

**PRESTWICH MSCP
S278 HIGHWAY WORKS**

STAGE 1/2 ROAD SAFETY AUDIT

610/2025/131/01 Rev 2

23 June 2025

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Date:	23 June 2025
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Prepared by:	Six Ten Highways & Traffic Ltd
On behalf of:	Chroma

Disclaimer note

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CONTENTS

1.0	INTRODUCTION	2
2.0	ITEMS RAISED AT THIS STAGE 1/2 ROAD SAFETY AUDIT	4
3.0	ROAD SAFETY AUDIT TEAM STATEMENT	6

APPENDICES

APPENDIX ONE

4.0	LIST OF DRAWINGS AND DOCUMENTS SUPPLIED BY THE DESIGN ORGANISATION	7
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APPENDIX TWO

5.0	PROBLEM LOCATION PLAN	8
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APPENDIX THREE

6.0	PHOTOGRAPHS	9
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APPENDIX FOUR

7.0	PERSONAL INJURY COLLISION LOCATION PLAN	10
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1.0 INTRODUCTION

1.1 This report results from a combined preliminary/detailed design Stage 1/2 Road Safety Audit (RSA) carried out on the proposed S278 highway works associated with a proposed multi-storey car park (MSCP) at Fairfax Road, Prestwich, at the request of Chroma. The scheme was design by Civic Engineers, who 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 1/2 RSA. The audit team has been approved by the Overseeing Organisation, Bury Council to carry out RSAs 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, NH RSA Cert of Comp
Audit Team Member

1.3 Audit Team members marked with an asterisk above hold a national Highways 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 Manchester office of six:TEN Highways and Traffic between 22 May 2025 and 23 June 2025. 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 afternoon of Friday 23 May 2025 between 12.15hrs and 13:00hrs and comprised a walk and drive-through (where available) of the area covered by the scheme. During the site visit the weather was clear and the carriageway surface was dry. At the time of the site visit traffic movements in the vicinity of the proposed scheme were moderate, with regular pedestrian and some cyclist movements observed.

1.6 Fairfax Road in the vicinity of the proposed highway works is currently subject to a 30mph speed limit and there is street lighting throughout.

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 subject to audit are associated with a proposed multi-storey car park (MSCP) and in summary includes:

- Provision of a major/minor priority-controlled T-junction on the northern side of Farifax Road to provide access to the proposed MSCP;
- Replacement of the existing footway paving on the northern side of Farifax Road with Natural Stone Paving including localised widening of the footway;
- Uncontrolled pedestrian crossings on the access to the proposed MSCP; and
- Associated carriageway resurfacing, drainage and road marking works.

- 1.9 The Audit Team have not been informed of any Departures from Standard for the proposed scheme nor have they been made aware of any previous RSA's undertaken on the scheme.
- 1.10 Personal injury collision data has been obtained from the Crashmap online database which shows there has been one personal injury collision in the vicinity of the proposed highway works during the latest five-year period (2019-2023) for which data is available. The collision occurred at the existing traffic signal-controlled pedestrian crossing to the west of the proposed access in November 2022 and resulted in one pedestrian casualty whose injuries were classified as serious in severity. The personal injury collision location plan is shown in Appendix Four.
- 1.11 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.
- 1.12 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 1/2 ROAD SAFETY AUDIT

2.1 General

2.1.1 Location: Fairfax Road both approaches to the traffic-signalled controlled pedestrian crossing

Problem

Summary: Traffic signal head obscured by overhanging vegetation increasing the risk of drivers failing to comply with a red signal resulting in potential vehicle/pedestrian collisions

It was observed during the site visit that the traffic signal heads located in the southern footway of Fairfax Road are obscured from a drivers view on both approaches by overhanging vegetation from an adjacent tree located outside of the highway boundary. Inadequate forward visibility to the traffic signals may increase the risk of drivers failing to comply with a red signal and may result in vehicle/pedestrian collisions. It is noted that this is an existing highway maintenance issue, however, the location of the proposed MSCP is likely to result in increased pedestrian use of the traffic signal-controlled pedestrian crossing.

Recommendation

It is recommended that the Overseeing Organisation (Bury Council) arrange for the landowner to cut back the overhanging vegetation allowing for seasonal growth and ensure a suitable maintenance regime is implemented.

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: In-line uncontrolled pedestrian crossings at the proposed MSCP access

Problem

Summary: Incorrect tactile paving layout increases the risk of visually impaired pedestrians inadvertently entering the carriageway and potentially being struck by a vehicle

The proposed tactile paving at the in-line type uncontrolled pedestrian crossings at the MSCP access do not appear to have the required minimum depth of tactile paving across the whole width of the dropped kerbs for in-line type uncontrolled crossings. The audit team note that the minimum depth of tactile paving for in-line type crossings is generally 1200mm. A reduced depth of tactile paving results in a lack of appropriate warning for visually

impaired pedestrians of the side road ahead and they may inadvertently enter the carriageway, which may increase the risk pedestrian/vehicular collisions.

Additionally, the proposed uncontrolled pedestrian crossings are located relatively close to the channel line of Fairfax Road and may result in visually impaired pedestrians entering the carriageway of Fairfax Road if they veer off course slightly when crossing the MSCP access, which may increase the risk of vehicle/pedestrian collisions.

Recommendations

It is recommended that the tactile paving layout should be amended to provide a minimum depth of 1200mm tactile paving across the whole width of the dropped kerbs at the in-line type uncontrolled pedestrian crossings.

Additionally, it is recommended that the proposed uncontrolled pedestrian crossings are relocated as near as possible to the rear of the Fairfax Road footway.

Addendum: The audit team have subsequently been provided with an updated drawing showing proposed design amendments in line with the recommendations set out above, and therefore this potential road safety problem has been resolved.

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

six:TEN Highways & Traffic Ltd

Signed:



Date: 23 June 2025

AUDIT TEAM MEMBER

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

Traffic & Road Safety Engineer

six:TEN Highways & Traffic Ltd

Signed:



Date: 23 June 2025

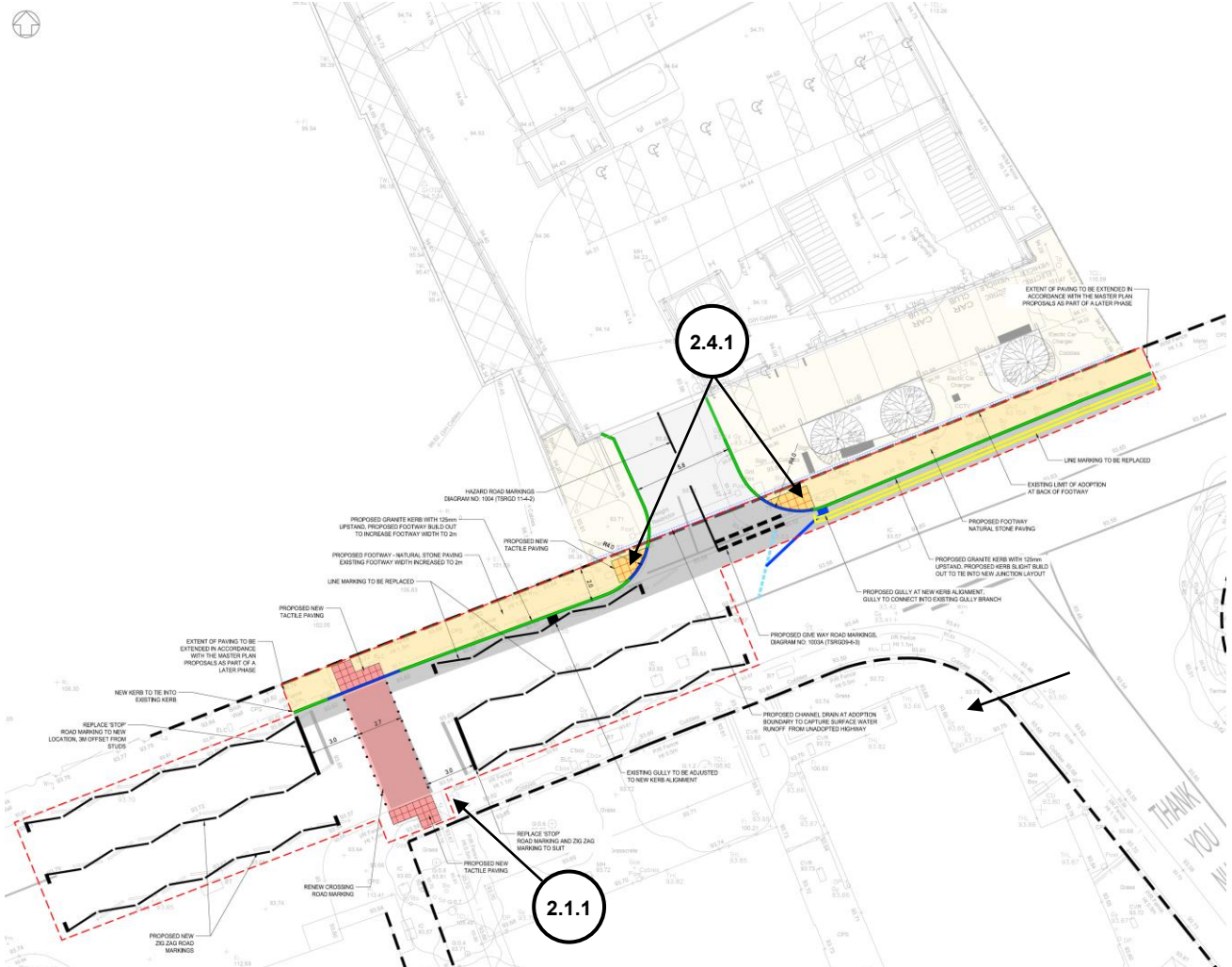
APPENDIX ONE

4.0 LIST OF DRAWINGS AND DOCUMENTS SUPPLIED BY THE DESIGN ORGANISATION

- 17300-CIV-XX-XX-D-C-440001 S278 General Arrangement
- 17300-CIV-XX-XX-D-C-440002 S278 Site Clearance
- 17300-CIV-XX-XX-D-C-440003 S278 Proposed Levels
- 17300-CIV-XX-XX-D-C-440004 S278 Pavement Construction Plan
- 17300-CIV-XX-XX-D-C-441001 S278 Highway Details
- 17300-CIV-XX-XX-D-C-441002 S278 Drainage Details
- 5-year (2019-2023) Personal Injury Collision Data from Crashmap

APPENDIX TWO

5.0 PROBLEM LOCATION PLAN

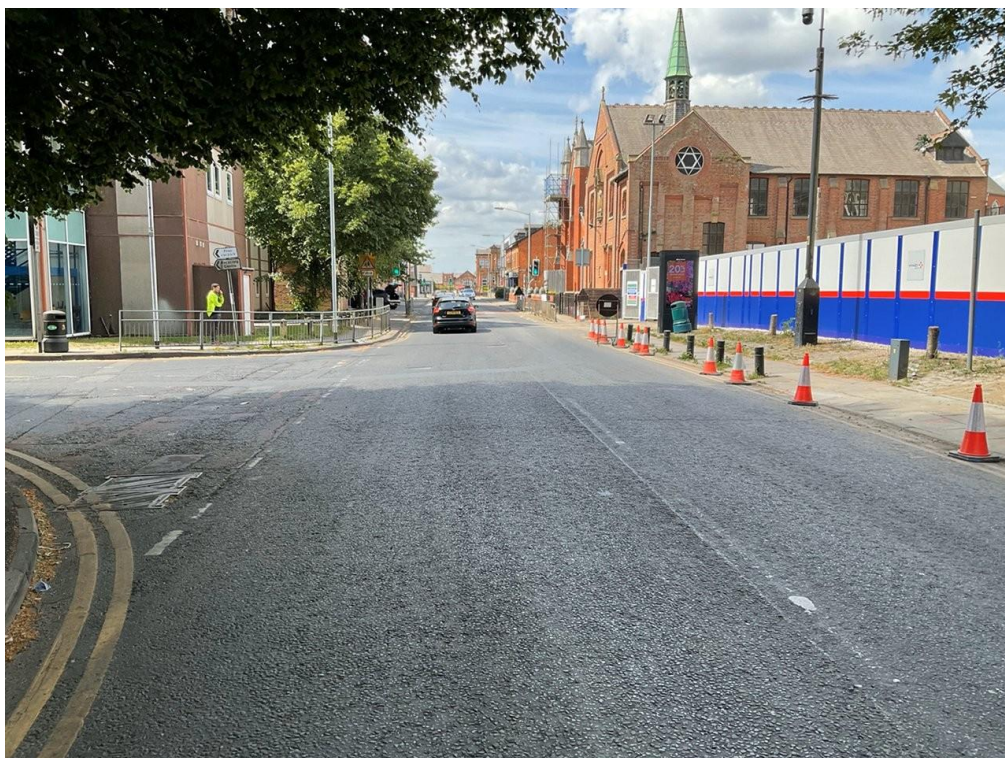


APPENDIX THREE

6.0 PHOTOGRAPHS



6.1 General view looking east on Fairfax Road towards the proposed junction.



6.2 General view looking west on Fairfax Road towards the proposed junction.

APPENDIX FOUR

7.0 PERSONAL INJURY COLLISION LOCATION PLAN

