

31.10.19

Hi Beth,

I have read through the statement provided which appears to intimate a designer's response to an RSA, and seems to rely on comparison with other junctions, rather than providing robust evidence to support their claim that the proposed access (as presented) would not have an impact to road safety.

My comments:

- I would also suggest that Atlantic Street is not comparable to the George Richard's Way.
- The reference to the left turn only access provided for Bensons Beds is also not comparable to the proposed design as presented for the proposed Lidl store. The car park layout is significantly different and the access is not located almost immediately adjacent to a multiple lane traffic signal junction where one of the predominant vehicle manoeuvres is lane change weaving movements.
- Regarding the RSA, the terms of reference are stated as being GG119. Therefore, the subsequent report is expected to meet the requirements of GG 119, which it did not. The fact that the brief was similar to another audit completed for a different development is irrelevant, more so if the terms of reference were also different.
- *"Road Safety Audits consider a range of items some of which are design related and others subjective" – The actual objective of RSA process is "to provide an effective, independent review of the road safety implications of engineering interventions for all road users"... "The objective of road safety audit is to identify aspects of engineering interventions that could give rise to road safety problems and to suggest modifications that could improve road safety. It is important to note that road safety audit is not intended to be a technical check of compliance with design requirements".* As per previous comments, it would therefore have been expected that the RSA would have considered the proximity of the proposed access in relation to the signalised junction, and vehicle manoeuvres on approach to, and at the junction.

In summary, the previous LHA objection to the proposals on highway grounds remains unchanged.

Kind regards,

Ellie

Elaine Hendren

Highway Development Control Officer | One Trafford Partnership | Amey Consulting

| e elaine.hendren1@amey.co.uk

Amey | Tatton House | 11 Caldey Road | Roundthorn Industrial Estate, Manchester | M23 9LF

ameyconsulting

Find out about our Practical Planet series at www.amey.co.uk/ameyconsulting