

ALBERT BRIDGE HOUSE, ST MARY'S PARSONAGE AND BRIDGE STREET MANCHESTER

Mixed Use Development

Stage 1 Road Safety Audit

August 2025

PF-JF-25-4866-RSA1

Report title:	Albert Bridge House Mixed Use Development, Manchester. RSA 1
Date:	19 th August 2025
Document reference and revision:	PF-JF-25-4866-RSA1
Prepared by:	The Safety Forum
On behalf of:	Curtins Consulting / Manchester City Council

Revision Status	Prepared by: (Name)	Checked by: (Name)	Approved by: (Signature)	Date Approved:
Original	P Fenton	J Fenton		19/08/25
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: 19 th August 2025

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	10

APPENDIX A Location Plan

1.0 INTRODUCTION

- 1.1 This report results from a Stage 1 (Completion of Preliminary Design) Road Safety Audit (RSA) carried out on the proposed mixed-use development, Albert Bridge House, at St. Mary's Parsonage and Bridge Street, Manchester.
- 1.2 The development proposals consist of the demolition of the existing building and removal of the car park and construct 3 new mixed-use buildings within the same footprint including office space, residential towers, retail and areas of public realm.
- 1.3 The proposals to the highway are not extensive and include the stopping up and relocation of an existing access/egress in Bridge Street to serve a small parking area (7 vehicles); creation of an additional access in Bridge Street for service, delivery and emergency vehicles (presumably one way in); access/egress located in St. Mary's Parsonage (presumably one way out). It is assumed that the highway works are part of a S.278 Agreement.
- 1.4 The Audit Team are not aware of any previous road safety audit having been conducted for these proposals.
- 1.5 The Stage 1 RSA was carried out at the request of Curtins, the design organisation and the overseeing highway authority is Manchester City Council.
- 1.6 The Audit was carried out between 9th and 19th August 2025 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.

The Auditors were:

P Fenton – Team Leader (MITAI, FCIHT, FSoRSA, CMLT, CoC)

J Fenton – Team Member (BEng, CEng, MCIHT, CoC)

- 1.7 The report has been prepared in accordance with General Principles and Scheme Governance General Information, GG 119 V2.0.2 (April 2025) Road Safety Audit.
- 1.8 The information provided to the road safety audit team was suitable for the preliminary design stage and other information such as road markings, signs, dropped kerb / tactile detail and drainage will be expected to be provided and audited at detail design.
- 1.9 The Audit consisted of a desktop study and a site visit. The site visit was carried out on 18th August 2025, between 11:45am and 12:30pm by all members of the Audit

Team together. The weather was overcast warm and dry. As expected, traffic conditions were busy including large volumes of public transport vehicles and very busy with pedestrians and cyclists, as one would expect for a city centre retails and central business district, see figures 1 to 4.

Both Bridge Street and St Mary's Parsonage are governed by a 20mph speed limit and double yellow line parking restrictions. Both roads have adequate pedestrian footways and signalised crossing opportunities.

The wide footway in Bridge Street, sparsely located street furniture and lack of landscaping provides good visibility from the exiting access points and the audit team assume this will be the case the new relocated access that will tie into Bridge Street with a low speed limit.

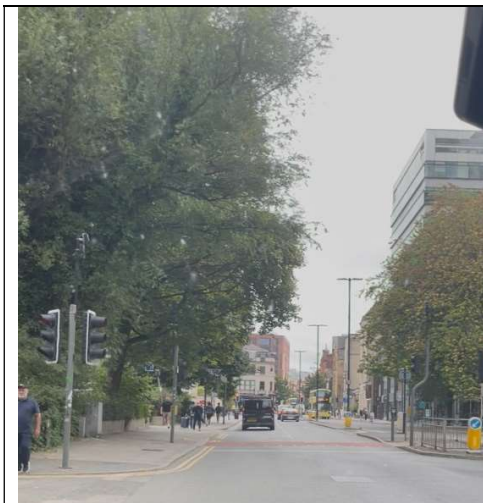


Figure 1: Bridge Street facing east from Gartside Street



Figure 2: Bridge Street facing east at existing access.

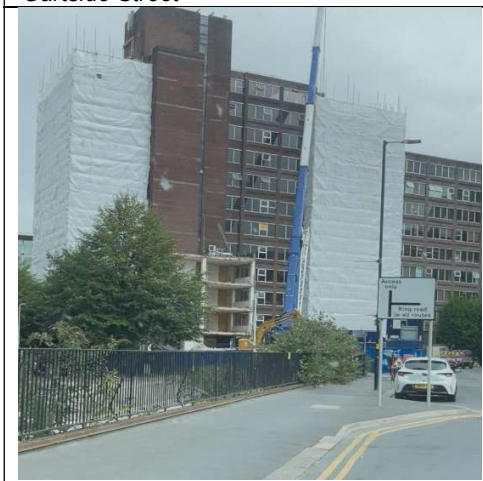


Figure 3: St Mary's Parsonage looking from King Street north towards The Alberton.

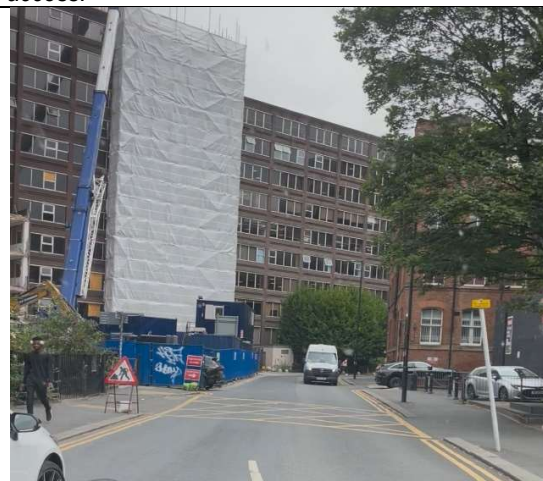


Figure 4: St Mary's Parsonage looking north towards the proposed egress.

- 1.10 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.

- 1.11 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.
- 1.12 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.
- 1.13 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.
- 1.14 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 / Report No.	Rev	Title
0476-SEW-ZZ-00-DR-A-PL1000	P1	Level 00 Sitewide
86313 CUR XX 00 D TP 75001	P04	Site Access Arrangements
086313-CUR-XX-XX-T-TP-00001	P04	Transport Statement

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

3.0 MATTERS ARISING FROM PREVIOUS ROAD SAFETY AUDIT.

The Audit Team are not aware of any previous Road Safety Audit that has been completed for these scheme proposals.

4.0 MATTERS ARISING FROM THIS STAGE 1 AUDIT.

4.1 PROBLEM

LOCATION: Relocated access / egress (small car park) Bridge Street opposite Leftbank.

SUMMARY: Potential for restricted visibility to the right for traffic exiting the proposed development and potential for low-speed side impact crash types.

This access / egress will be newly constructed and located more towards a slight bend in Bridge Street. Although the alignment is good with a wide footway the auditor has no detail design proposal and note that there are existing large mature trees in the vicinity. The visibility afforded to drivers exiting the proposed development could be blocked by landscaping features resulting in side impact collisions between traffic on the main road and traffic emerging from the proposed development.

RECOMMENDATION

Ensure the visibility splay to the left and right are clear of obstructions by relocating the bus stop away from the visibility splays and restricting on-street parking.

4.2 PROBLEM

LOCATION: Relocated access / egress (small car park) Bridge Street opposite Leftbank.

SUMMARY: Potential for low-speed conflict on Bridge Street.

There is a small refuge located in the vicinity of the planned access / egress and the audit team are concerned that this refuge may hinder drivers attempting to turn right out of the small car park which may result in unusual manoeuvres and conflict.



RECOMMENDATION

If right turn out of the car park is to be allowed, then the designer is to ensure there the refuge will not pose a problem for drivers turning efficiently and safely into Bridge Street.

4.3 PROBLEM

LOCATION: Relocated access / egress (small car park) Bridge Street opposite Leftbank.

SUMMARY: Potential for vehicular -v- pedestrian conflict.

The audit team note that swept path analysis results have been presented however that analysis for the small car is limited and does not show if a driver can safely enter and exit the end parking bay of the 4 closest to building C3. The audit team are concerned that constraints within this area could result in drivers reversing out of the car park onto the pedestrian footway.

RECOMMENDATION

The auditor would like to see swept path analysis for all parking bays, particularly the one described above.

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



Signed:

Date: 19th August 2025

AUDIT TEAM MEMBER

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



Signed:

Date: 19th August 2025

