TRINITY WAY, MANCHESTER
PROPOSED LOADING LAYBY

STAGE 1 ROAD SAFETY AUDIT

610/2026/126/01 Rev 1

26 March 2026

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Report Title:	Trinity Way, Manchester – Proposed Loading Layby Stage 1 Road Safety Audit
Date:	26 March 2026
Document Reference & Revision:	610/2026/126/01 Rev 1
Prepared by:	Six Ten Highways & Traffic Ltd
On behalf of:	SLR

Disclaimer note

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 six:TEN Highways & Traffic Limited only the losses, if any, it has itself suffered.

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1.0 INTRODUCTION

1.1 This report results from a preliminary design Stage 1 Road Safety Audit (RSA) carried out on the proposed loading layby at Trinity Way, Manchester, at the request of SLR, the designer of the scheme who provided the Audit information, and 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 have been approved by the Overseeing Organisation, Manchester City Council (MCC), to carry out Road Safety Audits on their highway network.

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 16 March 2026 and 26 March 2026. 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 on the morning of Monday 23 March 2026 between 10.30hrs and 11:00hrs and comprised a walk and drive-throughs (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 regular pedestrian and no cyclist movements observed.

1.6 Trinity Way in the vicinity of the proposed highway works is currently subject to a 30mph speed limit and there is street lighting throughout.

1.7 The terms of reference of the audit are as described in the Design Manual for Roads and Bridges (DMRB) GG 119 Rev.2 *Road Safety Audit*. 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 are associated with a Salboy development on land to the north of Trinity Way as shown in Appendix Two and in summary includes:

- Provision of a "Loading Only" layby on the northern side of Trinity Way to the west of Dutton Street, and associated highway works.

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 online Crashmap database which shows there has been one personal injury collision in the vicinity of the proposed highway works during the latest five-year period for which data is available (2020-2024). The collision occurred at the junction of Trinity Way with Dutton Street in October 2024 involved two vehicles and resulted in one casualty whose injuries were classified as slight in severity. The Personal Injury Collision Location Plan is shown in Appendix Four.

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 No road safety issues identified at this stage.

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 No road safety issues identified at this stage.

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: 26 March 2026

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: 26 March 2026

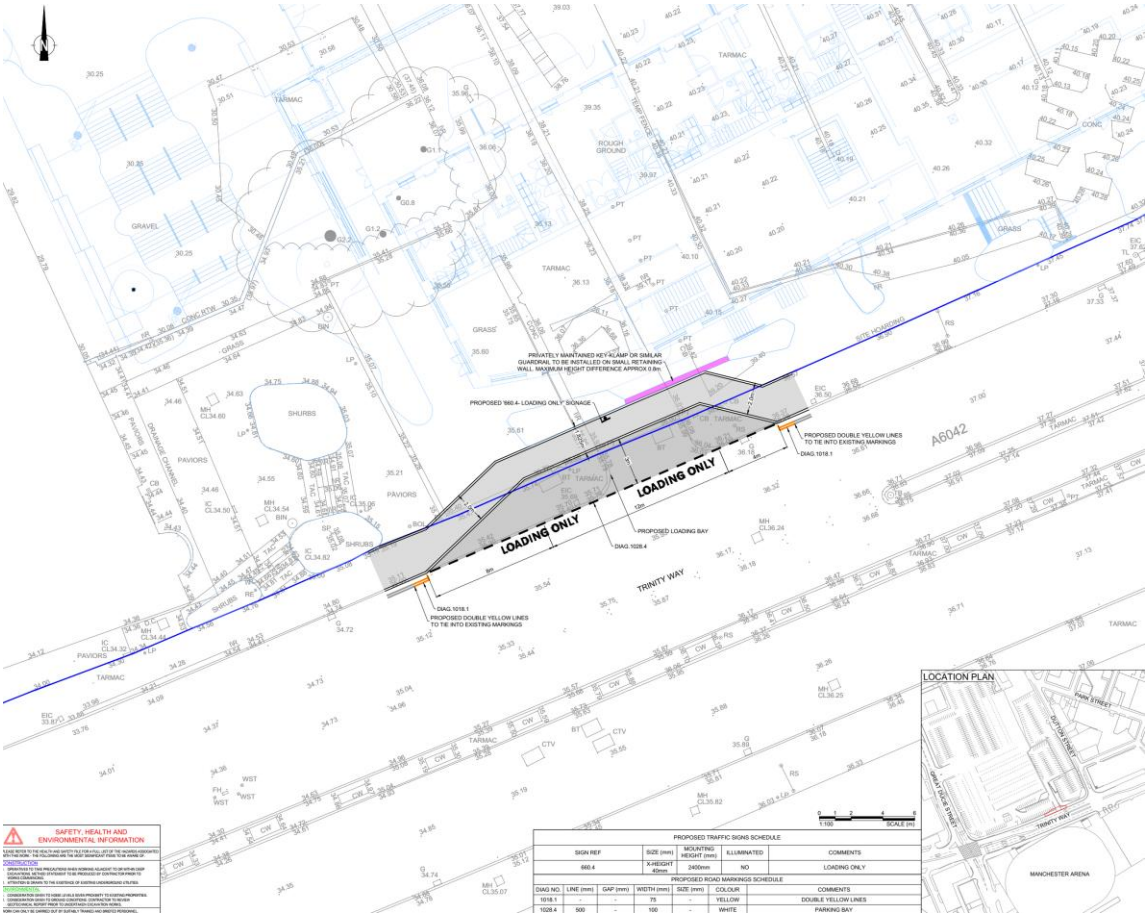
APPENDIX ONE

4.0 LIST OF DRAWINGS AND DOCUMENTS SUPPLIED BY THE DESIGN ORGANISATION

- 010161-SLR-XXX-XXX-DR-CH-0100.rev p02 General Arrangement
- 010161-SLR-XXX-XXX-DR-CH-0101.rev p01 Vehicle Swept Path Analysis
- 010161-SLR-XXX-XXX-DR-CH-0102.rev p01 Extent of S278 Works
- 010161-SLR-XXX-XXX-DR-CH-0200.rev p01 Site Clearance
- 010161-SLR-XXX-XXX-DR-CH-0700.rev p01 Proposed Construction Layout
- 010161-SLR-XXX-XXX-DR-CH-4000.rev p01 Standard Construction Details
- Five-year (2020-2024) 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 Trinity Way towards the proposed layby.

APPENDIX FOUR

7.0 PERSONAL INJURY COLLISION LOCATION PLAN

