

SLR Consulting Limited

Date: 22 September 2025

Project No. VN232865

App No. 142535/FO/2025

Development at 140 Great Ancoats Street, Manchester, M4 6DU

1.0 Introduction

- 1.1 SLR has been instructed by Liquid Business (Manchester) Limited and Cityside Developments Ltd to provide highways and transport advice in support of a planning application for the following:

“Demolition of existing buildings and erection of 2no. new buildings providing up to 758 apartments (Use Class C3), Class E floorspace (comprising flexible office accommodation (Use Class Eg(i)) and Class Ea and b) and associated hard and soft landscaping (including works within the public highway), formation of vehicle accesses and servicing access together with associated works”.

- 1.2 The planning application was supported by a Transport Assessment (TA) and a Framework Travel Plan (FTP) both dated March 2025 and prepared by SLR Consulting Ltd.
- 1.3 In July 2025, we received a request for a Road Safety Audit to be conducted prior to the scheme progressing to planning committee. Here we provide the Road safety Audit in **Appendix A** and our Designers Response to the issues raised in **Appendix B**. This includes an updated highway layout plans and vehicle tracking.
- 1.4 In summary there are two issues raised, one was the presence of on street parking bays within the visibility splay and some encroachment by the body of a service vehicle over the footway.
- 1.5 In the first instance we are aiming to retain as many on street parking bays as possible as they represent a valuable amenity for the area and have proposed to install two parking bays on Ducie Street along the northern kerbline. A further 5 bays could be located on Store Street all to mitigate the potential loss of 3 bays with development. As there is some flexibility we recommend that a planning condition is applied for a parking study to determine the be location for any replacement parking bays. If alternative parking bays cannot be delivered then the client would pay a commuted sum arising due to the loss of future revenue with the loss of the parking bays.
- 1.6 For the second matter of vehicle encroachment this was minor and the plan has been updated to ensure that this does not occur.

Appendix A Road Safety Audit



STOCKTONS SITE, MANCHESTER PROPOSED HIGHWAY WORKS

STAGE 1 ROAD SAFETY AUDIT

610/2025/161/01 Rev 1

19 September 2025

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Rev:	Issue Status:	Prepared by/Date:	Checked by/Date:	Approved by/Date:
0	DRAFT	Jon Preston 19 September 2025	Tristan Brooks 19 September 2025	
1	FINAL	Jon Preston 19 September 2025	Tristan Brooks 19 September 2025	Jon Preston 19 September 2025

Report Title:	Stocktons Site, Manchester - Proposed Highway Works Stage 1 Road Safety Audit
Date:	19 September 2025
Document Reference & Revision:	610/2025/161/01 Rev 1
Prepared by:	Six Ten Highways & Traffic Ltd
On behalf of:	SLR

Disclaimer note

The client has confirmed that it is entering into the agreement under which this report is being prepared on its own behalf and not on behalf of, or for the benefit of any other party and has agreed that in any event of any claim arising out of or in connection with that agreement and/or the report itself it shall be entitled to recover from six:TEN Highways & Traffic Limited only the losses, if any, it has itself suffered.

This report therefore is for the private and confidential use of the client for whom it was prepared solely for the purposes requested by the client. It should not be reproduced in whole or in part or relied upon by any third party for any use whatsoever without the express written authority of six:TEN Highways & Traffic Limited.

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1.0 INTRODUCTION

- 1.1 This report results from a preliminary design Stage 1 Road Safety Audit (RSA) carried out on the proposed highway works associated with the Stocktons Site, Manchester, at the request of SLR, the designer of the scheme who provided the Audit information, and although there was no formal 'audit brief' the RSA team has accepted that sufficient information has been provided to undertake the Stage 1 RSA. The audit team has been approved by the Overseeing Organisation, Manchester City Council, to carry out Road Safety Audits on their highway network.
- 1.2 The Road Safety Audit Team was as follows:
- Jon Preston MCIHT MSoRSA
Audit Team Leader
- Tristan Brooks* Bsc (Hons), MBA, CMILT, MCIHT, MSoRSA, NH RSA Cert of Comp
Audit Team Member
- 1.3 Audit Team members marked with an asterisk above hold a National Highways approved Certificate of Competency (CoC) in Road Safety Audit, in accordance with Article (1–3) of EC Directive 2008/96/EC.
- 1.4 The audit took place at the Manchester office of six:TEN Highways and Traffic between 11 September 2025 and 19 September 2025. The Road Safety Audit was undertaken in accordance with the Road Safety Audit information provided. The audit comprised an examination of the documents provided as detailed in Appendix One.
- 1.5 The Audit Team visited the site together on Thursday 18 September 2025 between 12.45hrs and 13:30hrs and comprised a walk and drive-throughs (where available) of the area covered by the scheme. During the site visit the weather was overcast and the carriageway surface was dry. At the time of the site visit traffic movements on Great Ancoats Street in the vicinity of the proposed scheme were heavy and were light on Store Street and Ducie Street. Some pedestrian and no cyclist movements were observed during the site visit.
- 1.6 Great Ancoats Street in the vicinity of the proposed highway works is subject to a 30mph speed limit, Ducie Street and Store Street are subject to 20mph speed limits. There is street lighting throughout.
- 1.7 The terms of reference of the audit are as described in GG 119 Rev.2. The 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. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Collision Investigation, Road Safety Engineering and Road Safety Audits.
- 1.8 The proposed highway works are associated with a proposed mixed-use city centre development and in summary includes:
- Provision of a service vehicle access junction on the northern side of Store Street to access the proposed development;
 - Provision of a service vehicle egress junction on the southern side of Ducie Street to exit the proposed development;

- Removal of 3 No. on-street parking bays on the southern side of Ducie Street;
- Provision of potential additional parking bays at the eastern end southern side of Ducie Street and the northern side of Store Street near the junction with Millbank Street; and
- Reinstatement of the footway at the existing redundant vehicle accesses on Ducie Street, Great Ancoats Street and Store Street.

- 1.9 The Audit Team have not been informed of any Departures from Standard for the proposed scheme nor have they been made aware of any previous RSA's undertaken on the scheme.
- 1.10 Personal injury collision data has been obtained from the online Crashmap database which shows there has been seven personal injury collisions in the vicinity of the proposed highway works during the latest five-year period (2019-2023) for which data is available. One collision occurred at the junction of Great Ancoats Street with Ducie Street, five collisions at the junction of Great Ancoats Street with Store Street and one collision occurred on Store Street. All of the collisions were classified as slight in severity. The Personal Injury Collision Location Plan is shown in Appendix Four.
- 1.11 The scheme has been examined and this report compiled only regarding the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or 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 for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.12 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG 119 Rev 2, and in no way, imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

2.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

2.1 General

2.1.1 No road safety issues identified at this stage.

2.2 Local Alignment

2.2.1 No road safety issues identified at this stage.

2.3 Junctions

2.3.1 Location: Proposed service egress junction on Ducie Street

Problem

Summary: Junction intervisibility splay may be obscured by vehicles parked within the parking bay to the east of the junction which may increase the risk of vehicular collisions

Vehicles parked within the retained parking bay to the east of the proposed egress junction on Ducie Street may obscure the junction intervisibility. Obstructions within the junction intervisibility splay may increase the risk of failure to give-way type manoeuvres which could increase the risk of side impact type collisions between those exiting the development and those travelling west on Ducie Street.

Recommendation

It is recommended that the parking bay is relocated to ensure the junction intervisibility splays are kept clear of any obstructions.

2.3.2 Location: At the proposed junctions on Store Street and Ducie Street

Problem

Summary: Vehicular encroachment onto the footway may increase the risk of vehicle/pedestrian collisions

The vehicle swept path analysis drawing included within the Transport Assessment that was provided as part of the audit information shows that a refuse vehicle accessing/egressing the development will encroach onto the footway when undertaking these manoeuvres. Vehicular encroachment onto the footway may increase the risk of vehicle/pedestrian collisions.

Recommendation

It is recommended that the design is amended to ensure vehicular encroachment onto the footway does not occur.

2.4 Walking, Cycling and Horse Riding

2.4.1 No road safety issues identified at this stage.

2.5 Traffic Signs, Carriageway Markings and Lighting

2.5.1 No road safety issues identified at this stage.

3.0 ROAD SAFETY AUDIT TEAM STATEMENT

We certify that the audit has been carried out in accordance with DMRB GG119 Rev 2.

AUDIT TEAM LEADER

Jon Preston MCIHT MSoRSA

Director

six:TEN Highways & Traffic Ltd

Signed:



Date: 19 September 2025

AUDIT TEAM MEMBER

Tristan Brooks Bsc (Hons), MBA, CMILT, MCIHT, MSoRSA, NH RSA Cert of Comp

Traffic & Road Safety Engineer

six:TEN Highways & Traffic Ltd

Signed:



Date: 19 September 2025

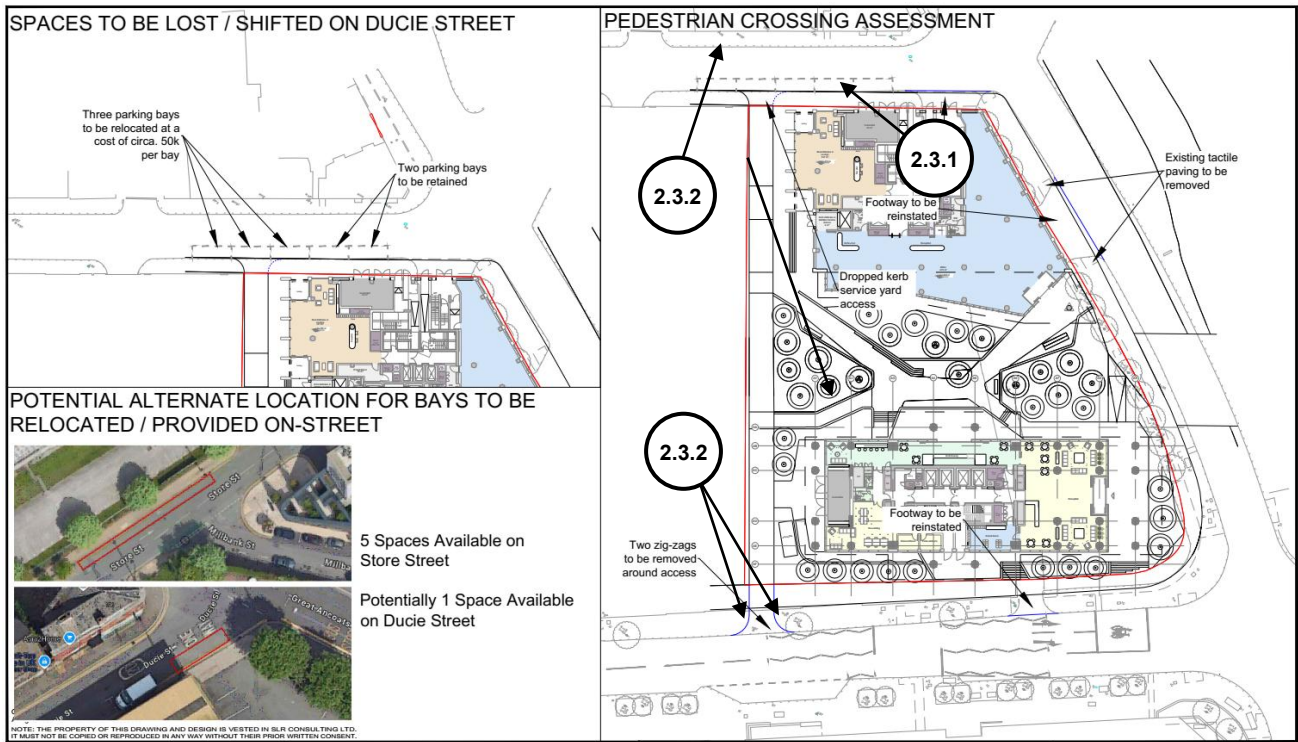
APPENDIX ONE

4.0 LIST OF DRAWINGS AND DOCUMENTS SUPPLIED BY THE DESIGN ORGANISATION

- VN232865-D103 Site Arrangement
- VN232865-Rev6 Transport Assessment
- Latest five-year (2019-2023) personal injury collision data from Crashmap

APPENDIX TWO

5.0 PROBLEM LOCATION PLAN



APPENDIX THREE

6.0 PHOTOGRAPHS



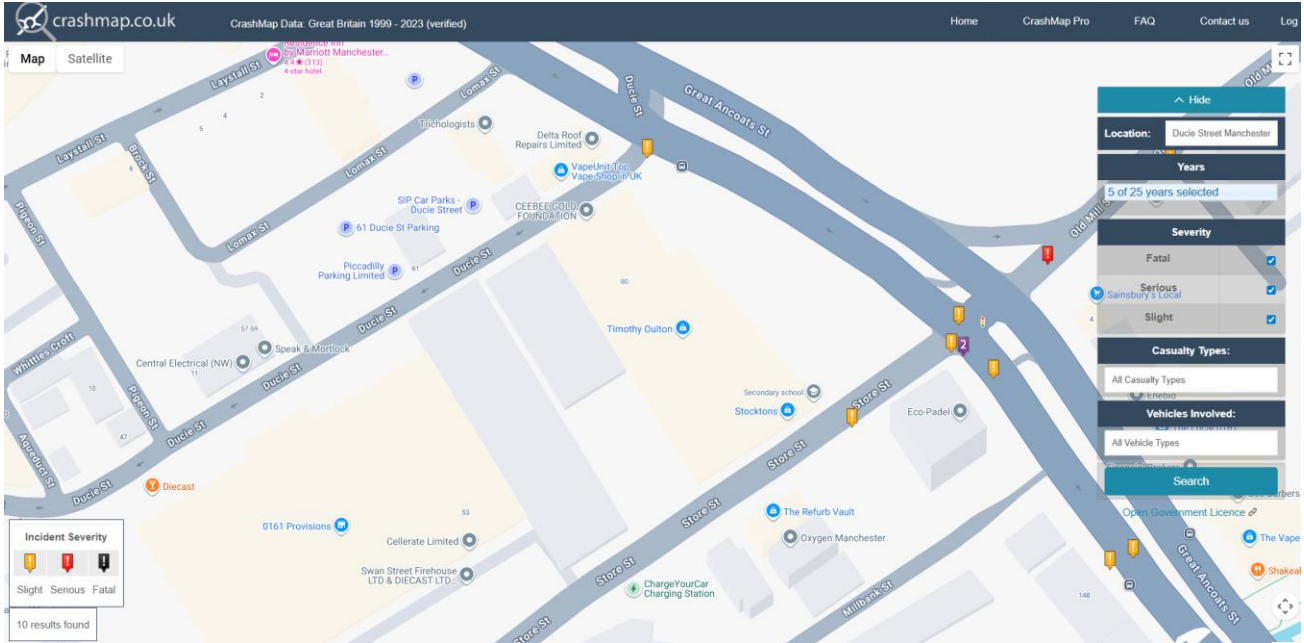
6.1 General view looking west on Ducie Street.



6.2 General view looking west on Store Street.

APPENDIX FOUR

7.0 PERSONAL INJURY COLLISION LOCATION PLAN



Appendix B Designers Response



PROJECT DETAILS

Report title:	Road Safety Audit Stage 1 – Designers Response
Date:	22/09/2025
Document Ref	VN232865/RSA
Prepared by	SLR
On Behalf of:	Liquid Funding Business Limited

AUTHORISATION SHEET

Project:	140 Great Ancoats Street	
Report title:	Stage 1 Road Safety Audit – Designers Response	
Prepared by:	Name:	Emilia Gosden
	Position:	Principal Transport Planner
	Signed:	
	Organisation:	SLR
	Date:	22/09/2025
Approved by:	Name:	Gareth Davis
	Position:	Director
	Signed:	
	Organisation:	SLR
	Date:	22/09/2025

INTRODUCTION

SLR instructed the required Stage 1 Road Safety Audit, which was undertaken by six:TEN Highways & Traffic on Friday 19th September 2025 (document reference 610/2025/161/01 Rev 1) in relation to the proposed highway works at 140 Great Ancoats Street, Ducie Street and Store Street, Manchester. The works are intended to provide access to the site and facilitate the development of a residential led mixed-use development on a site currently occupied by the Stocktons furniture shop located off Great Ancoats Street in Manchester.

KEY PERSONNEL

Overseeing Organisation	Manchester Council
RSA Team	Jon Preston, Tristan Brooks
Design Organisation	SLR

ROAD SAFETY AUDIT DECISION LOG

RSA PROBLEM	RSA RECOMMENDATION	DESIGN ORGANISATION RESPONSE	OVERSEEING ORGANISATION RESPONSE	AGREED RSA ACTION
PROBLEM 2.3.1 Junction intervisibility splay may be obscured by vehicles parked within the parking bay to the east of the junction which may increase the risk of vehicular collisions. Vehicles parked within the retained parking bay to the east of the proposed egress junction on Ducie Street may obscure the junction intervisibility. Obstructions within the junction	It is recommended that the parking bay is relocated to ensure the junction intervisibility splays are kept clear of any obstructions.	The Parking Bay locations are flexible and are subject to further study and approval with Manchester City Council. The aspiration is to maintain as many on street parking bays as possible but there is flexibility in the location and number of on street parking bays. A revised plan VN232685-DR103 has therefore been prepared to		

intervisibility splay may increase the risk of failure to give-way type manoeuvres which could increase the risk of side impact type collisions between those exiting the development and those travelling west on Ducie Street.		show the relocation of those parking bays and to indicate where alternative parking bays could be located. It is recognised that there is a commuted sum cost should parking bays be lost. As there are various alternative locations for on street parking bays this will be subject to further study and approval with Manchester City Council and would be conditioned to planning approval. That work would also be subject to a Section 278 detailed highway design and further Road Safety Audits.		
PROBLEM 2.3.2 Summary: Vehicular encroachment onto the footway may increase the risk of vehicle/pedestrian collisions. The vehicle swept path analysis drawing included within the Transport Assessment that was provided as part of the audit information shows that a refuse vehicle accessing/egressing the development will encroach onto the footway when undertaking these manoeuvres. Vehicular encroachment onto the footway may increase the risk of vehicle/pedestrian collision.	It is recommended that the design is amended to ensure vehicular encroachment onto the footway does not occur.	The access plans have been amended to ensure the manoeuvre of a large refuse lorry can be undertaken without encroaching over the footway. That plan along with the vehicle tracking is provided in Drawings VN232865-D103 and TR100 attached and would be conditioned to planning approval. We note that the large bin lorry does swing over the centreline line to access the site from Store Street (W) but this principle is accepted in Manual for Streets.		

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:	TBC
Position:	
Signed:	
Organisation:	
Date:	

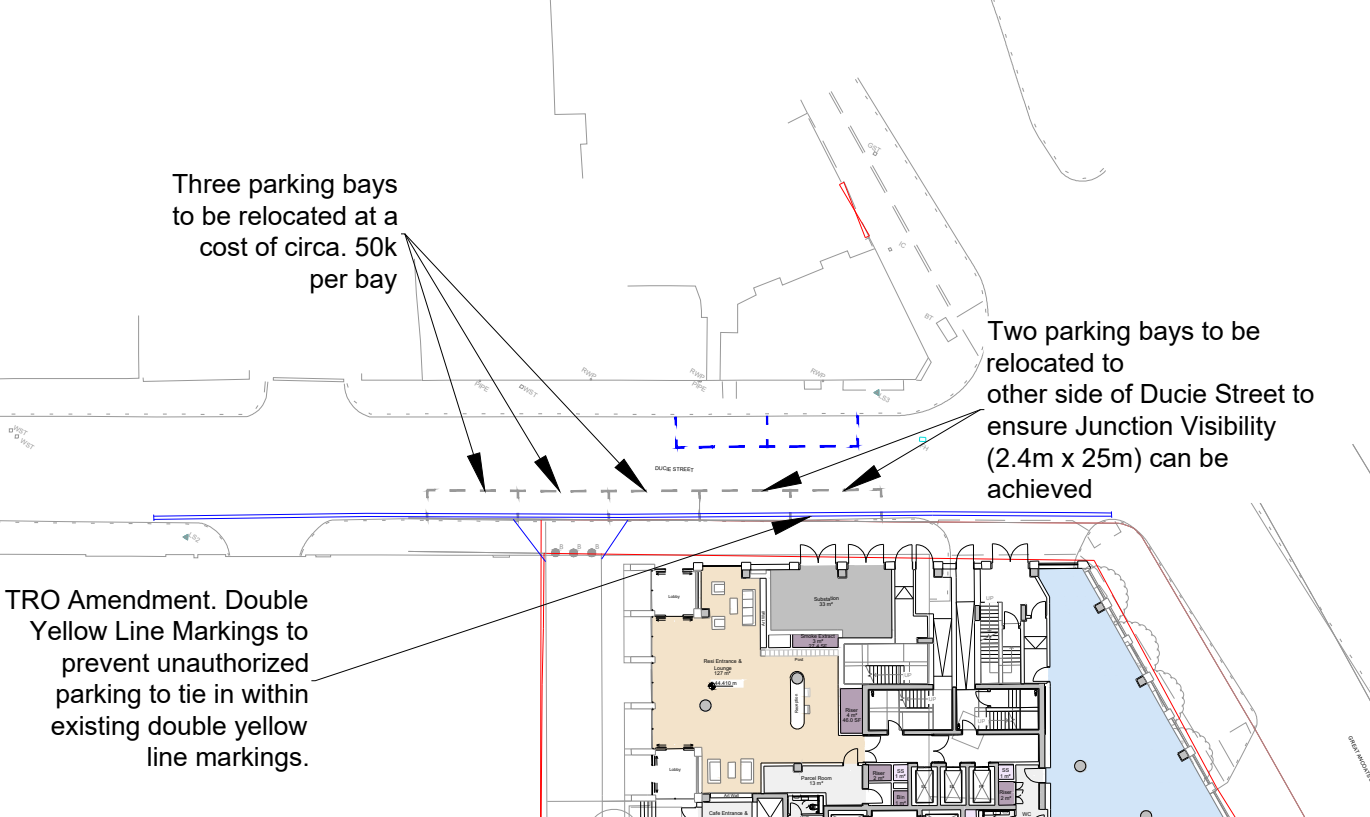
OVERSEEING ORGANISATION STATEMENT

On behalf of the overseeing organisation I certify that:

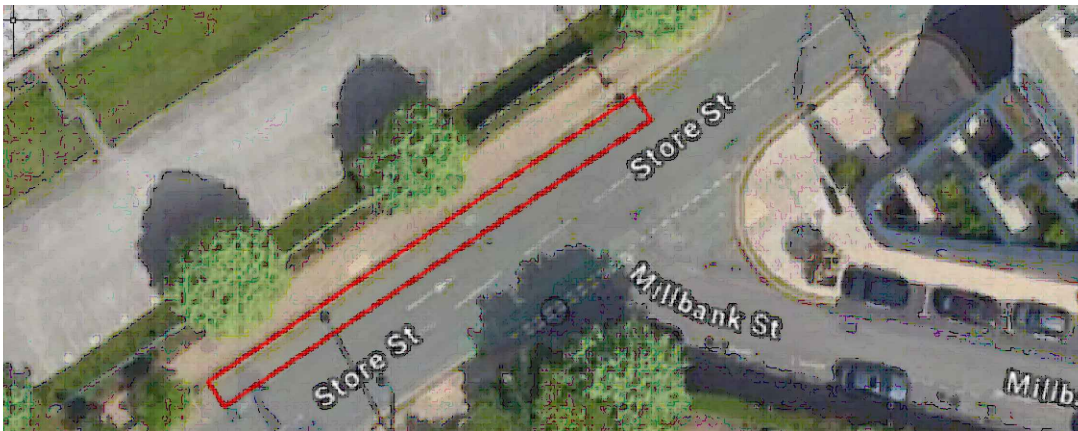
- 1) the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and
- 2) the agreed RSA actions will be progressed.

Name:	TBC
Position:	
Signed:	
Organisation:	
Date:	

SPACES TO BE LOST / SHIFTED ON DUCIE STREET



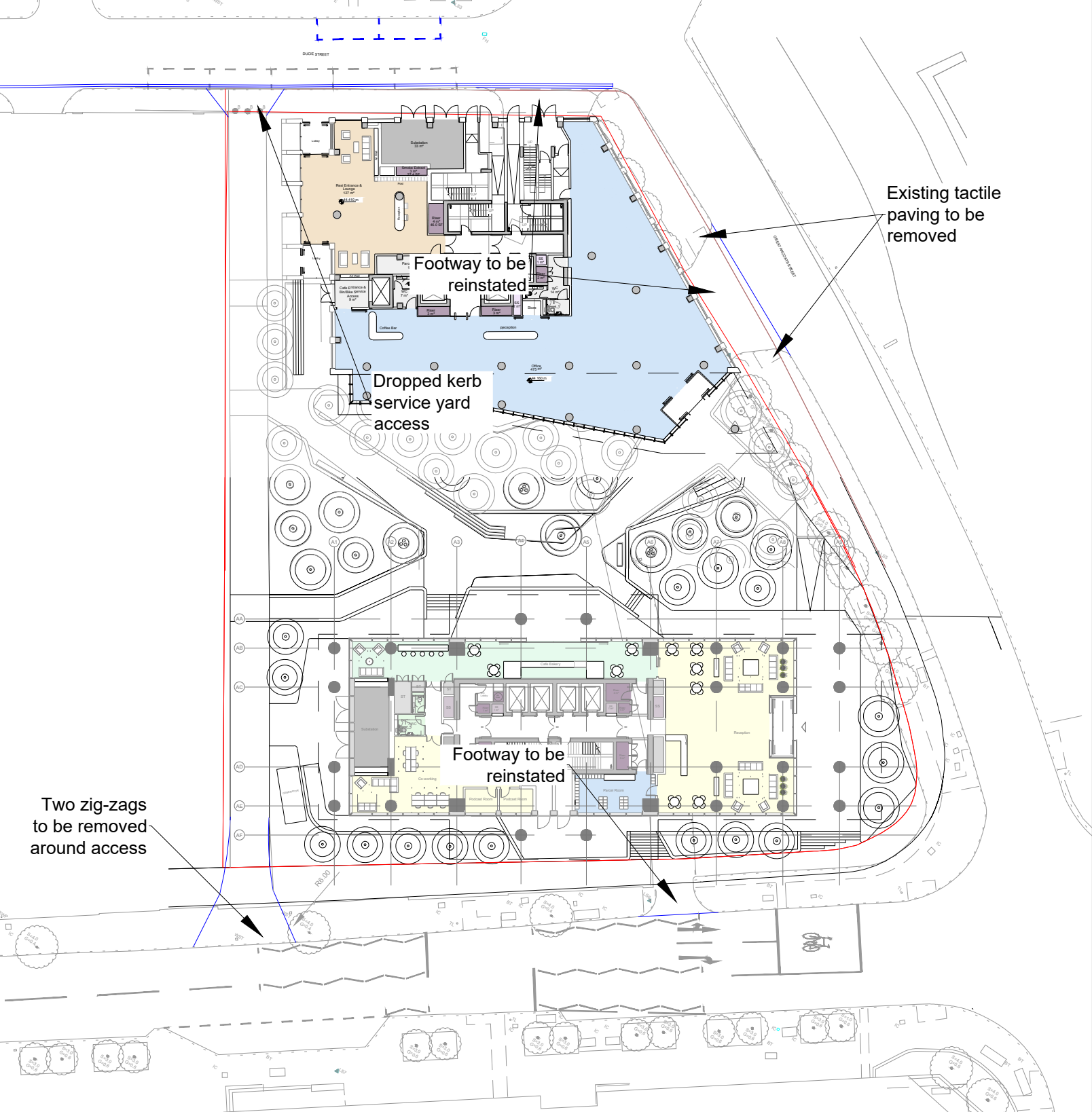
POTENTIAL ALTERNATE LOCATION FOR 3 x BAYS TO BE RELOCATED / PROVIDED ON-STREET



5 Spaces Available on Store Street

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PEDESTRIAN CROSSING ASSESSMENT



REV.	DETAILS	DRAWN	CHECKED	DATE
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Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.

2. White lining is indicative only.

INFORMATION ONLY

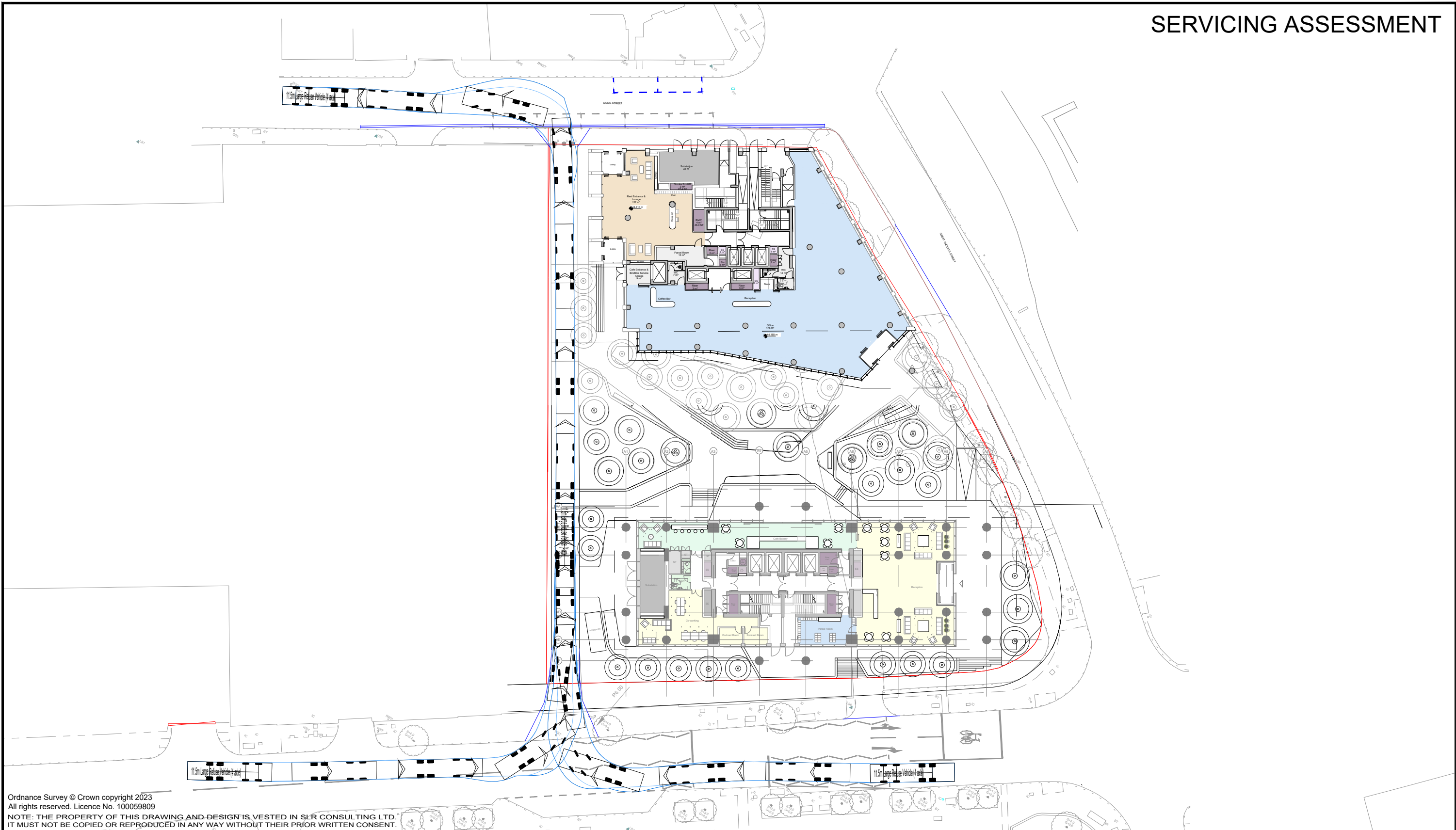
Stocktons Site, Manchester

Highway Layout Including Potential Parking Bay Replacement

DRAWN: WD	CHECKED: GD	DATE: 22.09.25	SCALES: 1:500 at A3
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Cityside

DRAWING NUMBER: VN232865-D103	REVISION: A
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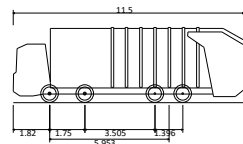


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REV.	DETAILS	DRAWN	CHECKED	DATE
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Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.



11.5m Large Refuse Vehicle (4 axle)
Overall Length 11.500m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m

Stocktons Site, Manchester

Swept Path Analysis: Large Refuse

Cityside



DRAWN: EG	CHECKED: GD	DATE: 22.09.25	SCALES: 1:500 at A3
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DRAWING NUMBER: VN232865-TR100	REVISION: A
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INFORMATION ONLY