

DESIGNERS RESPONSE TO THE STAGE 1 ROAD SAFETY AUDIT

Scheme Name: Radcliffe Civic Hub – Dale Street/Church Street

Audit Completed: 03/04/2024

Designer's Response Completed: 05/04/2024

Ref	Problem Accepted Yes / No	Problem/ Recommendation	Recommendation Accepted	Designer's Response
3.1.1	No	PROBLEM Location: Deansgate Summary: Potential for conflicts with users of disabled bays. The existing layby is to be converted to disabled parking bays, therefore the required width results in the disabled parking bays protruding into the eastbound traffic lane. This may result in conflicts, namely – • Potential for a vehicle (eastbound) colliding with a parked vehicle and/or pedestrian getting in/out a vehicle. • A vehicle (eastbound) may enter the westbound lane whilst taking avoiding actions, particularly when a pedestrian attempts to get in/out of a vehicle. This could lead to head-on collisions. RECOMMENDATION It is recommended that laybys do not protrude into Deansgate eastbound traffic lane.	No	This is a low speed road with parked vehicles on the side. There is sufficient width in the lanes for vehicles to avoid the parked vehicles. The current situation is parked vehicles at this location and incidents of conflict have not been reported. The proposed disabled bays are wider to accommodate the person getting out of the vehicle which would only improve the situation as vehicles will avoid the bay markings while the existing double yellow lines are in line with the disabled bay lines.
3.2	No	PROBLEM Location: Dale Street Summary: Potential for vehicle-to-vehicle collisions. The proposed bus layby layout appears to result in a bus not being able to fully occupy the layby, causing the bus to protrude into Dale Street (westbound) traffic lane. This could result in a westbound vehicle colliding with a	No	Improved vehicle tracking performed to substantiate that coaches will be able to get into the laybys.

		stationary bus. RECOMMENDATION It is recommended that the layout allows for a bus to fully enter the layby.		
3.3	No	PROBLEM Location: Church Street Summary: Potential for conflicts with users of disabled/loading bays. The existing layby is to be converted to disabled parking and loading only bays; therefore this may result in potential conflicts, namely – • Disable Bays – A driver entering the first disabled bay may not be able to align their vehicle parallel to the kerbline and protrude into Church Street. The layout to gain access to the layby remains as existing (no tapered entry) however, the layby is now for disabled drivers only. It is important that the car does not protrude into Church Street, as a disabled driver and/or passengers may become vulnerable to being struck by a passing vehicle. • Loading Only Bay – It would appear that the proposed width of the bay and the parking/road alignment may result in vehicles protruding into Church Street. This could lead to vehicle-to-vehicle collisions. RECOMMENDATION It is recommended that the layout allows all vehicles to enter the layby and not protrude into the traffic lane.	No	This is a low speed road with parked vehicles on the side. There is substantial width in the lanes for vehicles to avoid the parked vehicles. The current situation is parked vehicles at this location and incidents of conflict have not been reported. The proposed disabled bays are wider to accommodate the person getting out of the vehicle which would only improve the situation as vehicles will avoid the bay markings while the existing double yellow lines are in line with the disabled bay lines.

DESIGN PROJECT MANAGER

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DESIGN LEAD

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