

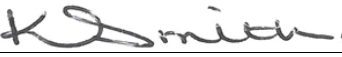
1. Stage 1 Road Safety Audit Response Report

1. Project details

Table 1 Project details

Report Title	Stage 1 Road Safety Audit Response Report
Date	17 January 2024
Document reference	158834-003-01 Road Safety Audit Response Report
Prepared by	Sanderson Associates Consulting Engineers
On behalf of	Downing Living (Manchester South) Limited Partnership Incorporated

Table 2 Authorisation sheet

Project	Purpose Built Student Accommodation (PBSA) at Plot 11 – Block C, First Street South, Manchester City Centre.
Report Title	Stage 1 Road Safety Audit Response Report
Prepared by	
Name	Ian Ladbrooke
Position	Associate
Signed	
Organisation	Sanderson Associates Consulting Engineers
Date	17 January 2024
Approved By	
Name	Karen Smith
Position	Associate Director
Signed	
Organisation	Sanderson Associates Consulting Engineers
Date	17 January 2024

2. Introduction

The development scheme is to construct a Purpose Built Student Accommodation (PBSA) (sui generis) for up to approximately 555 students. The scheme will be a predominantly car free development, with sustainable travel options providing for daily access. However, access to the development is still required for servicing, access to mobility spaces and also to assist at the start and end of term for the purpose of students moving in and out of the accommodation.

The objective of the Stage 1 Road Safety Audit is to examine the road safety implications of the Section 278 works for the public highways adjacent to the site which comprise Newcastle Street and Chester Street with highway improvements shown on OPEN drawing reference 10474-OPE-00-GF-DR-L-910001 revision 02. Vehicle tracking is shown on Sanderson Drawings 155345-001 revision A and 155345-002 revision A.

The development impacts on the public highway comprise:

- 2no. mobility car parking spaces proposed on the north side of Chester Street.
- Vehicle access to the development service turning area and service layby from Newcastle Street / Chester Street.
- The removal of dropped kerbs and tactile paving on Newcastle Street (east side) at the junction with Chester Street. This existing east / west crossing is redundant and does not have a reciprocal dropped kerb / tactile paving arrangement on the west side of the road.

The Stage 1 Road Safety Audit Brief was prepared by Ian Ladbrooke from Sanderson Associates. Audit Brief reference 158834-001-01 dated 15 December 2023.

The Stage 1 Road Safety Audit Brief and Auditors CVs were approved by Laura Waring Development Control Engineer, Highways Development Control at Manchester City Council by way of email exchange on 21 December 2023.

The Stage 1 Road Safety Audit was undertaken by independent road safety engineers at Sanderson Associates, during January 2024. The Audit report is referenced 158834-002-01 date 16 January 2024.

3. Key Personnel

Table 3 Key personnel

Overseeing Organisation	Manchester City Council The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA
RSA Team	David Colley BEng, MCIHT, NH RSA Certificate of Competency; Audit Team Leader Ashley Armitage AMIHE; Audit Team Member Sanderson Associates Consulting Engineers Sanderson House Jubilee Way Grange Moor Huddersfield WF4 4TD mail@sandersonassociates.co.uk
Design organisation	Ian Ladbrooke – Associate Sanderson Associates Consulting Engineers Sanderson House Jubilee Way Grange Moor Huddersfield WF4 4TD mail@sandersonassociates.co.uk OPEN (Optimised Environments Limited) Floor 3, 86 Princess Street Manchester United Kingdom M1 6NG Andrew.Watson@op-en.co.uk

4. Road Safety Audit Decision Log

Table 4. Road Safety Audit decision log

RSA Problem	RSA Recommendation	Design Organisation Response	Overseeing Organisation Response	Agreed RSA action
<p>Problem 1.1</p> <p>Location: Newcastle Street adjacent to the A5103.</p> <p>The Landscape Plan drawing 10474-OPE-00-GF-DR-L-910001 revision 02 shows the provision of 'Blister' type tactile paving (annotation PT11B) between the proposed footway works and the existing cycle track to the south of the site. The segregated cycle track is nearest to the site and cyclists appear to join the Newcastle Street carriageway via a dropped kerb. It is not clear from the drawing whether the new hard surfaced route from the south, adjacent to the A5103 and running to the north into the site is intended as a shared use facility. There is signage for a cycle route along Newcastle Street / Chester Street. The priority between cyclists and pedestrians is not clearly defined in this area and 'blister' type paving is not appropriate as it does not have a</p>	<p>Provide appropriate pedestrian hazard warning paving and signage for cycle routing.</p>	<p>Agreed:</p> <p>Appropriate pedestrian hazard warning paving and signage for cycle routing can be provided as part of the development</p>		<p>Stage 1 Road Safety Audit recommendations to be agreed with MCC</p> <p>Agreed recommendations are then to be incorporated at detail design stage and subject to Stage 2 Road Safety Audit.</p>

reciprocal set of paving and in part would lead into the cycle track from the signalised crossing. This could lead to conflicts between cyclists and pedestrians where pedestrians cross the cycleway route to access the signalised crossing.				
<p>Problem 1.2</p> <p>Location: Western end of Chester Street.</p> <p>No details of street lighting have been provided on the drawings for the northern side of Chester Street. There are 2 existing street lights on Chester Street one on the southern side at the eastern end adjacent to Wilmott Street and one on the southern side adjacent to the junction with Newcastle Street. The next street light is on the southern end of Newcastle Street adjacent to the cycle track and the A5103. The development will lead to vehicles manoeuvring along Chester Street and Newcastle Street in conjunction with the signed cycle route as well as manoeuvring into the accessible parking bays together with an increase in resident footfall. Inadequate lighting levels could lead to the increased risk of conflicts between vehicles and also between vehicles and pedestrians.</p>	Provide appropriate lighting levels on Chester Street Newcastle Street to accommodate the vehicle, cycle and increased pedestrian activity.	<p>Agreed</p> <p>Appropriate lighting levels can be provided on Chester Street and Newcastle Street to accommodate the vehicle, cycle and increased pedestrian activity.</p>		<p>Stage 1 Road Safety Audit recommendations to be agreed with MCC</p> <p>Agreed recommendations are then to be incorporated at detail design stage and subject to Stage 2 Road Safety Audit.</p>

5. Design Organisation and Overseeing Organisation Statements

Table 5. Design organisation statement

On behalf of the design organisation I certify that:	
<p>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</p>	
Name	Ian Ladbrooke
Signed	
Position	Associate
Organisation	Sanderson Associates Consulting Engineers
Date	17 January 2024

Table 6. Design organisation statement

On behalf of the Overseeing Organisation I certify that:	
<p>1. the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and</p> <p>2. the agreed RSA actions will be progressed.</p>	
Name	
Signed	
Position	
Organisation	
Date	