

PORT STREET, MANCHESTER

Stage 1 Road Safety Audit

April 2022

AJ-PF-22-3708-RSA1

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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
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	Date: 26 th April 2022

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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.

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- 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

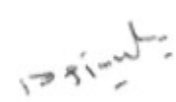
Clarify the method of control and ensure provision of the intended method of control on site.

5.0 AUDIT TEAM STATEMENT

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

AUDIT TEAM LEADER

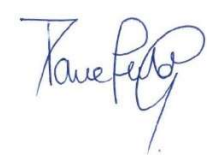
Name: A Jan
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Signed: 

Date: 24th April 2022

AUDIT TEAM MEMBER

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Date: 25th April 2022

APPENDIX A: LOCATION PLAN

