



UNIMORE LIMITED

BURY OLD ROAD, PRESTWICH

ROAD SAFETY AUDIT RESPONSE REPORT– STAGE 1/2

MARCH 2025

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UNIMORE LIMITED

BURY OLD ROAD, PRESTWICH

ROAD SAFETY AUDIT DESIGNER RESPONSE REPORT COMBINED STAGE 1/2

MARCH 2025

PREPARED BY:

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REVIEWED BY:

Ann Presley Associate Director

APPROVED BY:

Drew Benett Technical Director

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CONTENTS

1	INTRODUCTION & KEY PERSONNEL	1
2	ITEMS RAISED AT THIS ROAD SAFETY AUDIT STAGE 1/2	2

APPENDICES

Appendix A	Table F.4 Road Safety Audit Decision Log
Appendix B	Table F.5 Design Organisation Statement

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1 INTRODUCTION AND KEY PERSONNEL

1.1.1 This Road Safety Audit Designer's Response Report relates to the combined Stage 1/2 Road Safety Audit Report prepared by SLR Consulting Limited SLR Project No: 407.064834.00001 of the improvement of vehicular access to the site from Bury Old Road.

1.1.2 The Stage 1/2 combined Road Safety Audit Designer's Response Report was prepared by Ben Sayer.

1.2 Scheme Description

1.2.1 The proposed development comprises a ground floor level kosher food retail unit, basement storage for the retail unit, and first floor level office/welfare accommodation and synagogue, with associated car parking at land off Bury Old Road, Prestwich, Manchester. The development will cover an area of 0.13 hectares (ha) and is located within the administrative boundary of Bury Council.

1.2.2 The proposed development is located along the western side of the A665 Bury Old Road, situated approximately 1.6km and 8.6km southeast of Prestwich and Bury respectively and 4.4km northeast of Manchester City Centre. The site is located between existing commercial, and retail shops and sits within the local neighbourhood shopping centre that fronts Bury Old Road. Formerly, the site was a petrol filling station with associated retail and drive-thru car wash.

1.2.3 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.

1.2.4 Proposed site layout is shown on WA Drawing No ST21343-100.

1.3 Overseeing Organisation

1.3.1 Bury Council.

1.4 Road Safety Audit Team

1.4.1 Road Safety Audit Team Leader - Alastair Pike (SLR).

1.4.2 Road Safety Audit Team Member - Anna Partridge (Pirum Ltd).

1.5 Design Organisation

1.5.1 Design Team Leader - Ann Presley (Wardell Armstrong LLP).

2 ITEMS RAISED AT THIS ROAD SAFETY AUDIT STAGE 1/2

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

Problem 2.1

2.1 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 use more of the right turn lane prior to accessing the site.

Designer's Response

The ghost island right turn marking is existing. It is proposed to remark to match existing markings, however we agree with the Auditors recommendations and will therefore remove the termination marking for the ghost island right turn.

Problem 2.2

2.2 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.

Designer's Response

The design will incorporate bollards to prevent parking on the newly amended traffic island/footway.

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

Problem 2.3

- 2.3 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. Or that servicing is undertaken out of hours when the car park is not in use.

Designer's Response

Servicing will mainly be done out of hours, however for servicing within hours the car park will be in use the turning manoeuvres will be undertaken within the designated loading areas outside of any parking spaces. The design will be updated to reflect this manoeuvre.

Problem 2.4

- 2.4 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, or that servicing is undertaken out of hours when the car park is not in use.

Designers Response

The design will be updated to show a swept path that does not overrun parking bays.

Problem 2.5

- 2.5 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.

Designer's Response

The design will be updated to show a swept path that allows safe manoeuvring of cars in and out of the designated parking bays.

APPENDICES

APPENDIX A

Table F.4 Road Safety Audit Decision Log

Table F.4 Road Safety Audit Decision Log					
RSA problem	RSA recommendation	Design Organisation response	Overseeing Organisation response	Design Organisation response	Agreed RSA Action
Drawing No. ST21343-102-P0 - S278 Signing Lining and Kerbing Plan-A1L Problem 2.1 2.1Location: 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.	It is recommended that the termination marking for the ghost island right turn be removed to encourage drivers to use more of the right turn lane prior to accessing the site.	The ghost island right turn marking is existing. It is proposed to remark to match existing markings, however we agree with the Auditors recommendations and will therefore remove the termination marking for the ghost island right turn.			
Problem 2.2 2.2Location: 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.	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.	The design will incorporate bollards to prevent parking on the newly amended traffic island/footway.			
Drawing No. ST21343-104-P0 - Swept Path Analysis and Visibility Splays-A1L (2) Problem 2.3 2.3Location: 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.	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. Or that servicing is undertaken out of hours when the car park is not in use.	Servicing will mainly be done out of hours, however for servicing within hours the car park will be in use the turning manoeuvres will be undertaken within the designated loading areas outside of any parking spaces. The design will be updated to reflect this manoeuvre.			

Problem 2.4 2.4Location: 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.	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. Or that servicing is undertaken out of hours when the car park is not in use.	The design will be updated to show a swept path that does not overrun parking bays.			
Problem 2.5 2.5Location: 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.	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.	The design will be updated to show a swept path that allows safe manoeuvring of cars in and out of the designated parking bays.			

APPENDIX B

Table F.5 Design Organisation Statement

Table F.5 Design Organisation Statement

On behalf of the design organisation I certify that:

1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.

Name:

Ann Presley

Signed:



Position:

Associate Director

Organisation:

Wardell Armstrong LLP

Date:

10 March 2025

Table F.6 Overseeing Organisation statement

On behalf of the Overseeing Organisation I certify that:

1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and
2) the agreed RSA actions will be progressed.

Name:

Signed:

Position:

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Date:

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