

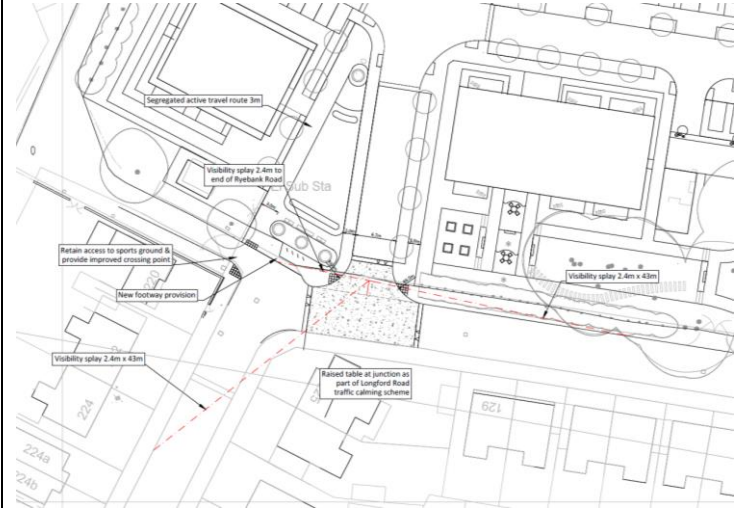
Technical Note

Date: 18 May 2026

Project: Ryebank Chorlton

Title: Stage 1 Road Safety Audit (Updated) – Designer's Response

Matters Arising from Stage 1 Road Safety Audit

Problem	Recommendation	Response
1. Speed table not perpendicular to approaching traffic A junction table is proposed on Longford Road at the new access (near 225, Ryebank Road). Its design is such that drivers approaching from Ryebank Road will meet the entry ramp at an angle. This means that the vehicle will negotiate the ramp one wheel at a time, resulting in a bumpy, rocking motion, which may cause injury to the vehicle occupants. If the vehicle is a cycle or a powered two wheel vehicle, then it may result in a loss of control and the rider becoming unseated.	It is recommended that the design of the junction table is such that vehicles will approach the entry ramp perpendicularly.	As previous audit. Recommendation accepted, entry ramp to be amended, indicative amendment below subject to MCC Highways review of RSA and confirmation.  The drawing is a technical plan view of a road junction. It shows a road labeled 'Longford Road' with a proposed 'Speed table' at the junction. A 'Sub Sta' (substation) is located near the junction. A 'Segregated active travel route 3m' is shown. A 'New footway provision' is indicated. A 'Retain access to sports ground & provide improved crossing point' is noted. A 'Visibility splay 2.4m x 43m' is shown. A 'Raised table at junction as part of Longford Road traffic calming scheme' is indicated. The drawing also shows buildings and other road features.

2. Potential reduction in visibility and vehicle manoeuvres The extracts above suggest that the visibility splay for drivers leaving the parking areas may cross over land that may be landscaped. It is not clear from the landscaping drawing issued to the Audit Team, what sort of treatment, if any, or street furniture is proposed. If drivers cannot see approaching vehicles, then they may pull out in front of live traffic, risking a collision.	It is recommended that any visibility splays are maintained entirely clear of any potential obstruction	As previous audit. Recommendation accepted. Visibility splay recommendation accepted, to be maintained free of obstruction above 600mm.
3. Potential reduction in visibility due to trees The drawings include a number of trees proposed in the footways, close to parking spaces/driveways and accesses. Some of these may be within the visibility splay for drives leaving the driveway/space/access. If drivers cannot see approaching vehicles, then they may pull out in front of live traffic, risking a collision.	It is recommended that trees and other planting/vegetation are sited so that they do not affect visibility for any road users.	As previous audit. Recommendation accepted, landscape scheme to incorporate appropriate vegetation height and tree types of suitable trunk diameter and canopy heights

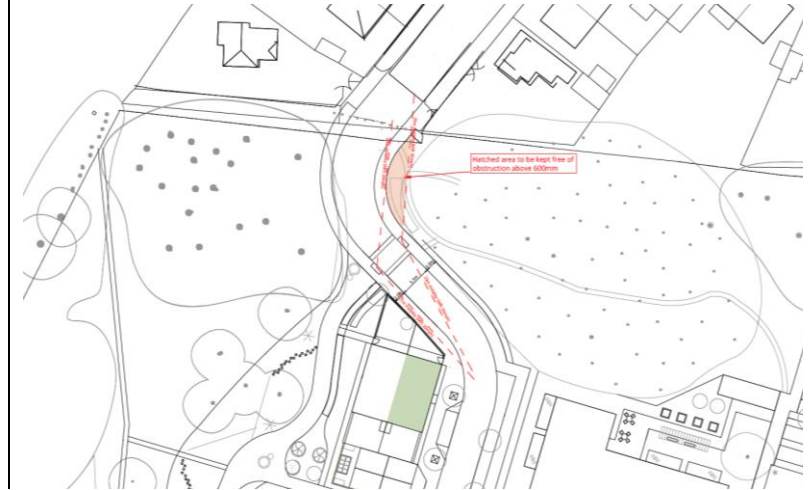
4. Pedestrian visibility

There is a pedestrian crossing facility proposed as above. It appears from the drawing that the pedestrian visibility splay on the eastern side looking north will cross an area of land which may be outside the public highway. This could result in obstructions to visibility being constructed/sited on that land which will reduce visibility. If pedestrians cannot see approaching vehicles and vice versa, then a pedestrian/vehicle collision may result.

It is recommended that pedestrian have sufficient visibility to cross safely.

As previous audit.

Recommendation accepted – pedestrian visibility has been reviewed, requirements confirmed below:



LONGFORD ROAD, CHORLTON-CUM-HARDY DEVELOPMENT SECTION 38 AND 278 WORKS STAGE 1 ROAD SAFETY AUDIT

SA 5448
May 2026



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REV	ISSUE STATUS	PREPARED BY/DATE	CHECKED BY/DATE	APPROVED BY/DATE
1	DRAFT	JC 15 May 2026	JN 15 May 2026	
2	FINAL	JC 16 May 2026	JN 16 May 2026	JN 18 May 2026

Disclaimer notes

The client has confirmed that it is entering into the agreement under which this report is being prepared on its own behalf and not on behalf of, or for the benefit of any other party and has agreed that in any event of any claim arising out of or in connection with that agreement and/or the report itself it shall be entitled to recover from Waterman Aspen Limited only the losses, if any, it has itself suffered.

This report therefore is for the private and confidential use of the client for whom it was prepared solely for the purposes requested by the client. It should not be reproduced in whole or in part or relied upon by any third party for any use whatsoever without the express written authority of Waterman Aspen Limited.

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1.0 INTRODUCTION

- 1.1 This report is for a Stage 1 Road Safety Audit (RSA) carried out on the proposed residential development off Longford Road in Chorlton-cum-Hardy near Manchester. This report was requested by SK Transport. This report follows on from a previous Stage 1 Road Safety Audit that was undertaken on a previous iteration of the scheme in December 2024.
- 1.2 The RSA team, staff members from Waterman Aspen, present at the RSA were:

Joe Clarbour
Audit Team Leader

Adrian Dawson
Audit Team Member
- 1.3 We confirm that no member of the Audit Team has been involved with the design process and that at least one member of the Audit Team holds the National Highways Certificate of Competency.
- 1.4 The Audit Team visited the site together on Friday, 06 December 2024. The weather during the site visit was dry with a dry carriageway surface.
- 1.5 The RSA brief issued to the team comprised various elements listed at Appendix Two.
- 1.6 The scheme has been examined and this report compiled only with regard to 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, in order 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 All of the problems described in this report are considered by the RSA team to require action in order to improve the safety of the scheme and minimise collision occurrence. However, if any of the problems or recommendations within this Road Safety Audit report is not accepted, a copy of the signed exception report from the Overseeing Organisation should be sent to the Road Safety Audit Team Leader.
- 1.8 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 GG119, 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 SCHEME DESCRIPTION

- 2.1 The scheme involves a new residential development of 120 residential units on land at Ryebank Fields, off Longford Road in Chorlton, near Manchester.

3.0 RECORDED INJURY COLLISION HISTORY

- 3.1 As part of the December 2024 Stage 1 RSA, an Audit Brief was presented to the Audit Team that included details of recorded collisions in the vicinity of the site for the most recent five-year period to that point. No update has been provided however, for context the original collisions data is summarised below.

- 3.2 The 2024 report states that the collisions data provided at the time showed that:

“there had been seven collisions during the most recent five years available, of which six were classified as ‘slight’ and one was classified as ‘less serious’. Two collisions involved a pedestrian, and three collisions involved a cyclist. None of the collisions involved a child or school pupil.

A single collision occurred on Ryebank Road (S) in 2020 and was classified as slight. The collision is described as a driver hitting a crossing pedestrian. The driver failed to stop at the scene and the data does not provide any details of the contributory factors.

A single collision occurred at the junction of Edge Lane/Ryebank Road (S) in 2022 and was classified as slight. The collision involved a driver turning right into Ryebank Road (S) across the path of a cyclist travelling ahead on Edge Lane. The driver failed to stop at the scene and the data does not provide any details of the contributory factors.

Two collisions occurred at the Longford Road/Oswald Road junction. The first occurred in 2020 and was classified as slight. It involved a driver turning into the path of a cyclist travelling ahead. The driver failed to stop at the scene. The second occurred in 2024 and was classified as ‘less’ serious. It involved a driver failing to stop at the junction and hitting a cyclist travelling ahead. The collision was attributed to the driver’s failure to look and observe surroundings.

A single collision occurred at the junction of Ryebank Road (N)/Great Stone Road in 2024 and was classified as slight. It involved a driver pulling out into the path of an oncoming vehicle. The collision was attributed to the driver failing to look properly.

A single collision has occurred to the west of the Edge Lane junction with Ryebank Road (S) in 2023 and was classified as slight. The collision was caused by a driver pulling out of Alderfield Road into the path of an oncoming vehicle. The collision was attributed to the driver performing a poor turning manoeuvre.

A single collision has occurred to the east of the Edge Lane junction with Ryebank Road (S) in 2020. The collision was caused by a driver hitting a pedestrian crossing Edge Lane. The driver failed to stop at the scene and the data does not provide any details of the contributory factors."

3.3 The 2024 Stage 1 RSA concluded that:

"While all collisions are regrettable, the data shows that there have been seven collisions during the five-year period assessed, most of which were classified as slight. A DfT analysis of collision data in terms of 'Killed and Seriously Injured' (KSI), the data for the study area shows that there has been only a single serious collision is included in the data, and this was classified as 'less' serious rather than 'moderately' serious or 'very' serious. The KSI rate for the study area is 0.1 per year.

The data does not show frequently occurring collisions at the same location with most collisions occurring in isolation and only one location (Longford Road/Oswald Road) having two collisions. Though the two collisions occurred four years apart and the junction has an average collision rate of 0.4 per year only. The measures proposed by the development will assist in improving the environment on Longford Road."

4.0 DEPARTURES FROM STANDARD

4.1 No departures from standard have been highlighted within the Audit Brief

5.0 DOCUMENTS AND INFORMATION NOT PROVIDED

5.1 The following information was not provided within the audit brief and therefore has not been considered with the audit:

- Site clearance
- Street lighting
- Road signing/lining
- Drainage
- Traffic/pedestrian counts
- Levels and gradients
- Construction details
- Kerb details
- Surfacing

6.0 MATTERS ARISING FROM PREVIOUS ROAD SAFETY AUDITS

- 6.1 A Stage 1 Road Safety Audit was undertaken on a previous iteration of the scheme in December 2024, a copy of which has been made available to the Audit Team for review. The previous audit raised a total of six problems. Four of the six problems (relating to the alignment of a speed table on Longford Road, visibility splays at parking areas, potential obscuring of visibility splays by proposed trees and pedestrian crossing visibility) are considered to remain valid and are re-raised as problems 7.1 – 7.4 below.

7.0 MATTERS ARISING FROM THIS STAGE 1 ROAD SAFETY AUDIT

7.1 Problem

Location: Longford Road, proposed access to site

Summary: **Speed table not perpendicular to approaching traffic**

A junction table is proposed on Longford Road at the new access (near 225, Ryebank Road). Its design is such that drivers approaching from Ryebank Road will meet the entry ramp at an angle. This means that the vehicle will negotiate the ramp one wheel at a time, resulting in a bumpy, rocking motion, which may cause injury to the vehicle occupants. If the vehicle is a cycle or a powered two wheel vehicle, then it may result in a loss of control and the rider becoming unseated.

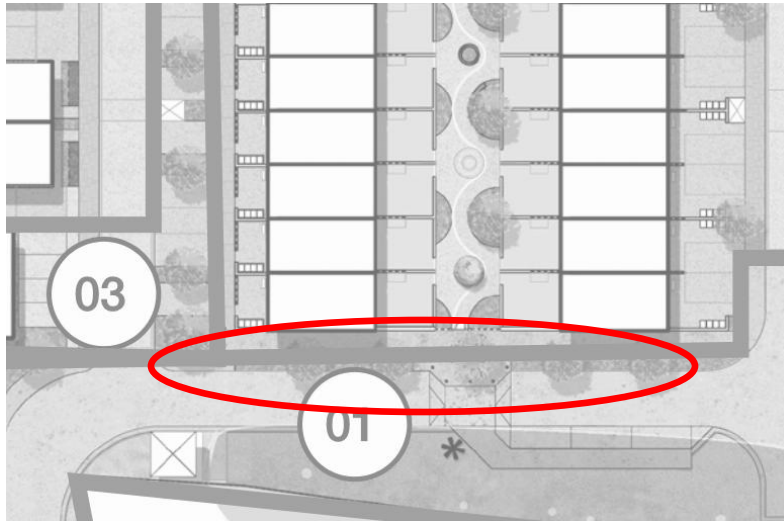
Recommendation

It is recommended that the design of the junction table is such that vehicles will approach the entry ramp perpendicularly.

7.2 Problem

Location: Proposed parking areas, near Longford Road

Summary: **Potential reduction in visibility and vehicle manoeuvres**



The extracts above indicate that the visibility splay for drivers leaving the parking areas cross over land that includes trees and other landscaping. The Audit Team is concerned that the trees may obscure visibility for drivers and if they cannot see approaching vehicles, then they may pull out in front of live traffic, risking a collision.

Recommendation

It is recommended that any visibility splays are maintained entirely clear of any potential obstruction.

7.3 Problem

Location: Various

Summary: **Potential reduction in visibility due to trees**

The drawings include a number of trees proposed in the footways, close to parking spaces/driveways and accesses. Some of these may be within the visibility splay for drives leaving the driveway/space/access. If drivers cannot see approaching vehicles, then they may pull out in front of live traffic, risking a collision

Recommendation

It is recommended that trees and other planting/vegetation are sited so that they do not affect visibility for any road users.

7.4 Problem

Location: Northern site access, Ryebank Road

Summary: **Pedestrian visibility**



There is a pedestrian crossing facility proposed as above. It appears from the drawing that the pedestrian visibility splay on the eastern side looking north will cross an area of land which may be outside the public highway. This could result in obstructions to visibility being constructed/sited on that land which will reduce visibility. If pedestrians cannot see approaching vehicles and vice versa, then a pedestrian/vehicle collision may result.

Recommendation

It is recommended that pedestrian have sufficient visibility to cross safely.

APPENDIX ONE

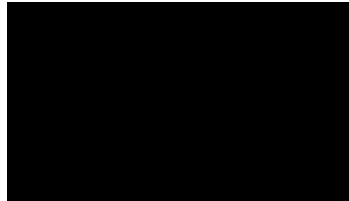
8.0 AUDIT TEAM STATEMENT

AUDIT TEAM STATEMENT

We certify that the audit has been carried out in accordance with the requirements set out in GG119. The problems identified have been noted in this report together with associated safety improvement suggestions which we recommend should be studied for implementation.

AUDIT TEAM LEADER

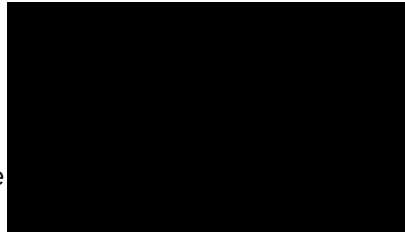
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Date: 18 May 2026

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Signe 

Date: 18 May 2026

APPENDIX TWO

9.0 LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

Drawings

TN09 Appx A 05476_Masterplan Proposed Changes

TN09 Appx B SK22351-216 Road Realignment - Geometry

TN09 Appx C SK22351-217 Road Realignment - Tracking

TN09 Appx D SK22351-215 Substation Tracking 260123

Documents

SA4771 SK Transport Longford Road Chorlton S278 RSA1 amended

APPENDIX THREE

10.0 PROBLEM LOCATION PLAN



