



Scheme Details

Scheme Title	Spring Lane, Bury - Cyclops Lite	
Report Title	Spring Lane, Bury Cyclops Lite S1 RSA DR	Stage 1
Prepared by	Via Solutions & TfGM as Design Organisation – Details Below	
On behalf of	Bury Council as Overseeing Organisation	
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Number	RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response
A-01	Junction choice may increase the risk of collisions involving pedestrians and cyclists, especially those of a secondary school age	It is recommended that a more traditional approach is taken at this location using shared use footway/cycleway areas and toucan type signal controlled crossings integrated into the development access. This could include a shared use footway/cycleway on the northern side of Spring Lane. This footway/cycleway could link to NCR 6 and A665 to the west and the residential areas to the east including the cycle lanes on Bury Road, which could be enhanced as part of the proposals.	Recommendation not accepted - The basic design principle of a CYCLOPS junction is in accordance with Bury Councils design brief to provide segregated walking, wheeling and cycling facilities at this location, to adhere to latest national standards/guidance such as LTN 1/20 and Traffic Signs Manual. In addition, segregated cycling and walking junction types are a preferred option with the GM Disability Design Reference Group, as opposed to shared use schemes. (DDRG is a forum that provides advice to Transport for Greater Manchester (TfGM) on the development of TfGM infrastructure and services, ensuring an appropriate level of access to TfGM infrastructure, campaigns, and services for people with disabilities). The cycle track route is proposed to be segregated and clearly differentiated with the footway, by use of different surfacing colour, suitable road markings and use of level difference at the junction location, ensuring that the cycle and walking routes are as coherent as possible. With regards to high ped flows at peak hours, we believe there to be sufficient island/waiting space for pedestrians. Also, crossing points such as the one proposed to the north, closer to the school, should ‘thin out’ any large platoons of peds at the crossing points at the junction.	Response Agreed -- Cyclops is the preferred junction layout for improving walking and cycling facilities at junctions. It is intended that this junction will be part of wider improvemnets for walking and cycling in the area.
A-02	Drainage – Insufficient surface water drainage may increase the risk of slips and falls by pedestrians or cyclists	It is recommended that drainage details are provided at the next stage of road safety audit including specifically footway / cycleway levels, contour plans, locations of gullies or linear drainage systems.	Recommendation Accepted - Details to be provided at detail design stage	Response Agreed
A-03	Skidding Resistance – Insufficient skidding resistance may increase the risk of collisions involving skidding	It is recommended that the carriageway on all approaches to and through the proposed junction are provided with a skidding resistance commensurate to DMRB CD 236, Table 3.3a or Table 3.3b based on the relevant site categories and traffic levels. It is recommended that any new surfacing is done so in full lane widths and the revised crown of the road is located such to avoid the application of any adverse camber	Recommendation Accepted - Details to be provided at detail design stage	Skid resistance/ SCRIM will be analysed as part of Bury Councils annual inspection programme. A decison on need to resurface will be made once SCRIM co-effcient of existing road surface has been confirmed.
A-04	Pedestrians – Crossing arrangement may increase the risk of collisions involving pedestrians	It is recommended that the dropped crossing is relocated further into the exit, such that pedestrians and users of mobility aids are directed to cross to the rear of a vehicle at the give way line. It is also recommended that LOOK LEFT / LOOK RIGHT carriageway marking text is provided	Recommendation Noted - Due to physical constraints of the site, it isn't possible to locate the crossing far back enough to allow a PCU length (5.75m) to wait comfortably. This is a standard side road arrangement. LOOK LEFT / LOOK RIGHT carriageway marking text to be provided	Response Agreed
A-05	Pedestrians / Cyclists – Arrangement may increase the risk of collisions involving pedestrians or cyclists	It is recommended that a zebra crossing or tiger crossing is provided here.	Recommendation Accepted	Response Agreed- to be confirmed as part of detailed design
A-06	Pedestrians / Cyclists – Arrangement may increase the risk of collisions involving pedestrians or cyclists	It is recommended that pedestrians and cyclists are given clear priority here. It is also recommended that the crossing is moved further away from the development access spine road to improve inter-visibility between pedestrians waiting to cross and vehicles turning into the pick up/drop off loop. It is also recommended that the entry and the exit are separated such as to form a one way in and a separate one way out.	Recommendation not accepted. The crossing will be raised with clearly defined / contrasting surface material to highlight the presence of pedestrian priority. Additional give way lines to be provided on exit lane	Agreed -ideally Bury (as Highway Authority) would wish to see a 'side road zebra' at this location -as championed by the National Active Travel Commissioner. However this is not approved under TSRGD. We therefore confirm response .
A-07	Cycles – Egress onto Spring Lane may increase the risk of collisions involving cyclists	It is recommended that the end of the off-carriageway cycle route is extended east into an on carriageway cycle lane along the northern side of Spring Lane, with a kerbed physical protection at the interface. For example LTN 1/20 Figure 9.2. It is also recommended that the existing bus stop it relocated away from potential conflict points with cyclists.	Recommendation not accepted. Current design segregates cyclists away from turning movements at the junction. Road markings on Spring Lane to highlight merging cyclists to be considered	Response Agreed
A-08	Cycles – Egress onto Spring Lane may increase the risk of collisions involving cyclists	It is recommended that the right turn into the park and ride car park site and cyclists leaving the off-carriageway provision are both signal-controlled. It is also recommended that an on carriageway cycle lane is extended west to a point beyond the parking provision to facilitate cyclists getting up to road speed. This may require removal or relocation of the existing parking provision.	Recommerndation not accepted -Cyclists are promoted to give way and take primary position within the carriageway due to existing insufficient carriageway widths to provide safe segregation (without removing the parking). There is insufficient space to safely signalise the right turn movement into the Metrolink car park.	Response Agreed
A-09	Cycles – Width provision for cycles may increase the risk of shunt or side swipe collisions involving this user group	It is recommended that, as per advice in LTN 1/20 Chapter 7, widths between 3.1m and 3.9m may encourage close overtaking by motor vehicles at pinch points and should be avoided.	Recommendation not accepted - The road width at this point is designed as such to tolerate the swept path of the appropriate design vehicle. This physical island was designed to prevent vehicles moving ahead into the junction from the unsignalised right turn pocket into the Metrolink car park. The island will also house a traffic signal pole, the island width in this specific location is as narrow as reasonably possible whilst also maintaining TfGMs standard offsets from the pole to prevent any damage to the signal equipment from passing vehicles.	Response Agreed