NORTH MANCHESTER GENERAL HOSPITAL
MSCP 2 – SURFACE CAR PARK

STAGE 1 ROAD SAFETY AUDIT

610/2025/149/01 Rev 1

12 September 2025

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Report Title:	North Manchester General Hospital MSCP 2 Surface Car Park Stage 1 Road Safety Audit
Date:	12 September 2025
Document Reference & Revision:	610/2025/149/01 Rev 1
Prepared by:	Six Ten Highways & Traffic Ltd
On behalf of:	Manchester University NHS Foundation Trust

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CONTENTS

1.0 INTRODUCTION 2

2.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFEFY AUDIT 4

3.0 ROAD SAFETY AUDIT TEAM STATEMENT 6

APPENDICES

APPENDIX ONE

4.0 LIST OF DRAWINGS AND DOCUMENTS SUPPLIED BY THE DESIGN ORGANISATION 7

APPENDIX TWO

5.0 PROBLEM LOCATION PLAN 8

APPENDIX THREE

6.0 PHOTOGRAPHS 9

1.0 INTRODUCTION

1.1 This report results from preliminary design Stage 1 Road Safety Audit (RSA) carried out on the proposed highway works for the MSCP 2 Surface Car Park at North Manchester General Hospital, at the request of Manchester University NHS Foundation Trust (MFT). The scheme was designed by AFL Architects. Although there was no formal "audit brief", the RSA team has accepted that sufficient information has been provided to undertake the Stage 1 RSA. The audit team has been approved by MFT as the Project Sponsor.

1.2 The Road Safety Audit Team was as follows:

Jon Preston MCIHT, MSoRSA
Audit Team Leader

Tristan Brooks* Bsc (Hons), MBA, CMILT, MCIHT, MSoRSA, NH RSA Cert of Comp
Audit Team Member

1.3 Audit Team members marked with an asterisk above hold a National Highways approved Certificate of Competency (CoC) in Road Safety Audit, in accordance with Article (1–3) of EC Directive 2008/96/EC.

1.4 The audit took place at the Manchester office of six:TEN Highways and Traffic between 24 July 2025 and 12 September 2025. The Road Safety Audit was undertaken in accordance with the Road Safety Audit information provided. The audit comprised an examination of the documents provided as detailed in Appendix One.

1.5 The Audit Team visited the site together during the morning of Thursday 24 July 2025 between 11.15hrs and 11:45hrs and comprised a walk and drive-through (where available) of the area covered by the scheme. During the site visit the weather was overcast and the carriageway surface was dry. At the time of the site visit traffic movements in the vicinity of the proposed scheme were moderate, with some pedestrian and no cyclist movements observed.

1.6 Central Drive in the vicinity of the proposed highway works is currently subject to a 20mph speed limit and there is street lighting throughout.

1.7 The terms of reference of the audit are as described in GG 119 Rev.2. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Collision Investigation, Road Safety Engineering and Road Safety Audits.

1.8 The proposed highway works subject to audit are associated with a proposed surface car park and in summary includes:

- Provision of a major/minor priority-controlled T-junction on the southern side of Central Drive to provide access to a proposed 70 space car park.

1.9 The Audit Team have not been informed of any Departures from Standard for the proposed scheme nor have they been made aware of any previous RSA's undertaken on the scheme.

1.10 Personal injury collision data has been obtained from the Crashmap online database which shows there has been no personal injury collisions on Central Way in the vicinity of the proposed highway works during the latest five-year period (2019-2023) for which data is available. It is noted that highway network around the hospital may not be public highway and therefore, any collisions that may have occurred may not be held within the Crashmap database.

1.11 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.

1.12 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG 119 Rev 2, and in no way, imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

2.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

2.1 General

2.1.1 Location: Central Drive/Crescent Drive mini-roundabout junction

Problem

Summary: Risk of headlights from vehicles within the car park dazzling drivers negotiating the mini-roundabout junction may increase the risk of vehicular collisions

There is a risk that headlight glare from vehicles within the parking spaces adjacent to the Central Drive/Crescent Drive mini-roundabout junction may dazzle drivers attempting to negotiate the mini-roundabout junction. Headlight glare may result in drivers entering the mini-roundabout junction injudiciously and may increase the risk of vehicular collisions at the junction.

Recommendation

It is recommended that suitable boundary treatment is provided between the proposed car park and the adjacent highway (Central Drive/Crescent Drive) to prevent headlight glare from the car park.

2.2 Local Alignment

2.2.1 No road safety issues identified at this stage.

2.3 Junctions

2.3.1 No road safety issues identified at this stage.

2.4 Walking, Cycling and Horse Riding

2.4.1 Location: At the proposed car park access

Problem

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

It was observed during the site visit that the existing uncontrolled pedestrian crossing on the western side of the car park access does not benefit from tactile paving. Omission of tactile paving results in a lack of appropriate warning for visually impaired pedestrians of the side road ahead and they may inadvertently enter the carriageway, which may increase the risk pedestrian/vehicular collisions.

Additionally, it was observed that the kerb upstand at the existing uncontrolled pedestrian crossings either side of the car park access were considered to be excessive i.e. greater than 6mm. Generally, the kerb upstand at uncontrolled pedestrian crossings is between 0mm and 6mm. The excessive kerb upstand may increase the risk of pedestrian trips/falls and may create manoeuvrability issues for those with pushchairs, wheelchairs and mobility scooters.

Recommendation

It is recommended that tactile paving should be provided at the uncontrolled crossings on the car park access and that the kerb upstand at the existing uncontrolled pedestrian crossings is reduced to between 0mm and 6mm.

2.5 Traffic Signs, Carriageway Markings and Lighting

2.5.1 No road safety issues identified at this stage.

3.0 ROAD SAFETY AUDIT TEAM STATEMENT

We certify that the audit has been carried out in accordance with DMRB GG119 Rev 2.

AUDIT TEAM LEADER

Jon Preston MCIHT MSoRSA

Director — Signed: [redacted]

six:TEN Highways & Traffic Ltd — Date: 12 September 2025

AUDIT TEAM MEMBER

Tristan Brooks Bsc (Hons), MBA, CMILT, MCIHT, MSoRSA, NH RSA Cert of Comp

Traffic & Road Safety Engineer — Signed: [redacted]

six:TEN Highways & Traffic Ltd — Date: 12 September 2025

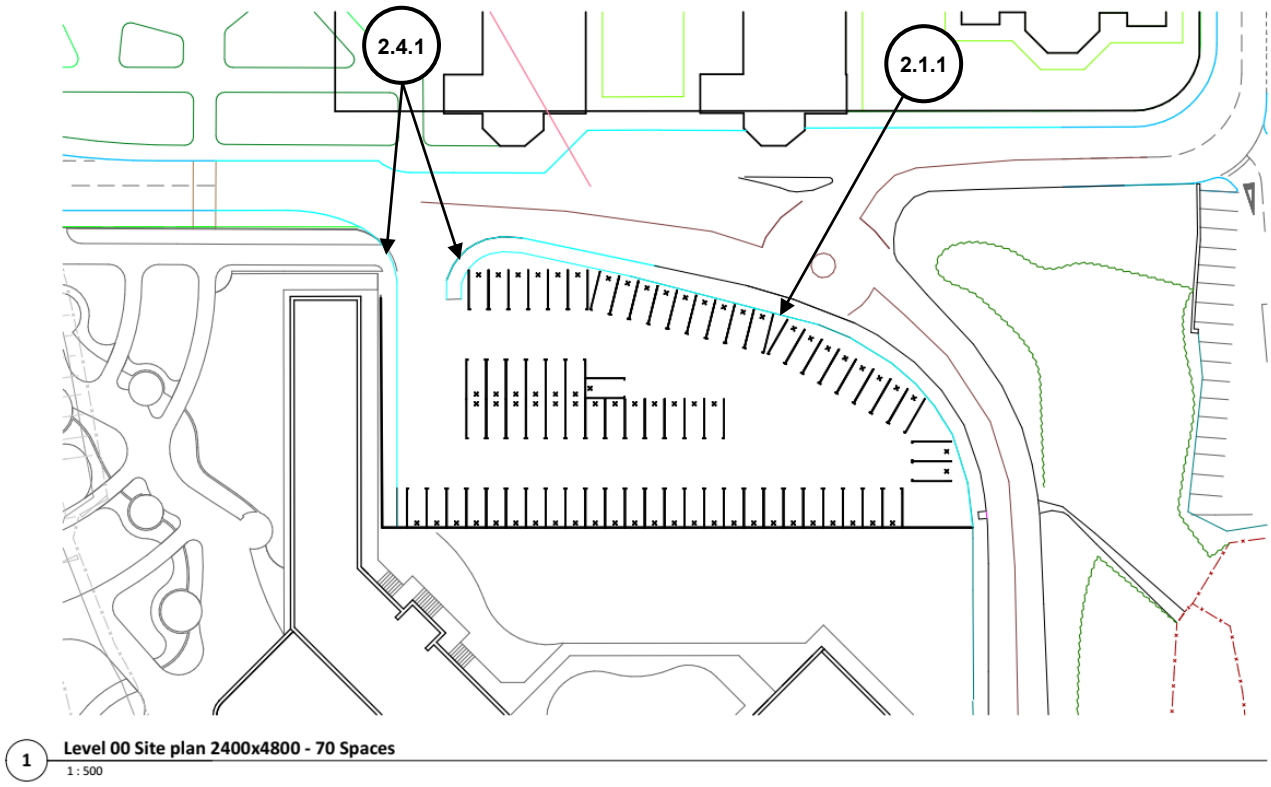
APPENDIX ONE

4.0 LIST OF DRAWINGS AND DOCUMENTS SUPPLIED BY THE DESIGN ORGANISATION

- 253118-AFL-XX-DR-A-2001 P01 MSCP Plot 2 Surface Car Park
- 5-year (2019-2023) Personal Injury Collision Data from Crashmap

APPENDIX TWO

5.0 PROBLEM LOCATION PLAN



APPENDIX THREE

6.0 PHOTOGRAPHS



6.1 General view looking east on Central Drive towards the proposed car park access.



6.2 General view looking west on Central Drive towards the proposed car park access.