



Road Safety Audit & Designers Response

House of Social, First Street

House of Social 1 Limited

Prepared by:

SLR Consulting Limited

5th Floor, 35 Dale Street, Manchester, M1 2HF

SLR Project No.: 410.066931.00001

2 July 2025

Revision: 01

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	1 July 2025	AS	GD	GD

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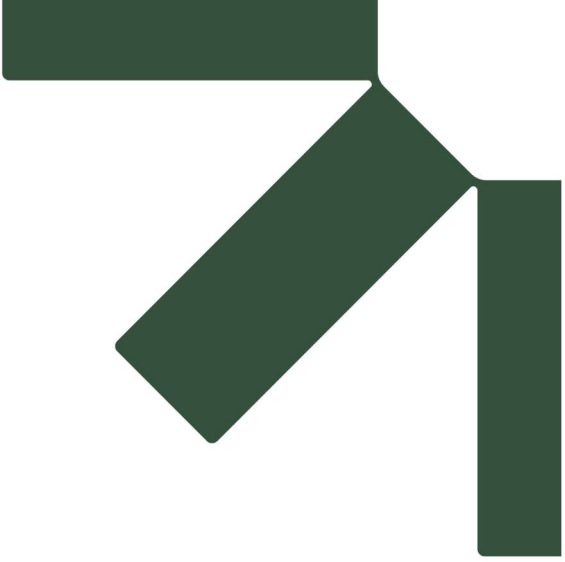
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Appendix A Road Safety Audit

Road Safety Audit & Designers Response

House of Social, First Street

House of Social 1 Limited

SLR Project No.: 410.066931.00001

2 July 2025



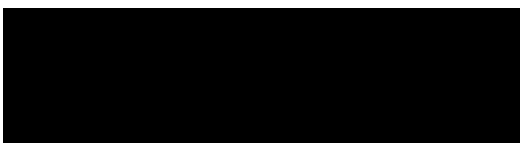
meraki alliance

Highways, Transportation & Safety Consulting

Plot 10B - First Street, Manchester

Stage 1 Road Safety Audit

Jonathan Birkett
Meraki Alliance Ltd
Riverview Court,
Castle Gate
Wetherby
LS22 6LE



Plot 10B - First Street, Manchester

Stage 1 Road Safety Audit

Report Title:	Plot 10B First Street, Manchester
Report Produced for:	Manchester City Council, Town Hall, Albert Square, Manchester M60 2L
Report Dated:	13 April 2025
Document Reference & Revision:	MAL/FSMRSA1Rev0
Report Produced by:	Meraki Alliance - Jonathan Birkett
On behalf of:	SLR Vectos

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This report has been issued & amended as follows:

Rev:	Issue status:	Prepared by / date:	Checked by/ Date:
0	Draft Report	Jonathan Birkett 13 April 2025	
1	FINAL REPORT	Jonathan Birkett 14 April 2025	Gillian Kidd 14 April 2025

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This report has been circulated, as follows:

Person	Organisation	No. of Copies	Date
	Manchester City Council		
Adelaide Tsim	SLR Consulting	Electronic	14 April 2025
G Kidd	Meraki Alliance Ltd	Electronic	14 April 2025

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1 Introduction

1.1 General

This report has been prepared in response to a request to undertake a Stage 1 Road Safety Audit (RSA), (i.e., carried out prior to detailed design), by Adelaide Tsim of SLR Consulting Ltd on behalf of the Overseeing Organisation, Manchester City Council.

The scheme submitted for Audit is the proposed highway alterations associated with Plot 10B First Street, Manchester. The works will include the following alterations on River Street:

- Uncontrolled crossing.
- Raised table at crossing.
- New footway works.
- Resurfacing and
- Road markings.

Overseeing Organisation: Manchester City Council.

Client: Select Property Group.

Designers: Planit I.E. Limited.

1.2 Road Safety Audit Team

The Road Safety Audit Team membership approved was:

Audit Team Leader: **JONATHAN BIRKETT** IENG, MICE, FIHE, MSORSA
Holder of HE RSA Certificate of Competency

Audit Team Member: **G KIDD** BSc (HONS), MIHE, MCIHT

1.3 Documents Forming the Brief

The documents were made available to the Road Safety Audit Team by Adelaide Tsim of SLR Consulting Ltd on behalf of the Overseeing Organisation, Manchester City Council. The total documents forming the Audit Brief are listed in Appendix 1:

Generally, the Brief comprised:

- Drawings.

1.4 Collision Traffic and Speed Data

Collision data: was not available as part of the Brief.

Personal injury collision data has been obtained from the online Crashmap.co.uk database, for the most recent 5 years of data available, as shown in Figure 1 below.

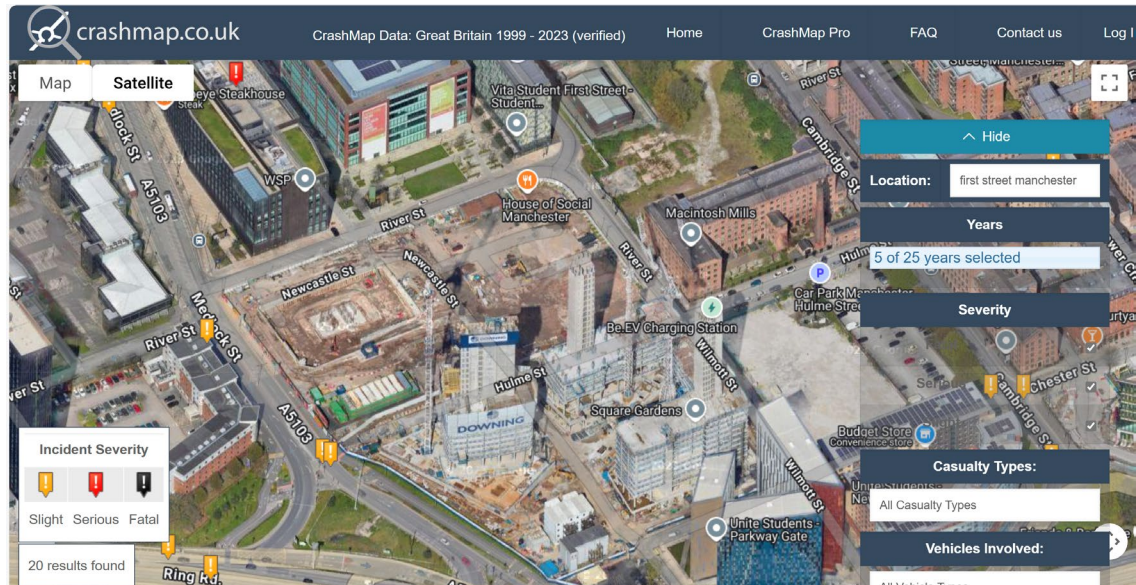


Figure 1 - Collision data 2019 – 2023

Examination of the data shows that there have been twenty personal injury collisions on the surrounding roads, no personal injury collisions along River Street have been recorded where the works are proposed.

Traffic count data was not available.

Speed data was not available.

1.5 Departures or Relaxations from Standards

No departures from standard have been provided to the RSA Team.

1.6 Issues Raised at Previous Road Safety Audit.

There have been no other RSA's undertaken.

1.7 Information Not Provided at this Road Safety Audit Stage 1

All information provided.

1.8 Details of Site Visit

A site inspection was undertaken on the morning of 08 April 2025 between 10:25hrs and 10:45hrs. The Audit Team spent 20 minutes on site understanding the proposed works and their interaction with the local road network.

There were road works in place along River Street associated with the development, albeit this did not stop the RSA Team from being able to understand the works being completed as part of this RSA.

During the site visit the weather was sunny and dry. No incidents were noted whilst on site.

1.9 Items Outside the Scope of the Road Safety Audit

No items were identified outside the scope of the RSA.

1.10 Disclaimer

The Road Safety Audit comprised an examination of the documents and drawings supplied to the Road Safety Audit Team (referenced in Appendix 1 of this report). No member of the Road Safety Audit Team has had any previous input to the design of the scheme.

The Terms of Reference are as described in the National Highways Design Manual for Roads and Bridges document GG119 'Road Safety Audit'. The scheme has been examined and this report compiled only with regard to safety implications to road users of the scheme as presented. It has not been verified for compliance with any other Standards or criteria. However, in order 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. However, any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.

Furthermore, any recommendations included within this report should not be regarded as being prescriptive design solution to the problem raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, as stipulated in GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which should be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

It is the Project Sponsor's responsibility to ensure that all problems raised by the Road Safety Audit Team are given due consideration.

In the event of a collision and any resulting legal action, Meraki Alliance Ltd would have to defend its actions on the basis that it took such care, as in all circumstances was reasonably required, to ensure that the highway was not dangerous to road users. It is important therefore that recommendations contained in the report are acted upon wherever possible.

2 Items Raised at Stage 1 Road Safety Audit

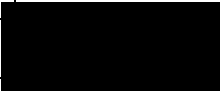
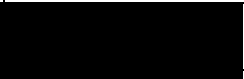
This section details the findings of this Stage 1 Road Safety Audit. The problems identified are summarised in Appendix 2.

2.1 Road Safety Audit - Problems

PROBLEM		1-1
Location:	Uncontrolled crossing River Street.	
Summary:	Sub-standard visibility will increase the risk of pedestrian/vehicle collisions.	
<p>As part of the scheme, it is proposed to construct a new uncontrolled crossing on River Street to the west of its current position. The standards require that visibility at an uncontrolled crossing must be measured from a point 1.5m back from the edge of carriageway (someone with a pushchair) and the forward visibility must achieve the stopping sight distance associated with the speed of approaching traffic in this case 22m (20mph) would be acceptable. The drawing does not show that this level of visibility can be achieved at the crossing.</p> <p>Sub-standard visibility will increase the risk of pedestrian/vehicle collisions.</p>		
RECOMMENDATION		
Ensure that unobstructed intervisibility can be provided between pedestrians and vehicles at the repositioned crossing that meets the required standard of 1.5m x 22m.		

END OF PROBLEMS IDENTIFIED AND RECOMMENDATIONS PRESENTED IN THIS STAGE 1 ROAD SAFETY AUDIT

3 Audit Team Statement

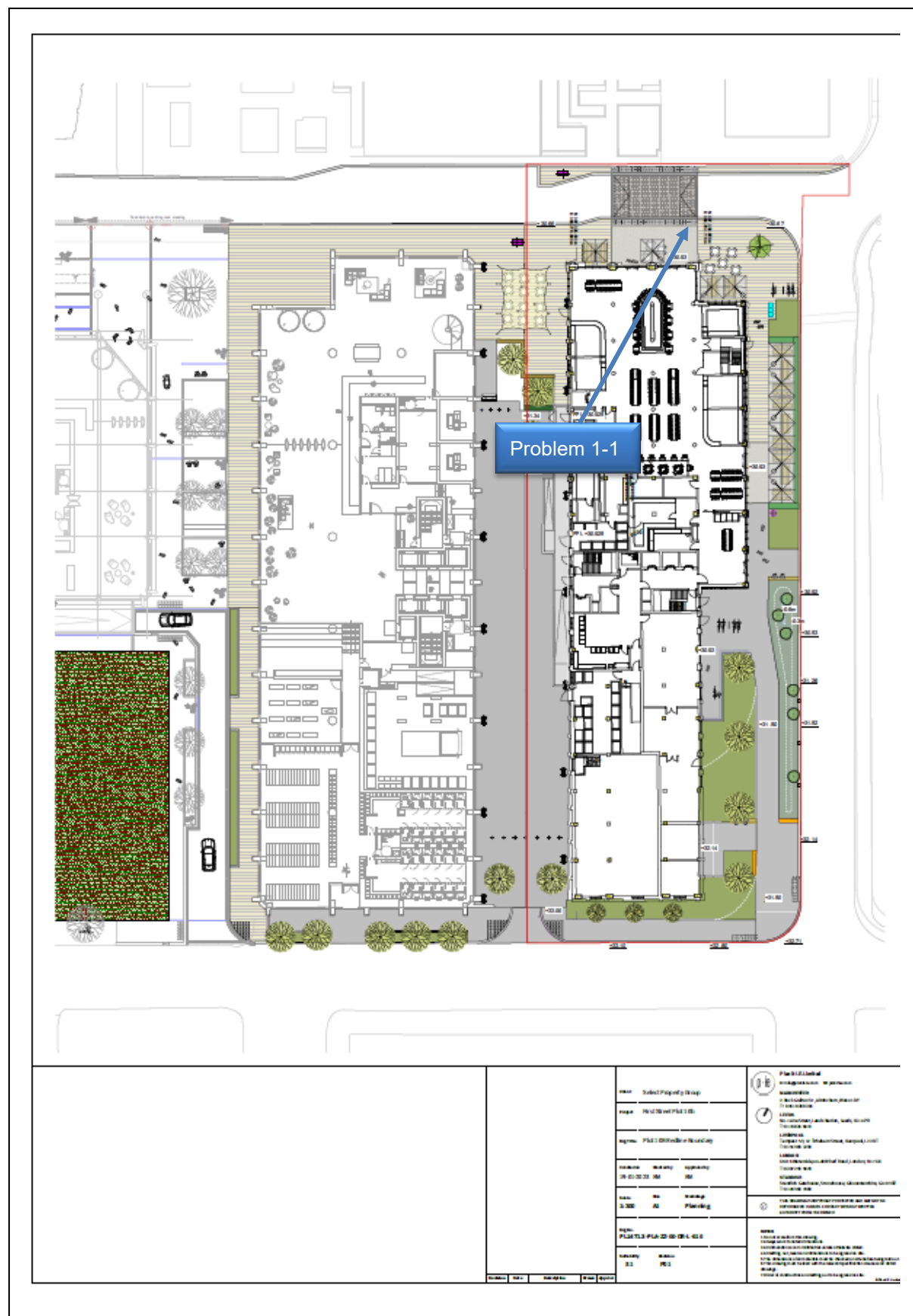
We certify that this Road Safety Audit has been carried out in accordance with GG119	
ROAD SAFETY AUDIT TEAM LEADER	
NAME:	JONATHAN BIRKETT
SIGNED:	
POSITION:	DIRECTOR
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	13 APRIL 2025
ROAD SAFETY AUDIT TEAM MEMBER	
NAME:	GILLIAN KIDD
SIGNED:	
POSITION:	AUDIT TEAM MEMBER
ORGANISATION	MERAKI ALLIANCE LTD
DATE:	13 APRIL 2025

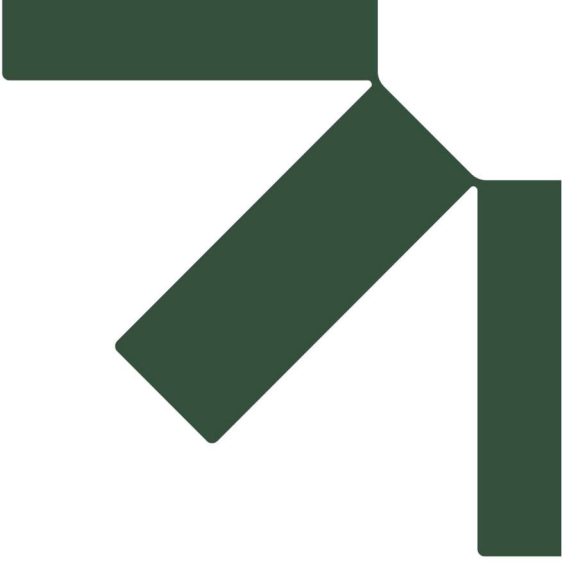
Appendix 1 - Audited Documents

PL1471.3-PLA-ZZ-00-DR-L-010

EX-PTE-G200-PI-Grd-0001

Appendix 2 - Problem Location Plan





Appendix B Designers Response

Road Safety Audit & Designers Response

House of Social, First Street

House of Social 1 Limited

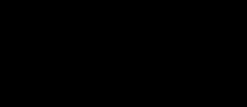
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2 July 2025

PROJECT DETAILS

Report title:	Road Safety Audit Stage 1 – Designers Response
Date:	29/052025
Document Ref	\2025\410.066931.00001 House of Social, First Street\Docs\Reports\1. RSA\Designers Response
Prepared by	SLR
On Behalf of:	House of Social 1 Ltd

AUTHORISATION SHEET

Project:	House of Social	
Report title:	Stage 1 Road Safety Audit – Designers Response	
Prepared by:	Name:	Gareth Davis
	Position:	Director
	Signed:	
	Organisation:	SLR
	Date:	13/04/2025
Approved by:	Name:	Gareth Davis
	Position:	Director
	Signed:	
	Organisation:	SLR
	Date:	01/07/2025

INTRODUCTION

SLR instructed a Stage 1 Road Safety Audit, which was undertaken by Meraki Alliance 13th April 2025 (document reference MAL/FSM RSA1Rev0) in relation to the proposed highway works at River Street, Manchester around the proposed at House of Social (HoS) development.

This route is a Quiet Street and River Street turns though a sharp right angled turn around the corner the HoS site and off this corner there is a car park access (Annie Horniman St) to QPark. This corner includes a raised junction table aimed at reducing speeds of traffic.

The highway works are to provide a priority pedestrian crossing of River Street from the North of the HoS site into James Grigor Square. River Street and Annie Horniman Street are not adopted highway.

KEY PERSONNEL

Overseeing Organisation	Manchester City Council
RSA Team	J Birkett, G Kidd
Design Organisation	SLR

ROAD SAFETY AUDIT DECISION LOG				
RSA PROBLEM	RSA RECOMMENDATION	DESIGN ORGANISATION RESPONSE	OVERSEEING ORGANISATION RESPONSE	AGREED RSA ACTION
<p>PROBLEM 1-1</p> <p>As part of the scheme, it is proposed to construct a new uncontrolled crossing on River Street to the west of its current position. The standards require that visibility at an uncontrolled crossing must be measured from a point 1.5m back from the edge of carriageway (someone with a pushchair) and the forward visibility must achieve the stopping sight distance associated with the speed of approaching traffic in this case 22m (20mph) would be acceptable. The drawing does not show that this level of visibility can be achieved at the crossing.</p> <p>Sub-standard visibility will increase the risk of pedestrian/vehicle collisions.</p>	<p>Ensure that unobstructed intervisibility can be provided between pedestrians and vehicles at the repositioned crossing that meets the required standard of 1.5m x 22m.</p>	<p>The diagram below shows the previous visibility around the corner was 16m (taken to the middle of the approach lane).</p> <p>The proposed scheme tightens up the radius and moves the crossing to the west and now the available visibility is 19m, an improvement of 3m.</p> <p>This is below to stopping distance for vehicles travelling around at 20mph but the proposal is to tighten up of the radius of that corner and this would have the effect of further reducing speeds around the corner.</p> <p>It is also noted that the carriageway on River Street has a vertical rise as traffic approaches the corner and that too can reduce traffic speeds.</p> <p>The Design team expect traffic to be travelling at slower speeds around the corner than as existing (or previous) and therefore a</p>		

reduced Design Speed is appropriate.

Manual for Streets does allow for reduced visibility for slower speeds and a this shows a vehicle travelling at just over 16mph would stop in time.

The existing vertical rise on Water Street for traffic approaching from the south is not apparent and there it is proposed to add 2 No. triangles on the rise and a Slow marking as in the diagrams below. With these measures it is expected that this highway can continue to operate safely.

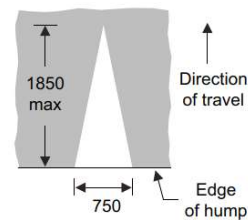


Figure 10-4 Diagram 1062 (S11-4-33)

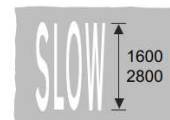


Figure 11-1 Diagram 1024 (S11-4-15)



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: