

Extract From Appendix C of GG119 - Road Safety Audit (RSA) Brief Template

Table C.1 Project summary

Date:	15.12.2023
Document reference:	158834-001-01
Prepared by:	Sanderson Associates Consulting Engineers
On behalf of:	Downing Living (Manchester South) Limited Partnership Incorporated
AUTHORSATION 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 Brief
PREPARED BY:	
Name:	Ian Ladbroke
Signed:	
Organisation:	Sanderson Associates Consulting Engineers
Date:	15.12.2023
I APPROVE THE RSA BREIF AND INSTRUCT THE RSA TO TAKE PLACE ON BEHALF OF THE OVERSEEING ORGANISATION:	
Name:	
Signed:	
Organisation:	Manchester City Council
Date:	

Table C.2 General Details

General Details				
Highway Scheme Name and Road Number:		Chester Street and Newcastle Street M15 6JH		
Type of Scheme:	Alterations to Chester Street and Newcastle Street to accommodate development proposals			
RSA Stage tick as appropriate.	1 ✓	2	3	4
Overseeing Organisation Details		Design organisation Details		
Manchester City Council The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA		Sanderson Associates Consulting Engineers Sanderson House Jubilee Way Grange Moor Huddersfield WF4 4TD ian.ladbroke@sandersonassociates.co.uk OPEN (Optimised Environments Limited) Floor 3, 86 Princess Street Manchester United Kingdom M1 6NG Andrew.Watson@op-en.co.uk		
Police contact details		Maintaining agent contact details		
Not required		Manchester City Council		

RSA team membership
David Colley BEng, MCIHT, NH RSA Certificate of Competency; Audit Team Leader Ashley Armitage AMIHE; Audit Team Member
Terms of reference
GG119 Road Safety Audit

Table C.3 Scheme Details

Scheme Description/Objective
General
<p>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.</p> <p>Site Planning History:</p> <p>In June 2016, planning permission was granted for the <i>“Demolition of on-site building and structures. Erection of a residential building (part 8, part 10, part 23 and part 26 storeys with roof plant, to accommodate 624 apartments (43 x studio, 210 x 1 bed, 328 x 2 bed, 15 x 2 bed duplex and 28 x 3 bed) (Use Class C3). Associated residential amenity uses including podium garden, ground floor commercial units (Class A1, A2, A3, A4, B1, D1 (crèche/day nursery and/or doctor's surgery) and D2 (gym use)) with associated access, servicing, parking and public realm.”</i> (Ref. 111170/FO/2016/C1) (‘the 2016 Planning Permission’).</p> <p>The 2016 Planning Permission was amended through Non Material Amendment Ref. 115206/NMC/2017 to reduce the proposed 26 storey Block 3 to 25 storeys, the proposed 23 storey Block 2 to 22 storeys and increase the 8 storey Block 4 to 9 storeys (approved 13 February 2017). The Planning Permission was implemented on site through enabling works, but has not been progressed further.</p> <p>In March 2021 planning permission reference 125573/FO/2019 was granted for the construction of four buildings of heights varying from 10 storeys to 45 storeys together comprising Co-living bedspaces (use class sui generis) and associated amenity facilities, with ground floor commercial units (Use classes A3 (Café / Restaurant and D2 (Gym)), private amenity space and public realm comprising hard and soft landscaping, car parking and cycle facilities and other associated works. The permission has been implemented and phases A and B on the north and east parts of the site are currently under construction which commenced on 30 March 2022. Phase C has not commenced and is the site which is now seeking full planning consent for the proposed PBSA development.</p> <p>A Stage 1 Road Safety Audit was undertaken by Sanderson Associates for the Co-living consent. The report is dated 25 May 2021 reference 300004-002-01. The Road Safety Audit considered the development proposals affecting Newcastle Street, Chester Street, Willmott Street and Hulme Street.</p> <p>A Stage 2 Road Safety Audit was undertaken by Sanderson Associates for the Co-living consent. The report is dated 07 October 2022 reference 301156-001-01. The Road Safety Audit considered the development proposals affecting Newcastle Street, Chester Street, Willmott Street and Hulme Street.</p>

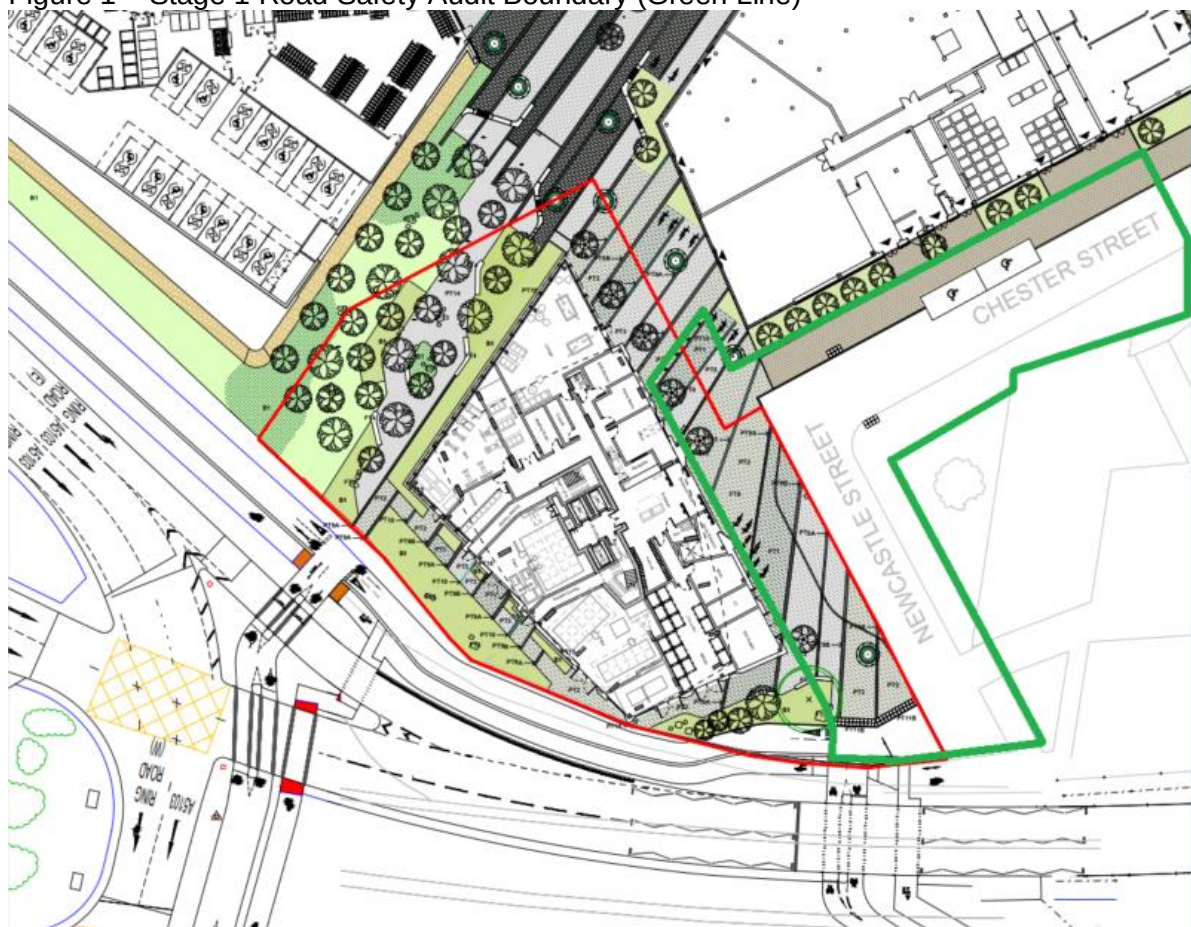
The objective of this Stage 1 Road Safety Audit is to examine the road safety implications of the Section 278 works for the public highways adjacent to the site which comprise Newcastle Street and Chester Street with highway improvements shown on OPEN drawing reference 10474-OPE-00-GF-DR-L-910001 revision 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 Road Safety Audit boundary is within the green line on the plan extract at Figure 1.

Figure 1 – Stage 1 Road Safety Audit Boundary (Green Line)



Design standards applied to the scheme design

The size of the proposed mobility spaces on Chester Street have been designed in accordance with Manchester City Council Design for Access 2 December 2003.

Pedestrian Crossings, Dropped Kerbs and Tactile Surfaces have been designed in accordance with Manchester City Council Design for Access 2 December 2003.

Manual for Streets and Manual for Streets 2.

Design speeds
20mph
Speed limits
20mph
Existing traffic flows/queues
Not recorded. However Newcastle Street is a no through road and therefore vehicle traffic flow is negligible. Currently vehicle traffic mainly comprises (temporary) construction vehicles associated with the construction of the Co-living development on the adjacent site to the north.
Forecast traffic flows
See Transport Statement document reference 155345-001-05 (Section 7)
Pedestrian, cyclist and equestrian desire lines
<p>See Transport Statement document reference 155345-001-05 (Section 6)</p> <p>Pedestrians See Transport Statement document reference 155345-001-05 (Section 6.3)</p> <p>Cyclists See Transport Statement document reference 155345-001-05 (Section 6.4)</p> <p>Equestrians There are no dedicated equestrian provisions within the vicinity of the site. The scheme will not impact equestrian use. There is a kerbed pedestrian footway on the south (site) side of West Lane.</p>
Environmental constraints
None known

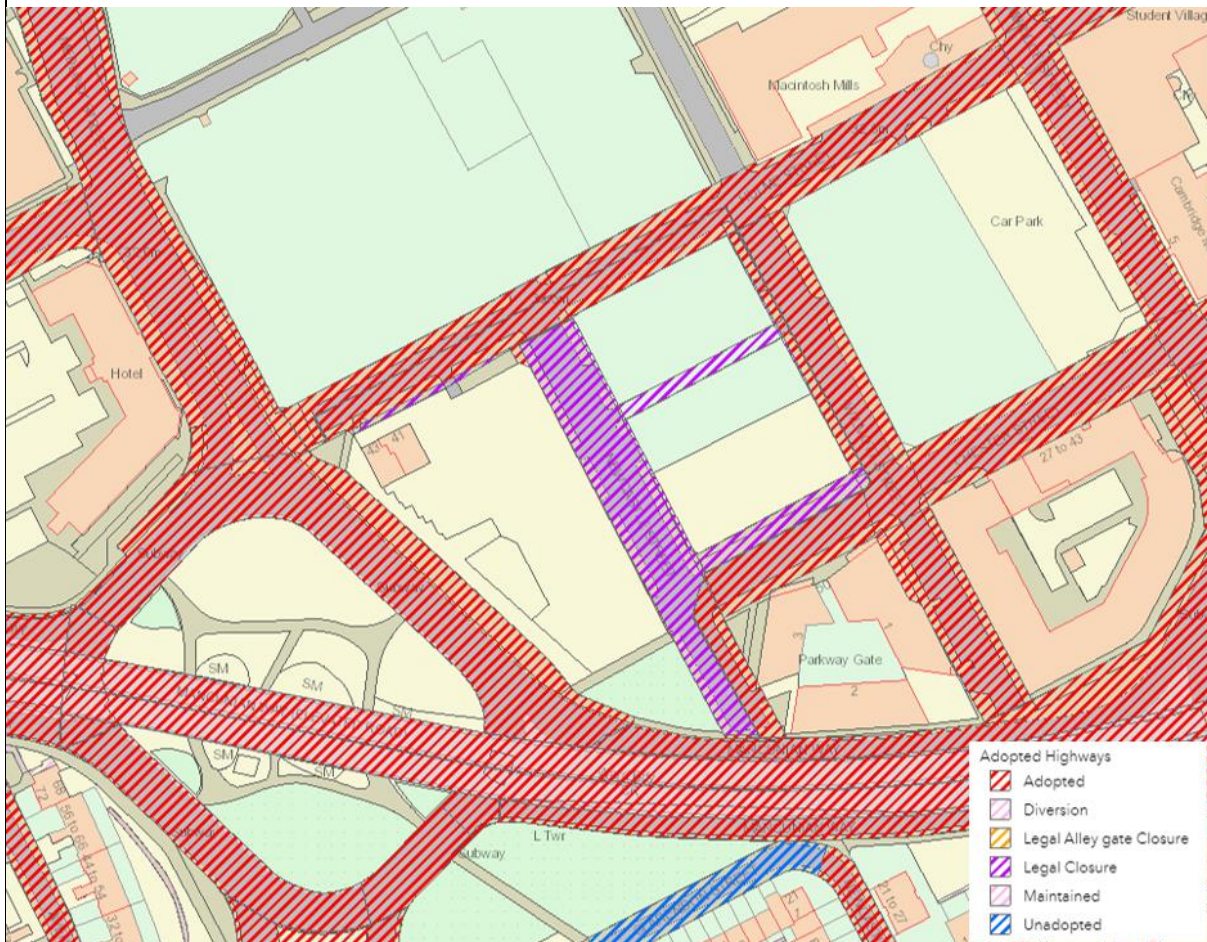
Table C.4 Locality

Description of Locality
<p>The site is located within the First Street South development site identified within the First Street Development Framework. Specifically it is the southern part of Plot 11 which comprises the application site and is bounded by Plot 11 to the north, Newcastle Street to the east, the A5103 and the A57(M) to the south and Medlock Street to the west. The location of the site is shown at Figure 2.</p>
<p>Figure 2 – Site Location Plan</p>

<p>The site comprises brownfield land which had previously been used as surface level car parking with an estimated 350 spaces across two sites. The car park has been disused since 2011.</p>
<p>The site forms part of an emerging area of Manchester City Centre known as ‘First Street’, which includes three distinct development areas: First Street North (FSN), First Street Central (FSC) and First Street South (FSS). Once completed, First Street is expected to deliver up to 2.5 million sq. ft. of commercial space, 324,300 sq. ft. of retail, leisure and hotels, 1 million sq. ft. residential development and 73,300 sq. ft. of civic, cultural and amenity space, delivering the potential to support 10,000 jobs.</p>
<p>The site is located within FSS and is identified as Plot 11. To the east of the site is surface level car parking identified for future development, and beyond this is a number of former Mills including Mackintosh Mill and Cambridge Mill which are Grade II listed and are now in residential and office uses.</p>
General description
<p>Newcastle Street between Hulme Street and Chester Street has been the subject of legal closure. This stopping up process was undertaken as part of the 2016 Planning Permission. The current status of roads within and immediately surrounding the site are illustrated on Figure 3.</p>

Figure 3 – Highway Status Plan

(Data from Manchester City Council)



The site fronts Newcastle Street for approximately 40 metres.

All roads surrounding the site have street lighting and provide footways along both sides of the carriageway.

The minor road network to the north and east of the site is subject to a 20mph speed limit with traffic calming features in the form of speed humps located along Cambridge Street and River Street.

Traffic Regulation Orders:

Link description: Newcastle Street, South of Chester Street

- Double yellow lines and an on carriageway cycle lane is present along the western side of the carriageway;
- Double yellow lines are present around the southern head of the road and eastern side of the carriageway preventing waiting at any time;

Link description: Chester Street, between Newcastle Street and Wilmott Street

- Double yellow lines are present along the northern side of the road, and also along the southern side of the road in proximity to the junctions with Newcastle Street and Wilmott Street, preventing waiting at any time;
- A single yellow line (approximate length of 40m) is present along the southern side of the carriageway. No signage is present indicating the times that the waiting restrictions apply. Therefore, a presumption of 8am – 6pm is applied;
- An on carriageway cycle path is present along the northern side of the road;

Relevant factors which may affect road safety
A Stage 1 Road Safety Audit was undertaken by Sanderson Associates for the Co-living consent. The report is dated 25 May 2021 reference 300004-002-01. The Road Safety Audit considered the development proposals affecting Newcastle Street, Chester Street, Willmott Street and Hulme Street.
A Stage 2 Road Safety Audit was undertaken by Sanderson Associates for the Co-living consent. The report is dated 07 October 2022 reference 301156-001-01. The Road Safety Audit considered the development proposals affecting Newcastle Street, Chester Street, Willmott Street and Hulme Street.

Table C.5 Analysis

Collision data analysis
See Transport Statement document reference 155345-001-05 (Section 4.4)
Departures from standards
None
Previous road safety audit stage reports, road safety audit response reports and evidence of agreed actions
A Stage 1 Road Safety Audit was undertaken by Sanderson Associates for the Co-living consent. The report is dated 25 May 2021 reference 300004-002-01. The Road Safety Audit considered the development proposals affecting Newcastle Street, Chester Street, Willmott Street and Hulme Street.
A Designers Response to the Stage 1 Road Safety Audit was prepared dated 27.08.2021 reference 300004-003-01. The findings and recommendations of the Road Safety Audit affecting Newcastle Street and Chester Street were accepted and incorporated within the current scheme proposals.
A Stage 2 Road Safety Audit was undertaken by Sanderson Associates for the Co-living consent. The report is dated 07 October 2022 reference 301156-001-01. The Road Safety Audit considered the development proposals affecting Newcastle Street, Chester Street, Willmott Street and Hulme Street.
The detail design for the proposed highway works has not been undertaken and therefore details are not available at this time, however the findings of the previous Stage 2 Road Safety Audit are noted.
Strategic decisions
None.
List of included documents and drawings
Documents CV for David Colley CV for Ashley Armitage Transport Statement document reference 155345-001-05 Stage 1 Road Safety Audit dated 25 May 2021 reference 300004-002-01 Stage 1 Road Safety Audit Response dated 27.08.2021 reference 300004-003-01. Stage 2 Road Safety Audit dated 07 October 2022 reference 301156-001-01.
Drawings OPEN drawing reference 10474-OPE-00-GF-DR-L-910001 revision 02. Sanderson Drawings 155345-001 revision A and 155345-002 revision A.

Table C.6 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	Construction/ typical details	N/A (Stage1)
Previous RSA reports	✓	Previous RSA response reports and evidence of agreed actions	✓
Collision data and collision data analysis	✓	Road traffic collision plot	✓
Traffic signal staging	N/A	Traffic counts	Not available
Speed surveys	Not Available	Pedestrian, cyclist and horse riding desire lines and volumes	✓
Walking, cycling and horse riding assessment and reviews	✓	Items outside the scope of the RSA/ strategic decisions	None
Other factors that may impact on road safety	✓	Design speeds / speed limits	✓
Design standards used	✓	Adjacent land uses	✓