# GREENHEYS BUILDING, MANCHESTER SCIENCE PARK PROPOSED SIGNALISED CROSSING

## STAGE 1 ROAD SAFETY AUDIT

610/2023/149/01 Rev 1

24 August 2023

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| **Report Title:** | Greenheys Building, Manchester Science Park<br>Proposed Signalised Crossing Stage 1 Road Safety Audit |
| **Date:** | 24 August 2023 |
| **Document Reference & Revision:** | 610/2023/149/01 Rev 1 |
| **Prepared by:** | Six Ten Highways & Traffic Ltd |
| **On behalf of:** | Curtins |

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## 1.0 INTRODUCTION

1.1 This report results from a preliminary design Stage 1 Road Safety Audit (RSA) carried out on the proposed signalised crossing at the Greenheys Building, Manchester Science Park, at the request of Curtins, the designer of the scheme who provided the audit brief which has been accepted by the audit team. The audit team has been approved by the Overseeing Organisation Manchester City Council to carry out Road Safety Audits on their highway network.

1.2 The Road Safety Audit Team was as follows:

Jon Preston MCIHT MSoRSA
Audit Team Leader

Tristan Brooks* Bsc (Hons), MBA, CMILT, MCIHT, MSoRSA, HE RSA Cert of Comp
Audit Team Member

1.3 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.

1.4 The audit took place at the St Helens office of six:TEN Highways and Traffic between 14 August 2023 and 24 August 2023. The Road Safety Audit was undertaken in accordance with the Road Safety Audit information provided. The audit comprised an examination of the documents provided as detailed in Appendix One.

1.5 The Audit Team visited the site together during the morning of Monday 21 August 2023 between 10:00hrs and 10:30hrs. During the site visit the weather was partially cloudy and the carriageway surface was dry. During the site visit traffic movements in the vicinity of the proposed highway works were low with some pedestrian and cyclist movements observed.

1.6 Greenheys Lane in the vicinity of the proposed highway works is currently subject to a 20mph speed limit and is street lit.

1.7 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.

1.8 The proposed highway works are associated with the redevelopment of the existing Greenheys Building to provide a laboratory and in summary includes:

- Provision of traffic signal-controlled crossing on Greenheys Lane; and
- Relocation of two existing bus stops on Greenheys Lane to facilitate the new crossing.

1.9 The Audit Team have not been informed of any Departures from Standard for the proposed scheme.

1.10 The S278 highway works relating to vehicle access to the proposed development were subject to a Stage 1 RSA carried out by Six Ten Highways & Traffic in March 2023.

1.11 Personal injury collision data has been obtained from the online crashmap.co.uk database which shows there has been five personal injury collisions in the vicinity of the proposed highway works during the five-year period 2017 – 2021. All five collisions were classed as slight in severity and resulted in five casualties. The personal injury collision location plan is shown in Appendix Four.

1.12 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.

1.13 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 Rev 2, 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 road safety issues identified at this stage.

### 2.2 Local Alignment

**2.2.1** No road safety issues identified at this stage.

### 2.3 Junctions

**2.3.1** No road safety issues identified at this stage.

### 2.4 Walking, Cycling and Horse Riding

**2.4.1 Location: Proposed signalised crossing**

**Problem**

**Summary: Stationary buses in the northbound bus stop may obscure southbound drivers' visibility to the offside signal head and may obscure pedestrian/driver intervisibility increasing the risk of pedestrian/vehicular collisions**

There is a risk that stationary buses in the northbound bus stop may obscure southbound drivers' visibility to the offside signal head which may increase the risk of failure to comply with a red signal or late braking type collisions. Additionally, the intervisibility between pedestrians on the western footway and southbound drivers may also be obscured by a stationary bus in the northbound bus stop which may increase the risk of pedestrian/vehicular collisions as crossing pedestrians fail to sufficiently appreciate approaching traffic and vice versa.

**Recommendation**

It is recommended that the forward visibility to the southbound offside signal head and pedestrian (western footway)/driver (southbound) intervisibility is investigated to ensure a stationary bus in the northbound bus stop does not obscure intervisibility and amendments made to the design if necessary.

### 2.5 Traffic Signs, Carriageway Markings and Lighting

**2.5.1** No road safety issues identified at this stage.

## 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 Signed: [redacted]

six:TEN Highways & Traffic Ltd Date: 24 August 2023

### AUDIT TEAM MEMBER

Tristan Brooks Bsc (Hons), MBA, CMILT, MCIHT, MSoRSA, HE RSA Cert of Comp

Traffic & Road Safety Engineer Signed: [redacted]

six:TEN Highways & Traffic Ltd Date: 24 August 2023

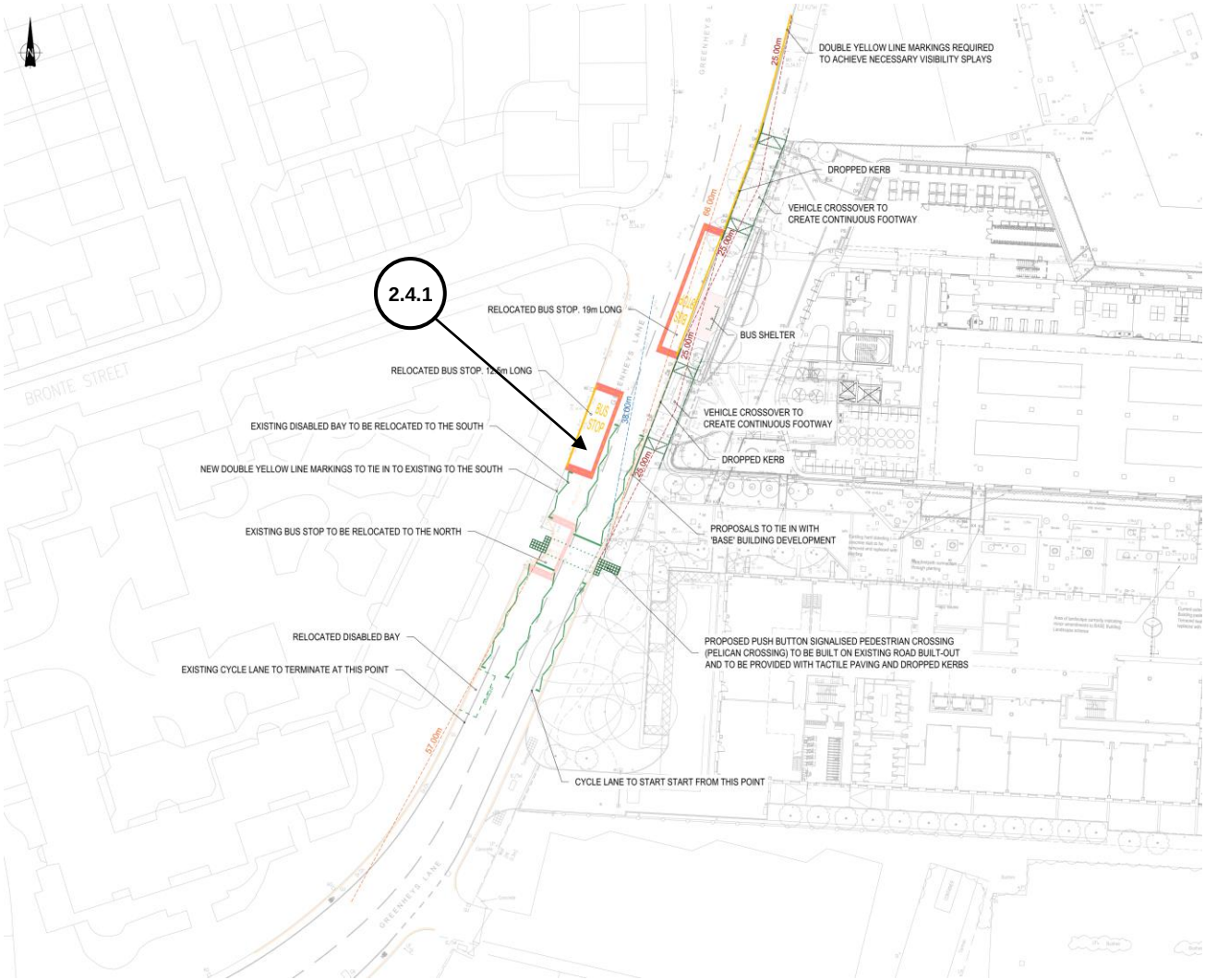
## APPENDIX ONE

## 4.0 LIST OF DRAWINGS AND DOCUMENTS SUPPLIED BY THE DESIGN ORGANISATION

- 081888-CUR-XX-00-D-TP-75004-P01 Signalised Crossing Option 2
- 081888-CUR-XX-00-D-TP-05004-P01 Swept Path Analysis Two-way Traffic
- 081888-CUR-XX-XX-T-TP-00007-P01 Stage 1 RSA Brief (Signalised Crossing)
- 5 year (up to December 2021) Personal Collision Data from crashmap.co.uk

## APPENDIX TWO

## 5.0 PROBLEM LOCATION PLAN



## APPENDIX THREE

## 6.0 PHOTOGRAPHS



6.1 General View looking north towards proposed signalised crossing.



6.2 General view looking south towards proposed signalised crossing.

## APPENDIX FOUR

## 7.0 PERSONAL INJURY COLLISION LOCATION PLAN

