



Stage 1-2 Road Safety Audit

Bury Old Road, Manchester

Unimore Limited

Prepared by:

SLR Consulting Limited

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CF10 2HE

SLR Project No: 407.064834.00001

5 March 2025

Revision: 01

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	5 March 2025	Alastair Pike	Anna Partridge	Alastair Pike

Basis of Report

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1.0 Introduction

- 1.1 This report results from a combined Stage 1-2 Road Safety Audit carried out on Wednesday 5th March 2025. The RSA is carried out on behalf of Unimore Limited. The Overseeing Organisation for this RSA1-2 is Bury Council.
- 1.2 An Audit Brief was prepared by Ann Prestley of Wardell Armstrong on 13th February 2025. This Audit Brief was formally accepted by the Audit Team on the same date. The Audit Brief has not been approved by the Overseeing Organisation at this time.
- 1.3 This Road Safety Audit team was as follows:
- Alastair Pike, MICE, MCIHT, MSoRSA, HE Approved Cert. Comp.
Audit Team Leader
Head of Road Safety
SLR Consulting Ltd
- Anna Partridge MCIHT MIHE
Audit Team Member
Director
Pirum Ltd
- 1.4 A site visit was previously undertaken by the Audit Team on Wednesday 26th February 2025, between the hours of 12:00 and 13:00, The weather was overcast with light rain and a wet carriageway surface. Traffic on the surrounding road network was considered to be moderate. A single cyclist was observed using the carriageway as well as numerous pedestrians passing with cars parking on the adjacent footways.
- 1.5 The site location is identified at **Appendix A** of this report.
- 1.6 A table of documents submitted for this RSA1-2 can be found in **Appendix B**.

Development Proposals

- 1.7 The scheme subject to Stage 1-2 RSA proposes the development of a mixed-use site comprising retail, place of worship and welfare accommodation on land to the south west of the A665 Bury Old Road, Manchester. Construction and primary maintenance/operational access to the proposed development will be off Bury Old Road to the east of the site. Under the previous use, the site had a separate access and egress points.
- 1.8 Submitted design drawings have been annotated to show the locations of any problems identified during this RSA1/2. These plans can be found at **Appendix C**.

Departures from Standards

- 1.9 The Audit Team were not informed of any Departure from Standards associated with the design proposals.

Terms of Reference



- 1.10 The terms of reference of the Audit are as described in the Design Manual for Roads and Bridges GG119.
- 1.11 The Audit 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. 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 without touching on technical audit.
- 1.12 The Audit Team accepts that there may be alternative acceptable ways to overcome a specific problem when other practical issues are considered. The recommendations contained herein do not absolve the Designer of their responsibilities.
- 1.13 The Designer is advised to prepare a Road Safety Audit Designers Response. This enables the Designers and Overseeing Organisations Response to the Audit to be documented along with an agreed RSA Action.



2.0 Matters arising from this Stage 1-2 RSA

Drawing No. ST21343-102-P0 - S278 Signing Lining and Kerbing Plan-A1L

2.1 Problem

Location: Ghost island right turn facility.

Summary: Road marking may lead to overrun of opposing lane on the minor arm potentially causing head on collisions.

Design drawings show road markings for the ghost island right turn appear to terminate the right turn in alignment with the egressing lane on the minor arm. This arrangement may lead to drivers accessing the site, turning too early and overrunning the egress lane of the site junction potentially leading to head on type collisions between vehicles.

Recommendation

It is recommended that the termination marking for the ghost island right turn be removed to encourage drivers to adopt the correct position in the right turn lane prior to accessing the site.

2.2 Problem

Location: Amended traffic island / footway.

Summary: Lack of bollards to prohibit vehicular access may lead to injudicious parking potentially obscuring visibility splay causing side swipe type collisions.

Design drawings do not show any parking prevention measures that are found on junctions surrounding the site access junction. Failure to provide these bollards on the amended traffic island may lead to injudicious parking as was observed during the site visit. This arrangement may in turn lead to the obscuring of the junction visibility splays, potentially causing side swipe type collisions at the junction.

Recommendation

It is recommended that the appropriate bollards / parking prevention measures are provided on the newly amended traffic island / footway to the south of the site access junction.



Drawing No. ST21343-104-P0 - Swept Path Analysis and Visibility Splays-A1L (2)

2.3 Problem

Location: Internal servicing area.

Summary: Lack of turning area for servicing vehicles may lead to shunt type collisions or collisions between pedestrians and vehicular traffic.

Design drawings do not show an appropriate turning facility for service vehicles. This arrangement may lead to large delivery vehicles reversing back out of the site onto the public highway potentially leading to shunt type collisions, or collisions between reversing vehicles and pedestrians accessing or passing the site access junction.

Recommendation

It is recommended that the appropriate measures be undertaken to ensure that service vehicles are not required to overrun parking bays in order to access / egress the site in a forward gear. Or that servicing is undertaken out of hours when the car park is not in use.

2.4 Problem

Location: Internal servicing area.

Summary: Swept path of an egressing vehicle is shown to overrun parking bays which may lead to collisions between vehicles.

Design drawings show the swept path analysis of a service vehicle egressing the site and overrunning a parking bay. This arrangement may lead to collisions between servicing vehicles and those private vehicles either parked or within the process of accessing or egressing the site.

Recommendation

It is recommended that the appropriate measures be undertaken to ensure that service vehicles are not required to overrun parking bays in order to access / egress the site in a forward gear. Or that servicing is undertaken out of hours when the car park is not in use.



2.5 Problem

Location: Car park area.

Summary: No swept paths for car parking and the aisle space between the bays does not look sufficient to allow easy reversing out of a space, which may result in cars reversing out onto the public highway potentially leading to shunt type collisions, or collisions between reversing vehicles and pedestrians accessing or passing the site access junction.

Recommendation

It is recommended that the appropriate measures be undertaken to ensure that adequate space is provide in the aisle between the bays to enable safe manoeuvring of cars in and out of the designated parking bays. Swept path analysis also needs to be provided.



3.0 Audit Team Statement

3.1 We certify that this Audit has been carried out in accordance with the requirements of GG119.

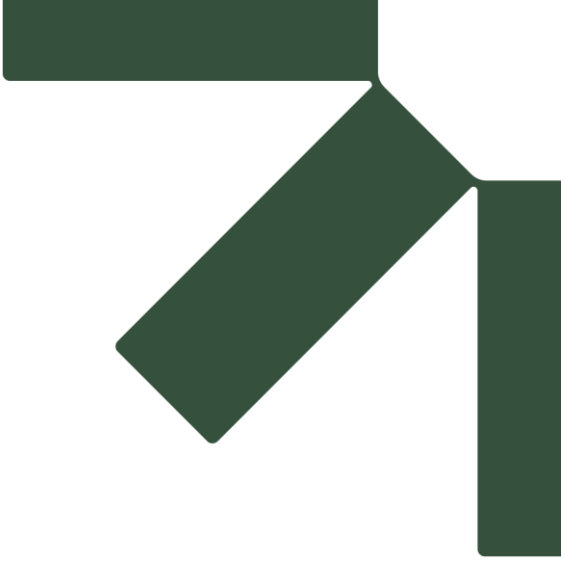
Road Safety Audit Team Leader

Name: Alastair Pike
Signed: 
Position: Head of Road Safety
Organisation: SLR Consulting Ltd
Date: 5 March 2025

Road Safety Audit Team Member

Name: Anna Partridge
Signed: 
Position: Director
Organisation: Pirum Limited
Date: 5 March 2025





Appendix A Site Location Plan

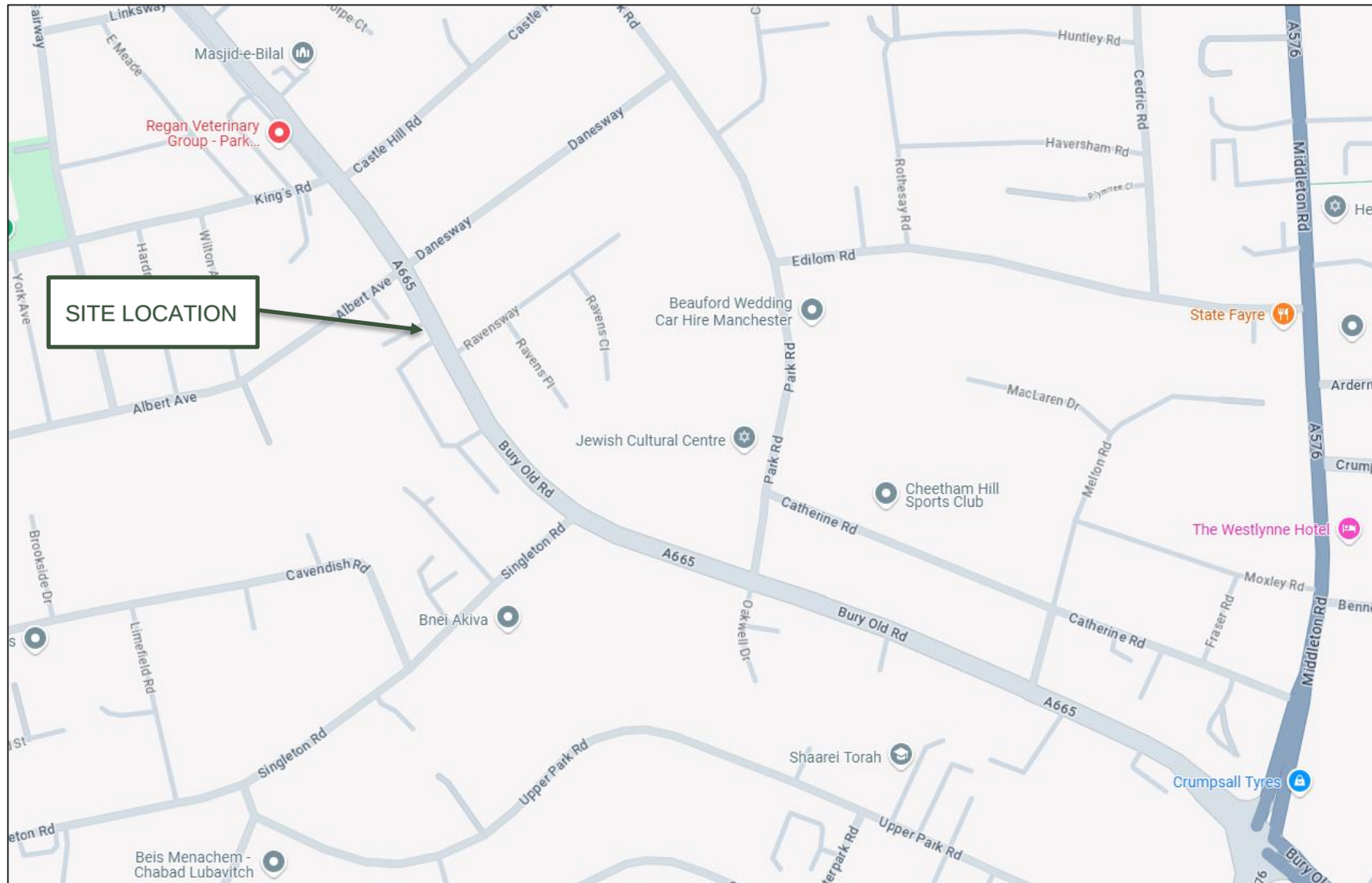
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Appendix B Submitted Documents

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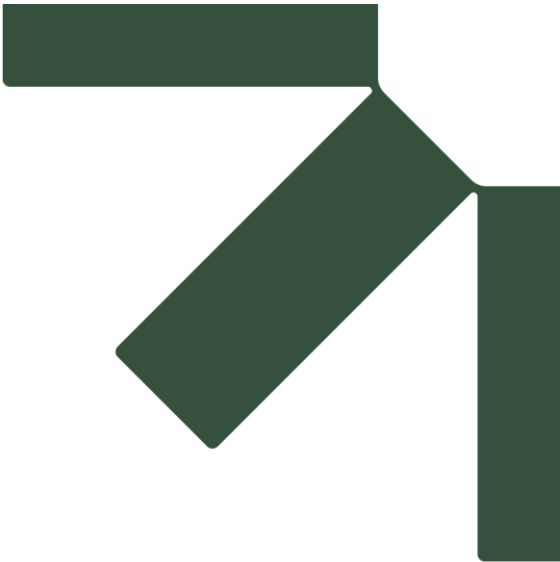
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Submitted Documents

Type	Document Title
RSA Brief	 RSA Stage 1-2 -GG119 Appendix C audit brief-Bury Old Road
Transport Assessment	 ST19974 Transport Statement_ FINAL
Design Drawings	 ST21343-100-P0 - S278 General Arrangement-A1L
	 ST21343-101-P0 - S278 Site Clearance Plan-A1L
	 ST21343-102-P0 - S278 Signing Lining and Kerbing Plan-A1L
	 ST21343-103-P0 - Swept Path Analysis and Visibility Splays-A1L
	 ST21343-104-P0 - Swept Path Analysis and Visibility Splays-A1L (2)
	 ST21343-105-P0 - S278 Contour and Level Plan-A1L
	 ST21343-106-P0 - S278 Longsection-A1L
	 ST21343-107-P0 - S278 Drainage Plan-A1L
	 ST21343-108-P0 Typical Construction Detail-A1L





Appendix C Problem Location Plan

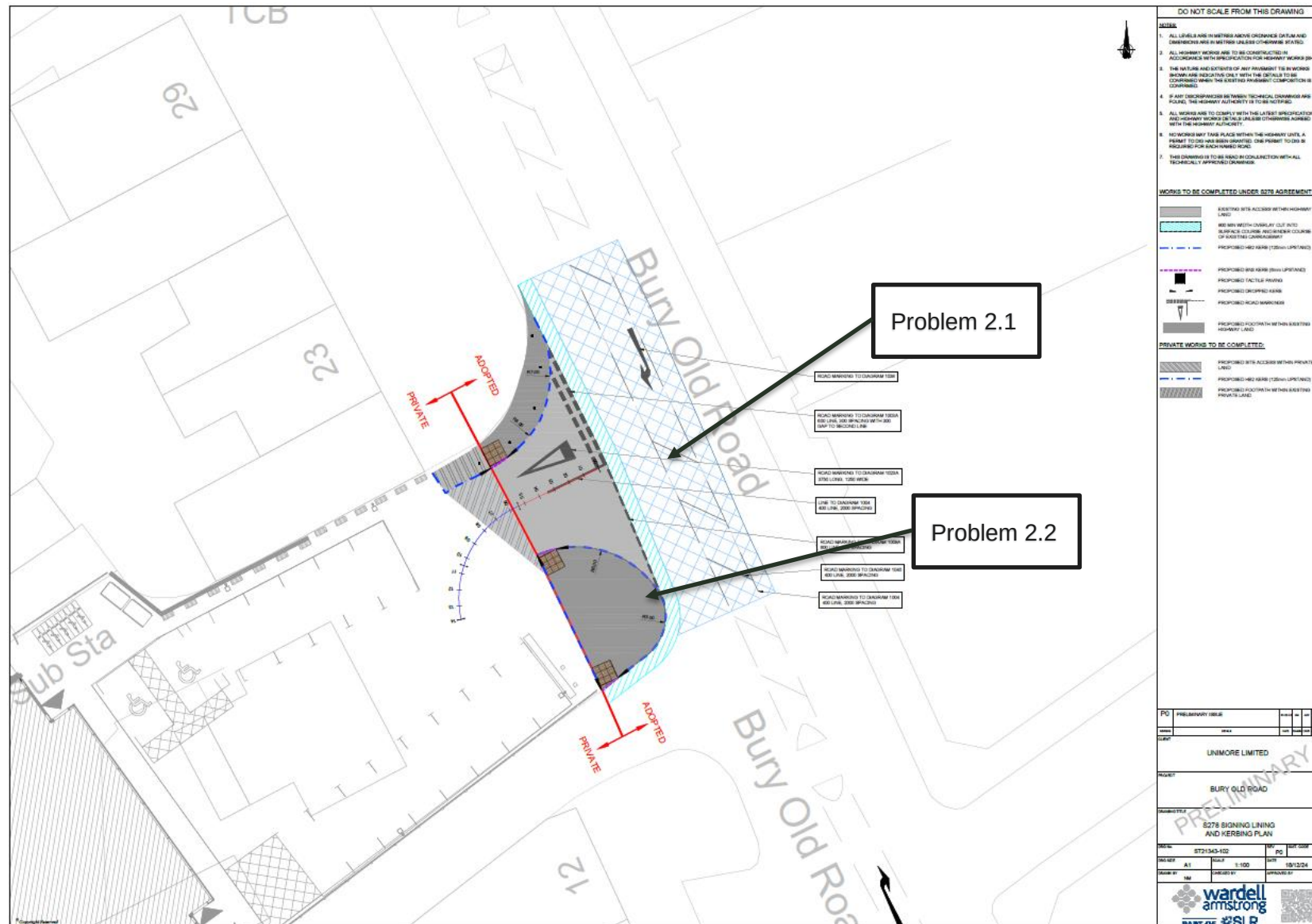
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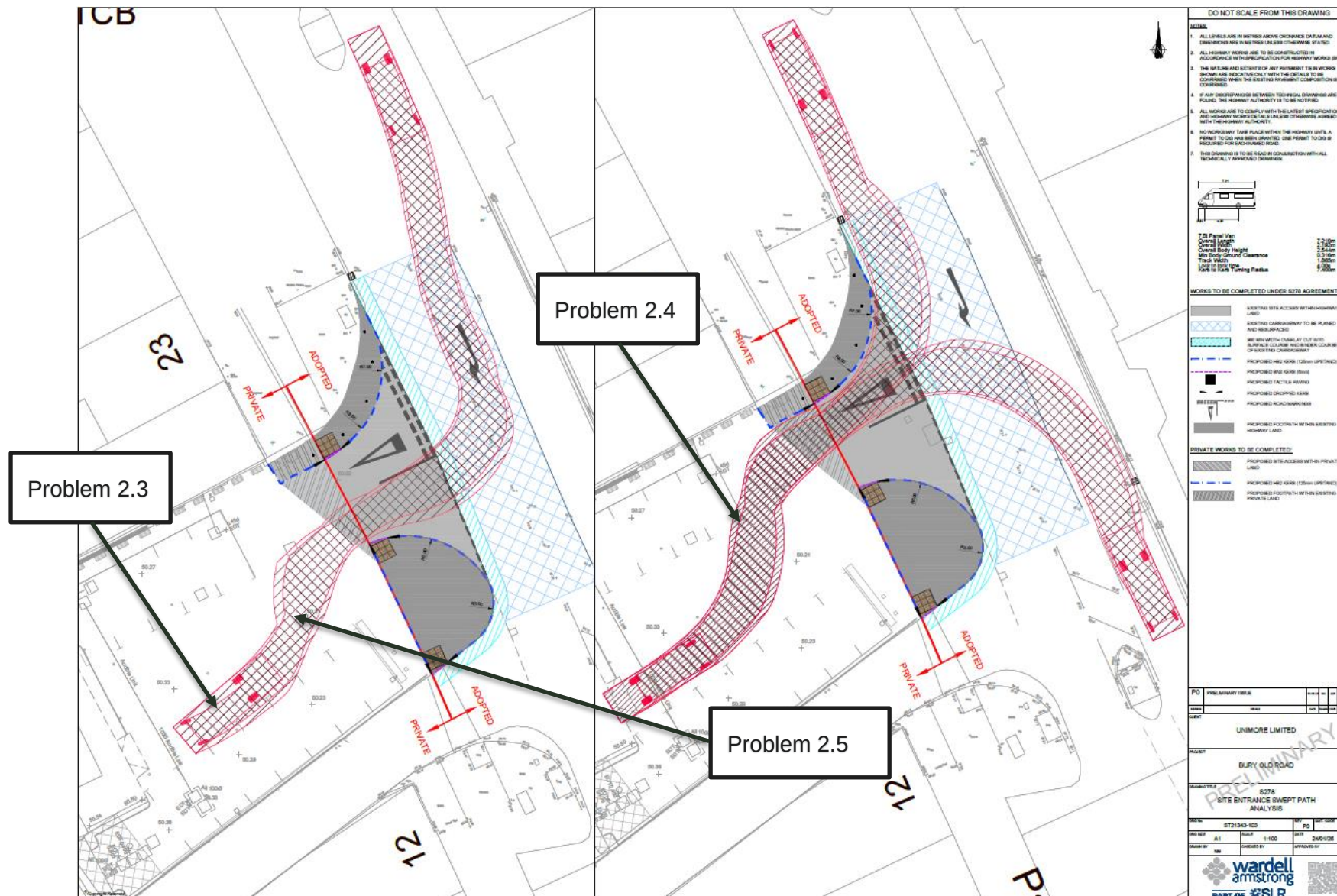
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