

Brotherton House, Wythenshawe Town Centre

Stage 1 Road Safety Audit Designer's Response

Curtins Ref: 087688-CUR-XX-XX-T-TP-00008

Revision: P01

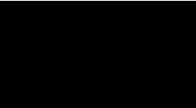
Issue Date: 23 February 2026

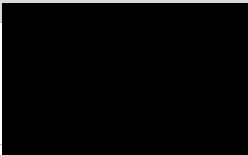
Client Name: Muse Places and Wythenshawe Community Housing Group

Control Sheet

Rev	Description	Checked	Issued	Date
P01	First Issue	AT	MR	23 February 2026

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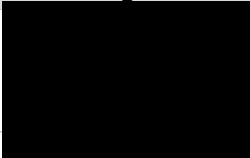
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Appendix A – Stage 1 Road Safety Audit

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Muse Places and Wythenshawe Community Housing Group to provide transport and highways advice in relation to a planning application for Brotherton House, Wythenshawe Town Centre.
- 1.1.2 Following Curtins ongoing involvement on the Wythenshawe Town Centre Masterplan Project, Curtins have been appointed to support the planning application for a residential plot which forms part of the masterplan, known as Brotherton House.
- 1.1.3 The proposed description of development is as follows:

“Erection of extra care apartments (Use Class C2) older living apartments, and dwellinghouses (Use Class C3), car and cycle parking, landscaping and other associated works following demolition of existing buildings”
- 1.1.4 The Development Proposals would comprise 216 residential units in total. This will consist of a 109-unit extra care apartment block, 82-unit older living (50+) apartment block, and 25 townhouses.
- 1.1.5 The Development Proposals could generate 50 and 35 two-way vehicular trips in the AM and PM peak. However, based on the previous office-based use, it is likely that the former Lloyds Bank Office would have generated significantly more when operational.
- 1.1.6 A Transport Assessment (TA; Curtins Document Reference: **087688-CUR-XX-XX-T-TP-00001**) and Interim Travel Plan (ITP; Curtins Document Reference: **087688-CUR-XX-XX-T-TP-00003**) have been prepared for the application.
- 1.1.7 A Stage 1 Road Safety Audit of the proposed development – of both the proposed access arrangement and internal layout - was undertaken by an independent auditor, J Bartlett Consulting Ltd, in February 2026.
- 1.1.8 The full updated 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 the Audit.

1.3 Structure of the Report

- 1.3.1 Following this introduction, **Section 2** sets out the matters raised by the Audit, and the Design Team Response.

2.0 Matters Raised and Designer's Response

2.1 Matters Raised by Stage 1 RSA

- 2.1.1 No issues were identified in the Stage 1 RSA.
- 2.1.2 Section 2 of the RSA noted that after due and careful consideration, the Audit Team were unable to identify any areas of concern that cannot be addressed as the scheme develops.
- 2.1.3 The only comment raised within the scope of the Stage 1 Road Safety Audit was a lack of pedestrian crossing facilities across the proposed accesses. However, it should be noted that this is included within the site masterplan and will therefore be incorporated as part of the detailed design.
- 2.1.4 Furthermore, Section 3 of the RSA notes that there are some other details that have been identified that will need to be addressed as part of detailed design and future RSA Stages.

Appendix A – Road Safety Audit (February 2026)

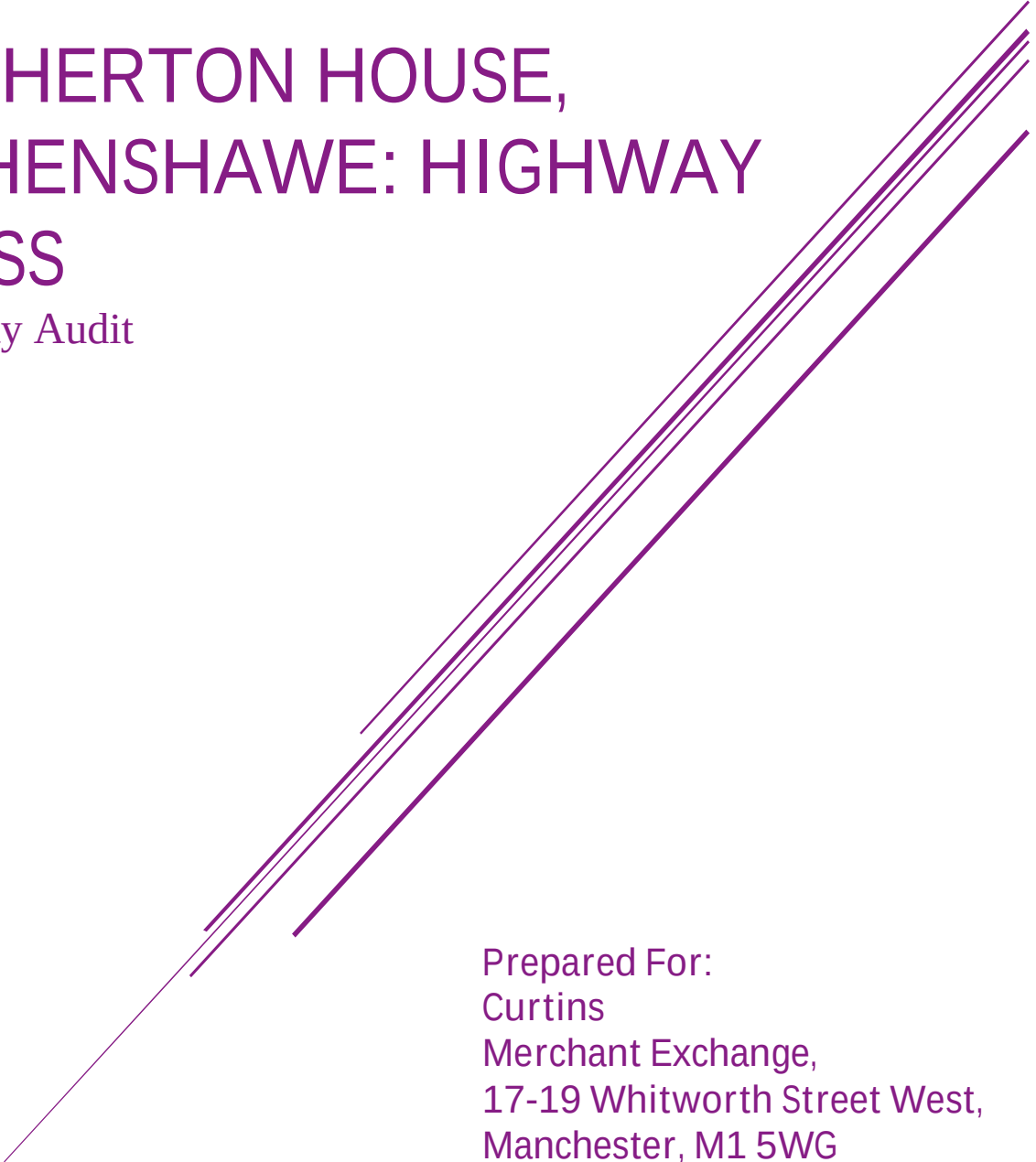
Report Number: Curtins/1835
Date: 14th February 2026
Prepared by: Julian Bartlett



BROTHERTON HOUSE, WYTHENSHAW: HIGHWAY ACCESS

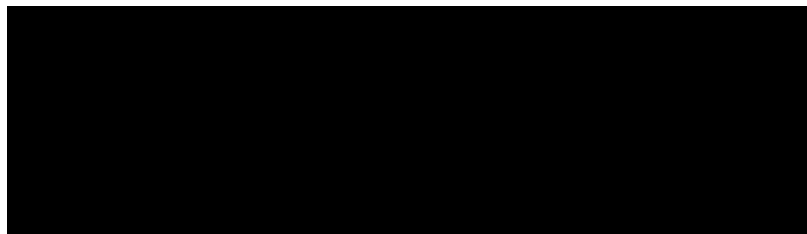
Road Safety Audit

Stage 1

A decorative graphic consisting of several parallel lines of varying lengths and colors (dark blue, medium blue, light blue, and white) that run diagonally from the bottom left towards the top right of the page.

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Job Number: 1835

Client: Curtins

Highway Authority: Manchester City Council (MCC)

Project: Brotherton House, Wythenshawe: Highway Access

Report Title: Stage 1 Safety Audit

Date: 14th February 2025

Issue	Purpose / Status	Prepared By	Checked	Approved	Date
D1	DRAFT	Julian Bartlett	Lyn Jones	Julian Bartlett	February 2026
D2	Corrected typos and clarification of 3.1 and 3.2	Julian Bartlett	Lyn Jones	Julian Bartlett	February 2026

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- 1.1 This report results from a Stage 1 Road Safety Audit undertaken by J Bartlett Consulting Limited following a request from Matthew Riley of Curtins. The Audit was carried out during February 2026.
- 1.2 This Safety Audit considers the introduction of 216 residential units in total. This will consist of a 109-unit extra care apartment block, 82-unit older living (50+) apartment block, and 25 townhouses, with highway access utilising a tradition give way arrangement off Cornfield Drive.
- 1.3 The audit team comprised the following individuals:

Road Safety Audit Team Leader

Road Safety Audit Team Member

1.4 The following documents and drawings were made available to the Audit Team for this safety audit:

Drawing Number	Rev	Title
3475b-PLA-XX-XX-DR-L-0001 S1	P08	Wythenshawe Civic Plot 3.3: General Arrangement
87688 - CUR - XX - 00 - D - TP- 75001	P02	Site Access Arrangement
87688 - CUR - XX - 00 - D - TP- 05001	P01	Swept Path Analysis Large Car Plot 3.3
87688 - CUR - XX - 00 - D - TP- 05002	P01	Swept Path Analysis 11.2m Refuse Vehicle Plot 3.3
87688 - CUR - XX - 00 - D - TP- 05003	P01	Swept Path Analysis Fire Tender Plot 3.3
87688 - CUR - XX - 00 - D - TP- 05004	P01	Swept Path Analysis 7.5t Panel Van Plot 3.3

2

Documents

Brotherton House, Wythenshawe, Town Centre: Transport Statement Ref
087688-CUR-XX-XX-T-TP-00001 dated 28th November 2025

Departures,

None Notified.

Specific Requirements

None

Identified Documentation

Manchester City Council series of web based design documentation ref.
https://www.manchester.gov.uk/info/500344/roads_and_transport.

- 1.5 A site visit was undertaken by the Audit Team on 6th February 2026 between 12:30 and 13:10. It was raining and the road surface was wet at the time of the site visit. Traffic movements relatively low on Cornfield Drive with three cars observed all travelling towards the town centre. Two parked cars were located opposite the proposed development but outside the direct area of influence of the proposed access, nearer to the junction with Poundswick Lane. Traffic movements on Poundswick Lane and Simonsway were as expected with reasonable two-way flow and little queue development at the signals. No cyclists or motorcyclists were seen, with four pedestrians observed using Simonsway. During the visit a police car under blue lights exited the police station through the signal against a red light but in a controlled and appropriate manner.
- 1.6 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.
- 1.7 The terms of reference for the audit are as described in the latest version of National Highways Design Manual for Roads and Bridges (DMRB), Volume 5, Section 2, GG119 'Road Safety Audit'. The audit has also been undertaken in line with the latest version of the CIHT 'Road Safety Guidelines' Edition.
- 1.8 The Audit Team have referred to appropriate design documentation as required while undertaking this audit. Reference texts include but are not limited to the latest versions of
 - Design Manual For Roads And Bridges (DMRB);
 - Manual For Streets;

Specialists in Road Safety, Traffic and Transportation Engineering;
Quality, Environment Health & Safety Management Systems

-
- Manual For Streets 2;
 - Highway Construction Details;
 - Specification For Highway Works;
 - Traffic Signs Manual Chapter 6;
 - Traffic Signs Regulations and General Directions (TSRDG);and
 - Local Authority design guides, requirements as provided / notified (See above).
- 1.9 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 (2020), 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.
- 1.10 If issues were identified that are strictly outside the scope of this Road Safety Audit, or could not be classified as likely to increase the risk of crashes occurring, these have been included as Section 3 for completeness. It is also recommended that these are brought to the attention of the highway authority for their consideration if deemed appropriate.
- 1.11 The audit team have reviewed the collision data provided in the Transport Statement and accept the findings. No collisions resulting in personal injury have occurred within the direct area of influence of the proposals.
- 1.12 As far as the audit team are aware no previous stages of road safety audit have been undertaken on these proposals.

2 ISSUES RAISED BY THE STAGE 1 ROAD SAFETY AUDIT

- 2.1 Problems in this Audit will be identified linearly and by drawing number. See also Comments raised under section 3 of this report.

Drg: 3475b-PLA-XX-XX-DR-L-0001 S1 Rev P08

- 2.2 The drawing shows the conceptual layout of the development site and its link to the existing highway network. As such it has little direct impact on the findings of this audit.

Drg: 87688 - CUR - XX - 00 - D - TP- 75001 Rev P02

- 2.3 After due and careful consideration the audit team have been unable to identify any areas of concern that cannot be addressed as the scheme develops as part of this Stage 1 Road Safety Audit. See also Comment 3.1 below

Drg: 87688 - CUR - XX - 00 - D - TP- 05001 Rev P01

- 2.4 The drawing shows the swept path movements for a large estate car accessing the development, all movements are contained within the available carriageway space and as such do not rise concerns in terms of this audit.

Drg: 87688 - CUR - XX - 00 - D - TP- 05002 Rev P01

- 2.5 The drawing shows the swept path movements for a 11.2m refuse vehicle accessing the development, while all movements are contained within the available carriageway space some movements particularly the left turn out require the vehicle to enter the opposite bound carriageway. This is not unusual within this type of environment and as such do not rise concerns in terms of this audit.

Drg: 87688 - CUR - XX - 00 - D - TP- 05003 Rev P01

- 2.6 The drawing shows the swept path movements for a fire tender accessing the development, all movements are contained within the available carriageway space and as such do not rise concerns in terms of this audit.

Drg: 87688 - CUR - XX - 00 - D - TP- 05004 Rev P01

- 2.7 The drawing shows the swept path movements for a 7.5T panel van accessing the development, all movements are contained within the available carriageway space and as such do not rise concerns in terms of this audit.

3 ISSUES OUTSIDE THE SCOPE OF THIS ROAD SAFETY AUDIT

- 3.1 The conceptual site layout drawing shows tactile paving for the site access whereas this is not identified on the design drawings and it appears that a raised level is proposed for the site access link. It is unclear to the audit team if this forms a “Copenhagen” style access treatment with a priority to vulnerable road users in line with the highway code. The audit team do not consider this to be a problem at this stage of audit, that cannot be addressed during detailed design; it would be beneficial to provide tactile paving for the access to warn visually impaired users of the location of the junction with an associated potential for vehicle movements.
- 3.2 While the audit accept that no vehicles were parked within the direct area of influence of the junction there is the potential for this to occur. The audit team note that certain movements for some vehicles require the turning vehicle to enter the opposite bound carriageway and the presence of parked vehicles would prevent this. The audit team do not consider this to be a problem at this stage of audit that cannot be addressed during detailed design; the introduction of a system of double yellow line waiting restrictions should be discussed with the local authority and included should vehicle parking become an issue
- 3.3 The audit team note that no dropped crossings with appropriate tactile paving have been identified for the internal highway infrastructure. Appropriate pedestrian infrastructure in the form of a dropped crossing with associated tactile paving is critical in allowing the safe movement of vulnerable road users particularly the disabled, elderly and young. Lack of these facilities can result in vulnerable users becoming trapped in carriageway with a resulting increased risk of collision with passing vehicles. There is also the potential for slips / trips and falls to increase without the provision of appropriate crossings. The audit team have assumed that this is an oversight and as such do not consider this to be a problem at this stage of audit that cannot be addressed as part of the detailed design with appropriate crossings to be provided on pedestrian desire lines within the development.

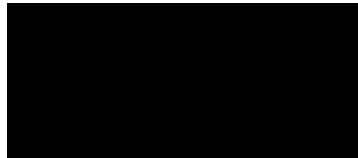
AUDIT TEAM STATEMENT

We certify that this Audit has been carried out adopting the principles contained in but not in full compliance with the National Highways standard GG 119 'Road Safety Audits' and in line with the philosophy outlined in the CIHT 'Road Safety Guidelines'.

Road Safety Audit Team Leader

Name: Julian Bartlett

Signed:



Position: Director

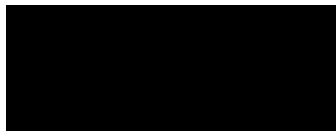
Organisation J Bartlett Consulting Ltd

Date: 17th February 2026

Road Safety Audit Team Member

Name: Lyn Jones

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Date: 18th February 2026

Contact Details as per record sheet

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Not required

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