

MBS/1104

STOCKPORT METROPOLITAN BOROUGH COUNCIL
ENVIRONMENT AND ECONOMY DIRECTORATE

STAGE 1 ROAD SAFETY AUDIT

For the attention of Naz Huda

Scheme – Macclesfield Road realignment
SEMMMS A6 to Manchester Airport Relief Road

Date of Site Visit – 17th July 2014

Weather Conditions – Fine & Dry

Copies to – Graham Martin & Sue Stevenson

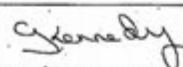

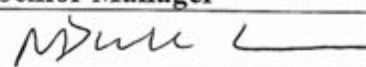
The attached report is the Stage 1 Road Safety Audit for the above scheme based on the following information supplied to the Crash Investigation Team.

Item	Description	Supplied	Comments
A	Plans	Yes	1007/3D/DF7/A6-MA/GA/MR/335
B	Traffic Count Data	Yes	AADT detailed 250613 & predicted flows 1007_6_15_2_183 A6Marr
C	Speed Count Data	No	
D	Accident Data	Yes	Supplied by CRASH team
E	Design Standards	Yes	DMRB
F	Design Brief	No	
G	Other Data	yes	Resident objection information

The Road Safety Audit has been conducted in accordance with Stockport Councils Road Safety Audit Procedure, adopted 1st May 2006. In particular, it is based on the Highways Agency's Design Manual for Roads and Bridges HD19/03 which supersedes the previous Standards HD19/94 and Advice Note HA42/94. It also has regard to the Institution of Highways and Transportation reference document, 'Guidelines for the Safety Audit of Highways'.

Paul Lawrence
Corporate Director
Services to Place

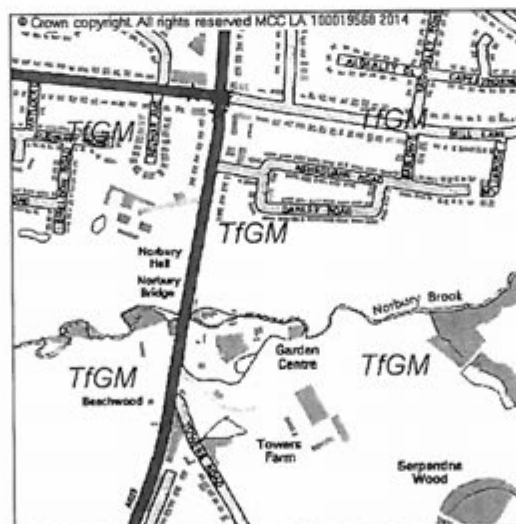
Network Management Team
Fred Perry House
c/o Stopford House
Piccadilly
Stockport SK1 3XE

	Author	Team Manager	Senior Manager
Signed			
Date	18 th July 2014	1/10/14	1/10/14

Scheme	Macclesfield Road Realignment SEMMMS A6 to Manchester Airport relief road	
Crash Investigation Team reference	ES1-626 / 43172	
DOMS No.	1007	
Audit Brief Submitted by	A6 MARR 8 th July 2014	
Contact	Naz Huda	474 4835
Audit Team	Gary Kennedy	07800 618190
	Steve McVeigh	0161 474 4811

1.0 Introduction

- 1.1 This Stage 1 Road Safety Audit examines the road safety implications associated with the SEMMMS relief road design, and the associated proposed improvement works.
- 1.2 The comments contained in this Safety Audit are based on the information on the drawings provided and on a site visit carried out on 17th July 2014.
- 1.3 In the last three years (01/04/2011 – 31/03/2014) there were no incidents in the area indicated on the Macclesfield Road realignment proposal plans. Although there were 5 incidents at the signal controlled junction with Dean Lane; incidents resulted in 5 slight casualties.



- 1.4 The safety audit is specifically an examination of the road safety aspects of the scheme design. It is not an appraisal of policy or strategic issues associated with the planning of the scheme. In the event of an accident and any resulting legal action, the Council, as Highway Authority, would have to defend its actions on the basis that it took such care, as in all circumstances was reasonably required, to ensure that the highway was not dangerous to road users. It is important, therefore that recommendations contained in the report are acted upon wherever possible.

2.0 The Safety Audit

The Audit Team, because of the detail provided in the drawings have carried out a Stage 1 Road Safety Audit. The Audit team have considered visibility, levels, turning manoeuvres, alignment and facilities for non-motorised users as part of the audit process.

Note

The audit comments relate specifically to the areas shown on the plan – Macclesfield Rd north side of the relief road to Ashbourne Rd

2.1 Plan 1007/3D/DF7/A6-MA/GA/MR/335

Problem 1

Location: Macclesfield Road access / egress to property 121

Summary: potential incidents involving nose to tail and side impact collisions

Access to and from property 121 when turning right will involve crossing 12 metres of carriageway (plus cycle lane). Whilst the southbound lanes are marked as two; at this width of carriageway it is conceivable that four lanes of traffic could be formed. In addition, with a predicted increase of 19% in traffic flows this could potentially lead to congestion problems and collisions for turning traffic.

Recommendation 1

Whilst it is accepted that the demand for turning will be low from a residential property it is difficult to assess the degree of risk associated with turning right across three / four lanes of moving traffic. It is recommended that accident records of similar road layouts be assessed to ascertain whether this layout presents an unacceptable level of risk.

A reduction in the southbound carriageway width would restrict the number of lanes of traffic that would be able to form and therefore reduce the level of risk.

Problem 2

Location: Southbound Cycle Lane

Summary: Potential increase in incidents involving pedal cyclists

At 1.2 metres wide the southbound cycle lane is sub-standard and could lead to an increase in vehicle / pedal cyclist collisions

Recommendation 2

It is recommended that the cycle lane should be 1.5 metres wide.

Observation A

Location: Macclesfield Road / Norbury Hall access

There are 'keep clear' markings at the entrance to the access road which indicates that there have been problems with queuing traffic blocking the junction.

Recommendation 2

It is recommended that the 'keep clear' markings are retained within the new design proposals.

3.0 Further Safety Audits

3.1 The scheme should be subject to further Road Safety Audits, Stages 2 & 3 before being commissioned and opened to traffic.

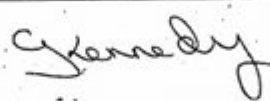
4.0 Conclusion

4.1 This Stage 1 Road Safety Audit recommends various actions, which should be addressed in the detailed design process, prior to construction. Where recommendations cannot be incorporated into the design, they should be documented in an **exception report** that should be forwarded to the CRASH Investigation Team.

5.0 Audit Team Statement

I certify that this audit has been carried out in accordance with Stockport Councils Road Safety Audit Procedure, adopted 1st May 2006.

AUDIT TEAM LEADER:

Name: Gary Kennedy Signed: 

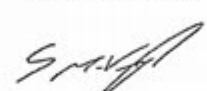
Position: Senior Traffic Services Officer Date: 18th July 2014

Organisation: Stockport Metropolitan Borough Council, Stopford House, Piccadilly, Stockport, SK1 3XE

AUDIT TEAM MEMBERS:

Name: Steve McVeigh

Position: Senior Traffic Services Officer

Signed: 

Organisation: Stockport Metropolitan Borough Council, Stopford House, Piccadilly, Stockport, SK1 3XE

**SEMMMS A6 to Manchester Airport Relief Road
Engineers Response to Stage 1 Road Safety Audit – Macc Rd Jct**

Scheme: SEMMMS A6 to Manchester Airport Relief Road

Original Crash Investigation Team Ref: ES1-626/43172 **Date:** 17th July 2014

Engineer: Joe Watton **Date:** 18th Sept 2014

Checked: Naz Huda **Date:** 18th Sept 2014

1.0 Introduction

- 1.1** This document is in response to the second Stage 1 Road Safety Audit (RSA) carried out in July 2014 by Stockport Metropolitan Borough Council Crash Investigation Team. The RSA examined the road safety implications associated with the Macclesfield Road junction.
- 1.2** The problems and possible solutions highlighted in the Stage 1 RSA have been carefully considered in relation to the individual locations. The SEMMMS Design Team responses to each issue explain the rationale behind the original design and whether the RSA recommendations will be integrated into the proposed design. Refer to drawing 1007/3D/DF7/A6-MA/GA/MR/335-B for proposed amendments following the Stage 1 RSA.

2.0 Problem 1

Problem 1: Access/egress to property 121 - Potential incidents involving nose to tail and side impact collisions

Response: The traffic modelling carried out on the Macclesfield Road Junction determined the queue lengths on the southbound approach to the junction. As a result this means that the length of the lanes cannot be amended and the lane widths outside property 121 cannot be reduced to allow a sufficient distance for 2 lanes to split in to 4 on the approach to the junction. Though we accept that the lane widths outside property 121 are wide (4.67m), we believe that vehicles turning right to access the property only have to cross 10 metres of carriageway (plus cycle lane). We will include 'Keep Clear' road markings across both lanes outside the property to allow better visibility for vehicles accessing the property.

2.1 Problem 2

Problem 2: Southbound Cycle Lane – Potential increase in incidents involving pedal cyclists

Response: Existing kerb line outside Macclesfield Road properties have been amended following liaison with the residents it was agreed that none of the existing footway outside their properties would be taken. To provide suitable vehicle lane widths then a maximum

**SEMMMS A6 to Manchester Airport Relief Road
Engineers Response to Stage 1 Road Safety Audit – Macc Rd Jct**

cycle lane width of 1.2m can be provided. Side entry gullies will also be provided on this section of the cycleway to give a useable width for cyclists.

2.2 Observation A

Problem 3: Norbury Hall access – Existing 'Keep Clear' road markings

Response: The existing 'Keep Clear' road markings outside the Norbury Hall access road will be repainted and widened to suit the proposed tie in to the access to the property.