close to entrance obscuring visibilities and obstructing large vehicles entering into and exiting from site**

2.1 The Audit team observed a significant number of vehicles parked on Cotter Street in close proximity to the proposed site access. Whilst it is recognised the site has yet to be built out, if such parking activity were to continue post development, it would act to severely restrict visibility splays along Cotter Street for drivers of vehicles departing from the site. This could lead to instances of drivers pulling out blind from the access and into the path of oncoming vehicles increasing the risk of collisions occurring.

2.2 Additionally, the parked cars could act to obstruct large vehicles (particularly refuse collection vehicles) whilst attempting to manoeuvre into and out of the site. This could lead to them striking vehicles as they manoeuvre or mounting kerbs and potentially colliding with pedestrians walking along footways on Cotter Street.

Recommendation

- 2.3 It is recommended that the design includes measures to restrict or dissuade on-street parking activity along Cotter Street in the proximity of the access to ensure that visibility splays are kept clear of obstructions.
- 2.4 The proposed on-site bin store could be moved towards the front of the parking courtyard to allow for servicing directly from Cotter Street and thereby removing the need for refuse collection vehicles to have to manoeuvre onto the site.

3. Designer's Response

Recommendation 1: Introduce Measures to Restrict / Dissuade On-street Parking

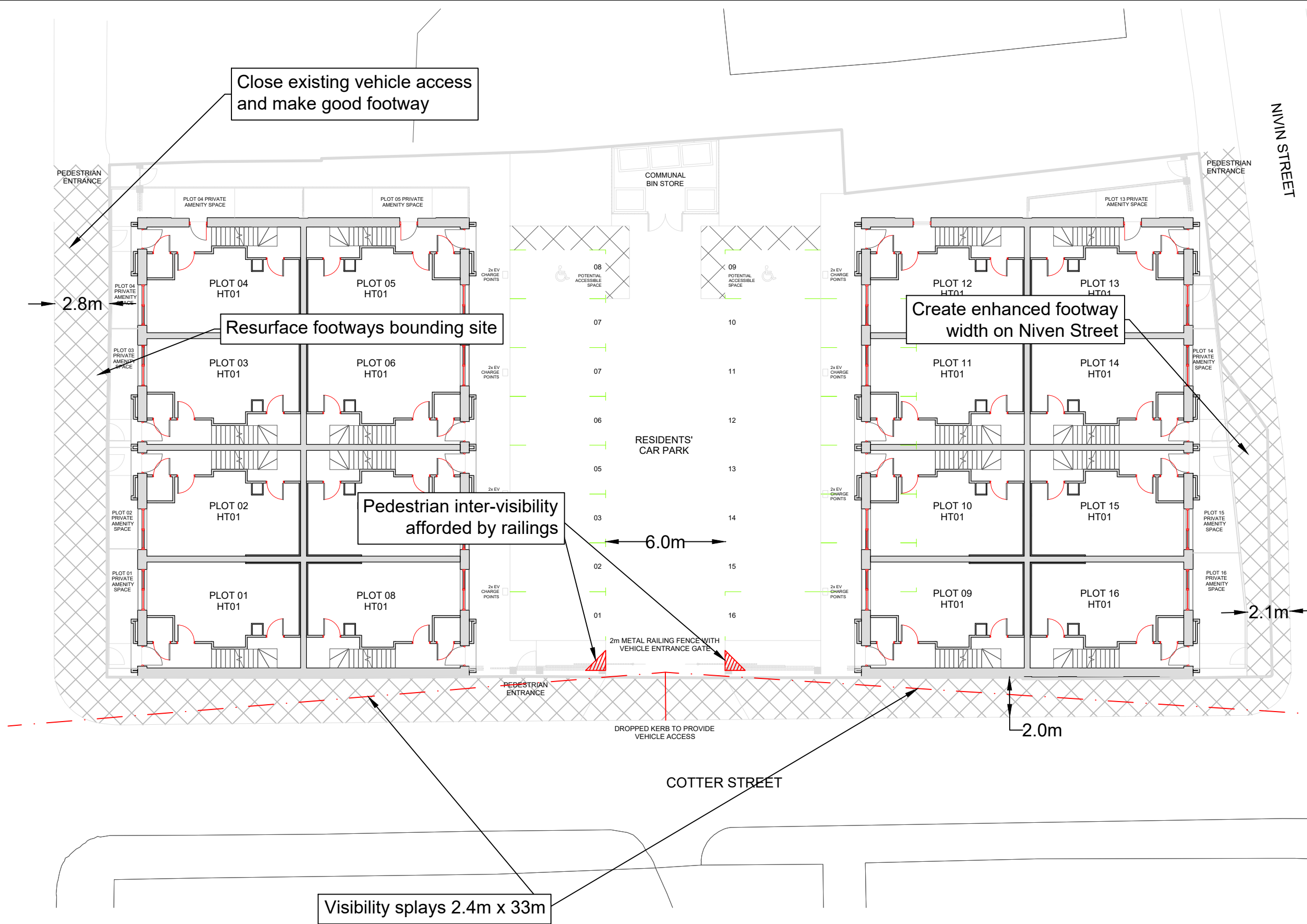
- 3.1 The new junction provides access to a small parking area (16 spaces) this can be expected to be related with an insignificant frequency of vehicle movements, which is confirmed by the Transport Statement. Appendix A shows that appropriate visibility splays, including pedestrian intervisibility, can be achieved at the junction.
- 3.2 Manual for Streets (paragraph 7.8.5 / 2007) states that:

“Parking in visibility splays in built-up areas is quite common, yet it does not appear to create significant problems in practice. Ideally, defined parking bays should be provided outside the visibility splay. However, in some circumstances, where speeds are low, some encroachment may be acceptable.”
- 3.3 Notwithstanding the above, the introduction of appropriate Traffic Regulation Orders (TRO) will be discussed with MCC as part of the Section 278 works.

Relocate the Bin Store

- 3.4 The bin store has been located to minimise travel distances for residents in each dwelling and to enable access on foot using the pedestrian routes on site.
- 3.5 Relocating the bin store, as suggested, will impact on the number of parking spaces that can be provided at the site resulting in a lower level of parking than already agreed with MCC.
- 3.6 The Transport Statement states that refuse collection will be undertaken by private contract which means the applicant has greater control over the type and size of vehicles collecting waste. The reversing manoeuvre into the site is in line with MCC waste collection guidance in GD04. MCC has already requested that a banksman be used, which is agreed.
- 3.7 In addition to the above, the possible introduction of measures to restrict or dissuade parking on Cotter Street as recommended by the RSA team would further benefit manoeuvring.

Appendix A



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES
Layout subject to detailed design and confirmation of statutory undertakers' equipment.

Revision Details	By	Date	Suffix
Layout updated, viewable area amended, annotation added	JAT LGS Check	29.11.22	A

Drawing Number
SK22285-001

Cotter Street, Ardwick

Drawing Title
**Proposed Access Arrangement
Cotter Street**

Scale at A3
1:500

Drawn JAT	Approved LGS
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Check LGS	Date 03.11.22
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Appendix B

**CHURCH INN
COTTER STREET
ARDWICK, MANCHESTER
SECTION 278
STAGE 1 ROAD SAFETY AUDIT**

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December 2022



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REV	ISSUE STATUS	PREPARED BY/DATE	CHECKED BY/DATE	APPROVED BY/DATE
1	DRAFT	JC 10 December 2022	AT 10 December 2022	
2	FINAL	JC 12 December 2022	AT 12 December 2022	ASD 12 December 2022

Disclaimer notes

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 Waterman Aspen 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 Waterman Aspen Limited.

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AUDITOR'S EVALUATION

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1.0 INTRODUCTION

1.1 This report is a Stage 1 Road Safety Audit (RSA) carried out on the design of a proposed residential development on the site of the former Church Inn on Cooter Street in Ardwick, Manchester. This report was requested by SK Transport.

1.2 The RSA team, staff members from Waterman Aspen, present at the RSA were:

Joe Clarbour
Audit Team Leader

Andrew Tunnacliffe
Audit Team Member

We confirm that no member of the Audit Team has been involved with the design process and that at least one member of the Audit Team holds the Highways England Certificate of Competency.

1.3 The Audit Team visited the site together during daylight on Tuesday, 06 December 2022. The weather during the site visit was dry and overcast and the carriageway surface was dry.

1.4 The RSA brief issued to the team comprised of various elements listed at Appendix Two.

1.5 The scheme has been examined and this report compiled only with regard to 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, in order 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.

1.6 All of the problems described in this report are considered by the RSA team to require action in order to improve the safety of the scheme and minimise collision occurrence. However, if any of the problems or recommendations within this Road Safety Audit report is not accepted, a copy of the signed exception report from the Overseeing Organisation should be sent to the Road Safety Audit Team Leader.

1.7 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 GG119, 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 PROPOSED SCHEME

- 2.1 The proposed works entail the development of sixteen townhouses on the site together with a central parking and service courtyard. Accessed off of Cotter Street, the courtyard design includes accommodation for sixteen car parking spaces and also includes a centrally located bin store.

3.0 RECORDED INJURY ACCIDENT HISTORY

- 3.1 Collision data covering the vicinity of the site for the most recent five-year period has been provided to the Stage 1 Audit Team. It shows there has been one collision resulting in slight injury at the junction of Cotter Street and Ardwick Green North.

4.0 DEPARTURES FROM STANDARD

- 4.1 No departures from standard have been highlighted within the Audit Brief

5.0 DOCUMENTS AND INFORMATION NOT PROVIDED

- 5.1 The following information was not provided within the audit brief and therefore has not been considered with the audit:
- Street lighting
 - Landscaping
 - Drainage
 - Construction details

6.0 MATTERS ARISING FROM THIS STAGE 1 ROAD SAFETY AUDIT

6.1 Problem

Location: At the site access on Cotter Street

Summary: **Parked vehicles observed close to entrance obscuring visibilities and obstructing large vehicles entering into and exiting from site**

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Additionally, the parked cars could act to obstruct large vehicles (particularly refuse collection vehicles) whilst attempting to manoeuvre into and out of the site. This could lead to them striking vehicles as they manoeuvre or mounting kerbs and potentially colliding with pedestrians walking along footways on Cotter Street.

Recommendation

It is recommended that the design includes measures to restrict or dissuade on-street parking activity along Cotter Street in the proximity of the access to ensure that visibility splays are kept clear of obstructions.

The proposed on-site bin store could be moved towards the front of the parking courtyard to allow for servicing directly from Cotter Street and thereby removing the need for refuse collection vehicles to have to manoeuvre onto the site.

APPENDIX ONE

7.0 AUDIT TEAM STATEMENT

AUDIT TEAM STATEMENT

We certify that the audit has been carried out in accordance with the requirements set out in GG119. The problems identified have been noted in this report together with associated safety improvement suggestions which we recommend should be studied for implementation.

AUDIT TEAM LEADER

Joe Clabour MSc, BA (Hons)
Principal Traffic Engineer
Waterman Aspen
5th Floor
1 Cornwall Street
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Signed.....

Date: 10 December 2022

AUDIT TEAM MEMBER

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Signed.....

Date: 10 December 2022

APPENDIX TWO

8.0 LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

Documents

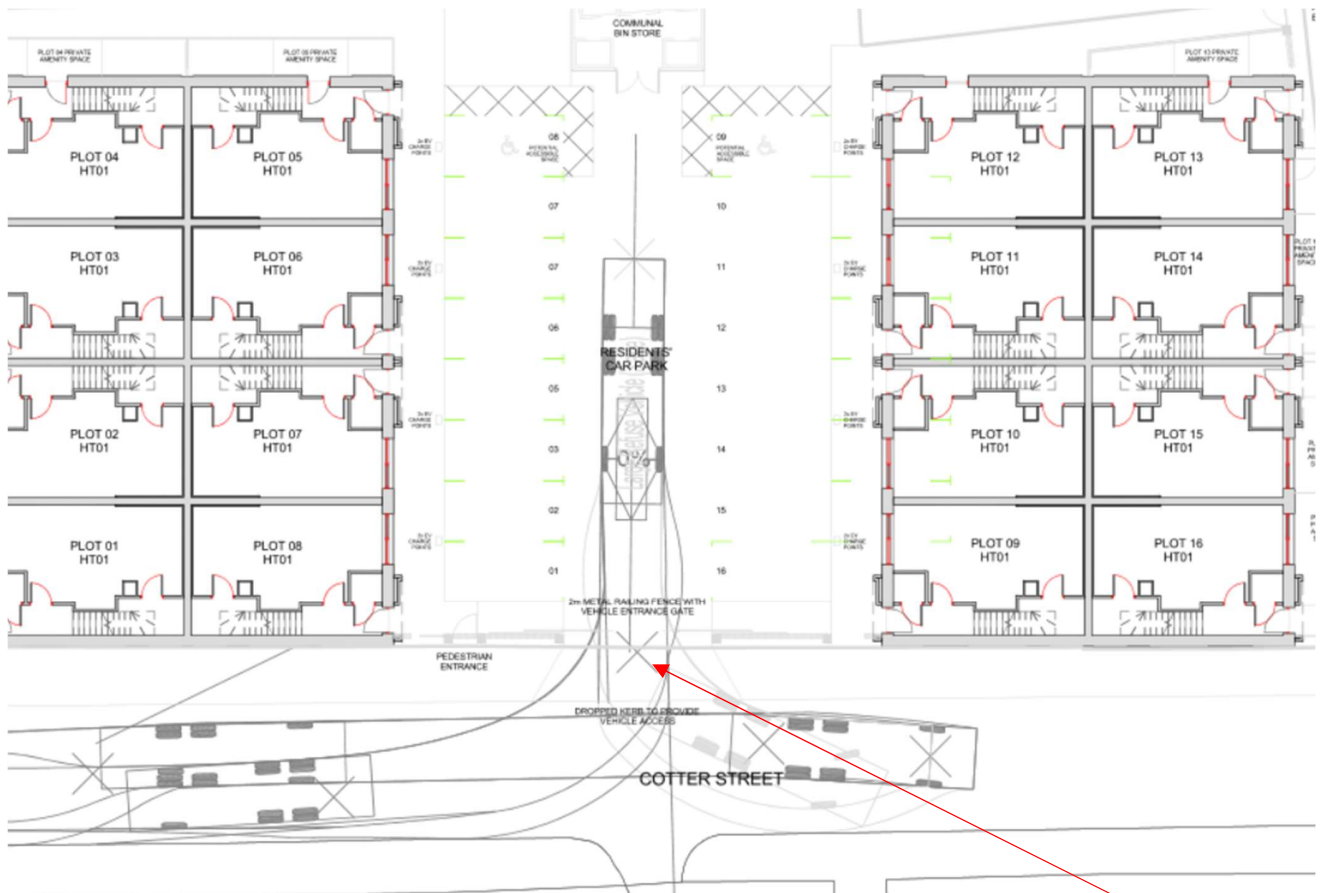
- Transport Statement (221129_SK22285_TS01(-01)): includes review of existing pedestrian, cycle and highway network, collision data, scheme details and impact of the proposal

Drawings

- General Arrangement layout (SK22285-001 Rev A): includes site layout, vehicle and pedestrian access arrangements, pedestrian / vehicle visibility, footway reinstatement, and footway resurfacing proposals
- Swept Path analysis (SK22285-002 Rev A / 003 Rev A): includes refuse collection vehicle and car

APPENDIX THREE

9.0 PROBLEM LOCATION PLAN



Problem 6.1

