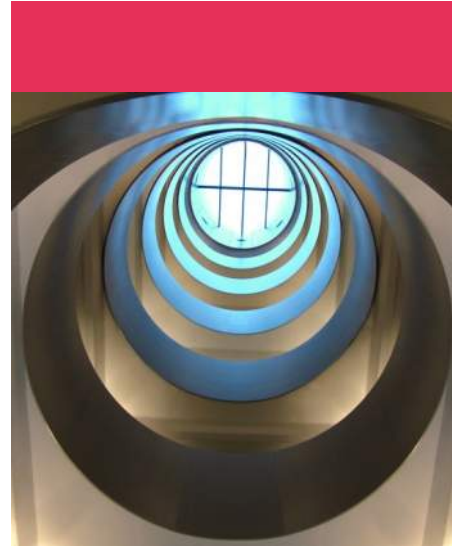


Port Street, Manchester

Stage 1 Road Safety Audit Response Report

Curtins Ref: 079165-CUR-XX-XX-RP-TP-005
Revision: P01
Issue Date: 26 April 2022

Client Name: Manchester (Port Street) Ltd



Merchant Exchange
17 – 19 Whitworth Street West
Manchester. M1 5WG.
Tel: 0161 236 2394
www.curtins.com

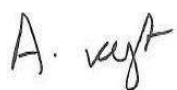
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Control Sheet

This report has been prepared for the sole benefit, use, and information for the client. The liability of Curtins with respect to the information contained in the report will not extend to any third party.

Author	Signature	Date
David Dominguez Senior Transport Planner		26 April 2022

Reviewed	Signature	Date
Alex Vogt BSc (Hons) MSc FCIHT TPP Board Director		26 April 2022

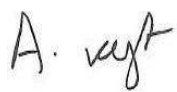
Authorised	Signature	Date
Alex Vogt BSc (Hons) MSc FCIHT TPP Board Director		26 April 2022



Table of Contents

1.0 Introduction..... 3

1.1 Background 3

1.2 Structure of the Report..... 3

2.0 Design Team Response 4

Drawings

Drawing 079165-CUR-00-XX-DR-TP-75001-P09 – Proposed Access Arrangement

Appendices

Appendix A – Stage 1 Road Safety Audit Report

1.0 Introduction

1.1 Background

- 1.1.1 The proposed development involves the erection of a 33-storey residential tower with 485 units, together with a basement car park, cycle store, ground floor commercial units, landscaping, public realm and associated works.
- 1.1.2 Curtins has been appointed by Manchester (Port Street) Ltd to provide highways and transport advice in connection with the proposed development. A Transport Statement (TS, report ref: 079165-CUR-XX-XX-T-TP-001-P03) and Framework Travel Plan (FTP, report ref: 079165-CUR-XX-XX-T-TP-002-P03) have been prepared as part of the planning submission.
- 1.1.3 A Stage 1 Road Safety Audit of the site access proposals has been requested by Manchester City Council as the local highway authority. This has been undertaken by an independent auditor at The Safety Forum. The report is included in **Appendix A**. The Design Team Response to the Audit is set out in this report.

1.2 Structure of the Report

- 1.2.1 Following this introduction, **Section 2** sets out the Design Team Response.

2.0 Design Team Response

Problem Ref.	Location	Summary	Recommendation	Design Team Response
4.1	At site access on Port Street.	Tactile paving not aligned resulting in conflicts involving visually impaired users. The details provided to the Road Safety Audit Team show provision of tactile paving at the vehicular access to the proposed development which are not aligned. This has the potential to mislead visually impaired users into the path of oncoming cyclists on the cycle lane and result in conflicts between the two.	Ensure the tactile paving on the opposite sides are aligned.	The recommendation is accepted. The western tactile paving has been relocated south and now is of the same width at either side of the crossing. Details of the updated tactile paving are included to the rear of this report in Drawing: 079165-CUR-00-XX-DR-TP-75001-P09
4.2	On the ramp to the basement.	Injudicious manoeuvres caused by confusing method of control resulting in damage only collisions between vehicular traffic. The details provided to the Audit Team show a give way road marking and signal-controlled light on the ramp to the basement as a method of control for regulating the flow of traffic into and out of the car park. This has the potential to result in confusion amongst users and lead to injudicious manoeuvres and result in damage only conflicts.	Clarify the method of control and ensure provision of the intended method of control on site.	The recommendation is accepted. The previously proposed give way line before the ramp has now been substituted by a continuous stop line. Details of the updated ramp access are included to the rear of this report in Drawing: 079165-CUR-00-XX-DR-TP-75001-P09

Table 2.1 – Design Team Response

079165 Port Street, Manchester

Stage 1 Road Safety Audit Response Report



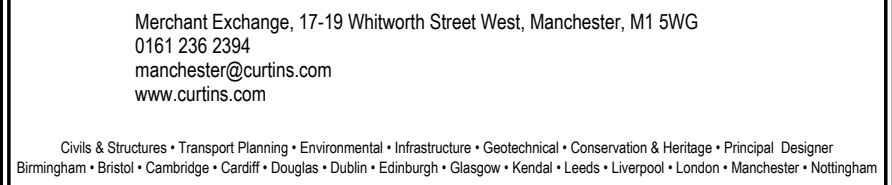
Drawings



1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS AND ENGINEERS DRAWINGS AND SPECIFICATIONS.
2. DO NOT SCALE THIS DRAWING. ANY AMBIGUITIES, OMISSIONS AND ERRORS ON DRAWINGS SHALL BE BROUGHT TO THE ENGINEERS ATTENTION IMMEDIATELY. ALL DIMENSIONS MUST BE CHECKED / VERIFIED ON SITE.
3. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE.
4. FOR GENERAL NOTES REFER TO DRAWING.
5. THE CONTENT OF THIS DRAWING IS FOR INDICATIVE INFORMATION ONLY AND NOT SUITABLE FOR CONSTRUCTION PURPOSES
6. BASED ON SIMPSON HAUGH'S LAYOUT: ZO-SHP-G200-PL-Grd-001_P19'

KEY: PROPOSED RED LINE
 PROPOSED RAISED KERB
 PROPOSED FLUSH KERB
 PROPOSED ROAD MARKINGS

P09	Access updated following comments from RSA	26/04/22	DD	AV
P08	Layout and ramp updated	13/04/22	DD	AV
P07	Layout updated	12/11/21	DD	AV
P06	Layout updated	14/10/21	DD	AV
P05	Layout updated	30/09/21	DD	AV
P04	Loading bay relocated	10/09/21	DD	AV
P03	Cycle lane updated. Topo added	06/09/21	DD	AV
P02	Access arrangement updated	03/09/21	DD	AV
Rev:	Description:	Date:	By:	Chkd:



Statute:

PRELIMINARY

Project: _____

PORT STREET - MANCHESTER

Org Title:

PROPOSED ACCESS ARRANGEMENT

Size:	Date:	Drawn By:	Designed By:	Checked By:			
A1	18/08/21	DD	DD	AV			
Scale: 1:250							
Project No:	Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
79165 - CUR - 00 - XX - DR - TP - 75001 - P09							

079165 Port Street, Manchester

Stage 1 Road Safety Audit Response Report



Appendix A – Stage 1 Road Safety Audit Report

PORT STREET, MANCHESTER

Stage 1 Road Safety Audit

April 2022

AJ-PF-22-3708-RSA1

Report title:	Port Street, Manchester RSA 1
Date:	26 th April 2022
Document reference and revision:	AJ-PF-22-3708-RSA1
Prepared by:	The Safety Forum
On behalf of:	Manchester City Council

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	A Jan	P Fenton		26/04/2022
Designer's Response				
Authority's Response				
Audit Response				

Client:	
Curtins	The Safety Forum Ltd
Merchant Exchange 17-19 Whitworth Street West Manchester M1 5WG	PO Box 831 Godalming Surrey GU7 9HT
	Date: 26 th April 2022

TABLE OF CONTENTS

1.0	INTRODUCTION.....	3
2.0	ITEMS CONSIDERED	6
3.0	MATTERS ARISING FROM PREVIOUS STAGE 1 AUDIT.	7
4.0	MATTERS ARISING FROM THIS STAGE 1 AUDIT.	8
5.0	AUDIT TEAM STATEMENT	9

APPENDIX A Location Plan

1.0 INTRODUCTION

- 1.1 This report results from a Stage 1 Road Safety Audit (RSA) carried out on the proposed development involving the erection of a 33-storey residential tower with 485 residential units, together with a basement car park, cycle store, ground floor commercial units, landscaping, public realm and associated works.
- 1.2 The site is located on the corner of Port Street and Great Ancoats Street, Manchester.
- 1.3 Vehicular access to the basement car park (c.47 spaces) will be provided via a ramp, located off Port Street. The ramp is one-way, 3.65m wide and will be used by vehicles and cyclists. It is envisaged that the entrance to the basement of the building would be controlled via gates, to prevent unauthorised access into the building. Drawing 79165-CUR-00-XX-DR-TP-05006 shows a large car accessing the proposed basement car park via the ramp.
- 1.4 A new 15m x 3m loading bay / drop-off area (to be used as such when there are no service / delivery vehicles utilising the bay) is proposed to the east of the basement car park ramp. Drawing 79165-CUR-00-XX-DR-TP-05001 shows an 11.2m refuse vehicle utilising the proposed loading bay.
- 1.5 The existing westbound cycle lane on the northern boundary of the Site would also be retained and extended to the north-west of the Site (and to the north of the proposed loading bay, with a 0.5m-wide buffer zone between the two), where the cycle lane will continue along the shared footway / cycleway as in the existing arrangement.
- 1.6 There would also be 'give way' markings on approach to the ramp to alert cyclists of vehicles turning in and out of the Site and as they join the shared provision to the west of the Site.
- 1.7 This Stage 1 RSA was carried out at the request of Curtins. The overseeing organisation and local highway authority is Manchester City Council.
- 1.8 The Audit was carried out between 14th and 24th April 2022 by consultants working on behalf of The Safety Forum Limited. The Audit Team, which is established from The Safety Forum Ltd and independent of the project design team, has had no involvement with the project.

1.9 The Auditors were:

A Jan – Team Leader (MSc (Eng), BSc (Hons), MCIHT, CoC)

P Fenton – Team Member (EngTech, DipASM, MITAI, FIHE, FCIHT, FSoRSA, CMILT, CoC)

1.10 The report has been prepared in accordance with General Principles and Scheme Governance General Information, GG 119, Road Safety Audit (Formerly HD 19/15).

1.11 The Audit consisted of a desktop study and a site visit. The site visit was carried out on 20th April 2022, between 1700 and 1800 hours by all members of the Audit Team together. The weather was clear, and the road surface was dry. High volumes of vehicular traffic and non-motorised users were observed at the site.

1.12 Issues relating to the health & safety of operatives constructing, operating or maintaining the highway are not covered by Road Safety Audit. Only issues relating to the design and construction of facilities for highway maintenance that may potentially contribute to a Road Safety Matter are considered by the Road Safety Audit process.

Road Safety Audit is not a technical check that the design conforms to Standards and/or best practice guidance. Design Organisations are responsible for ensuring that their designs have been subjected to the appropriate design reviews (including, where applicable, Walking, Cycling & Horse Riding Assessment & Review) prior to Road Safety Audit.

Road Safety Audit is not a check that the scheme has been constructed in accordance with the design.

Whilst reference is made to certain design standards, where safety may be compromised by a reduction in standard, this report is not intended to provide a design check. The Auditors have only reported on matters that might have an adverse effect on road safety in the context of the chosen design. No attempt has been made to comment on the justification of the scheme or the appropriateness of the design. Consequently, the Auditors accept no responsibility for the design or construction of the scheme.

1.13 The recommendations in this report are aimed at addressing the road safety problems; however there may be other alternative acceptable ways to overcome a specific problem, when other practical issues are considered. The recommendations contained herein do not absolve the Designer of his/her responsibilities.

1.14 The Auditors would be pleased to discuss the acceptability of alternative solutions to problems identified during the Audit, and would encourage the Designer to consult them on this matter.

-
- 1.15 The Overseeing Organisation response to the RSA should be formally recorded and reported to the Designer and the RSA Team so that a record of the Audit process is contained in the *As Built* design pack to be provided and retained by the Overseeing Organisation on final completion.
- 1.16 All problems identified in this Road Safety Audit Report are indicated on a location plan in Appendix A

2.0 ITEMS CONSIDERED

- 2.1 The Road Safety Audit was undertaken on the scheme detailed in the following documentation.

Drawing No.	Rev	Title
-	-	Road Safety Audit Brief
: 79165-CUR-00-XX-DR-TP-75001-P08	-	Proposed Access Arrangement
79165-CUR-00-XX-DR-TP-05001-P03	-	Swept Path Analysis – Refuse Vehicle
79165-CUR-00-XX-DR-TP-05006-P03	-	Swept Path Analysis – Large Car – Access
-	-	Transport Statement
-	-	Framework Travel Plan

- 2.2 No departure from standards or other information was submitted to the Audit Team.

3.0 MATTERS ARISING FROM PREVIOUS STAGE 1 AUDIT.

The Audit Team has not been made aware of any previous audits undertaken on this scheme.

4.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.

4.1 PROBLEM

LOCATION: At the site access on Port Street.

SUMMARY: Tactile paving not aligned resulting in conflicts involving visually impaired users.

The details provided to the Road Safety Audit Team show provision of tactile paving at the vehicular access to the proposed development which are not aligned. This has the potential to mislead visually impaired users into the path of oncoming cyclists on the cycle lane and result in conflicts between the two.

RECOMMENDATION

Ensure the tactile paving on the opposite sides are aligned.

4.2 PROBLEM

LOCATION: On the ramp to the basement.

SUMMARY: Injudicious manoeuvres caused by confusing method of control resulting in damage only collisions between vehicular traffic.

The details provided to the Audit Team show a give way road marking and signal-controlled light on the ramp to the basement as a method of control for regulating the flow of traffic into and out of the car park. This has the potential to result in confusion amongst users and lead to injudicious manoeuvres and result in damage only conflicts.

RECOMMENDATION

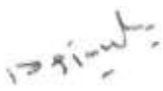
Clarify the method of control and ensure provision of the intended method of control on site.

5.0 AUDIT TEAM STATEMENT

5.1 We certify that this audit has been carried out in accordance with GG 119.

AUDIT TEAM LEADER

Name: A Jan
Position: Road Safety Auditor
The Safety Forum Ltd
PO Box 831
Godalming
Surrey
GU7 9HT

Signed: 

Date: 24th April 2022

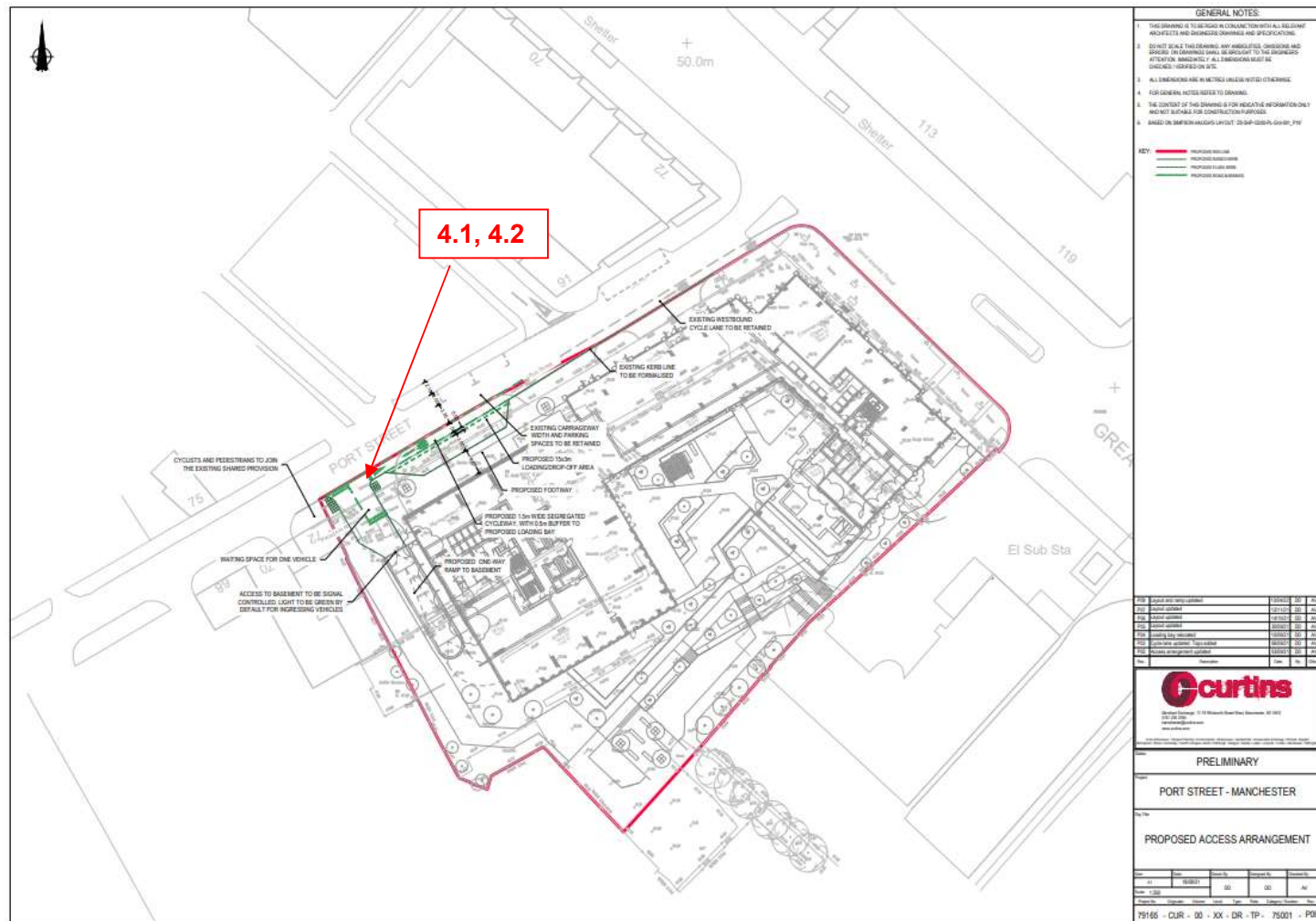
AUDIT TEAM MEMBER

Name: P Fenton
Position: Road Safety Auditor
The Safety Forum Ltd
PO Box 831
Godalming
Surrey
GU7 9HT

Signed: 

Date: 25th April 2022

APPENDIX A: LOCATION PLAN



Our Locations

Birmingham

2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol

Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge

50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff

3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas

Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin

11 Pembroke Lane
Dublin 2
D02 CX82
Ireland
T. +353 1 507 9447
dublin@curtins.com

Edinburgh

1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow

Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal

Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH
T. 01539 724 823
kendal@curtins.com

Leeds

Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool

51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London

40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester

Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham

56 The Ropewalk
Nottingham
NG1 5DW
T. 0115 941 5551
nottingham@curtins.com