

Our Ref: 085996-CUR-XX-XX-T-TP-00006-P03

24/03/2025

Rebecca Hesketh  
Development Management  
Citywide Support (Highways)  
Growth and Neighbourhoods Directorate  
Manchester City Council  
Hammerstone Road Depot  
M18 8EQ

## By Email Only

### RE: 141773/FO/2024 – 2-4 WHITWORTH STREET WEST BTR

Dear Rebecca,

Thank you for the consultation response in relation to the Transport Statement (TS) (Curtins Report Reference: 085996-CUR-XX-XX-T-TP-00001-P04) and Interim Travel Plan (ITP) (Curtins Report Reference: 085996-CUR-XX-XX-T-TP-00002-P03) for the above application, dated 17th December 2024.

Curtins has reviewed the comments issued by the Highways department at Manchester City Council (MCC) and Transport for Greater Manchester (TfGM) and this letter responds to each comment that has been raised.

For convenience, we have reproduced the comments in ***bold italics***, followed by our response underneath. For conciseness, we have only included the consultee comments where an action or response is required by Curtins.

#### **ROAD SAFETY:**

***“It is not clear which five-year period has been used to assess road safety. The most recent accident data should be updated to include the whole of 2023.”***

Collision data for the highway network adjacent to the site has been updated to include the whole of 2023, which was not available at the time of writing the TS. The data has been obtained from the TfGM reported road incidents database for the most recent five years (2018 – 2023 inclusive).

There has been a total of four collisions in the latest five-year period available, three of which were 'slight' severity incidents and one 'serious' severity incident. No fatal incidents have been recorded in the study area and period.

This indicates a reducing trend in the number of accidents in the area, as the TS indicated five incidents in total when the assessment period didn't include the whole of 2023.

As concluded in the TS, it is considered that there are no significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

### **CAR PARKING:**

***"The TS shows that the closest Car-Club bays are currently located at Whitworth Street West (further east of the site, past the Albion Street junction) and Castle Street. The applicant will fund implementation of an additional Car Club bay as part of the proposals and this will work to justify the car free proposals. Options for additional Car Club bay provision are summarised in the TS as follows:***

- Option 1: Provide an additional Car Club bay to the two which currently exist at Whitworth St W (past the Albion St junction).***
- Option 2: Provide a Car Club bay across from the site at Whitworth Street West.***

***Based on the review of options, MCC Highways would prefer that car club provision is provided in alignment with Option 2 due to better proximity to future residents.***

***Highways request that Car Club provision is conditioned with any approval."***

Curtins and the Applicant note MCC Highways' preference to provide a single Car Club space across the site along Whitworth Street West, replacing an existing Pay and Display (P&D) parking bay, which is supported.

### **CYCLE PARKING:**

***"A total of 180no. internal/secure cycle parking spaces are proposed which equates to 50% provision. MCC Highways/TfGM usually request 100% provision, especially for car-free developments. The applicant should provide additional justification for the reduced level of provision. Cycle parking demand and provision will also need to be continuously monitored as part of the Travel Plan."***

In order to demonstrate current uptake, Curtins arranged with Glenbrook to survey two of their completed developments in Manchester. The buildings are known as The Trilogy and Vox. Both are fully occupied and were completed some time ago (The Trilogy was completed in April 2019 and Vox was completed in January 2021), ensuring a representative cycle parking occupation sample.

These developments are also representative of the proposed development building, encompassing a total of 512 build to rent apartments with very low parking provision and in an accessible location in Manchester City Centre.

The survey was conducted around 6pm on Tuesday 18<sup>th</sup> of February 2025, extending for c.45 minutes, when all typical cycling commuting should have been finished. Furthermore, February is less conducive of cycling than other months due to the weather and shorter days and therefore the cycle

parking is expected to have a greater level of occupancy at this time of day. The results are therefore considered robust.

The following Table 1 contains the results of the survey:

| Building Reference | No. apartments | Cycle Spaces | Parking Bicycles | Occupation % |
|--------------------|----------------|--------------|------------------|--------------|
| The Trilogy        | 232            | 232          | 46               | 19.8%        |
| Vox                | 280            | 280          | 35               | 12.5%        |
| Total              | 512            | 512          | 81               | -            |
| Average            | 256            | 256          | 41               | 16.0%        |

Table 1 – Cycle Parking Survey

The survey results indicate a total of 81 bicycles parked on the 512 surveyed spaces. This equates to an average occupancy of 16%, with the highest level of occupancy observed being 19.8% at The Trilogy, which has been occupied since 2019. This is significantly less than the 100% provision required by MCC Planning Committee.

These low levels of uptake were found despite the low car parking provision of the developments, and on the backdrop of an increased focus on cycling across the country and in Greater Manchester in particular.

**Appendix A** contains a number of pictures taken during the survey, which provide a visual indication of the occupancy levels at the cycle store rooms at the Vox building.

Based on observed cycle parking uptake on similar developments and allowing for future growth in cycle use, it is concluded that a cycle store ratio of 50% would provide adequate capacity for residents.

The Interim Travel Plan submitted as part of the application commits to active management of cycle parking. This will include cycle parking demand monitoring.

***“Highways request that cycle parking across the site includes provision for adapted bikes and quality of provision in alignment with LTN 1/20 guidance.”***

The provision of cycle parking for adapted bikes would require additional space at the internal store, which in turn would reduce the overall cycle parking provision. On this basis, it is proposed that demand for adapted bikes spaces is monitored, with spaces added on a demand basis.

Spaces for visitors are provided at ground floor level within the proposed landscape in form of Sheffield stands, which are conducive to park adapted bikes, particularly the stands located at the extremes of the set.

### **ADOPTION/STOPPING-UP**

***“Highways request that a dimensioned plan is submitted showing the retained adopted footway width and effective width retained at the Whitworth Street West footway.”***

The following **Figure 1** provides an overview of footway widths along Whitworth Street West:

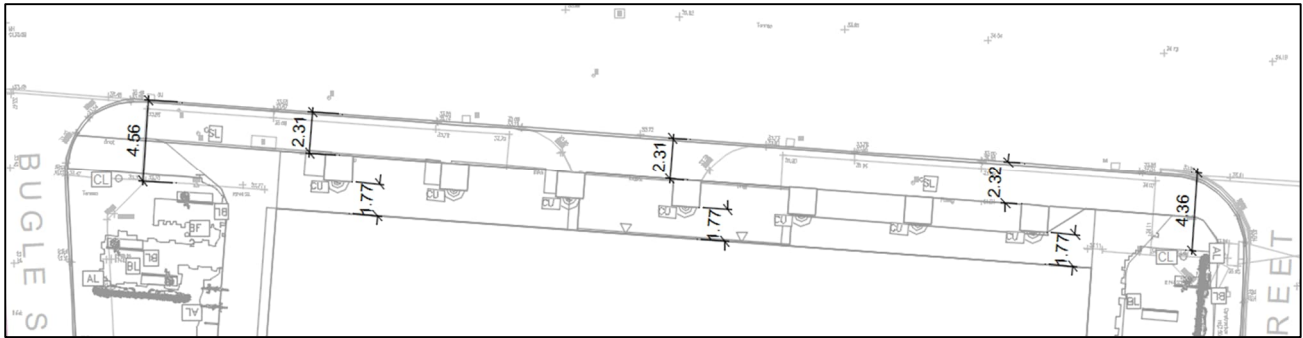


**Figure 1 – Whitworth Street West – Footway Widths**

The above demonstrates that the footway retained on the public highway is c.2.3m wide, complemented by an additional 1.77m on private land, providing an overall footway width of c.4m at column pinch points, and wider between the columns.

Near the crossing points on Bugle Street and Cameron Street, the footway widens to c.4.5 and 4.3m respectively.

Please note that these dimensions may vary slightly as part of future detailed design stages.

***“The proposed landscaping areas to the east and west of the development plot (adjacent to the Cameron Street and Bugle Street junctions) encroach onto parts of the Whitworth Street West adopted footway. Highways request that these areas of landscaping are set back (further south) to retain the existing adopted footway width at this location. This will remove the ‘pinch-point’ and maintain alignment with footways either side of the development”.***

The landscaping proposals have been updated and are included in **Appendix B**. As described above, the footway at these locations is now a minimum 4.3m wide.

## **HIGHWAYS WORKS**

***“The proposed highways works are considered to be acceptable in principle but would need to be subject to a Stage 1 Road Safety Audit prior to determination”.***

A Stage 1 Road Safety Audit (RSA) has been commissioned to an independent auditor. Our Design Team Response is included to the rear of this letter in **Appendix C**, along with the RSA.

The independent audit has not resulted in any changes to the proposed layout, albeit as a result of these post-application comments the drawings submitted for planning have received very minor updates. All updated drawings are included to the rear of this letter in the Drawings section.

***“The proposals should be also be overlaid with the ATS works to ensure there is no conflict i.e. in relation to the proposed ATS bus stop/tactile paving provision.”***

Drawing 085996-CUR-XX-00-D-TP-75002-P03 is now included on the drawing pack at the rear of this letter. Please note the high-level nature of the overlay since this has only been made available in PDF format.

***“A Delivery and Servicing Management Plan will be required to ensure efficient delivery and***

***servicing operations throughout the day. The Management Plan should also be updated in the future take into consideration servicing operations associated with the vacant Cameron Street site.***

***The Management Plan will also need to include a strategy to manage resident food/parcel deliveries as the level of deliveries by various modes including car, moped and bicycle can be significant for high-density city centre residential developments."***

Section 3.4 of the TS provides an overview of the servicing and deliveries strategy, which in Curtins view provides sufficient detail for the planning application. A more detailed Management Plan will be provided in due course, which will be conditioned.

### **IMPACT ON PAY AND DISPLAY PARKING**

***"The proposals will impact on existing P&D parking bays due to the following:***

- Proposed closure of Rowendale Street (2no. bays);***
- Proposed loading bay and turning requirements along Cameron Street (4no. bays);***
- Car Club provision (to replace 1no. P&D bay)."***

The above statement suggests that the proposals impact four P&D parking spaces along Cameron Street. However, these spaces have been inaccessible/blocked by hoarding/not in use as P&D bays for a period of c.10 years according to imagery of the area on Google Maps, and therefore unavailable to the general public. They are still currently inaccessible and not in use at the time of writing, and therefore not providing any public amenity or generating revenue for MCC.

On this basis, it is concluded that the onus should not be on the Applicant to relocate P&D spaces that are out of use and have not been accessible for a very long time.

Based on the above, the Applicant agrees to relocate three P&D spaces as a result of the new development – these are two spaces on Rowendale Street and one along Whitworth Street West.

***"During pre-application discussions, the applicant presented options for P&D relocation towards the eastern end of Whitworth Street West in the vicinity of redundant bus stops (existing bus stop flag pole 'not in use'). Further information obtained from TfGM indicates that these areas are used when diverting bus services. The area is also proposed to be used as part of the Manchester Oxford Road Railway Station redevelopment.***

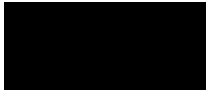
***Following any approval, the applicant will need to liaise with Parking Services, MCC Highways and TfGM Shelters team to discuss/agree potential P&D relocation"***

As a result on further engagement between Curtins and MCC Highways Officers, an alternative location has been identified at the western end, on the southern side of Hewitt St (close to Deansgate junction), where the carriageway is wider and could maintain two-way movement following the addition of three P&D parking bays. Drawing 085996-CUR-XX-00-D-TP-75004-P01 has now been produced to show the proposed location of these spaces and is included to the rear of this letter.

## **SUMMARY**

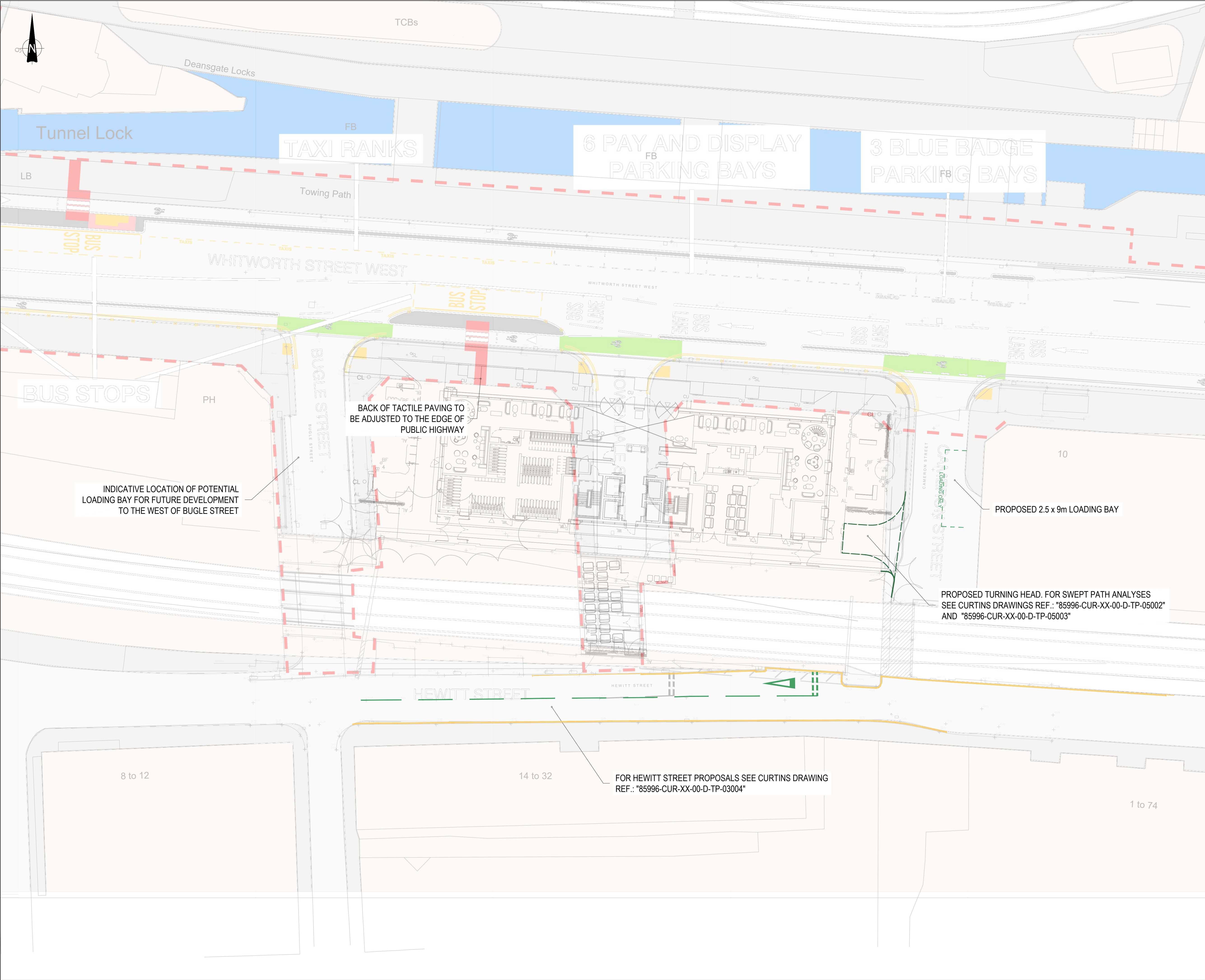
This post-submission response has been prepared to address the highways and transport comments raised by Manchester City Council and Transport for Greater Manchester. It provides supplementary information and does not alter the conclusions of the reports submitted as part of the planning application. We trust this is sufficient to gain Council support from a highways and transport perspective.

Yours sincerely,



**David Dominguez**  
Principal Transport Planner  
Curtins Consulting Ltd

## Drawings



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6. BASED ON LAND SURVEY WHERE AVAILABLE

7. BASED ON SHEPPARD ROBSON'S LAYOUT DRAWING REF.: "7196-SRA-XX-00-DR-A-02100"

8. BASED ON LAYER STUDIO'S LAYOUT DRAWING REF.: "389-LYR-XX-ZZ-DWG-L-1001 [Landscape General Arrangement] Rev P06"

9. BASED ON MCC'S ACTIVE TRAVEL (ATF) CITY CENTRE SCHEME SECTION 2: LIVERPOOL ROAD - WHITWORTH STREET WEST, DRAWING REF.: "101007.01 CCTAF 2 Deansgate 2 area 2\_v13 (1)"

KEY:

PROPOSED FLUSH KERB / BACK OF FOOTWAY

PROPOSED ROAD MARKINGS

PROPOSED YELLOW LINES

KEY FROM MCC'S ACTIVE TRAVEL SCHEME OVERLAY:

Footway/paved area

Coloured surfacing

Controlled crossing

Zebra crossing

Black and white wands

Kerb

Scheme boundary

P03 Landscape layout updated

13/03/25

MQ

DD

P02 Minor update

02/10/24

DD

CP

Rev:

Description:

Date:

By:

Chkd:

Curtins

Merchant Exchange, 17-19 Whitworth Street West, Manchester, M1 5WG  
0161 236 2394  
manchester@curtins.com  
www.curtins.com

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Status:

PRELIMINARY

Project:

2-4 WHITWORTH STREET WEST

Orig Title:

PROPOSED PARKING AND  
SERVICING ARRANGEMENT  
WITH ACTIVE TRAVEL SCHEME

Drawn By

MQ

Designed By

MQ

Checked By

CP

Date

26/09/24

Scales @ A1

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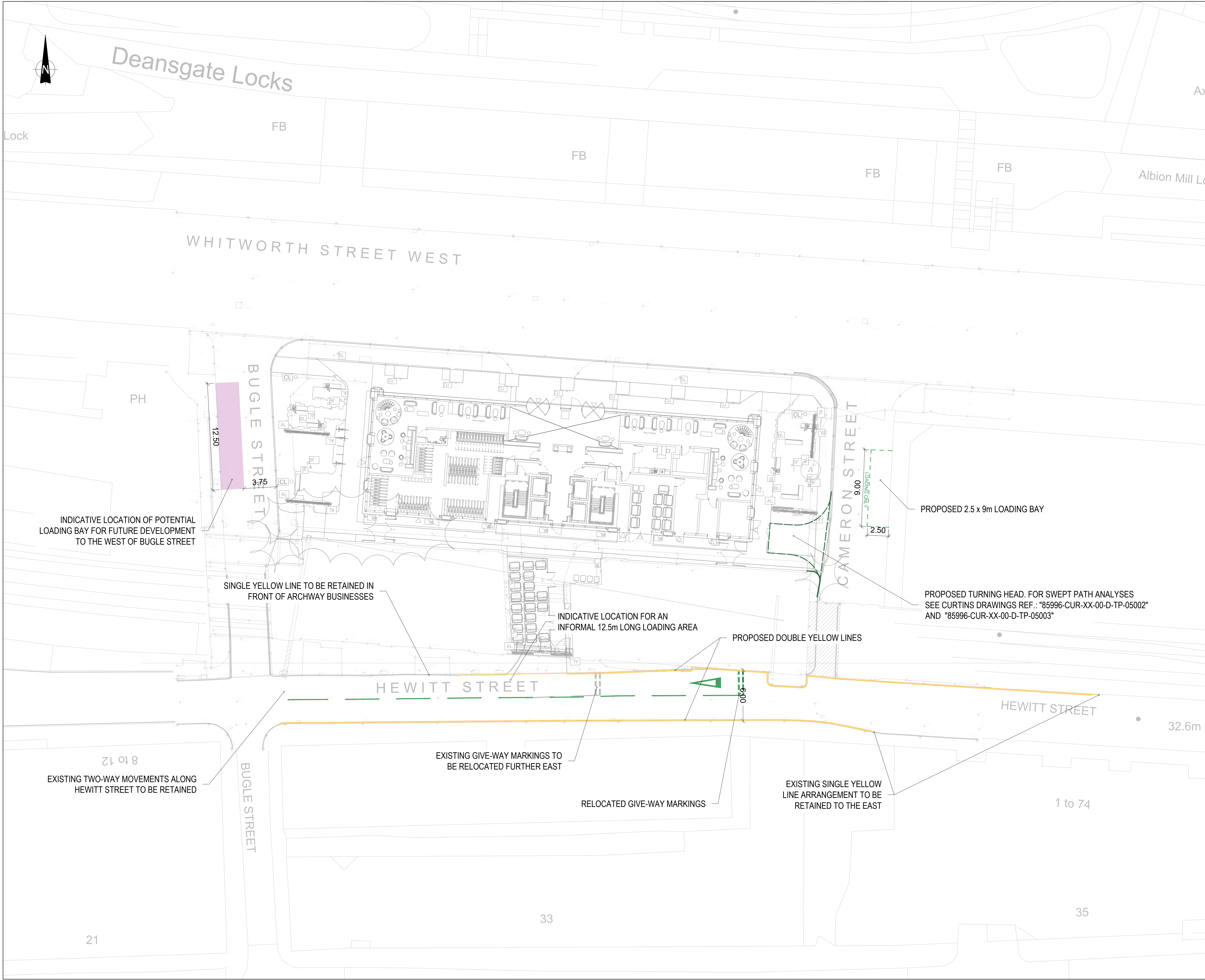
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Revision

P03

Time & Projects 085001 - 08600008596 - 2-4 Whitworth Street West B1T0Q4-Production/44-Model/Drawings/TP/CAD/75



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**KEY:**

- PROPOSED RAISED KERB
- PROPOSED FLUSH KERB
- PROPOSED ROAD MARKINGS
- PROPOSED YELLOW LINES

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| P03  | Layout updated      | 21/02/25 | MQ  | DD    |
| P02  | Leader text updated | 17/12/24 | JM  | CP    |
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0161 236 2394  
manchester@curtins.com  
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Project: **2-4 WHITWORTH STREET WEST**

Orig Title: **PROPOSED SERVICING ARRANGEMENT**

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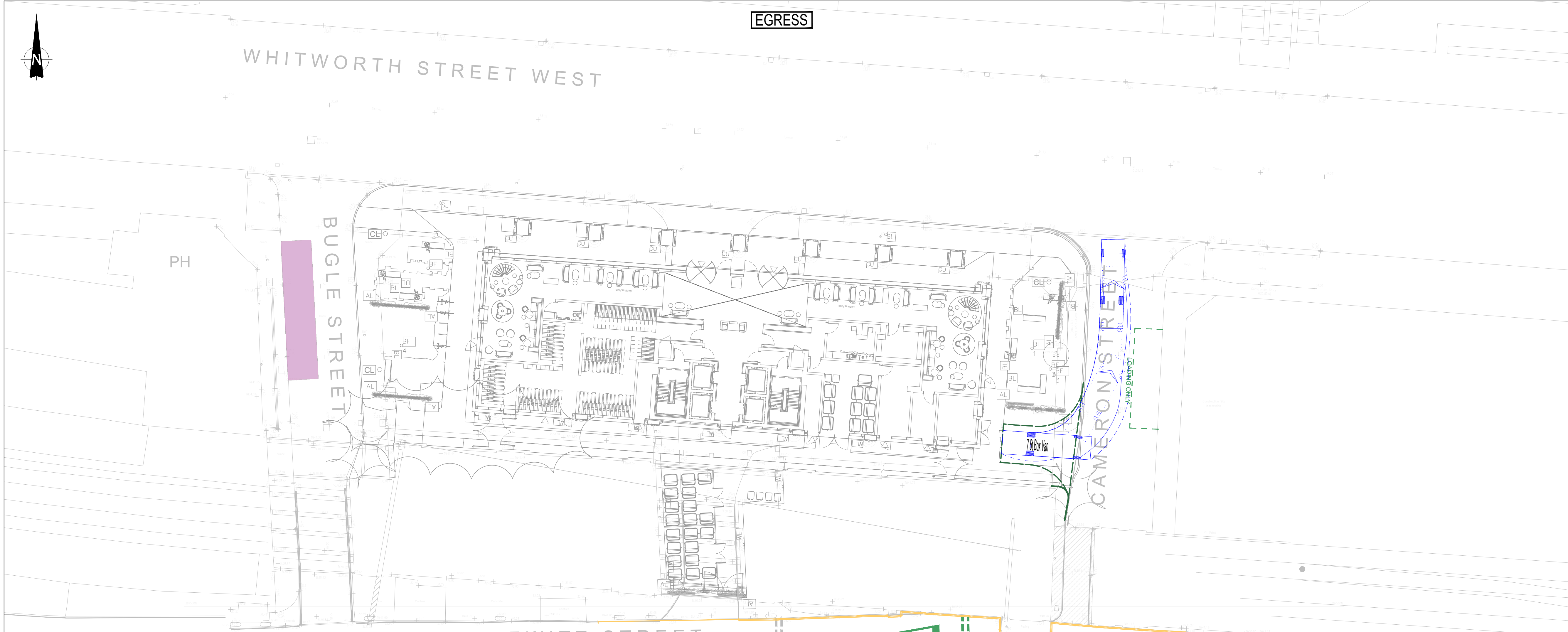
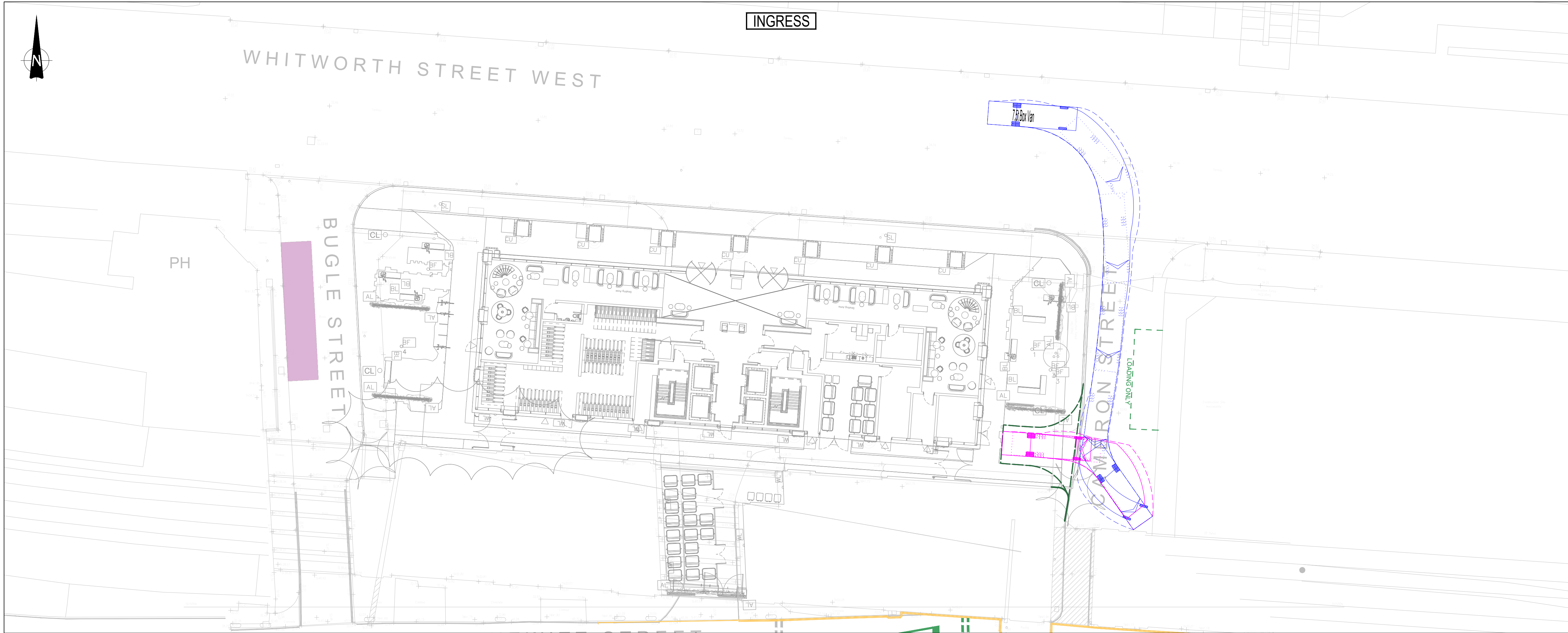


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KEY:  PROPOSED ROAD MARKINGS  
 PROPOSED YELLOW LINES

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |              |                   |  |                      |          |       |
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| <div><h1>Curtins</h1><p>Merchant Interiors, 17-19 Whitworth Street West, Manchester, M1 5WG<br/>0161 236 2394<br/>manchester@curtins.com<br/>www.curtins.com</p><p>Civils &amp; Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation &amp; Heritage • Principal Designer<br/>Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kandal • Leeds • Liverpool • London • Manchester • Nottingham</p></div> |              |                   |  |                      |          |       |
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| Dwg Title: PROPOSED PARKING STRATEGY                                                                                                                                                                                                                                                                                                                                                                                                                                                 |              |                   |  |                      |          |       |
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8. BASED ON LAYER STUDIO'S LAYOUT DRAWING REF.: "389-LYR-XX-ZZ-DWG-L-1001 [Landscape General Arrangement] Rev P06"

KEY:

PROPOSED RAISED KERB

PROPOSED FLUSH KERB

PROPOSED ROAD MARKINGS

PROPOSED YELLOW LINES

VEHICLE PROFILE:

7.5t Box Van

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to kerb Turning Radius

8.00m

2.50m

2.50m

0.30m

2.84m

4.00s

2.00m

|      |                     |          |     |       |
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| P06  | Layout updated      | 20/02/25 | MQ  | DD    |
| P05  | Leader text removed | 17/12/24 | JM  | CP    |
| P04  | Layout updated      | 20/11/24 | DD  | CP    |
| P03  | Layout updated      | 03/09/24 | MQ  | CP    |
| P02  | Minor update        | 29/08/24 | MQ  | DD    |
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www.curtins.com

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Project:

2-4 WHITWORTH STREET WEST

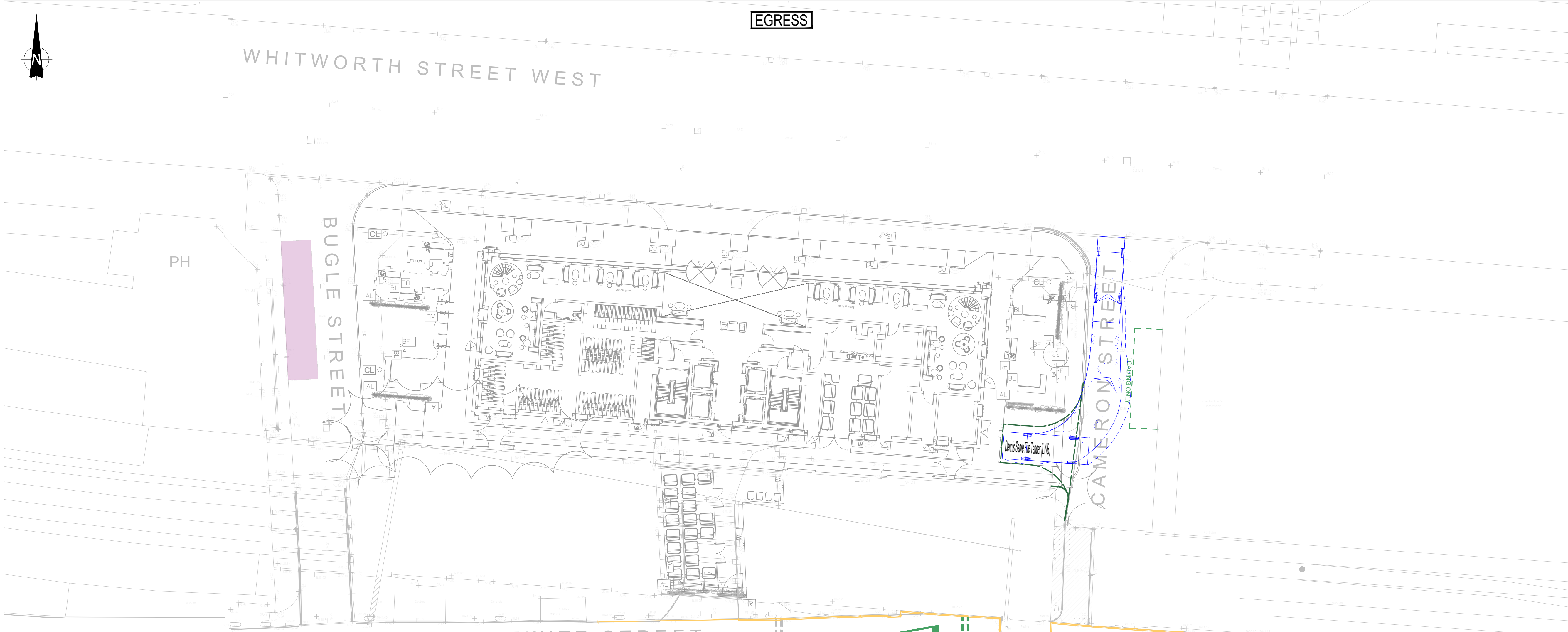
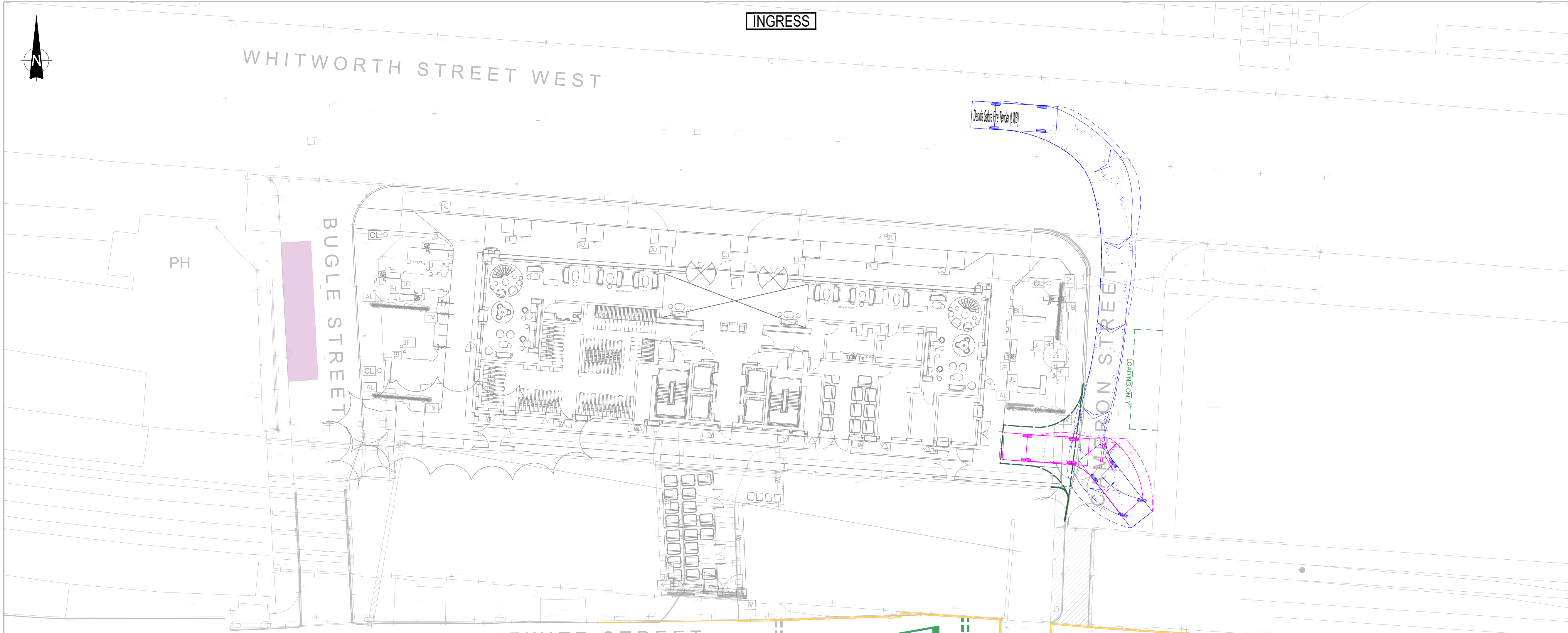
Orig Title:

SWEPT PATH ANALYSIS  
7.5t BOX VAN

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KEY:

PROPOSED RAISED KERB

PROPOSED FLUSH KERB

PROPOSED ROAD MARKINGS

PROPOSED YELLOW LINES

VEHICLE PROFILE:

Dennis Sabre Fire Tender (LWB)

Overall Length

Overall Width

Overall Height

Min Body Ground Clearance

Track Width

Lock to lock time

Kerb to kerb turning Radius

7.700m

2.500m

2.500m

0.300m

2.500m

5.500m

7.400m

P06 Layout updated

20/02/25

MQ

DD

P05 Leader text removed

17/12/24

JM

CP

P04 Layout updated

20/11/24

DD

CP

P03 Layout updated

03/09/24

MQ

CP

P02 Minor update

29/08/24

MQ

DD

Rev:

Description:

Date:

By:

Chkd:

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0161 236 2394

manchester@curtins.com

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Status:

PRELIMINARY

Project:

2-4 WHITWORTH STREET WEST

Orig Title:

SWEPT PATH ANALYSIS  
FIRE TENDER

Drawn By

MQ

Designed By

MQ

Checked By

DD

Date

22/08/24

Scales @ A1

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Project No - Originator - Function - Spatial - Form - Discipline - Number

85996 - CUR - XX - 00 - D -TP- 05003

Revision

P06

Ums-Bs-TP050305001 - 06600008596 - 2-4 Whitworth Street West B1TP04-Production/Model Drawings/TP CAD05

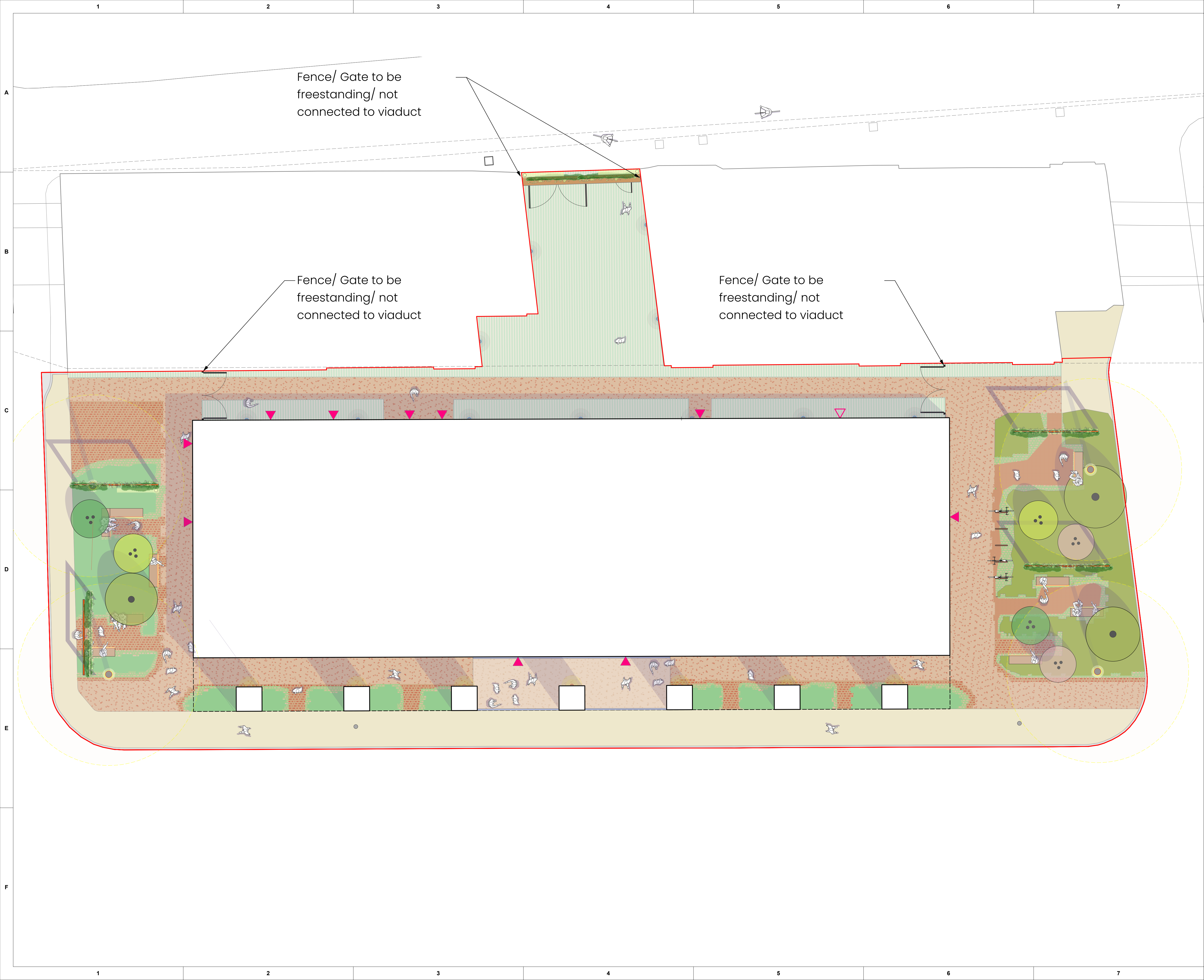
## Appendix A – Cycle Parking Occupation Images







## Appendix B – Updated Landscape Proposals



**NOTES:**

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THIS DRAWING WAS PLOTTED ON:  
20/02/2025

REVISION HISTORY

| DATE       | REV | ZONE | DESCRIPTION                                | CHK |
|------------|-----|------|--------------------------------------------|-----|
| 10/10/2024 | P04 |      | Update with Planners and Highways Comments |     |
| 13/12/2024 | P05 |      | Label added                                | OK  |
| 20/02/2025 | P06 |      | Highways update                            | OK  |

**KEY**

**GENERAL INFORMATION**

APPLICATION SITE BOUNDARY

**HARDWORKS**

**SURFACE TYPE A**  
To Adopted footways  
Subject to S278 Agreement

**SURFACE TYPE B**  
Using recycled 'site won' materials  
Subject to Future Detail

**SURFACE TYPE C**  
Using recycled 'site won' materials  
Subject to Future Detail

**SURFACE TYPE D**  
Using recycled 'site won' materials  
Subject to Future Detail

**FURNITURE**

**FEATURE SEAT**  
Subject to Future Detail

**FEATURE ARCHWAY**  
Subject to Future Detail

**CYCLE STAND**  
To Courtyard  
Subject to Future Detail

**SOFTWORKS**

**CLEAR-STEM TREE PLANTING**  
Refer to Planting Schedule

**MULTI-STEM TREE PLANTING**  
Refer to Planting Schedule

**RAIN GARDEN PLANTING**  
Refer to Planting Schedule

**BIODIVERSITY PLANTING**  
Refer to Planting Schedule

**RECLAIMED BRICK & GROUND PLANTING**  
Refer to Planting Schedule / Hardworks

**GREENGAP PAVING**  
Refer to Planting Schedule / Hardworks

**CLIMBER PLANTING**  
Refer to Planting Schedule

ORIGINATOR

|  |                                                                                                            |                                                                         |                                                                       |
|--|------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|-----------------------------------------------------------------------|
|  | <b>W</b> layer.studio<br>01625 523 157<br>E manchester or<br>newcastle@layer.studio<br>Cheshire<br>SK9 1DR | <b>MANCHESTER</b> 27 Grainger Street<br>Wilmslow<br>Cheshire<br>SK9 1DR | <b>NEWCASTLE</b> 27 Grainger Street<br>Newcastle-upon-Tyne<br>NE1 5JE |
|--|------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|-----------------------------------------------------------------------|

Client  
**Glenbrook WWS Ltd**

Project  
**2-4 Whitworth Street  
Manchester**

Drawing Title  
**Landscape General Arrangement**

|                              |                                          |                        |                         |
|------------------------------|------------------------------------------|------------------------|-------------------------|
| Created By<br><b>OK</b>      | Checked By<br><b>ST</b>                  | Scale<br><b>1:100</b>  | Sheet Size<br><b>A1</b> |
| Project Number<br><b>389</b> | Originator<br><b>LYR</b>                 | XX-ZZ-DWG-L-1001       |                         |
| Work Stage<br><b>Stage 2</b> | Status<br><b>S2 Review &amp; comment</b> | Revision<br><b>P06</b> |                         |

## Appendix C – Stage 1 Road Safety Audit and Designer's Response

# 2-4 WHITWORTH STREET WEST BTR STAGE 1 ROAD SAFETY AUDIT RESPONSE REPORT

**Curtins Ref:** 085996-CUR-XX-XX-T-TP-00005

**Revision:** P01

**Issue Date:** 19 March 2025

**Client Name:** Glenbrook WWS Limited, Maizelands Limited and Arringford Limited

Control Sheet

| Rev | Description | Checked | Issued | Date          |
|-----|-------------|---------|--------|---------------|
| P01 | First issue | CP      | DD     | 19 March 2025 |

This report has been prepared for the sole benefit, use, and information for the client. The liability of Curtins with respect to the information contained in the report will not extend to any third party.

| Author                                                                 |  |  | Date          |
|------------------------------------------------------------------------|--|--|---------------|
| <b>David Dominguez</b><br>HNDCert MCIHT<br>Principal Transport Planner |  |  | 19 March 2025 |

| Reviewed                                                                 |  |  | Date          |
|--------------------------------------------------------------------------|--|--|---------------|
| <b>Carl Peers</b><br>BA (Hons) MSc CMILT FCIHT<br>Business Unit Director |  |  | 19 March 2025 |

| Authorised                                                               |  |  | Date          |
|--------------------------------------------------------------------------|--|--|---------------|
| <b>Carl Peers</b><br>BA (Hons) MSc CMILT FCIHT<br>Business Unit Director |  |  | 19 March 2025 |

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Appendix A – Road Safety Audit

## 1.0 Introduction

### 1.1 Background

- 1.1.1 Curtins has been appointed by Glenbrook WWS Limited, Maizelands Limited and Arringford Limited (the Applicant), to provide transport and highways advice in relation to a planning application for a build-to-rent residential development at 2-4 Whitworth Street West in Manchester city centre.
- 1.1.2 The Applicant seeks to obtain Full Planning Permission for the demolition of existing low rise commercial units and erection of a 44-storey residential development with supporting residential amenity, providing 364 new apartments.
- 1.1.3 Curtins prepared a Transport Statement report, along with Interim Travel Plan and Waste Management Strategy reports. A Stage 1 Road Safety Audit of the proposed loading arrangements and proposed on-street parking arrangements on Cameron Street and Hewitt Street, including pedestrian and cyclists, has been undertaken in March 2025 by an independent auditor at Six:Ten Highways. The full Audit report is included in **Appendix A**.

### 1.2 Purpose of the Report

- 1.2.1 This Designers Response has been prepared to consider the findings of this Audit.

### 1.3 Structure of the Report

- 1.3.1 Following this introduction, **Section 2** sets out the Design Team Response.

## 2.0 Design Team Response

| Ref.          | Location                                                            | Summary                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Recommendation                                                                                                                                                                                                                                                                                                                           | Design Team Response                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|---------------|---------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Problem 2.4.1 | Existing uncontrolled pedestrian crossings on Whitworth Street West | <p><b>Omission of/incorrect tactile paving layout increases the risk of visually impaired pedestrians inadvertently entering the carriageway and potentially being struck by a vehicle and excessive kerb upstand may result in pedestrian trips/falls</b></p> <p>It was observed during the site visit that the existing uncontrolled pedestrian crossings on Whitworth Street West at the junctions with Bugle Street and Cameron Street do not have the required minimum depth of tactile paving across the whole width of the dropped kerbs for in-line type uncontrolled crossings. The audit team note that the minimum depth of tactile paving for in-line type crossings is generally 1200mm. A reduced depth of tactile paving results in a lack of appropriate warning for visually impaired pedestrians of the side road ahead and they may inadvertently enter the carriageway, which may increase the risk pedestrian/vehicular collisions.</p> <p>Additionally, it was observed that the kerb upstand at the existing uncontrolled pedestrian crossings were in excess of 6mm. Generally, the kerb upstand at uncontrolled pedestrian crossings is between 0mm and 6mm. The excessive kerb upstand may increase the risk of pedestrian trips/falls and may create manoeuvrability issues for those with pushchairs, wheelchairs and mobility scooters.</p> | <p>It is recommended that the tactile paving layout should be installed/amended to provide a minimum depth of 1200mm tactile paving across the whole width of the dropped kerbs at the in-line uncontrolled crossings and that the kerb upstand at the existing uncontrolled pedestrian crossings is reduced to between 0mm and 6mm.</p> | <p>The recommendation is accepted.</p> <p>Tactile paving will be considered during the detailed design stage, and will be brought up to current standards in the immediate vicinity of the site as required.</p> <p>Notwithstanding, Curtins notes that Whitworth Street West is currently undergoing pedestrian and cycle highway improvements as part of an Active Travel scheme, and therefore the suggested tactile paving improvements may be already implemented by the time the proposed development is delivered.</p> |

**Table 2.1** – Design Team Response

## Appendix A – Road Safety Audit

## **WHITWORTH STREET WEST, MANCHESTER PROPOSED HIGHWAY WORKS**

### **STAGE 1 ROAD SAFETY AUDIT**

610/2025/112/01 Rev 1

10 March 2025

six:TEN Highways & Traffic Ltd  
Bartle House  
9 Oxford Court  
Manchester  
M2 3WQ

t 0151 424 7680  
m 07985 283074  
e [contact@610traffic.co.uk](mailto:contact@610traffic.co.uk)  
[www.610traffic.co.uk](http://www.610traffic.co.uk)

| Rev: | Issue Status: | Prepared by/Date:            | Checked by/Date:                | Approved by/Date:            |
|------|---------------|------------------------------|---------------------------------|------------------------------|
| 0    | DRAFT         | Jon Preston<br>7 March 2025  | Tristan Brooks<br>7 March 2025  |                              |
| 1    | FINAL         | Jon Preston<br>10 March 2025 | Tristan Brooks<br>10 March 2025 | Jon Preston<br>10 March 2025 |
|      |               |                              |                                 |                              |

|                                           |                                                                                         |
|-------------------------------------------|-----------------------------------------------------------------------------------------|
| <b>Report Title:</b>                      | Whitworth Street West, Manchester<br>Proposed Highway Works - Stage 1 Road Safety Audit |
| <b>Date:</b>                              | 10 March 2025                                                                           |
| <b>Document Reference &amp; Revision:</b> | 610/2025/112/01 Rev 1                                                                   |
| <b>Prepared by:</b>                       | Six Ten Highways & Traffic Ltd                                                          |
| <b>On behalf of:</b>                      | Curtins                                                                                 |

## 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 a residential development at 2-4 Whitworth Street West, Manchester, at the request of Curtins, the designer of the scheme who provided the Audit Brief which has been accepted by the Audit Team. The audit team/brief has been approved by the Overseeing Organisation Manchester City Council.

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, HE RSA Cert of Comp  
Audit Team Member

1.3 Audit Team members marked with an asterisk above hold a Highways England 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 St Helens office of six:TEN Highways and Traffic between 25 February 2025 and 10 March 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 during the morning of Thursday 6 March 2025 between 11.30hrs and 12:15hrs. During the site visit the weather was clear and the carriageway surface was dry. At the time of the site visit traffic movements in the vicinity of the proposed scheme were low with some pedestrian and cyclist movements observed.

1.6 At the time of the site visit Cameron Street was inaccessible due to the fencing insitu for the proposed development site.

1.7 All roads in the vicinity of the proposed highway works are subject to a 20mph speed limit and are street lit.

1.8 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.

1.9 The proposed highway works are associated with the construction of a new residential development at 2-4 Whitworth Street West and in summary includes:

- The stopping-up of Rowendale Street;
- Provision of a loading bay on the eastern side of Cameron Street;
- Provision of a turning head on the western side of Cameron Street;
- Relocation of 3 No. pay & display parking bays from Rowendale Street and Whitworth Street West to the southern side of Hewitt Street at its western extents; and

- Amendments to waiting restrictions and the priority give-way road markings on Hewitt Street.

- 1.10 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.
- 1.11 Personal injury collision data has been obtained from the Transport for Greater Manchester online database which shows there has been five personal injury collisions in the vicinity of the proposed highway works during the latest five-year period (2020-2024) for which data is available. Two collisions were classed as serious in severity and three collisions were classed as slight in severity. The Personal Injury Collision location plan is shown in Appendix Four.
- 1.12 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.
- 1.13 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** No road safety issues identified at this stage.

### **2.4 Walking, Cycling and Horse Riding**

#### **2.4.1 Location: Existing uncontrolled pedestrian crossings on Whitworth Street West**

##### **Problem**

**Summary: Omission of/incorrect tactile paving layout increases the risk of visually impaired pedestrians inadvertently entering the carriageway and potentially being struck by a vehicle and excessive kerb upstand may result in pedestrian trips/falls**

It was observed during the site visit that the existing uncontrolled pedestrian crossings on Whitworth Street West at the junctions with Bugle Street and Cameron Street do not have the required minimum depth of tactile paving across the whole width of the dropped kerbs for in-line type uncontrolled crossings. The audit team note that the minimum depth of tactile paving for in-line type crossings is generally 1200mm. A reduced depth of tactile paving results in a lack of appropriate warning for visually impaired pedestrians of the side road ahead and they may inadvertently enter the carriageway, which may increase the risk pedestrian/vehicular collisions.

Additionally, it was observed that the kerb upstand at the existing uncontrolled pedestrian crossings were in excess of 6mm. Generally, the kerb upstand at uncontrolled pedestrian crossings is between 0mm and 6mm. The excessive kerb upstand may increase the risk of pedestrian trips/falls and may create manoeuvrability issues for those with pushchairs, wheelchairs and mobility scooters.

It is noted that these are existing issues, however, the proposed new development will likely increase the usage of the uncontrolled pedestrian crossings.

##### **Recommendation**

It is recommended that the tactile paving layout should be installed/amended to provide a minimum depth of 1200mm tactile paving across the whole width of the dropped kerbs at the in-line uncontrolled crossings and that the kerb upstand at the existing uncontrolled pedestrian crossings is reduced to between 0mm and 6mm.

## **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.

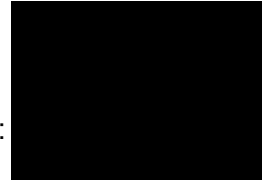
#### AUDIT TEAM LEADER

Jon Preston MCIHT MSoRSA

Director

six:TEN Highways & Traffic Ltd

Signed:



Date: 10 March 2025

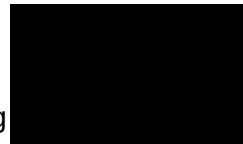
#### AUDIT TEAM MEMBER

Tristan Brooks Bsc (Hons), MBA, CMILT, MCIHT, MSoRSA, HE RSA

Traffic & Road Safety Engineer

six:TEN Highways & Traffic Ltd

Sig



Date: 10 March 2025

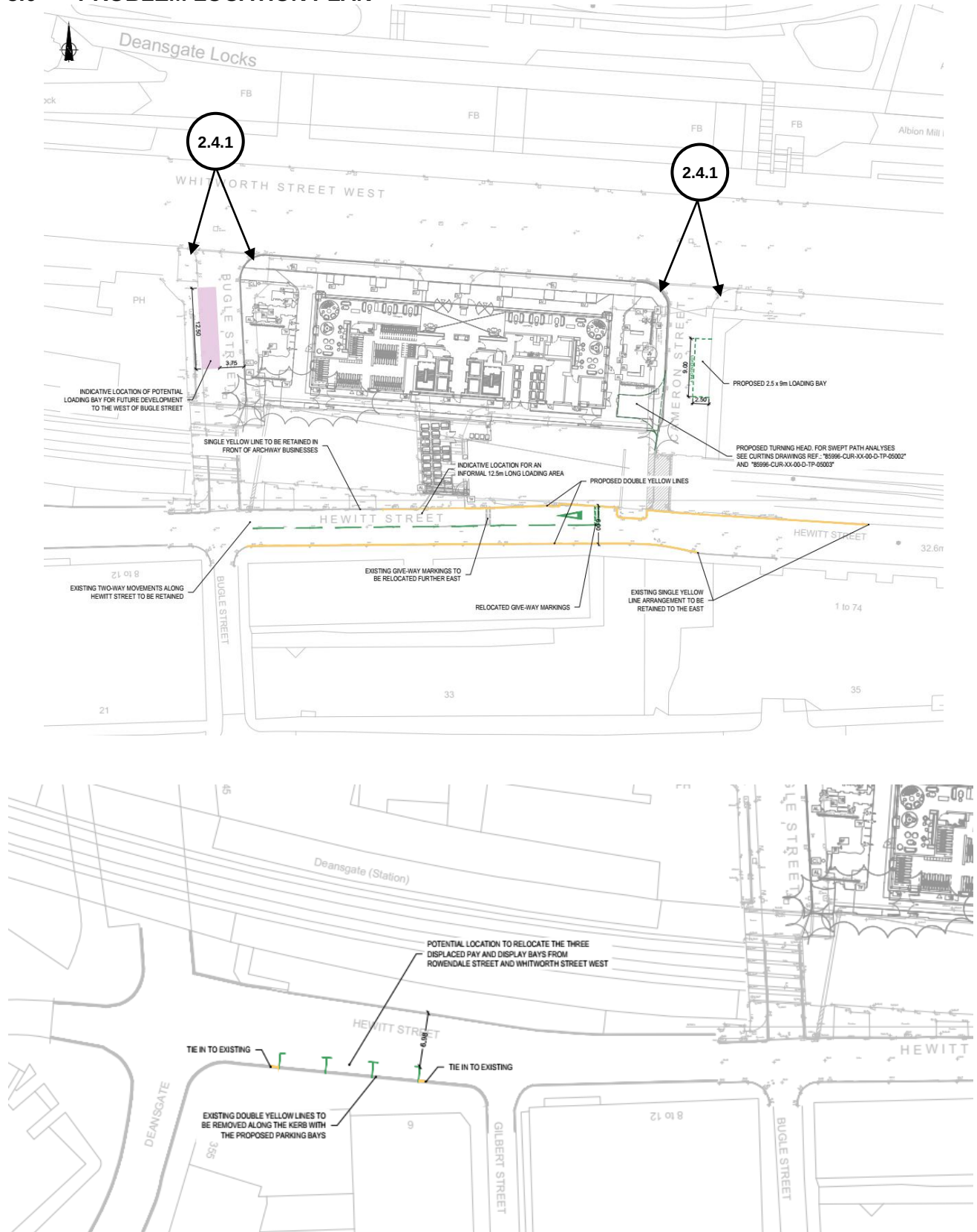
## **APPENDIX ONE**

### **4.0 LIST OF DRAWINGS AND DOCUMENTS SUPPLIED BY THE DESIGN ORGANISATION**

- 085996-CUR-XX-XX-T-TP-00004-P01 Stage 1 RSA Brief
- Latest five-year (2020-2024) personal injury collision data from TfGM

## APPENDIX TWO

### 5.0 PROBLEM LOCATION PLAN



## APPENDIX THREE

### 6.0 PHOTOGRAPHS



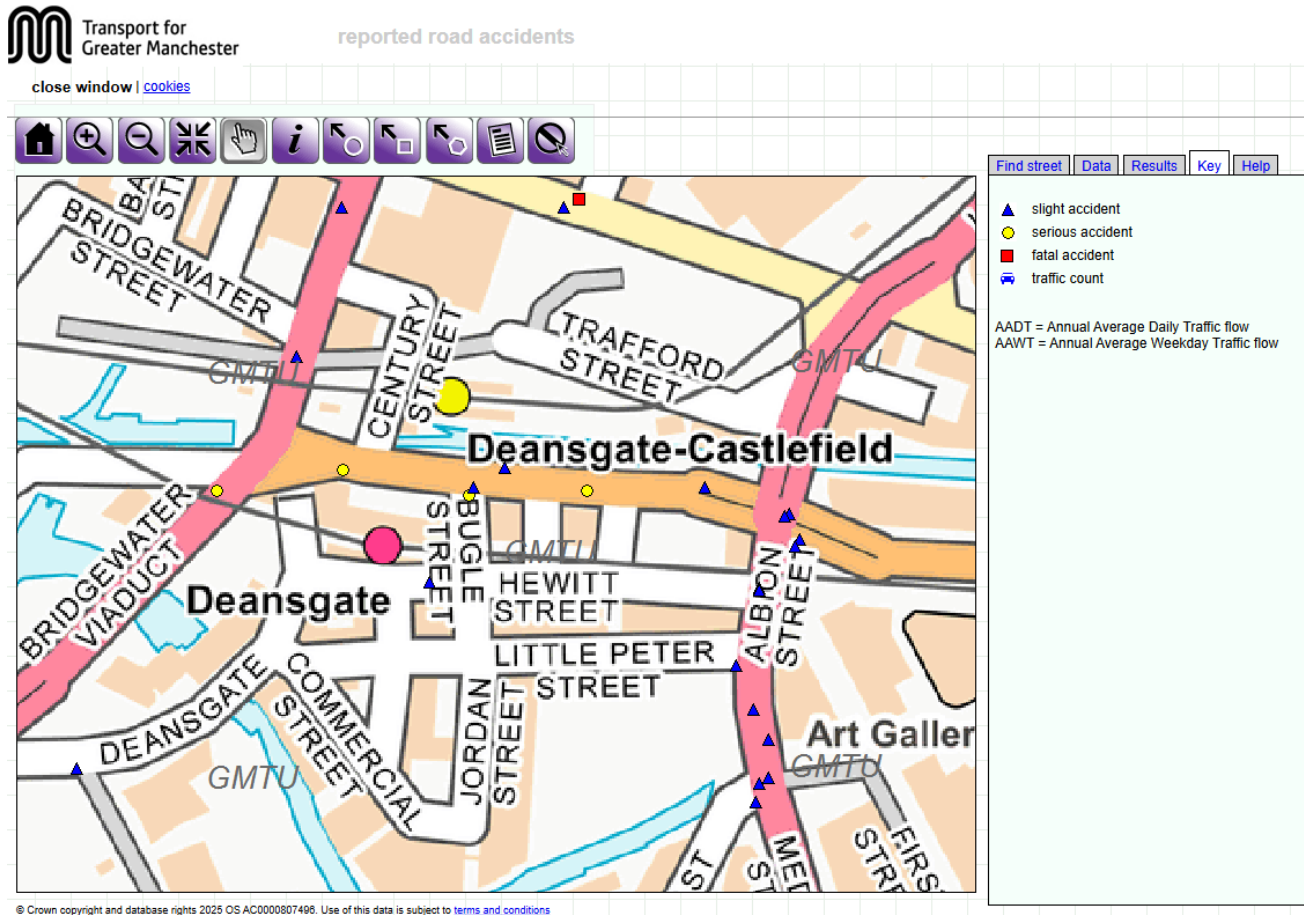
6.1 General view looking east on Hewitt Street.



6.2 General view looking east on Whitworth Street West at the junction with Cameron Street.

## APPENDIX FOUR

### 7.0 PERSONAL INJURY COLLISION LOCATION PLAN



# OUR LOCATIONS

## **Birmingham**

2 The Wharf  
Bridge Street  
Birmingham  
B1 2JS  
T. 0121 643 4694  
birmingham@curtins.com

## **Bristol**

Quayside  
40-58 Hotwell Road  
Bristol  
BS8 4UQ  
T. 0117 302 7560  
bristol@curtins.com

## **Cambridge**

50 Cambridge Place  
Cambridge  
CB2 1NS  
T. 01223 631 799  
cambridge@curtins.com

## **Cardiff**

3 Cwrt-y-Parc  
Earlswood Road  
Cardiff  
CF14 5GH  
T. 029 2068 0900  
cardiff@curtins.com

## **Douglas**

Varley House  
29-31 Duke Street  
Douglas  
Isle of Man  
IM1 2AZ  
T. 01624 624 585  
douglas@curtins.com

## **Dublin**

11 Pembroke Lane  
Dublin 2  
D02 CX82  
Ireland  
T. +353 1 507 9447  
dublin@curtins.com

## **Edinburgh**

1a Belford Road  
Edinburgh  
EH4 3BL  
T. 0131 225 2175  
edinburgh@curtins.com

## **Glasgow**

Queens House  
29 St Vincent Place  
Glasgow  
G1 2DT  
T. 0141 319 8777  
glasgow@curtins.com

## **Kendal**

Units 24 & 25 Riverside Place  
K Village  
Lound Road  
Kendal  
LA9 7FH  
T. 01539 724 823  
kendal@curtins.com

## **Leeds**

Ground Floor  
Rose Wharf  
78-80 East Street  
Leeds  
LS9 8EE  
T. 0113 274 8509  
leeds@curtins.com

## **Liverpool**

51-55 Tithebarn Street  
Liverpool  
L2 2SB  
T. 0151 726 2000  
liverpool@curtins.com

## **London**

40 Compton Street  
London  
EC1V 0BD  
T. 020 7324 2240  
london@curtins.com

## **Manchester**

Merchant Exchange  
17-19 Whitworth Street West  
Manchester  
M1 5WG  
T. 0161 236 2394  
manchester@curtins.com

## **Nottingham**

32-34 Stoney Street  
Nottingham  
NG1 1LL  
T. 0115 941 5551  
nottingham@curtins.com