Stage 1 Road Safety Audit

Viadux Phase 2, Manchester

Salboy Central Limited

Prepared by:

SLR Consulting Limited

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SLR Project No: 432.001749.00001

4 February 2025

Revision: 01

Revision Record

Revision	Date	Prepared By	Checked By	Authorised By
01	4 February 2025	Sasha Respini	Alastair Pike	Alastair Pike
	Click to enter a date.			
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Basis of Report

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Table of Contents

1.0 Introduction 4
2.0 Matters arising from this Stage 1 RSA. 6
3.0 Audit Team Statement 9

Appendices

Appendix A Site Location Plan
Appendix B Submitted Documents
Appendix C Problem Location Plan

Acronyms and Abbreviations

RSA	Road Safety Audit
NMU	Non-Motorised User
SRA	Safety Risk Assessment
DMRB	Design Manual for Roads and Bridges
MfS	Manual for Streets
PIC	Personal Injury Collisions
DfS	Departures from Standards
SPA	Swept Path Analysis
HGV	Heavy Goods Vehicle
PFS	Petrol Filling Station

1.0 Introduction

1.1 This report results from a Stage 1 Road Safety Audit carried out on Tuesday 4th February 2025. The RSA was carried out on behalf of Salboy Central Limited. The Overseeing Organisation for this Stage 1 RSA is Manchester City Council (MCC).

1.2 An Audit Brief was prepared by Gareth Davies of SLR Consulting on 29th January 2025. The brief was accepted by the RSA team on the same date. This Audit Brief has not been agreed with the relevant Overseeing Organisations at this time.

1.3 This Road Safety Audit team was as follows:

Sasha Respini, BSc (Hons), MSc, MCIHT, MSoRSA, NH Cert Comp.
Audit Team Leader
Principal Transport Planner
SLR Consulting Ltd

Alastair Pike, MICE, MCIHT, MSoRSA, HE Approved Cert. Comp.
Audit Team Member
Head of Road Safety
SLR Consulting Ltd

1.4 A site visit was undertaken by the Audit Team and Ann Pressley of Wardell Armstrong (Observer) on Monday 03rd February 2025, between the hours of 12.00am and 13.00pm. The weather at the time of the visit was overcast and the carriageway surface was dry. Vehicular traffic levels were moderate on the surrounding major road network and NMU was low.

1.5 A site location plan can be found at **Appendix A** of this report.

1.6 The terms of reference of the Road Safety Audit are as described in the Design Manual for Roads and Bridges (DMRB) Standard, GG119 Road Safety Audit.

1.7 The Audit 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. 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 without touching on technical audit.

1.8 A table of documents submitted for this Stage 1 RSA can be found in **Appendix B.**

1.9 The scheme subject to Stage 1 RSA seeks to provide a total of 585 residential apartments and a 160-bed hotel, in two towers. There will be no parking provided as part of the development and the hotel will benefit from a taxi drop off located on Albion Street. The main service yard is accessed from Trafford Street.

1.10 The scheme aims to narrow Albion Street and remove a left slip road from Trafford Street. The Trafford Street / Albion Street junction becomes a standard give way junction. The existing signalised junction will be upgraded to include signal controlled pedestrian crossings and cycle facilities.

1.11 Submitted design drawings have been annotated to show the locations of any problems identified during this Stage 1 RSA. These plans can be found at **Appendix C**.

1.12 Whilst recommendations have been made within this report, there may be equally satisfactory alternatives. The Audit Team will be pleased to consider alternatives if required.

Departures from Standards

1.13 The Audit Team were not informed of any Departure from Standards (DfS) associated with the design proposals.

2.0 Matters arising from this Stage 1 RSA.

Drawing No. VD23901-SVA-VEC-0-P2-DR-CH-000

2.1 Problem.

Location: Hotel drop off zone.

Summary: Tactile paved crossing is too wide and may result in pedestrians crossing becoming isolated at risk of collisions with vehicular traffic.

The hotel drop-off area is designed to be a Copenhagen style crossing whereby it is a continuous crossing and all the surfacing is at grade. The area is designed to be accessible and safe for all users, however, the design drawings show that tactile paving is being proposed to assist pedestrians to cross. This arrangement is too wide and may lead to pedestrians being isolated in the middle of the crossing at risk of collisions with vehicular traffic. Additionally the at grade design combined with tactile paving may become confusing for visually impaired road users with no upstand to detect the end of the crossing.

Recommendation

It is recommended that the tactile paving is removed such that a public realm is created with pedestrians allowed to permeate freely.

2.2 Problem.

Location: Hotel drop off zone.

Summary: Right hand ‘U’ turn like manoeuvre across traffic could lead to side swipe type collisions.

Making a right-hand U-turn over three lanes of busy traffic presents hazards for drivers. Drivers turning right from the taxi facility may experience difficulty in performing this movement particularly at busy periods which could potentially lead to side swipe collisions between vehicles.

Recommendation

It is recommended that this u turning movement is prohibited either physically or by the introduction of appropriate enforcement measures.

2.3 Problem.

Location: Signalised junction.

Summary: Right hand turn arrow does not align with the receiving lane.

The right-hand turn lane arrow does not align correctly with the receiving lane for vehicles turning right. This misalignment may cause drivers to enter the oncoming traffic lane potentially causing head on type collisions between vehicles.

Recommendation

It is recommended that the right hand turn lane arrow and line road markings are removed.

2.4 Problem.

Location: Signalised junction.

Summary: Excessive road markings at the junction cause driver confusion, increasing the risk of collisions.

At the middle of the signalised junction, there is an excessive number of road markings including arrows, lane dividers, and guide lines being shown on the design drawings, which create a cluttered visual environment that can confuse drivers. This over-marking may lead to uncertainty about lane usage and turning directions may lead to shunt / side swipe type collisions between vehicles.

Recommendation

It is recommended that the road markings in the centre of the junction are removed and clear, concise lane guidance signage is provided on the approach to the junction.

2.5 Problem.

Location: Signalised junction.

Summary: Cycle lanes are discontinuous leading to cyclist confusion and increased risk of collisions with motorised vehicles.

The discontinuity of cycle lanes around the junction disrupts the flow and safety of cyclists attempting to navigate through the area. Gaps in the infrastructure force cyclists to merge into motor vehicle traffic unexpectedly, which can lead to increased vulnerability and side swipe type collisions with vehicles.

Recommendation

It is recommended to create continuous cycle lanes that connect seamlessly around the junction, ensuring cyclists can navigate safely without unnecessary interruptions.

2.6 Problem.

Location: Service yard access / egress on Trafford Street.

Summary: Reduced visibility for vehicles emerging from the service yard onto Trafford Road due to the railway bridge parapet may lead to side swipe type collisions.

The bridge and carriageway alignment adjacent to the service yard egress leaves drivers egressing the new service area with inadequate visibility to oncoming vehicles. This blind spot may lead to drivers making injudicious or unsafe manoeuvres onto Trafford Road out of the site potentially leading to side swipe collisions.

Recommendation

It is recommended that a signal-controlled arrangement should be provided at the top and bottom of the ramp to ensure egressing vehicles are protected from oncoming traffic.

3.0 Audit Team Statement

3.1 We certify that this Audit has been carried out in accordance with the requirements of GG119.

Road Safety Audit Team Leader

Name: Sasha Respini



Signed:
Position: Principal Transport Planner
Organisation: SLR Consulting Ltd
Date: 4 February 2025

Road Safety Audit Team Member

Name: Alastair Pike

Signed: 

Position: Head of Road Safety
Organisation: SLR Consulting Ltd
Date: 4 February 2025

Appendix A Site Location Plan

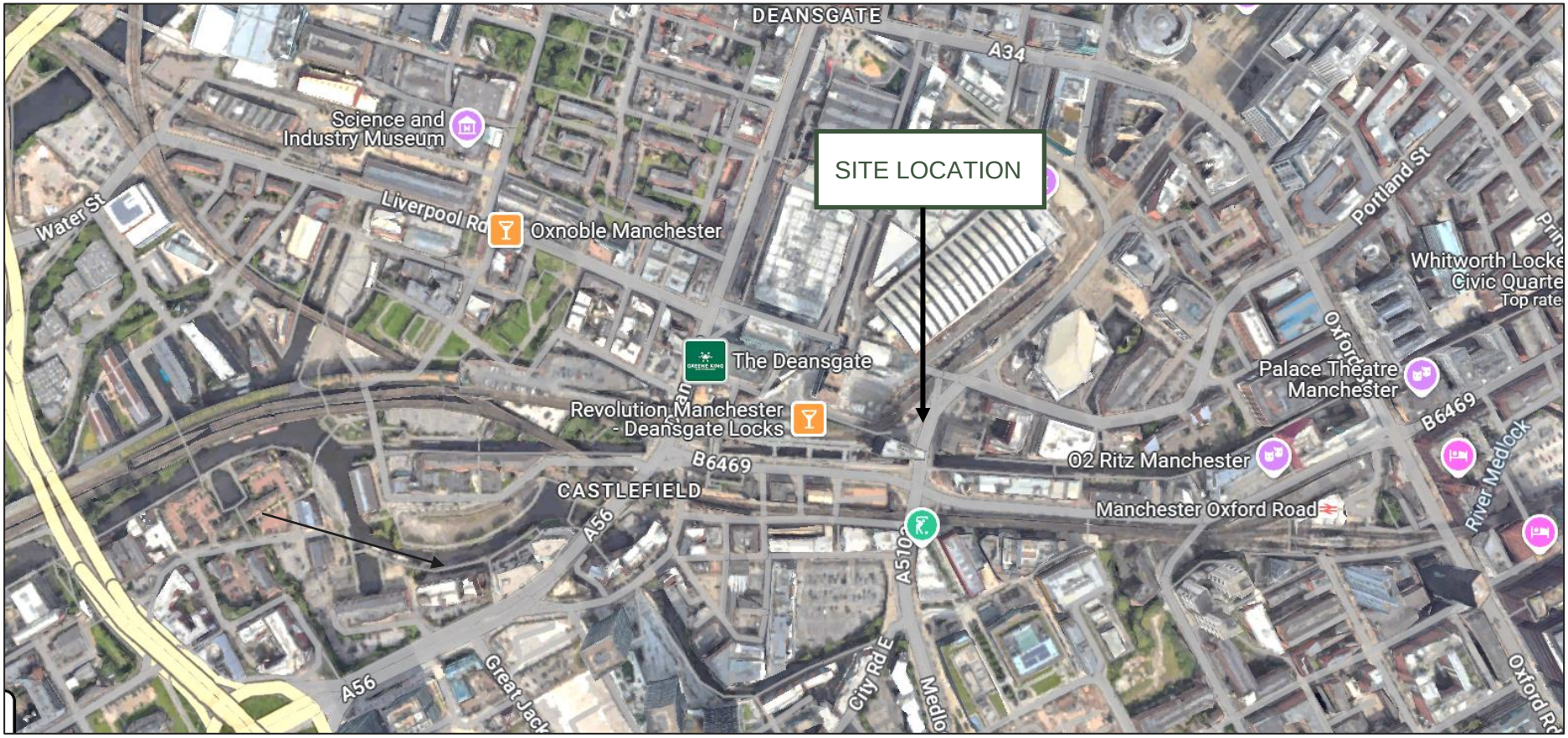
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DEANSGATE
A34
Science and Industry Museum
SITE LOCATION
Water St
Liverpool Rd
Oxnoble Manchester
Portland St
Whitworth Locke
Civic Quarte
Top rate
The Deansgate
Palace Theatre Manchester
Revolution Manchester - Deansgate Locks
B6469
O2 Ritz Manchester
CASTLEFIELD
Manchester Oxford Road
A56
A510
River Medlock
A56
Great Jack
City Rd E
Oxford Rd

Appendix B Submitted Documents

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4 February 2025

Submitted Documents

Document	Document Title
Previous RSA	226594 - Manchester City Centre-RSAS1 - V02
LA Scheme	Active Travel Scheme 210288H-WCL-XX-A2-DR-CH-1201-1204 [D]
	Active Travel Scheme
Design Drawings	Albion St Network Improvement - Update v2b
	SVA-VEC-0-P2-DR-CH-0000 P06 general arrangement
	SVA-VEC-0-P2-SK-CH-SK07 P03 vehicle tracking - hotel dropoff
RSA Brief	Viadux - RSA1 Brief
TA Report	VN232690 Viadux Phase 2 TA08 15.11.24

Appendix C Problem Location Plan

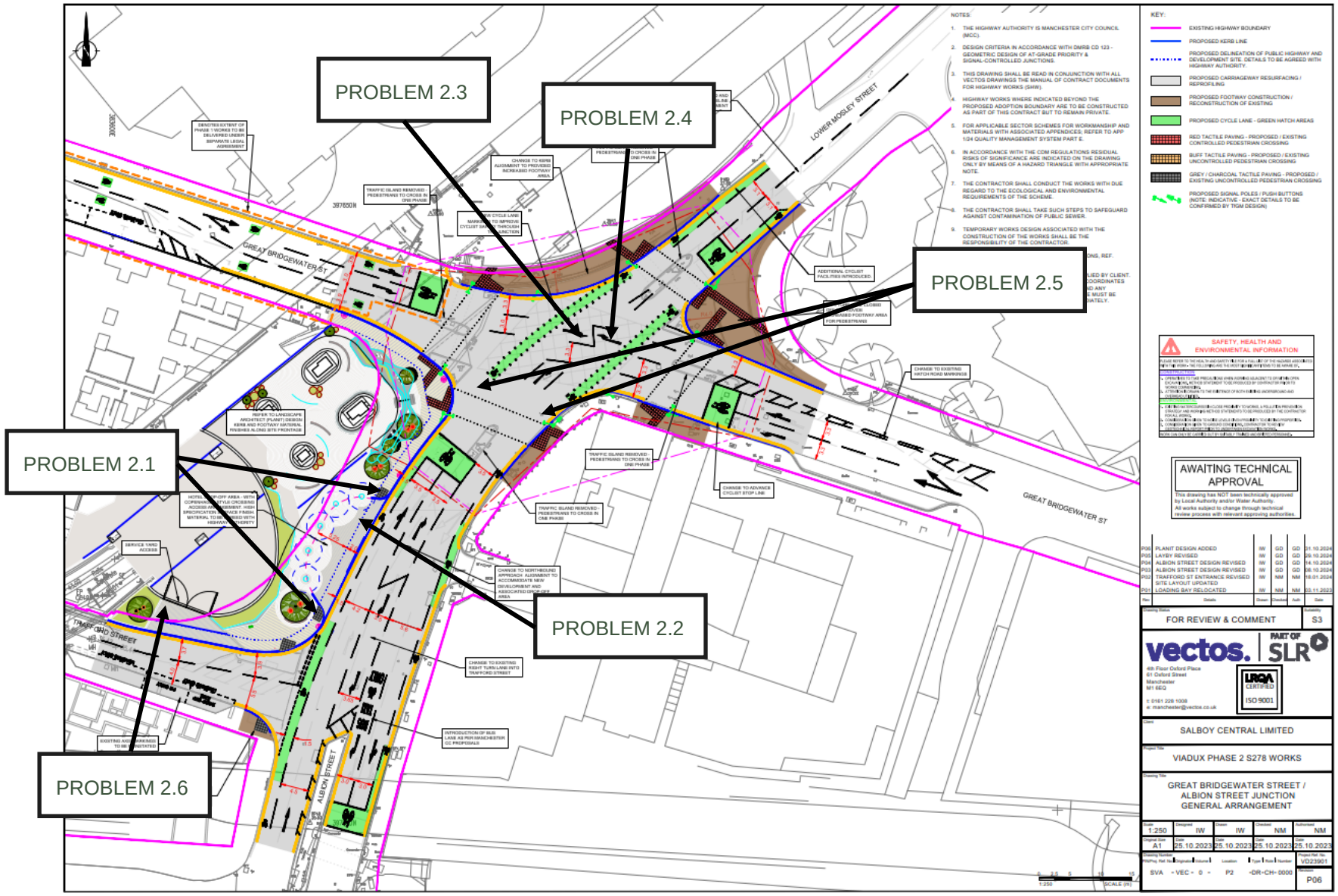
Stage 1 Road Safety Audit

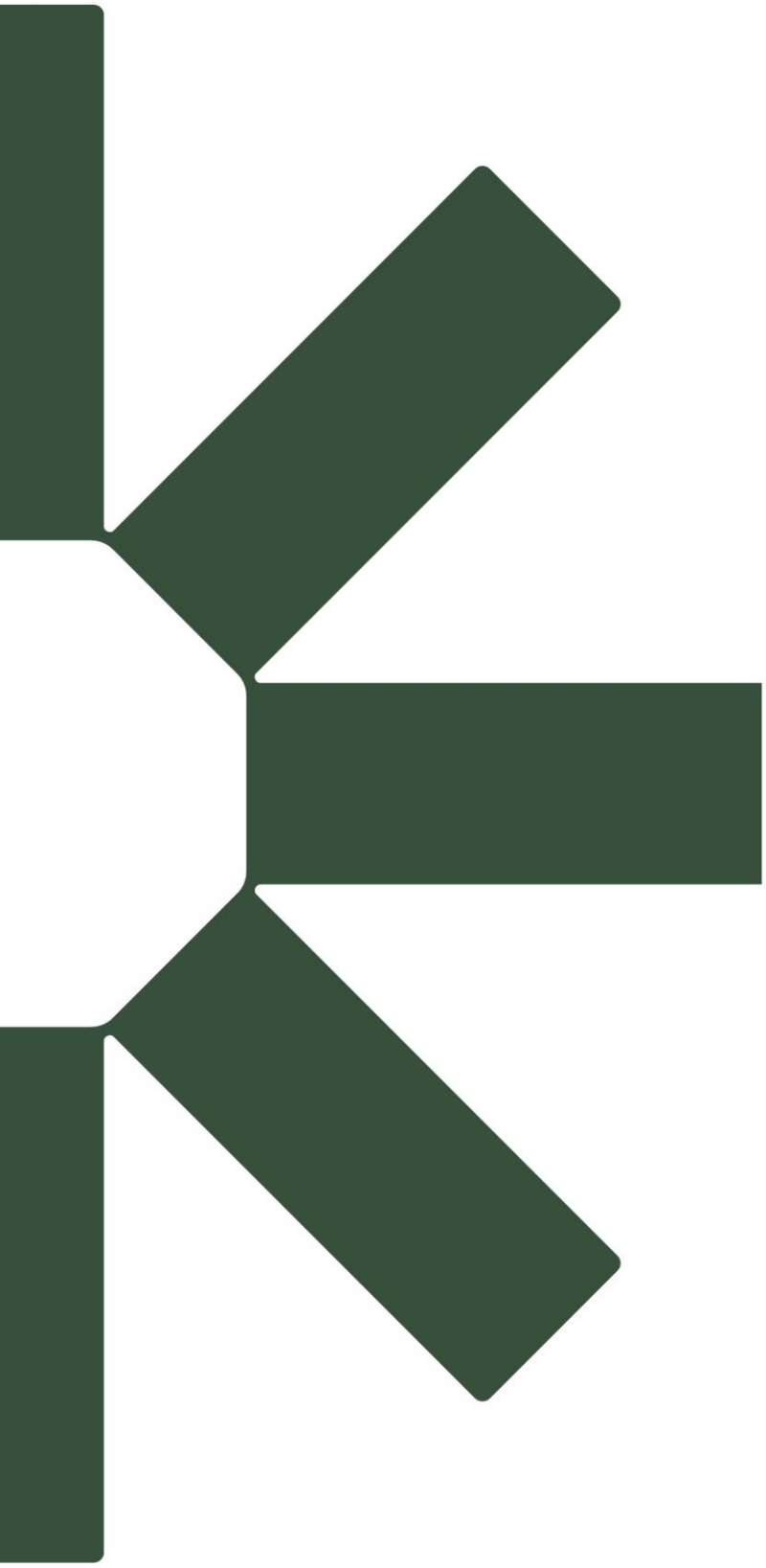
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4 February 2025


PROBLEM 2.1
PROBLEM 2.2
PROBLEM 2.3
PROBLEM 2.4
PROBLEM 2.5
PROBLEM 2.6
GREAT BRIDGEWATER ST
LOWER MOSLEY STREET
ALBION STREET
TRAFFORD STREET
AWAITING TECHNICAL APPROVAL
FOR REVIEW & COMMENT
SALBOY CENTRAL LIMITED
VIADUX PHASE 2 S278 WORKS
GREAT BRIDGEWATER STREET / ALBION STREET JUNCTION GENERAL ARRANGEMENT
vectos.
PART OF SLR



Making Sustainability Happen