Government Property Agency

AtkinsRéalis



MANCHESTER DIGITAL CAMPUS

Preliminary Road Safety Audit Report

DECEMBER 2024

AtkinsRéalis

Road Safety Audit
Stage 1 Brief

November 2024
MDCX-ATK-XX-XX-RP-CH-000001

MANCHESTER DIGITAL CAMPUS

AtkinsRéalis - Baseline / Référence

Notice

This document and its contents have been prepared and are intended solely as information for GPA Manchester Digital Campus and use in relation to the Road Safety Audit associated with the Planning Application.

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This document has 16 pages including the cover.

Document history

Document title: Road Safety Audit Stage 1 Brief

Document reference: MDCX-ATK-XX-XX-RP-CH-000001

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	First Issue	KS	DG	NB	TB	28/11/24

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1. Project Summary

Date:	26/11/2024
Document Reference	MDCX-ATK-XX-XX-RP-CH-000001
Prepared by:	Kulwant Singh
On behalf of:	AtkinsRéalis
AUTHORISATION SHEET	
Project:	MANCHESTER DIGITAL CAMPUS
Report Title:	Stage 1 RSA Brief
PREPARED BY	
Name:	Neil Bowker
Signed:	
Organisation:	AtkinsRéalis
Date:	28/11/2024
I approve the RSA brief and instruct RSA to take place on behalf of the Overseeing Organisation	
Name:	Neil Bowker
Signed:	
Organisation:	Manchester City Council (MCC)
Date:	28/11/2024

2. General Details

Highway scheme name and road number		**MANCHESTER DIGITAL CAMPUS** Great Ancoats Street	
Type of Scheme	Alterations and improvement to public highway		
RSA stage tick as appropriate	1✓	2	3
Overseeing Organisation Details		**Design Organisation Details**	
Manchester City Council Tel: Email:		AtkinsRéalis The Exchange 3 New York Street Manchester M1 4HN Tel: Email:	
Police Contact Details		**Maintaining Agent Contact Details**	
(Required for Stage 3 RSA)			

RSA Team Membership
Team Leader: John-Paul Doherty Team Member: Emma Donaldson

Terms of Reference
The RSA is to be undertaken in accordance with GG119.

3. Scheme Details

Scheme Description/Objective

General

AtkinsRéalis was appointed on behalf of the Government Property Agency (GPA) as part of an application for full planning permission for the development of a new civil service campus and associated public realm on part of the Former Central Retail Park in Ancoats (herein referred to as the 'Proposed Development')

Below provides a summary of the development proposals on the site:

- Development type and floorspace proposed development that forms the basis of this planning application comprise the provision of Class E office space of approximately 84,000 sqm GIA of floorspace across two office buildings and retail frontage onto Great Ancoats Street of approximately 1,000 sqm.
- The proposed Development includes the provision of 50 accessible parking bays plus 5 spaces associated with facilities management and operations, including up to 15 electric vehicle (EV) charging points. There is cycle parking for 320 bikes.
- The proposed Development includes the relocation of the eastbound bus stop that is currently located between the canal bridge and the Laystall Street junction
- Great Ancoats Street is the primary vehicle route passing the Site and providing vehicular access. It is proposed to provide a left-in/ left-out lane parallel to Great Ancoats Street separated from it by a narrow, kerbed area
- Pedestrian access will be along the 'front' of the site along Great Ancoats Street and between the two buildings from the west side with access from Great Ancoats Street and the east side through the proposed park also accessed from Great Ancoats Street.
- Emergency access and egress to the Site would use a one-way route from Old Mill Street east of the Site along Hugh Oldham Way, with egress onto Great Ancoats Street.
- Cycle access is proposed to be along the eastern edge of the Site from Great Ancoats Street (north side) and Hugh Oldham Way and along the western edge of the Site from Great Ancoats Street.

Design Standards Applied to the Scheme Design

The design is in accordance with:

1. CD123 – Geometric design of at-grade priority and signal-controlled junctions.
2. The traffic signs regulations and general directions 2016.
3. Manual for Streets (2007) and Manual for Streets 2 (2010) guidance.

Auto-tracking has been completed in line with Traffic Signs Manual Chapter 6, at areas where kerb lines have been modified.

Speed Limits

The following sections outline the speed limits in study area. There is no speed survey data available for these areas.

A665 Great Ancoats Street:

Great Ancoats Street are subject to a mandatory 30mph speed limit.

Existing traffic speeds

A665 Great Ancoats Street along the front of the Site is a busy road with mostly 2 lanes in either direction or a 30mph speed limit. It is a dual carriageway where is passes the Site. It has frequent junctions with other roads, mostly signal controlled. It has no cycle lanes.

To the east of the Site is Old Mill Street, forming a broadly northeast-southwest link with Great Ancoats Street. It forms a quiet road with a boulevard character for a short section close to the Proposed Development hosting parking along its centre. It links to the A6010 which can be regarded as an outer distributor road, which also has connections with other roads linking with the parallel Great Ancoats Street using the A62 Oldham Road further west of the Site. Accessed from Old Mill Street and running along the northern edge of the Site is Hugh Oldham Way which affords access to a school – the Co-Op Academy New Islington - at its western end.

Opposite the Site is Laystall Street currently providing a one-way link towards the Site from its south. It contains parking bays and is mostly only wide enough for one vehicle but becomes sufficiently wide enough for two lanes to form at its junction with Great Ancoats Street. Ducie Street a little further east is similar and is one-way southbound. Both meet to form a 2-way road taking the Ducie Street name providing access to Piccadilly Station and off-street parking, and links to Store Street linking Great Ancoats Street with Piccadilly Station and the rest of the highway network around the Piccadilly area. It forms a 4-arm signalised junction with Great Ancoats Street and Old Mill Street.

Forecast parking bays and bicycle spaces

Due to the schemes being proposed, it is assumed that there would be a total of 50 accessible parking bays plus 5 spaces associated with facilities management and operations, this is inclusive of up to 15 electric vehicle (EV) charging points. There is proposed to be storage for 320 bikes plus the associated changing and locker facilities.

Pedestrian, Cyclist and Equestrian Desire Lines

There is a good level of amenity within a 500m shortest safe walking distance. As illustrated in Figure 3-, within a 500m walking distance are a school, a cash machine, community facilities (pharmacy and barber shop), post office, food outlet, some outdoor space and plenty of centres for physical fitness.

It is considered that the Site is well located and readily accessible by active modes (walking and cycling) for both commuters and those visiting.

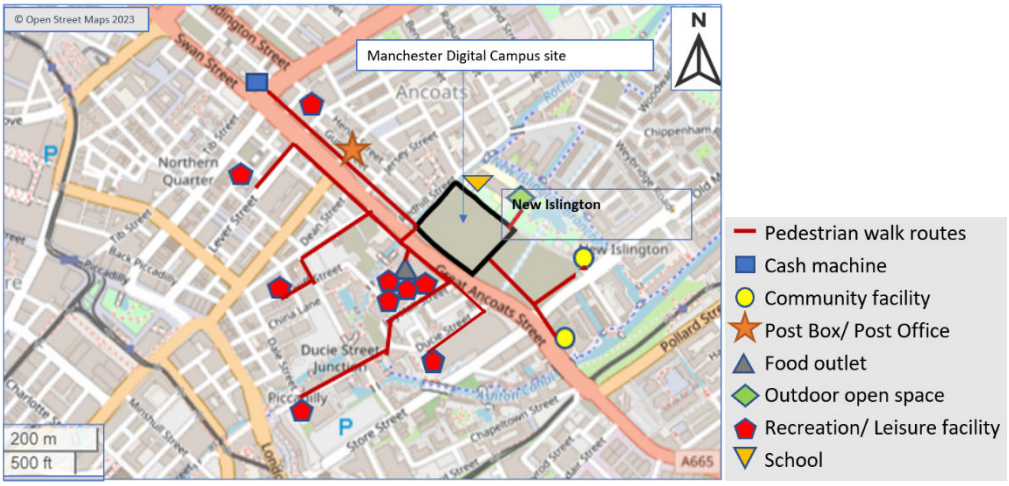


Figure 3-1 Local Amenities (500m walk distance)

A pedestrian movement assessment has been undertaken (attached)

“Discussions with Transport for Greater Manchester’s Urban Traffic Control (UTC) team relating to the Site’s access and egress in connection with the adopted highway concluded that they were content with the relationship of these access/egress locations to the existing junction at Great Ancoats Street/Laystall Street.”

Environmental Constraints

Information has been obtained from Manchester City Council on possible environmental constraints.

The Site is not within a Conservation Area. However, the boundary of the Ancoats Conservation Area lies to the north of the Site and runs along the eastern bank of the Rochdale Canal adjacent to the Site boundary. The Site is therefore likely to be considered to fall within the setting of the Ancoats Conservation Area. A few Grade II and Grade II* listed buildings lie within the Ancoats Conservation Area and the Site may be considered as falling within the setting of these listed buildings. Further Grade II and II listed buildings lie to the south-east of the Site.



Figure 3-2 – The Site

The Site lies within Flood Zone 1 on the Environment Agency's (EA) Flood Map for Planning. Land and property in flood zone 1 have a low probability of flooding. According to the EA's online mapping the Site contains areas that are at low risk of flooding from surface water and some areas which are at high risk of flooding from surface water.

No Public Rights of Way (PROW) cross the Site, but the Medlock Valley Way follows the course of the River Medlock to the south-east of the Site. The Rochdale Canal and associated towpath lies to the north-west of the Site, which links into Cotton Fields Park lying to the north of the Site.

New Islington Free School lies to the north of the Site.

4. Locality

Description of Locality

The Site was previously occupied by the former Central Retail Park. Ownership of the Site passed to Manchester City Council in 2017. The Government Property Agency are in discussions with MCC regarding the purchasing of approx. 5.5 acres of the site. The retail units were closed and demolished in 2019.

The Site is located approximately 600 (crow-fly) metres to the north of Piccadilly train station. It is bounded by A665 Great Ancoats Street to the southwest, the Rochdale Canal to the northwest running parallel with Redhill Street and a school along its northeast boundary. It is proposed that the Site will occupy the northwest end of the former Central Retail Park, the southwest end of this former Central Retail Park alongside Old Mill Street will be taken forward by another developer and end user.

The Site is in an area of high accessibility to public transport involving bus, train and tram modes. Bus access is provided predominantly at the Piccadilly Gardens Interchange with some services passing on Great Ancoats Street, along the Oldham Road/ Street corridor and serving the Shudehill Bus Station, the nearest train station is at Piccadilly and the nearest tram stop is at New Islington, with others at Piccadilly train station, Piccadilly Gardens Interchange and Shudehill.

The Site is shown in **Figure 4-1**, with a closer view of the surrounding highway network at **Figure 4-2**. The area shown as the 'neighbouring site' is planned to contain an area of parkland linking Great Ancoats Street and Cotton Field Park with a further phase of office development towards Old Mill Street.



Figure 4-1 Site Location Plan

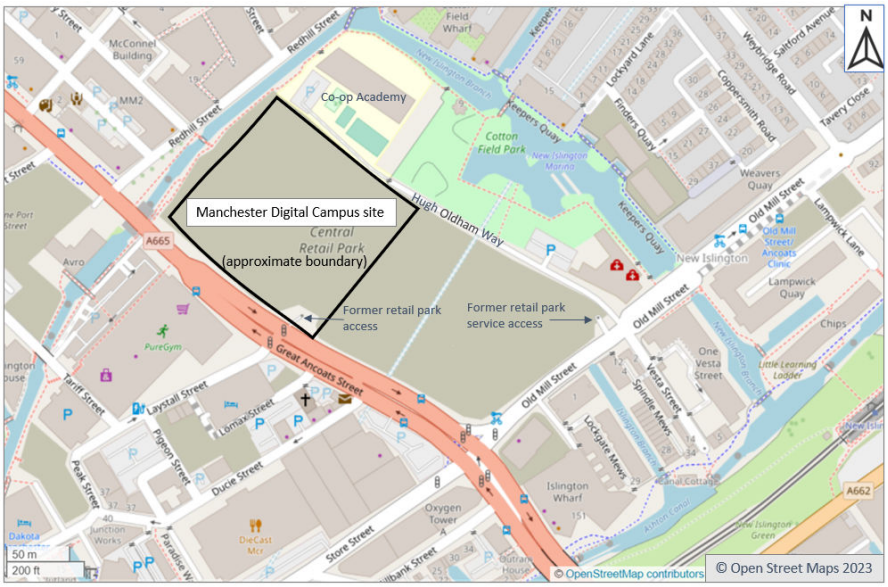
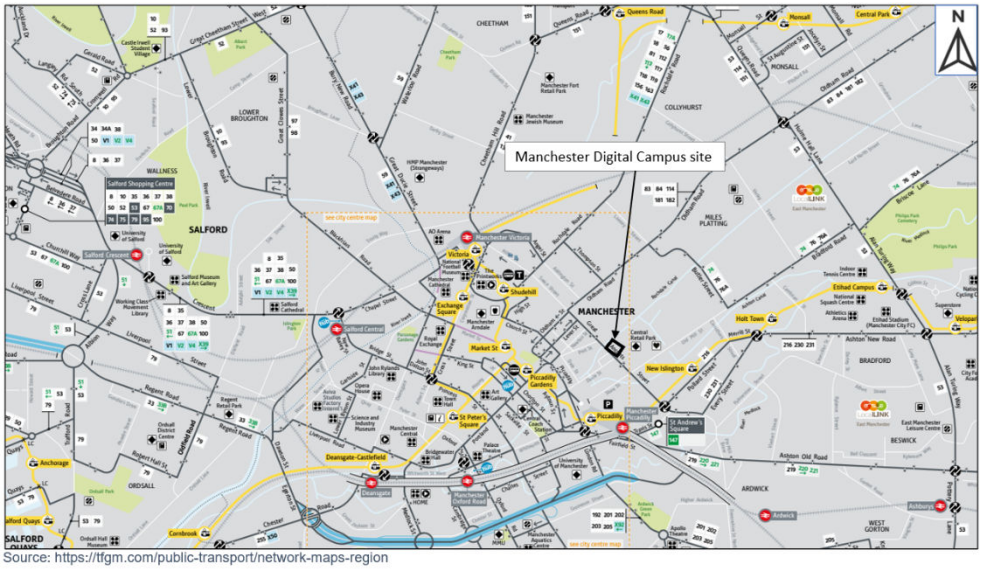


Figure 4-2 Site Location Plan showing surrounding highway network

General Description
The proposed schemes are generally located in residential areas.
Relevant Factors which may affect Road Safety

The local area is served by an extensive bus network, in particular serving Piccadilly Gardens some 800m away on foot. To be included in the Public Transport Accessibility Level (PTAL) scoring bus stops need to be within a 640m walk of the Site being considered, and that constraint still includes several services that contribute to the PTAL category of 'Excellent' provision. The extent of bus provision is shown in Figure 4-3.

In addition to Piccadilly Gardens which hosts 70-100 buses on nearly 30 services in the peak hours, Shudehill Interchange, at a walking distance of 960m from the Site host some 16 bus services providing around 50-60 buses in the peak hours



Source: https://tfgm.com/public-transport/network-maps-region

Figure 4-3 Manchester Bus Map

5. Analysis

Collision Data Analysis

	Collisions				Casualties			
Year	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total
2018	0	0	3	3	0	0	3	3
2019	0	1	1	2	0	1	1	2
2020	0	0	1	1	0	0	1	1
2021	0	0	2	2	0	0	2	2
2022	0	1	1	2	0	1	1	2
Total	0	2	8	10	0	2	8	10

Source: https://www.crashmap.co.uk/Search

Collision data for this site has been provided by the data in the CrashMap, covering the time from January 2018 to December 2022.

The below sections outline the collision data received for A665 Great Ancoat Street between Redhill Street and Old Mill Street.

A665 Great Ancoat Street:

- There were 10 total collisions recorded in the area between 2018 and 2022.
- Several serious collisions were recorded but there was no fatal casualty occurred along the A665 Great Ancoat Street be identified between the Redhill Street and Old Mill Street.

Departures from Standards

There are no known existing or new proposed departures from standards.

Previous Road Safety Audit Stage Reports, Road Safety Audit Response Reports and Evidence of Agreed Actions
None
Strategic Decisions
None.

6. List of Drawings

Drawings

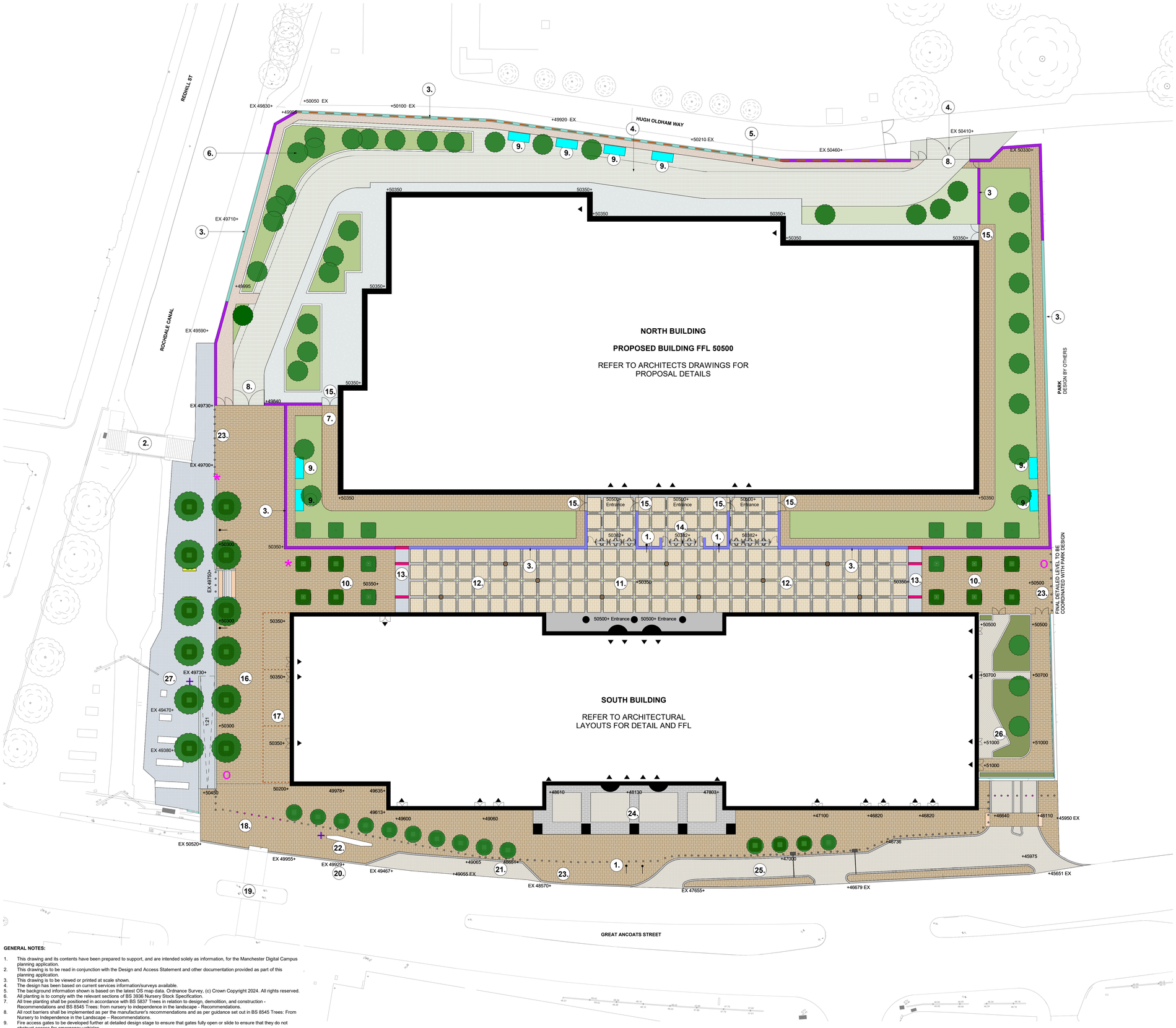
Reference	Title	Revision	Date
1. MDCX-ATR-ZZ-ZZ-DR-L-231000-Public Realm Masterplan 2. Vehicle Tracking Sketches (3 Nos) 3. Pedestrian Movement Assessment	Landscape/Public Realm Masterplan	P01.4	

7. Checklist

Tick all that are included and provide reasons for those that are not included

Site location plan	✔	Scale layout plans	✔
Departures and relaxations from standards	None available	Construction/typical details	None available
Previous RSA reports	None available	Previous RSA response reports and evidence of agreed actions	None available
Collision data and collision data analysis	✔	Road traffic collision plot	✔
Traffic signal staging	None available	Traffic counts	None available
Speed surveys	✔	Pedestrian, cyclist and horse-riding desire lines and volumes	None available
Walking, cycling and horse riding assessment and reviews	None available	Items outside the scope of the RSA/Strategic decisions	None available
Other factors that may impact on road safety	None available	Design speeds/speed limits	✔
Design standards used	✔	Adjacent land uses	✔

APPENDICES



KEY

1. FLAG POLES
2. EXISTING FOOTBRIDGE ACCESS RETAINED
3. 3.6M HIGH CONCRETE WALL WITH ARTWORK FEATURES TO SURFACE
4. EMERGENCY FIRE ACCESS ROUTE GREEN PAVING SOLUTION
5. 1.5M WIDE GRAVEL PERIMETER ACCESS PATH
6. GROVE OF SMALL INDIVIDUAL SPECIMEN TREES - ALL WITH 2M CLEAR STEM. LOW LEVEL PLANTING BENEATH
7. NATURAL STONE PAVING TO BUILDING PERIMETER PATH (CONTROLLED/EMERGENCY ACCESS)
8. EMERGENCY FIRE ACCESS GATES - 3M HEIGHT WITH PERFORATED METAL FINISH
9. VENT SHAFTS. EXACT LOCATION AND SIZE TBC
10. GRID OF PLEACHED TREES - 3M CLEAR STEM
11. THE BOULEVARD
12. FEATURE LIGHTING TO THE BOULEVARD
13. GATEWAY THRESHOLD FEATURE TO THE BOULEVARD 4M HEIGHT. BRASS / COPPER MATERIALS
14. TURNSTILE ENTRY POINTS INTO NORTH BUILDING
15. GATED ACCESS FOR MAINTENANCE
16. CANAL PLAZA UPPER LEVEL IN NATURAL STONE PAVING AND SEMI MATURE TREE PLANTING IN BESPOKE TREE GRILLES
17. SEATING AREA FOR RETAIL UNITS
18. EMERGENCY FIRE ACCESS ROUTE DROP BOLLARDS
19. EXISTING CROSSING POINT RETAINED
20. EXISTING BUS STOP RELOCATED TO EAST OF SITE
21. PROPOSED LAYBY IN NATURAL STONE SETTS
22. NATURAL STONE SEATING
23. BOLLARDS ALONG GREAT ANCOATS ST, TO THE CANAL AND TO THE NEW PARK
24. SOUTH BUILDING ENTRANCE PLAZA
25. LAYBY FOR DELIVERIES AND ACCESS TO UNDERCROFT
26. TERRACE WITH RAISED PLANTED EDGE AND ACCESS TO CYCLE STORAGE
27. CANAL PLAZA LOWER LEVEL IN NATURAL STONE PAVING, NATURAL STONE SEATING AND SEMI MATURE TREE PLANTING IN BESPOKE TREE GRILLES

NATURAL STONE PAVING
200 X 100mm X 80mm Pennant Sandstone or Scoutmoor Sandstone or similar subject to comment.

NATURAL STONE PAVING - TO THE BOULEVARD
The Boulevard natural stone paving - 300 X 200mm Yorkstone

NATURAL STONE FEATURE PAVING / BANDING AND DEMARCATION OF BUILDING ENTRANCES
Silva Vilar Granite with inlaid lighting subject to comment - 200mm x 100mm with contrasting surface finish

BUFF GRANITE SETTS
200 x 100mm Buff coloured granite mix - Figueiredo, Fernando beige SPI and Silva Montemuro Amarelo or similar subject to comment

BUFF GRANITE SETTS
200 x 100mm buff coloured granite mix laid in **fantail pattern** - Figueiredo, Fernando beige SPI and Silva Montemuro Amarelo or similar subject to comment

GRANITE SETTS - TO BOULEVARD THRESHOLDS AND CANAL PLAZA LOWER LEVEL
100 X 100mm Grey Granite setts (Azul Noche, Angola black, Preta Odlevlas or similar subject to comment) to match Redhill Street canal front

NATURAL STONE KERB EDGE
Silva Vilar Granite or similar subject to comment - 200mm wide, 60mm upstand in contrasting colour

REINFORCED GRASS PAVING
Hardscape Hydro Lineo or similar subject to comment

GRAVEL
Cotswold buff colour 1.5m Edge min.

COLOURED MACADAM
Weathered Buff Tarmac Ulticolour or similar subject to comment

LARGE BESPOKE BENCHES TO GREAT ANCOATS STREET & CANAL PLAZA
Montemuro Cinza Granite

NATURAL STONE STEPS
Silva Vilar granite steps with brass handrail or similar subject to comment

TACTILE HAZARD WARNING PAVING
Material to match paving in a contrasting colour where required

FLAG POLES

STATIC BOLLARDS
Bronze

DROP BOLLARDS
Bronze

SECURITY BARRIERS TO LAYBY

TURNSTILES

3.0m HIGH CONCRETE WALL
With artwork etched into or painted onto wall face.

3.6m HIGH CONCRETE WALL
With artwork etched into or painted onto wall face.

3.6m HIGH CONCRETE WALL

THE BOULEVARD GATEWAY FEATURE
4m height - copper/brass materials

ARTWORK/HERITAGE STORY FEATURE PANELS
2m height - copper/brass materials

1m HIGH BRONZE FENCE
To School Boundary

GLASS BALUSTRADE TO CANAL PLAZA
To Canal Plaza and the Terrace

THE BOULEVARD PLAQUES
Bronze plaques

THE BOULEVARD LIGHTING FEATURES
Linear and round lighting elements set within the paving

BRONZE STUDS TO CANAL PLAZA
To demarcate external seating areas

INDICATIVE WAYFINDING LOCATION
Fingerpost / totem

INDICATIVE LITTER BIN LOCATION

UNDERGROUND CAR PARK VENTS

SHRUB PLANTING - Type 1
Refer to softworks drawing / planting schedule

SHRUB PLANTING - Type 2
Refer to softworks drawing / planting schedule

NEUTRAL GRASSLAND
Refer to softworks drawing / planting schedule

TREE PLANTING
Refer to softworks drawing / planting schedule

PROPOSED PLEACHED TREES
Refer to softworks drawing / planting schedule

CORTEN TREE GRILLE
Refer to hardworks drawing / specification

48837+ **PROPOSED LEVELS**

EX 48837+ **EXISTING LEVELS**

Scale 1 : 250
0 5 12.5 25 m

GENERAL NOTES:

1. This drawing and its contents have been prepared to support, and are intended solely as information, for the Manchester Digital Campus planning application.
2. This drawing is to be read in conjunction with the Design and Access Statement and other documentation provided as part of this planning application.
3. This drawing is to be viewed or printed at scale shown.
4. The design has been based on current services information/surveys available.
5. The background information shown is based on the latest OS map data. Ordnance Survey, (c) Crown Copyright 2024. All rights reserved.
6. All planting is to comply with the relevant sections of BS 3936 Nursery Stock Specification.
7. All tree planting shall be positioned in accordance with BS 5837 Trees in relation to design, demolition, and construction - Recommendations and BS 8545 Trees: from nursery to independence in the landscape - Recommendations.
8. All root barriers shall be implemented as per the manufacturer's recommendations and as per guidance set out in BS 8545 Trees: From Nursery to Independence in the Landscape – Recommendations.
9. Fire access gates to be developed further at detailed design stage to ensure that gates fully open or slide to ensure that they do not obstruct access for emergency vehicles.

Government Property Agency

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MANCHESTER DIGITAL CAMPUS

LANDSCAPE / PUBLIC REALM MASTERPLAN

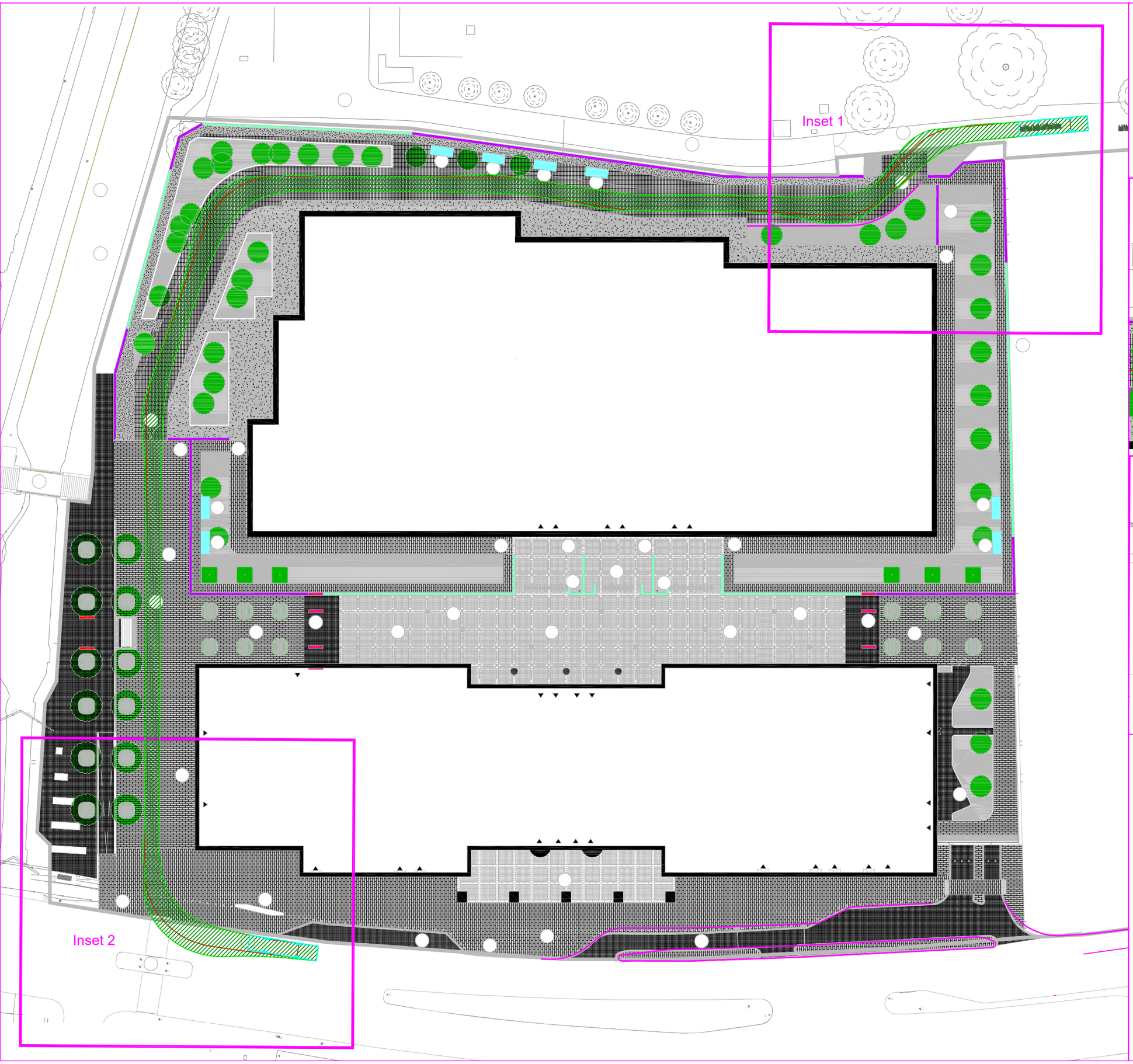
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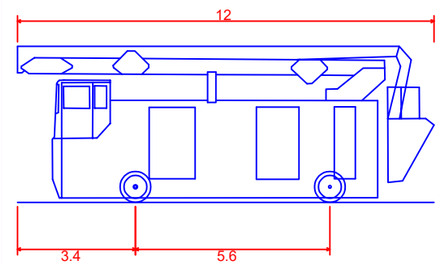
Drawing Number: MDCX-ATR-ZZ-ZZ-DR-L-231000
Revision: P01.3

Proposed Kerb

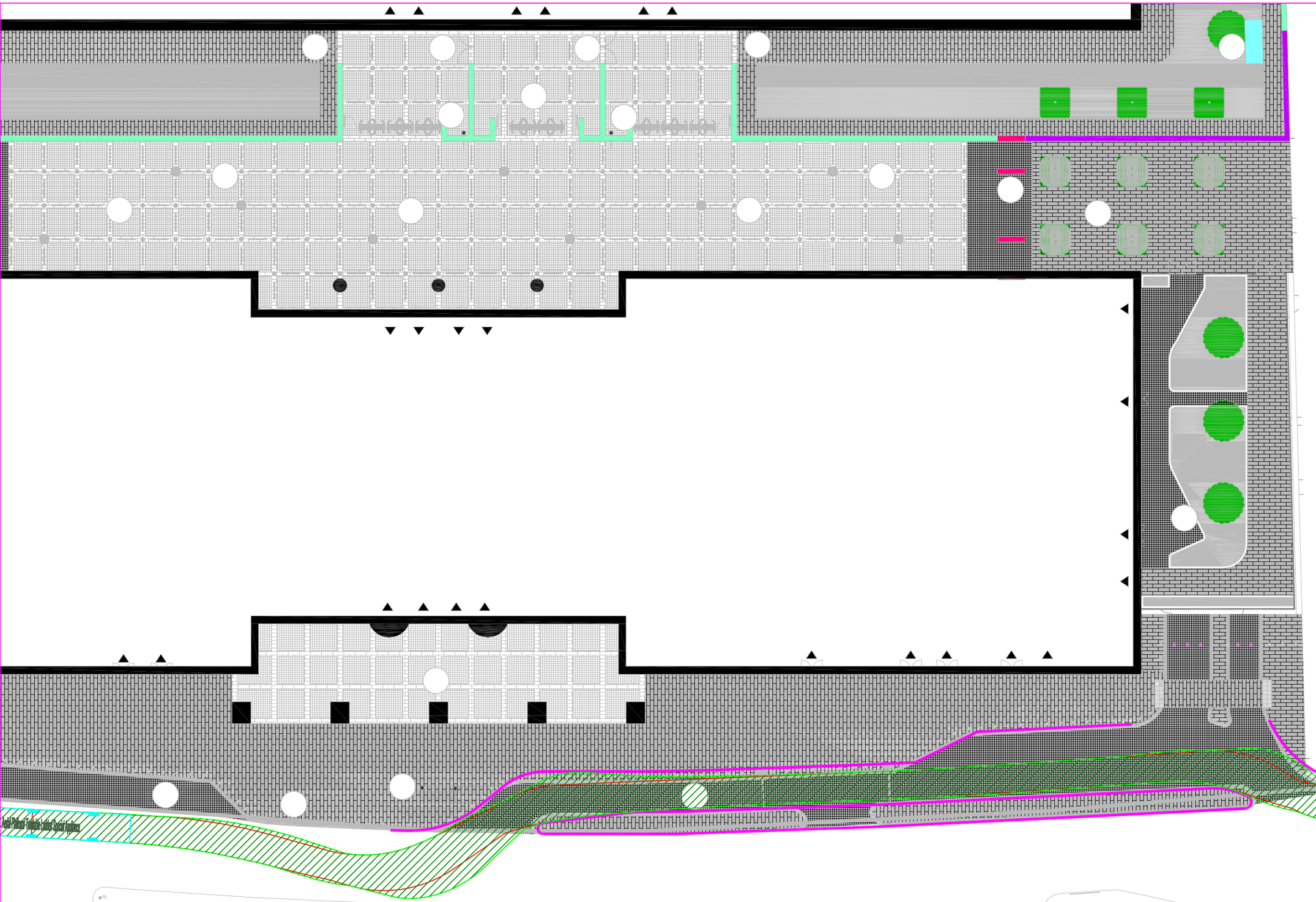
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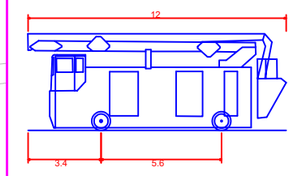
Inset 2





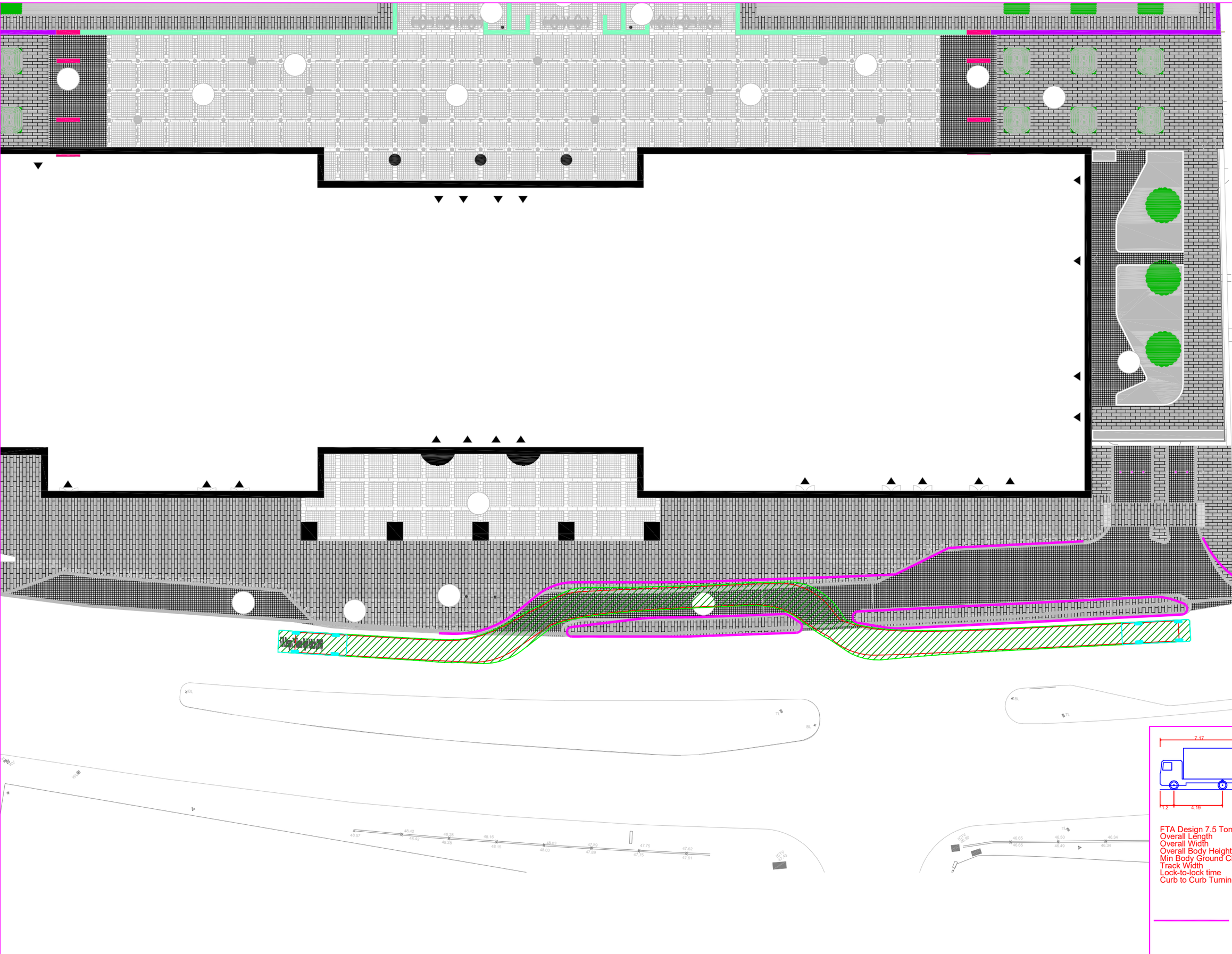
Aerial Platform/ Turntable Ladder/ Special Appliance	
Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	4.500m
Min Body Ground Clearance	0.130m
Track Width	2.550m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	13.750m





Aerial Platform/ Turntable Ladder/ Special Appliance

Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	4.500m
Min Body Ground Clearance	0.130m
Track Width	2.550m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	13.750m



FTA Design 7.5 Tonne Rigid Vehicle (2016)

Overall Length	7.170m
Overall Width	2.300m
Overall Body Height	3.580m
Min Body Ground Clearance	0.375m
Track Width	2.120m
Lock-to-lock time	3.00s
Curb to Curb Turning Radius	7.000m

Proposed Kerb

AtkinsRéalis

MANCHESTER DIGITAL CAMPUS

Pedestrian Movement Assessment

Government Property Agency

October 2024

Notice

This document and its contents have been prepared and are intended solely as information for Government Property Agency and use in relation to First Draft

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This document has 20 pages including the cover.

Document history

Document title: Pedestrian Movement Assessment

Document reference: PMA

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	First Draft	DRG	GF	<initials>	<initials>	16/10/24

Client signoff

Client	Government Property Agency
Project	Manchester Digital Campus
Job number	
Client signature/date	

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1. Introduction

1.1 Overview

AtkinsRéalis was appointed to support the development of the proposed Manchester Digital Campus (MDC) for Government Property Agency (GPA). The site is located to the north of Manchester city centre in the Ancoats district.

It is proposed to construct 2 office units totalling around 84,000sqm of floorspace for 4,373 full time equivalents (FTEs) out of a workforce that will be based here of 7,000 FTEs. It is also proposed to provide only 50 parking bays, of which 49 will be for disabled users with 15 electric vehicle (EV) charging points and with 388 cycle parking bays. The offices would open in 2030.

It is envisioned that the proposed GPA offices will attract new businesses and talent to Manchester. The development should bring together activities and people to create a vibrant mixed use neighbourhood, complementing and uniting the surrounding districts. In doing so, the proposal represents a key opportunity to help unlock the potential of east Manchester.

1.2 Site location

The site was previously occupied by the Central Retail Park. Ownership of the site passed to Manchester City Council in 2017. The retail units were closed and demolished in 2019.

The site is located approximately 600 metres to the north of Piccadilly train station. It is bounded by A665 Great Ancoats Street to the southwest, the Rochdale Canal to the northwest running parallel with Redhill Street and a school along its northeast boundary. It is proposed that the site will occupy the northwest end of the former retail site, the southwest end of the site alongside Old Mill Street being taken forward by another developer and end user.

The site is located in an area of high accessibility by public transport involving bus, train and tram modes. Bus access is provided predominantly at the Piccadilly Gardens Interchange with some service passing on Great Ancoats Street, along the Oldham Road/ Street corridor and serving the Shudehill Bus Station, the nearest train station is at Piccadilly and the nearest tram stop is at New Islington, with others at Piccadilly train station, Piccadilly Gardens Interchange and Shudehill.

The proposed site is shown in Figure 11, with a closer view of the surrounding highway network at Figure 12. The area shown as the ‘neighbouring site’ is planned to contain an area of parkland across the area from Great Ancoats Street immediately adjacent to the MDC site and further office development towards Old Mill Street.

Figure 1-1 – Site Location Plan



1.3 Principle of approach

To support the ambition of a highly sustainable development, the understanding of pedestrian movements to and from the development site from receptors on the surrounding highway network (such as transport and local amenities) will enable the identification of usable routes and whether any of those routes are sufficient to cater for the demand generated by the development.

1.3.1 Pedestrian trip generation

Trip generation figures for pedestrians (either those who are pedestrians for the whole of their journey or those use public transport as part of their commute) are based on those supplied by the Transport Assessment. These figures are reproduced in Table 1-1.

Table 1-1 - Trip Generation

		Morning peak hour		Evening peak hour	
Mode	**Percent**	**Arrivals**	**Departures**	**Arrivals**	**Departures**
Single vehicle occupants	25.9	349	24	17	338
Cyclists	5.2	70	5	3	68
Pedestrians	18.5	249	17	12	241
Rail passengers	37.6	506	35	25	490
Coach passengers	1.1	15	1	1	14
Bus and Tram passengers	5.5	74	5	4	72
Multi-vehicle occupants	6.1	82	6	4	79
TOTALS		**1,346**	**92**	**66**	**1,302**
		1,437		**1,367**	

1.3.2 Pedestrian walking times

Isochrones have also been generated to illustrate the distances that can be traversed by pedestrians in 5, 10 and 15 minute walking times. These are shown with uneven extents in the blue shaded areas. In terms of distance, these roughly equate to 325 metres, 650 metres and 975 metres respectively. These are shown as concentric circles which also serve to approximate the isochrones as regular circles. The isochrone plot can be seen in Figure 1-2.

The origin point for the isochrones plot is the main pedestrian courtyard/boulevard area located at the south west corner of the MDC site close to the controlled pedestrian crossing near the canal towpath as is goes under Great Ancoats Street. This is the predominant “landing area” for pedestrians as this facilitates an at-level access to the various entrances within the development.

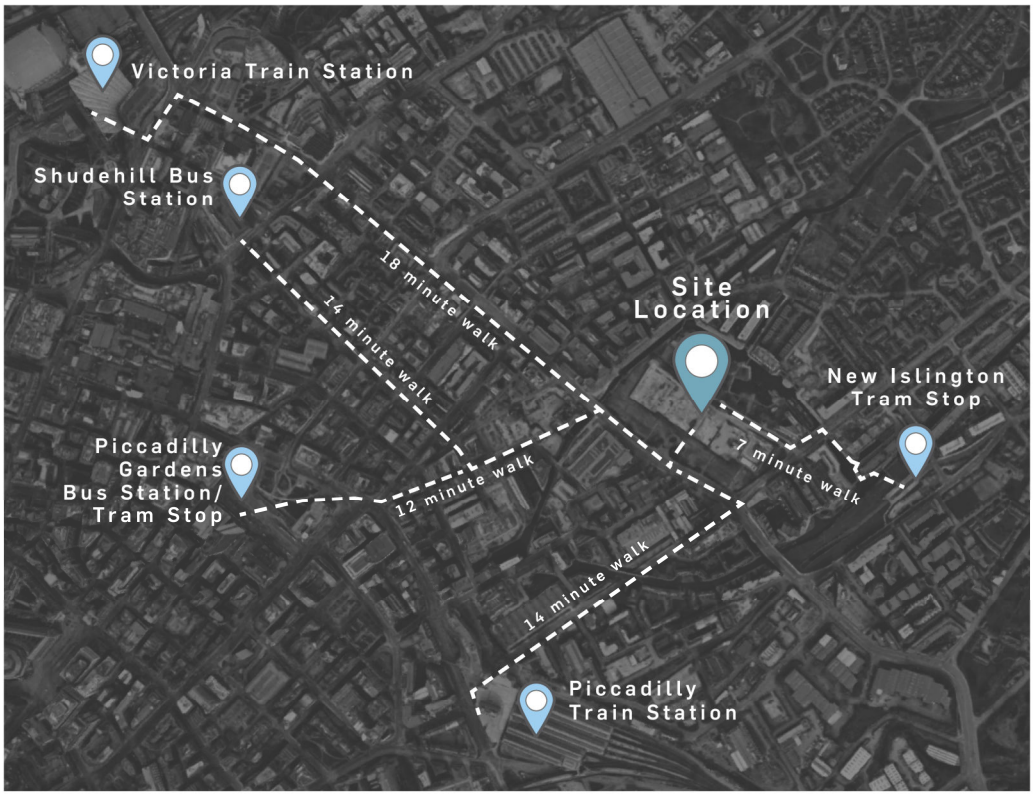
Figure 1-2 - Walking isochrones



In addition to the isochrones plot, the map also includes the locations of local transport infrastructure that is expected to serve the development.

Figure 1-3 shows the MDC development's connectivity to the local transport hubs. The walking routes are shown together with their walking times.

Figure 1-3 - Connectivity to local transport hubs

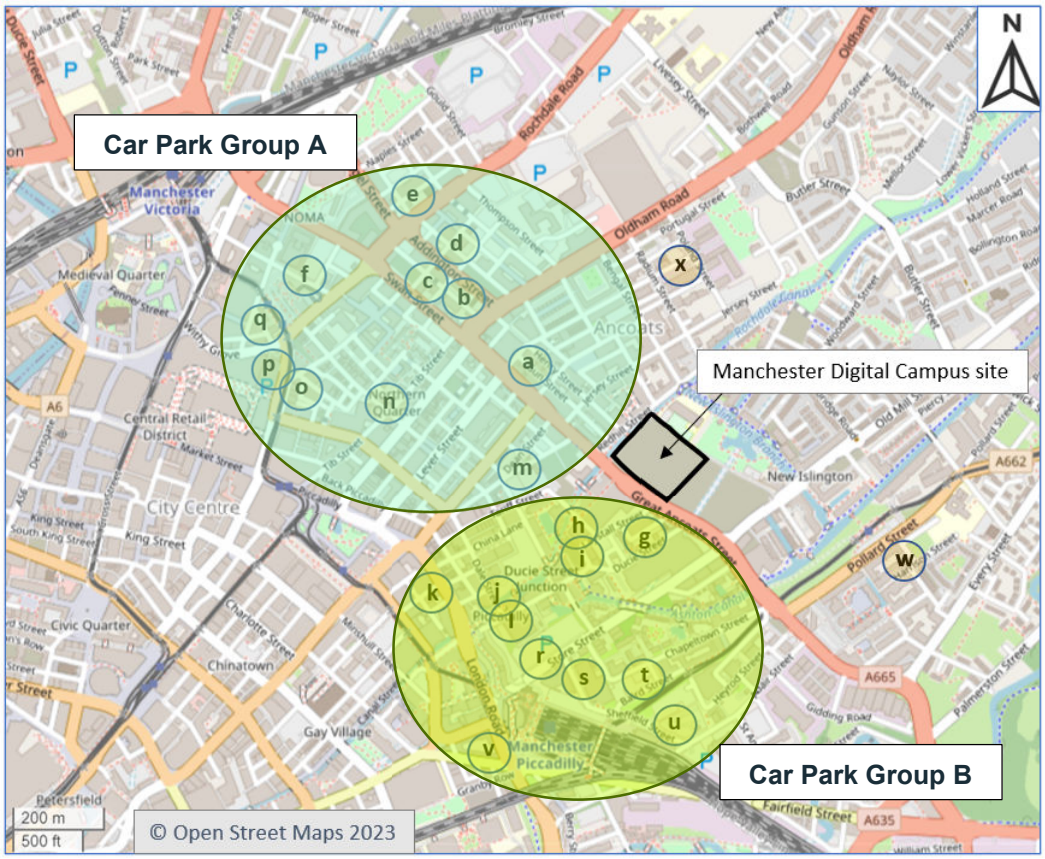


For the AM peak, trip generation figures in Table 1-1 indicate that there will be 349 single-occupancy trips and 82 multi-occupancy trips. This will equate to around 529 pedestrians walking to/from long stay car parking locations assuming multi-occupancy vehicles contain, on average, 2.2 people.

349 + 2.2 * 82 = 349 + 180 = **529**

There are approximately 7,500 car parking spaces located within a 1 kilometre/15 minute walk of the development. The location of these long stay car parks is shown in Figure 1-4 below.

Figure 1-4 - Location of long stay parking with 1km/15min walk of proposed site



Ref	Location	No. of parking spaces	Comment
a	Gun Street	140	
b	Castle Street	32	
c	Cross Keys Street	13	
	Cross Keys Street	39	
	Goulden Street	25	
	Goulden Street	33	
d	Thompson Street	67	
	Mason Street	15	
	Rochdale Road	23	
	Rochdale Road	65	
e	Rochdale Road	45	
	Shudehill	84	Reserve spaces
f	Hanover Street	145	Reserve spaces
	Manchester Printworks	771	Reserve spaces
	Lomax Street	15	
g	Ducie Street	9	
	Ducie Street	42	

Ref	Location	No. of parking spaces	Comment
h	Tariff Street	232	
i	Ducie Street	50	
j	Ducie Street	285	
k	Piccadilly Gardens	712	
l	Ducie Street	30	
	Port Street	21	
	Port Street	20	
m	Tariff Street	115	
	Port Street Central	76	
	Port Street	3	
n	Northern Quarter	685	
o	Edgehill Street	13	
p	Arndale	1487	
q	Dantzic Street	24	
r	Store Street	406	
s	Piccadilly Station	711	
t	Baird Street	100	Reserve spaces

Ref	Location	No. of parking spaces
u	Sheffield Street	165
v	Piccadilly Place	583
	Pollard Street	55
w	Boond Street	30
	Providence Street	55
	Radium Street	28
	George Leigh Street	17
x	Jersey Street	130
	Harriett Street	28
	Oldham Road	15

The majority of the car parks are either to the northwest or south/southwest of the development which informs the expected routes for the associated pedestrian flows. These two areas of car parking account for 95% of the non-reserved parking within this 1km radius of the development and they are not too dissimilar in the number of car parking spaces they offer. Reserved spaces are not considered as there is no guarantee that they will be available.

The split between the total 6181 spaces is as follows;-

- Car Park Group A – 2941 spaces (48%)
- Car Park Group B – 3240 spaces (52%)

All pedestrians wishing to move between Car Park Group B and the development will need to cross Great Ancoats Street. In contrast, only part of Car Park Group A will need to do so (2444 out of 2941 – 83%).

These percentages will be used to assign the **529** pedestrian trips generated as a consequence of a motor vehicle commute and the associated walk between their parked vehicle and the development (and vice versa).

1.4 Identified pedestrian access routes and walking times

- **Rail**
  - **Piccadilly** - Store Street (**14 mins**)
  - **Victoria** – Great Ancoats Street (**18 mins**)
- **Bus / Tram**
  - **Piccadilly Gardens** – Great Ancoats Street / Port Street / Newton Street / Portland Street (**12 mins**)
  - **New Islington Tram Stop** – Canal towpath infrastructure / Old Mill Street (**7 mins**)
  - **Shudehill Bus Station** – Port Street / Thomas Street (**14 mins**)

2. Existing pedestrian infrastructure

2.1 Controlled pedestrian crossings

There are three locations adjacent to the development where existing pedestrian crossing points with call facilities. Details are show in Figure 2-1 and Table 2-1.

Figure 2-1 - Existing controlled crossing facilities



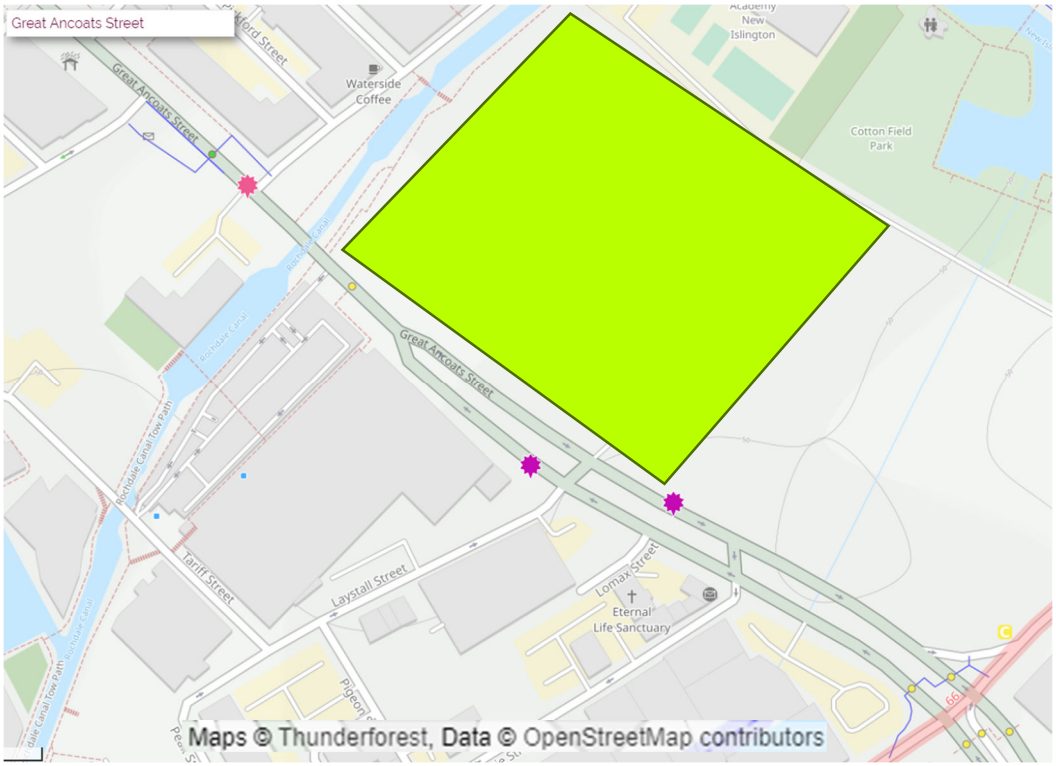
Table 2-1 - Existing pedestrian crossings

Crossing Point A Between Port Street and Redhill Street. E384902 , N398468	
Crossing Point B East of Rochdale Canal Towpath E384959 , N398414	
Crossing Point C Great Ancoats St / Store St / Old Mill St Junction E385199 , N398249	

2.2 Pedestrian safety

Over the 5-year period of available data (2019-2023), there have been 3 pedestrian casualties in the vicinity of the development - 1 slight and 2 serious. None occurred at the existing crossing points. The locations of the collisions are shown in Figure 2-2.

Figure 2-2 - Pedestrian casualty locations



The two serious collisions occurred on the dual carriageway section of Great Ancoats Street. Furthermore, in the same time period, there were no records of any pedestrian collisions on Store Street or Laystall Street. However, there was a slight injury collision at the junction of Ducie Street with Dale Street.

The available data does not suggest that there is an extant problem with pedestrian safety in the location in proximity to the MDC or the routes leading to it as identified as part of this assessment.

2.3 Identifying desire lines and estimating flows

Using the locations of the transport hubs and the trip generation figures, it is possible to estimate the desire lines and approximate pedestrian numbers using them. Where those routes require pedestrians to cross main roads, it is necessary to calculate the confluence of the pedestrian flows and whether the existing crossing points have sufficient reserve capacity to accommodate them.

In lieu of specific Transport for Greater Manchester guidance, Transport for London's document "Pedestrian Comfort Guidance for London" is the most relevant industry

guidance regarding pedestrian flows. It looks at the number of people who can use a pedestrian crossing in an hour via the metric of pedestrian comfort. With this model, there is an inverse relationship between flows and comfort i.e. pedestrian comfort decreases as pedestrian flow increases.

Generally, for an office & retail typology, the comfort level is given as “C+” which equates to 18 to 20 people per minute per metre of width (ppmm).

Using this approach to calculate a maximum capacity of a crossing, the following is arrived at for Crossing Point B (3.5m wide);-

Capacity = 3.5m x 20 ppmm x 60 (mins/hr) = **4,200 people per hour**.

Crossing Point C has much more signalling infrastructure, but as a conservative limit, the same figures can be used.

2.3.1 Pedestrian numbers (car parking)

Pedestrian numbers for AM peak (the highest) coming from the car parks and needing to cross Great Ancoats Street are calculated thus;-

- Car Park Group A - 48% * 83% * 529 = **211** pedestrians
- Car Park Group B – 52% * 529 = **275** pedestrians

It is further assumed that Group A will approach the development from the west and Group B will approach from the east but split evenly across Store Street / Ducie Street / Laystall Street.

2.3.2 Pedestrian numbers (rail)

For heavy rail in Manchester, Wikipedia gives 2022/23 passenger totals (non-interchange) at each station as 23.56m at Piccadilly and 7.0m at Victoria.

This translates to a 77% / 23% split.

- Piccadilly – 77% * 506 = **390** pedestrians
- Victoria – 23% * 506 = **116** pedestrians

It has been assumed that Piccadilly station patrons will approach the development from the southwest and will further be equally distributed between Store Steet and Ducie Street/Laystall Street. Victoria station users will approach from the west.

2.3.3 Pedestrian numbers (bus and tram)

For Metrolink a simple assumption is made on a 75% / 25% split in Piccadilly's favour in the absence of any patronage information regarding the two stations/stops.

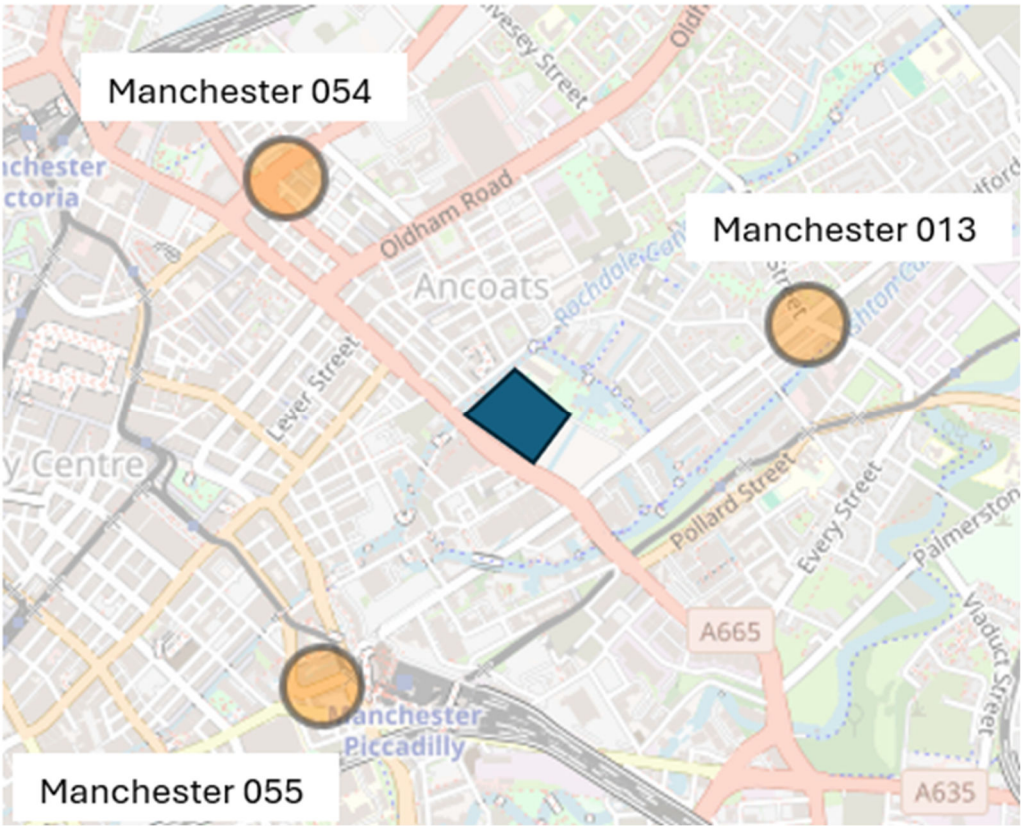
- Piccadilly Gardens – 75% * 74 = **55** pedestrians
- New Islington – 25% * 74 = **19** pedestrians

It is reasonable to assume that Piccadilly Gardens Metrolink patrons will approach the development from the west and those from New Islington will approach from the east.

2.3.4 Pedestrian numbers (residential)

The trip generation numbers indicate that 249 wholly pedestrian movements are likely in the worst case (AM peak hour). It is a fair assumption that these will be originating from residential areas around the city centre. The website "commute.datashine.org.uk"[1] has been consulted which provides Travel to Work Flows based on the 2011 census as released by the Office for National Statistics. This is, in essence, an origin-destination matrix of where people commute to work based on postcodes. There are 3 nodes that surround the development (see Figure 2-3).

Figure 2-3 - DataShine Commute nodes



These nodes encapsulate part of the postcodes M1, M2, M3, M4, M12, M40 & M60.

Using these data, the origins of the 249 pedestrian trips generated will be split in the following fashion.

- North - 42% * 249 = **105** pedestrians
- East - 9% * 249 = **22** pedestrians

[1] Oliver O'Brien & James Cheshire (2016) Interactive mapping for large, open demographic data sets using familiar geographical features, Journal of Maps, 12:4, 676-683, DOI: 10.1080/17445647.2015.1060183

- West - 9% * 249 = **22** pedestrians
- South - 40%, * 249 = **100** pedestrians

Pedestrians approaching from the west and the south have been assigned the need to cross Great Ancoats Street.

- Approaching from the west – **22** pedestrians
- Approaching from the south – **100** pedestrians

2.3.5 Pedestrian totals

Totals for pedestrians approaching the MDC from the west and needing to cross Great Ancoats Street.

Victoria (rail) + Car Park Group A + Peds (residential) + Piccadilly Gardens (bus/tram)

- 116 + 211 + 22 + 55 = **404** pedestrians

Totals for pedestrians approaching the MDC from the southwest and needing to cross Great Ancoats Street – these include for splits across Laystall Street, Ducie Street and Store Street.

- Laystall Street = 33% * Car Park Group B + 33% * Peds (residential) + Piccadilly (rail)
  - 92 + 33 + 130 = **225** pedestrians
- Ducie Street = 33% * Car Park Group B + 33% * Peds (residential) + Piccadilly (rail)
  - 92 + 33 + 130 = **225** pedestrians
- Store Street = 33% * Car Park Group B + 34% * Peds (residential) + Piccadilly (rail)
  - 91 + 34 + 130 = **255** pedestrians

This gives a grand total of **1109** (404 + 225 + 225 + 255) pedestrians needing to cross Great Ancoats Street in the AM peak.

2.3.6 Crossing Assignments

Assigning pedestrian trips to existing crossing location has been done on the basis of which they meet first. For the two adjacent crossings (A & B) a 50:50 split between them is assumed.

Crossing point A will take 50% of pedestrian flows coming west down Great Ancoats Street.

- Crossing Point A = 50% * 404 = **202** pedestrians

Crossing point B will take 50% of pedestrian flows coming west down Great Ancoats Street in addition to all those from Laystall Street and 50% from Ducie Street.

- Crossing Point B = 202 + 225 + 112 = **539** pedestrians

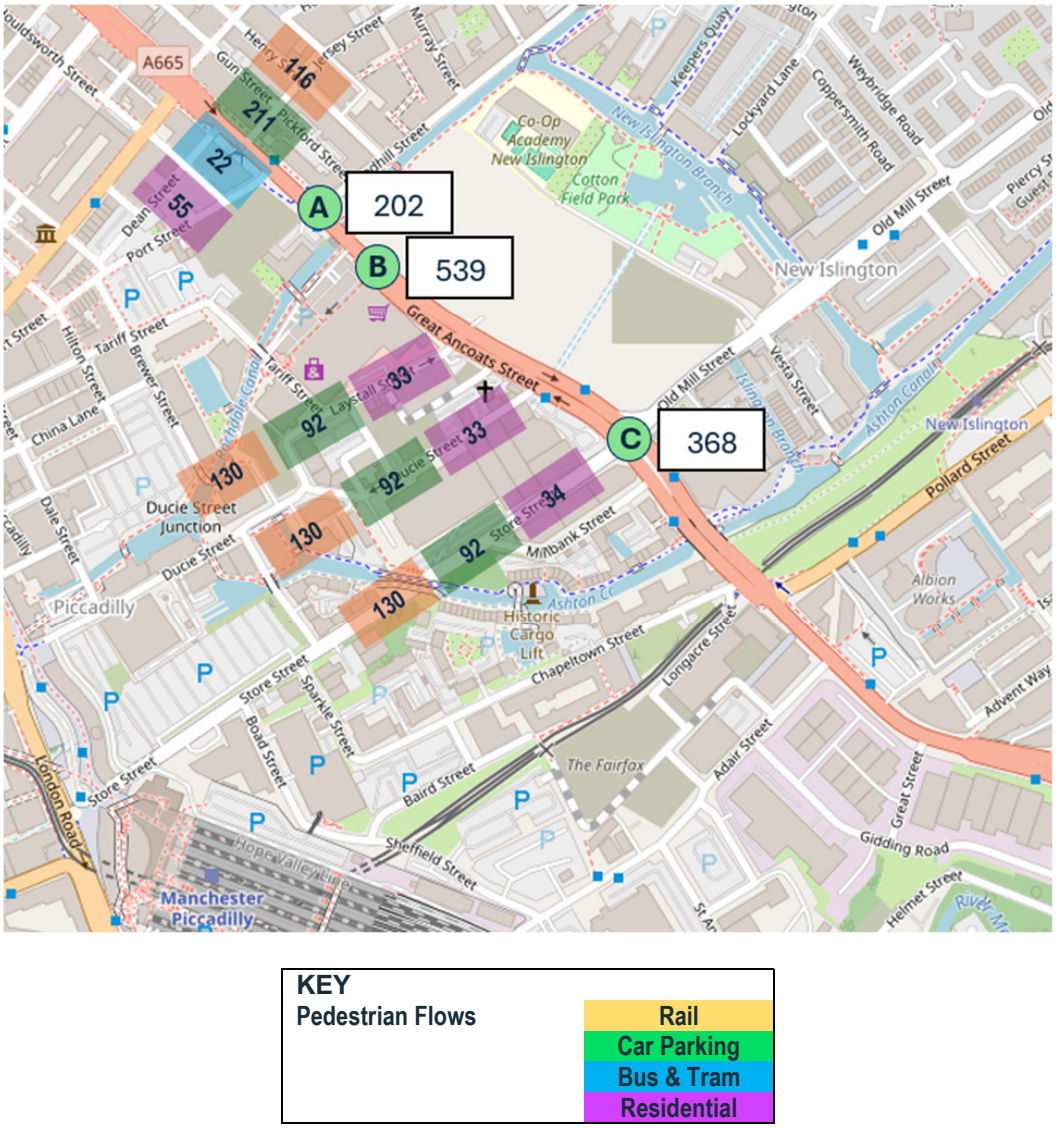
Crossing point C will take all of Store Steet and 50% of the Ducie Street flows.

- Crossing Point C = 255 + 113 = **368** pedestrians

Check – 202 + 539 + 368 = **1109** pedestrians.

For context, these figures are shown geographically on Figure 2-4.

Figure 2-4 - Crossing Assignments for AM Peak



KEY	
Pedestrian Flows	Rail
	Car Parking
	Bus & Tram
	Residential

2.3.7 Existing crossing usage

There are no official figures available for the current number of pedestrians using the existing Crossing Points A, B & C. However, for Crossing Point B, a site visit (07/10/2024) sampled crossing numbers during the peak AM period (0830 to 0930). Subsequent extrapolation allows the estimation of the number of pedestrians using the crossing over the full hour to be of the order of **450** pedestrians.

2.4 Impact of generated pedestrian flows

The maximum number of additional pedestrian movements generated by the development that need to use any one crossing in the peak AM period is **539** (Crossing Point B).

Estimated future demand = 450 (existing)+ 539 (new) = **989** pedestrians per hour.

Consequently, there appears to be more than sufficient capacity for each crossing (4,200 peds per hour) to cater for existing usage plus that generated by the development with an available headroom of around 3,200.

3. Results / outcomes

3.1 Capacities

Whilst this assessment is an approximation based on assumptions and sampling, the results indicate that reserve capacity in the crossings remain so significant that they could continue to accommodate increases to both the existing and generated pedestrian flows by over 300%.

As a consequence, the figures presented indicate that no additional pedestrian crossing facilities are required on Great Ancoats Street to cater for the demand likely generated by the MDC development as it has been demonstrated that the existing pedestrian crossing infrastructure has sufficient capacity to accommodate the predicted pedestrian flows.

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AtkinsRéalis

Stage 1 Road Safety Audit Report

Government Property Agency

3rd December 2024

MANCHESTER DIGITAL CAMPUS

AtkinsRéalis - Sensitive / Sensible (FR)

Notice

This document and its contents have been prepared and are intended solely as information for Government Property Agency and use in relation to the Stage 1 Road Safety Audit of the Manchester Digital Campus.

AtkinsRéalis UK Limited assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

This document has 12 pages including the cover.

Document history

Document title: Stage 1 Road Safety Audit Report

Document reference: 2425-206

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	Initial issue	JPD	ED	MJP	JPD	03/12/24

Project Details

Client	Government Property Agency
Project	Manchester Digital Campus
Job number	100096142
RSA reference	2425-206

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1. Introduction

AtkinsRéalis has been commissioned by the Government Property Agency to undertake a stage 1 Road Safety Audit (RSA) of the proposed Manchester Digital Campus at Great Ancoats Street. This report documents the outcome of the RSA in the form of identified road safety problems and associated recommendations.

1.1 Report structure

Section 2 of this report documents the findings at the current RSA stage. Section 3 comprises the RSA Team statement. Details of the information provided about the highway scheme are included in Appendix A. Problems and recommendation locations for the current RSA stage are shown on the plan included in Appendix B.

1.2 Terms of reference

This RSA has been conducted in accordance with/in line with the principles of GG119 Road Safety Audit in the Design Manual for Roads and Bridges. As such the RSA team has examined and reported only on the road safety implications of the highway scheme and has not examined or verified the compliance of the designs to any other criteria. Where there are issues that may be of interest to the design organisation, but not necessarily within the scope of the RSA, these have been provided to the Overseeing Organisation separately.

In addition to GG 119, this RSA has been informed by the RSA Brief. This was provided to the RSA team, and approved by,Neil Bowker of AtkinsRéalis.

1.3 RSA team

The RSA team for this stage was:

Team Leader	John-Paul Doherty Associate Technical Director AtkinsRéalis.	CEng Meng MICE Cert. of competency in RSA gained in 2013.
Team Member	Emma Donaldson Engineer AtkinsRéalis.	MEng

1.4 Site visit approach and observations

The site visit completed to inform the current RSA stage was carried out between 8:30 and 09:15 on the 29th November by all members of the RSA team. During the site visit the weather was overcast, traffic conditions were free flowing, and the road surface was dry.

1.5 Scope of the highway scheme

The scope of the RSA is the highway works associated with the proposed Manchester Digital Campus on the former Central Retail Park on Great Ancoats Street, Ancoats, Manchester. The RSA Brief provides the following description:

- Development type and floorspace proposed development that forms the basis of this planning application comprise the provision of Class E office space of approximately 84,000 sqm GIA of floorspace across two office buildings and retail frontage onto Great Ancoats Street of approximately 1,000 sqm.
- The proposed Development includes the provision of 50 accessible parking bays plus 5 spaces associated with facilities management and operations, including up to 15 electric vehicle (EV) charging points. There is cycle parking for 320 bikes.
- The proposed Development includes the relocation of the eastbound bus stop that is currently located between the canal bridge and the Laystall Street junction.
- Great Ancoats Street is the primary vehicle route passing the Site and providing vehicular access. It is proposed to provide a left-in/ left-out lane parallel to Great Ancoats Street separated from it by a narrow, kerbed area.
- Pedestrian access will be along the 'front' of the site along Great Ancoats Street and between the two buildings from the west side with access from Great Ancoats Street and the east side through the proposed park also accessed from Great Ancoats Street.
- Emergency access and egress to the Site would use a one-way route from Old Mill Street east of the Site along Hugh Oldham Way, with egress onto Great Ancoats Street.
- Cycle access is proposed to be along the eastern edge of the Site from Great Ancoats Street (north side) and Hugh Oldham Way and along the western edge of the Site from Great Ancoats Street.

1.6 Notes and clarifications

The recommendations included within this RSA 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; alternative methods should be considered by the design organisation.

GG 119 provides requirements and advice on the process for responding to this RSA report including the production and agreement of a separate RSA Response Report. The RSA Response Report provides the full audit trail of decision making at each stage of the process and captures the changes made as a result of the recommendations made here. The proposer, their designer, the highway authority and any other relevant stakeholders are encouraged to agree where how and if changes should be progressed.

In raising problems relevant to the highway scheme, the RSA team are not assigning responsibility for implementing recommendations, or alternatives solutions, to any particular party.

The RSA team reviewed the content of the RSA brief and requested clarification on the way in which the right turn lane will be closed and the method of operation for the building vehicular access. This information was subsequently provided.

To the knowledge of the RSA team this is the first RSA undertaken on the proposals.

2. Items raised at this stage

This section provides details of the problems identified at the current RSA stage. The location of problems identified by this Stage 1 RSA are shown on the problem location plan in Appendix B.

Problem 1

Location Vehicular access to the campus

Summary Vehicles re-entering Great Ancoats street unsafely

Vehicles that attempt to enter the campus but are not permitted to access the car park will be forced to rejoin traffic on Great Ancoats Street. The point at which they need to exit is within the signalised junction at Laystall Street. It is not clear from the information provided how many vehicles would be using this exit. However, a frustrated driver who is not allowed access could fail to identify an approaching vehicle or attempt to undertake a dangerous manoeuvre such as a u-turn in the junction. This could result in a number of collision types including nose to tail collisions as drivers brake to avoid the turning vehicle.

Recommendation

As the design develops identify additional measures to prevent or at least discourage dangerous manoeuvres including:

- Reconfiguring the layout so only the southern exit is needed.
- Reducing the size of the gap in the central reserve.
- Prohibiting manoeuvres with a traffic regulation order and associated traffic signing.
- Adjusting the geometry at the exit to discourage drivers from turning right.

Problem 2

Location Emergency egress to the campus

Summary Damage to pedestrian crossing

The emergency egress onto Great Ancoats Street appears to be at the approximate location of the retained controlled crossing. Large vehicles, such as a fire tender, crossing the footway here would damage the tactile paving and kerbs over time creating tripping hazards for pedestrians. The damage would also make the crossing less safe for visually impaired users who as well as tripping may attempt to cross away from the facility and be struck by a vehicle.

Recommendation

Relocate the egress point away from the crossing.

3. RSA Team statement

We certify that this RSA has been carried out in line with the principles of GG119.

Team Leader

Name	John-Paul Doherty	**Signed**	
Job title	Associate Technical Director, AtkinsRéalis	**Date**	03/12/2024

Team Member (s)

Name	Emma Donaldson	**Signed**	
Job title	Engineer, AtkinsRéalis	**Date**	03/12/2024

APPENDICES

Appendix A. Information provided

The following is a list of information provided to the RSA Team.

A.1 Documents

Document Ref.	Rev.	Title	Date
2425-206	1.0	RSA Brief	28/11/24
N/A	1.0	Pedestrian movement assessment	16/10/24

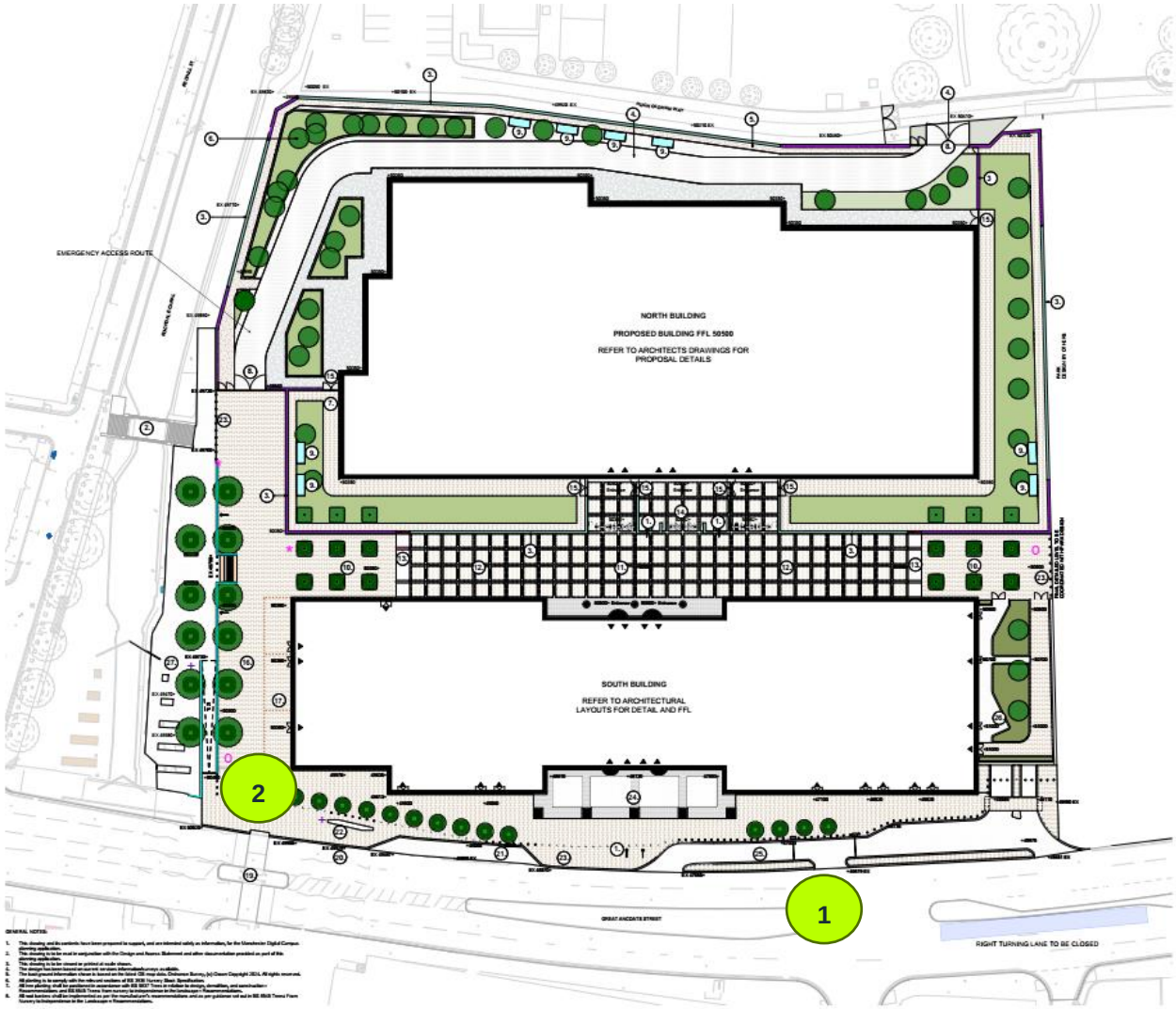
A.2 Drawings

Drawing Ref.	Rev.	Title	Date
MDCX-ATR-ZZ-ZZ-DR-L-23100	P01.4	Public Realm Masterplan	17/01/24
N/A	N/A	Vehicle tracking sketches	N/A

Appendix B. Problem location plan

The plan below indicates the approximate locations of problems identified at the current RSA stage described in section 2.

Figure 1 - Problem location plan



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AtkinsRéalis

Road Safety Audit Stage 1
Designer's Response Report

December 2024

Version P01

MANCHESTER DIGITAL CAMPUS

Great Ancoats Street

AtkinsRéalis - Baseline / Référence

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This document has 10 pages including the cover.

Document history

Document title: Road Safety Audit Stage 1 Designer's Response Report

Document reference:

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
1.0	Draft	KS	DG	NB	TB	04/12/2024

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1. Project Details

1.1 Project Details

Report Title	Road Safety Audit Stage 1 Designer's Response Report
Date	04/12/2024
Document Reference and Revision	MDCX-ATK-XX-XX-RP-CH-000002
Prepared by	AtkinsRéalis
On behalf of	Manchester City Council

1.2 Authorisation Sheet

Project	Manchester Digital Campus
Report Title	Road Safety Audit Stage 1 Designer's Response Report
Prepared by	
Name	Kulwant Singh
Position	Engineer
Signed	Kulwant Singh
Organisation	AtkinsRéalis
Date	04/12/2024
Approved by	
Name	Neil Bowker
Position	Project Design Lead
Signed	
Organisation	AtkinsRéalis
Date	05/12/2024

2. Introduction

AtkinsRéalis was appointed on behalf of the Government Property Agency (GPA) as part of an application for full planning permission for the development of a new civil service campus and associated public realm on part of the Former Central Retail Park in Ancoats (herein referred to as the 'Proposed Development')

Below provides a summary of the development proposals on the site:

- Development type and floorspace proposed development that forms the basis of this planning application comprise the provision of Class E office space of approximately 83,000 sqm GIA of floorspace across two office buildings and retail frontage onto Great Ancoats Street of approximately 1,000 sqm.
- The proposed Development includes the provision of 50 accessible parking bays plus 5 spaces associated with facilities management and operations, and15 electric vehicle (EV) charging points. There is cycle parking for 320 bikes.
- The proposed Development includes the relocation of the eastbound bus stop that is currently located between the canal bridge and the Laystall Street junction
- Great Ancoats Street is the primary vehicle route passing the Site and providing vehicular access. It is proposed to provide a left-in/ left-out lane parallel to Great Ancoats Street separated from it by a narrow, kerbed area
- Pedestrian access will be along the 'front' of the site along Great Ancoats Street and between the two buildings from the west side with access from Great Ancoats Street and the east side through the proposed park also accessed from Great Ancoats Street.
- Emergency access and egress to the Site would use a one-way route from Old Mill Street east of the Site along Hugh Oldham Way, with egress onto Great Ancoats Street.
- Cycle access is proposed to be along the eastern edge of the Site from Great Ancoats Street (north side) and Hugh Oldham Way and along the western edge of the Site from Great Ancoats Street.

A Stage 1 RSA has been undertaken on behalf of Manchester City Council (Overseeing Organisation) for the works around A665 Great Ancoats Street.

This response report has been produced by the AtkinsRéalis design team.

3. Key Personnel

Overseeing Organisation:	Manchester City Council
RSA Team:	Team Leader: John-Paul Doherty (AtkinsRéalis) Team Member: Elaine Cairns (AtkinsRéalis)
Design Organisation:	AtkinsRéalis

4. Road Safety Audit Decision Log

Location	Summary	RSA Problems	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
Stage 1 RSA Problems						
Problem 1						
Vehicular access to the campus	Vehicles re-entering Great Ancoats street unsafely	Vehicles that attempt to enter the campus but are not permitted to access the car park will be forced to rejoin traffic on Great Ancoats Street. The point at which they need to exit is within the signalised junction at Laystall Street. It is not clear from the information provided how many vehicles would be using this exit. However, a frustrated driver who is not allowed access could fail to identify an approaching	As the design develops identify additional measures to prevent or at least discourage dangerous manoeuvres including: • Reconfiguring the layout so only the southern exit is needed. • Reducing the size of the gap in the central reserve. • Prohibiting manoeuvres with a	Agree with RSA recommendation to identify additional measures during detail design, however it should be noted that it is not anticipated that the numbers of rejected vehicles will be significant as anyone expected to arrive at the site will be booked in advance. It is likely that the majority of vehicles being rejected are those turning into the campus by mistake and		

Location	Summary	RSA Problems	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
		vehicle or attempt to undertake a dangerous manoeuvre such as a u-turn in the junction. This could result in a number of collision types including nose to tail collisions as drivers brake to avoid the turning vehicle	traffic regulation order and associated traffic signing. • Adjusting the geometry at the exit to discourage drivers from turning right.	signage (eg. “no unauthorised access”) will be added in the detail design to deter this. The process will be supported and managed by GPA site operations staff trained to understand these potential issues. During the optioneering stage undertaken to date, feasibility of reducing the gap in the central reserve was analysed. A similar exercise will be done on current proposals at the detailed design phase. TRO will also be discussed with MCC during detail design stage.		
Problem 2						

Location	Summary	RSA Problems	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
Emergency egress to the campus	Damage to pedestrian crossing	The emergency egress onto Great Ancoats Street appears to be at the approximate location of the retained controlled crossing. Large vehicles, such as a fire tender, crossing the footway here would damage the tactile paving and kerbs over time creating tripping hazards for pedestrians. The damage would also make the crossing less safe for visually impaired users who as well as tripping may attempt to cross away from the facility and be struck by a vehicle.	Relocate the egress point away from the crossing.	Issue is acknowledged although it is not possible to relocate either the vehicle egress point or the crossing due to geometry and desire lines. It should be noted that the issue relates to emergency vehicles egress that will occur very infrequently and will be closely managed. The potential damage to the pedestrian crossing could be addressed by having an enhanced construction specification so that it is more robust and able to handle the higher loadings		

Location	Summary	RSA Problems	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA Action
				generated by large vehicles.		

5. Design Organisation and Overseeing 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:	Neil Bowker
Signed:	
Position:	Project Design Lead
Organisation:	AtkinsRealis
Date:	04/12/2024

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 overseeing organisation.**

2. **The agreed RSA actions will be progressed.**

Name:	
Signed:	
Position:	
Organisation:	
Date:	

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