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CAMBRIDGE HALLS, MANCHESTER

Stage 1 Road Safety Audit

Client: Unite Students

18/08/2025

Quality Management

Issue Record

ISSUE	REVISION	DESCRIPTION	DATE	PREPARED BY	CHECKED
1	-	Final	18 August 2025	<i>M Hedley</i>	<i>A Bawn</i>
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Cambridge Halls, Manchester

Stage 1 Road Safety Audit

18/08/2025

Overseeing Organisation

Manchester City Council

Client

Unite Students

Design Organisation

Ove Arup & Partners Ltd

Road Safety Audit Team Organisation

Road Safety Initiatives LLP

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Partner
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Table of Contents

1	Introduction.....	5
2	Items Raised at previous Road Safety Audits	7
3	Items raised at this Stage 1 Road Safety Audit.....	8
3.1	WALKING, CYCLING AND HORSE RIDING	8
4	Audit Team Statement	10
	Appendices, Figures and Tables.....	11

APPENDIX A – Scheme Documents Issued for Road Safety Audit

APPENDIX B – Location Plan

1 Introduction

- 1.1.1 This report results from a Stage 1 Road Safety Audit carried out on the proposed highway improvements associated with the development of Cambridge Halls of Residence within Manchester Metropolitan University campus scheme. This is at the request of Laura Wareing, Manchester City Council (Overseeing Organisation).
- 1.1.2 The terms of reference of the Road Safety Audit are as described in DMRB GG 119. The Road Safety Audit Team has examined and reported only on the road safety implications in the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.
- 1.1.3 The Road Safety Audit Team membership, approved by Laura Wareing, Manchester City Council (Overseeing Organisation), consisted of:
- | | |
|--------------------|--|
| Team Leader | Mark Hedley , IEng, MCIHT, MSoRSA, FIHE, RegRSA(IHE)
Certificate of Competency in Road Safety Audit gained in Nov 2013
Partner, Road Safety Initiatives LLP |
| Team Member | Alan Bawn , BSc (Hons), CEng, MICE
Consultant, Road Safety Initiatives LLP |
- 1.1.4 The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief provided by Javed Hussain, Arup and approved by Laura Wareing, Manchester City Council (Overseeing Organisation). The Road Safety Audit comprised an examination of the documents provided and listed in **Appendix A**.
- 1.1.5 The Road Safety Audit Team visited the site together on Tuesday 12 August 2025 between 14:05 and 14:45 hours. It was sunny, and the road surfaces were dry at the time of the site visit. During the site visit, traffic flows were light, and many pedestrians and cyclists were observed.
- 1.1.6 Matters which the Terms of Reference exclude from this report, but which the Road Safety Audit Team wishes to draw to the attention of the Overseeing Organisation, will be supplied in a separate document in the covering email to this Road Safety Audit Report.
- 1.1.7 All Road Safety problems are referenced to the design drawings and the locations have been indicated on the plans supplied with the Road Safety Audit Brief in **Appendix B**.
- 1.1.8 This Road Safety Audit will review the road safety aspects of the proposed highway improvements associated with the development of Cambridge Halls of Residence within Manchester Metropolitan University campus.
- 1.1.9 The objective of the scheme is:
- “..... for intensification of development from existing 765 student bedrooms to 2,302 bedrooms (an increase of 1,565 rooms), ground floor retail and community facilities facing Higher Cambridge Street.*
- The scheme will be delivered in two phases, with Phase 1 to the south which would be separated from the northern Phase 2 building by a landscaped pedestrianised street along the line of the existing Cavendish Street.”*
- 1.1.10 The Road Safety Audit Team was informed of the following strategic decisions made and agreed by the Overseeing Organisation.

- Cycle movement through site (along the Cavendish Street alignment) retained along with the existing crossover on Lower Chatham Street /Higher Chatham Street and the existing signalised crossing arrangement at the Higher Cambridge Street/Cavendish Street junction.
- Servicing and waste collection retained via Boundary Street West, Higher Chatham Street and Lower Chatham Street.
- Access to adjacent Business School and St Augustine's Church car parking space also maintained via Boundary Street West, Higher Chatham Street and Lower Chatham Street.
- All vehicle parking, servicing, loading/unloading removed from within the existing courtyard to create a pedestrianised and low speed cycle route. Disabled parking and loading relocated to the western edge of Higher Chatham Street and Lower Chatham Street.
- Car parking and loading bays along the eastern edge of Higher Chatham Street and Lower Chatham Street retained.
- No changes proposed for the existing informal loading and waste collection for The Salutation public house on Boundary Street West.

1.1.11 The Road Safety Audit Team was not informed of any Departures from Standards.

2 Items Raised at previous Road Safety Audits

2.1.1 No previous Road Safety Audit has been undertaken on this scheme.

3 Items raised at this Stage 1 Road Safety Audit

3.1 WALKING, CYCLING AND HORSE RIDING

PROBLEM 3.1.1	
Location	Boundary Street.
Summary	Possible pedestrian / vehicle conflict.
The scheme includes a raised table on Boundary Street with its junction with Higher Cambridge Street. Whilst a crossing with tactile paving is proposed, there appears to be no kerb upstand on the remaining lengths of the table interface with the footway. This may be a hazard for visually impaired pedestrians, and no warning may result in pedestrians inadvertently stepping into the carriageway. This may lead to a pedestrian / vehicle conflict.	
	
RECOMMENDATION	
It is recommended that a kerb upstand is provided or alternatively provide 'hazard' warning tactile paving to define the edge of carriageway / footway.	

PROBLEM 3.1.2	
Location	Throughout the scheme extents.
Summary	Possible pedestrian / cyclist injuries.
There is no landscaping detail, if there are low hanging branches these may be a hazard for pedestrians and cyclists. In addition, vegetation may restrict visibility between pedestrians (and or cyclists) travelling along Chatham Street or Higher Cambridge Street and those travelling through the site may lead to conflicts.	
RECOMMENDATION	
It is recommended that appropriate landscaping is provided.	

PROBLEM 3.1.3	
Location	Cycle route (through development).
Summary	Possible cyclist falls.
It is uncertain to what paving materials are being used for the cycle route. Materials may be a slip hazard, particularly in wet conditions or if pavements are dislodged over time could create a hazard. This could lead to loss of control and cyclist falls.	
RECOMMENDATION	
It is recommended that appropriate 'cycle friendly' paving is provided.	

**** END OF IDENTIFIED PROBLEMS AND RECOMMENDATIONS MADE AT THIS
STAGE 1 ROAD SAFETY AUDIT ****

4 Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with GG 119.

ROAD SAFETY AUDIT TEAM LEADER	
Name:	Mark Hedley
Signed:	
Position:	Partner
Organisation:	Road Safety Initiatives LLP
Date:	18 August 2025
ROAD SAFETY AUDIT TEAM MEMBER	
Name:	Alan Bawn
Signed:	
Position:	Consultant
Organisation:	Road Safety Initiatives LLP
Date:	18 August 2025

Appendices, Figures and Tables

Appendix A: Scheme Documents Issued for Road Safety Audit

DRAWING/DOCUMENT REFERENCE	REV	TITLE
1132-RFM-XX-DD-DR-L-0001	S2	Landscape General Arrangement
303452-00-SK-002	F	Fire Appliance Swept Path Analysis
303452-00-SK--003	B	Low Chatham Street Servicing Swept Path Analysis 4.6t Light Van
303452-00-SK--004	B	Refuse Vehicle Swept Path Analysis
01	30/04/25	Cambridge Halls, Manchester Transport Statement
CAM-ARP-XX-XX-RP-OT-0003	18/08/25	Cambridge Halls, Manchester Transport Statement Addendum
CAM-ARUP-XX-XX-SP-OT-0001	12/08/25	Stage 1 RSA Brief

Appendix B: Location Plan



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