Eddisons

# PROPOSED SITE ACCESS ARRANGEMENTS FORMER BUZZ BINGO SITE, KIRKMANSHULME LANE, MANCHESTER

## STAGE 1 - ROAD SAFETY AUDIT
## APRIL 2026

**Transport Planning /Traffic Surveys/ Road Safety Audits**

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## REPORT CONTROL

| | |
|---|---|
| **Document:** | GS1689-2026 - Former Buzz Bingo Site, Belle Vue, Manchester - Stage 1 RSA - Final.docx |
| **Client:** | Eddisons |
| **Job Number:** | GS-1689-2026 |
| **File Origin:** | /Users/go-surveys/Road Safety Audits/GS1689 - Former Buzz Bingo Site, Belle Vue, Manchester - Stage 1 RSA/GS1689-2026 - Former Buzz Bingo Site, Belle Vue, Manchester - Stage 1 RSA - Final.docx |

| **Document Checking:** | | | |
|---|---|---|---|
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| **Reviewed By:** | | **Initialled:** | |

| **Document Reference and Revision** | | | |
|---|---|---|---|
| **Issue** | **Date** | **Status** | **Checked for Issue** |
| **1** | 20/04/2026 | Draft | TB |
| **2** | 21/04/2026 | Final | TB |
| **3** | | | |
| **4** | | | |

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**Appendix B** – Location plan of identified problems.

# 1 INTRODUCTION

1.1 This report presents the findings from a Stage 1 Road Safety Audit (RSA) undertaken on the proposed site access arrangements to a proposed residential development at the Former Buzz Bingo Site, Kirkmanshulme Lane, Belle Vue, Manchester. The audit was carried out by the following:

| | | |
|---|---|---|
| Tristan Brooks<br>BSc (Hons), MBA, CMILT, MCIHT, MSoRSA,<br>HE RSA Cert. of Competency | - | Road Safety Audit Team Leader |
| Jon Preston<br>MCIHT, MSoRSA | - | Road Safety Audit Team Member |

1.2 The RSA was commissioned by Eddisons (the designers 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 overseeing organisation is Manchester City Council who have approved the audit team to undertake RSA's on their highway network.

1.3 The site visit was undertaken by the audit team on Wednesday 15th April 2026 between 11:10-11:35 and comprised a walk and drive-throughs (where available) of the area covered by the schemes. During the site visit both the weather and carriageway surface were dry. Traffic in the vicinity of the scheme on Kirkmanshulme Lane was relatively light. No pedestrians or cyclists were observed during the site visit.

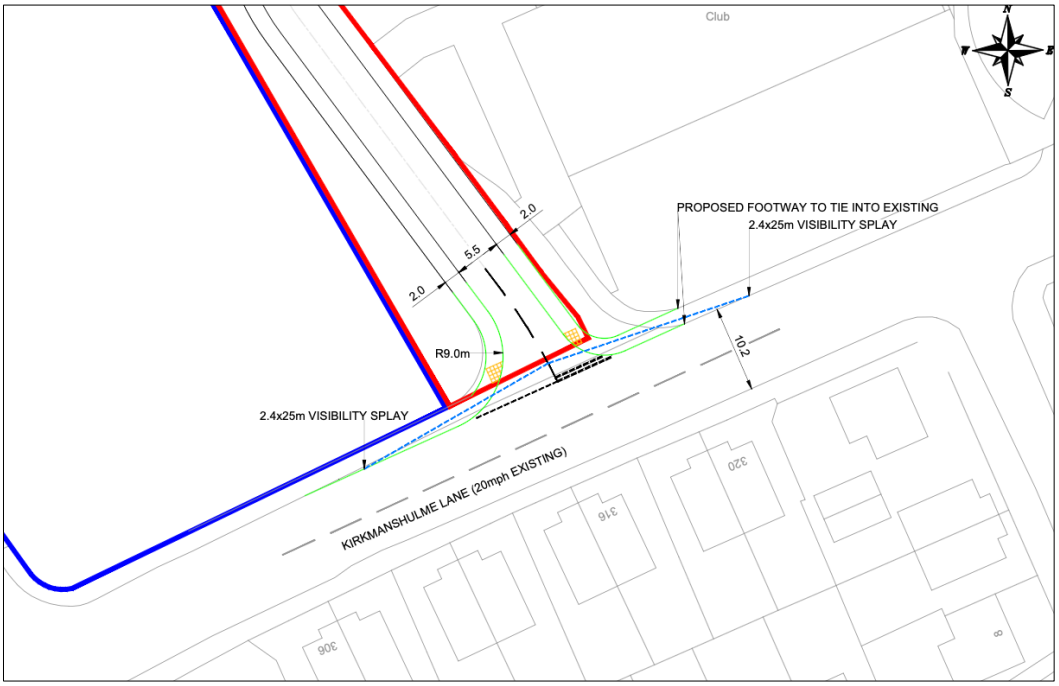
1.4 Kirkmanshulme Lane in the vicinity of the scheme is subject to a 20mph speed limit and there is street lighting throughout.

1.5 A review of the Personal Injury Collisions (PIC) data for the most recent 5 year period data is available for between 2020 to 2024 (based on information derived from Crashmap) has indicated that during this period there has been one PIC recorded in the vicinity of the proposed access arrangements that resulted in two injuries that were serious in severity. The collision occurred in February 2024 at the Kirkmanshulme Lane/site access junction and involved a car and a minibus.

1.6 The drawings and documents supplied for audit are listed in **Appendix A.** An annotated drawing showing the locations of the problems identified is provided in **Appendix B.**

1.7 The scope of the RSA is limited to the proposed access arrangements as illustrated in **Figure 1**.

**Figure 1**: Proposed access arrangements.




1.8 The terms of reference of the audit are as that described in DMRB GG/119 Guidelines on Road Safety Audits. This standard has been used for guidance only. The exceptions to GG/119 are the inclusion (if applicable) of a notes/observation section at the end of the report and figure showing the scheme instead of a written description of the scheme. The audit 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.

1.9 The audit team have not been made aware of any departures from standard within the design of the scheme nor any previous RSAs undertaken on the scheme.

1.10 The 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. 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 ROAD SAFETY AUDIT FINDINGS FROM RSA 1

## PROBLEM 1

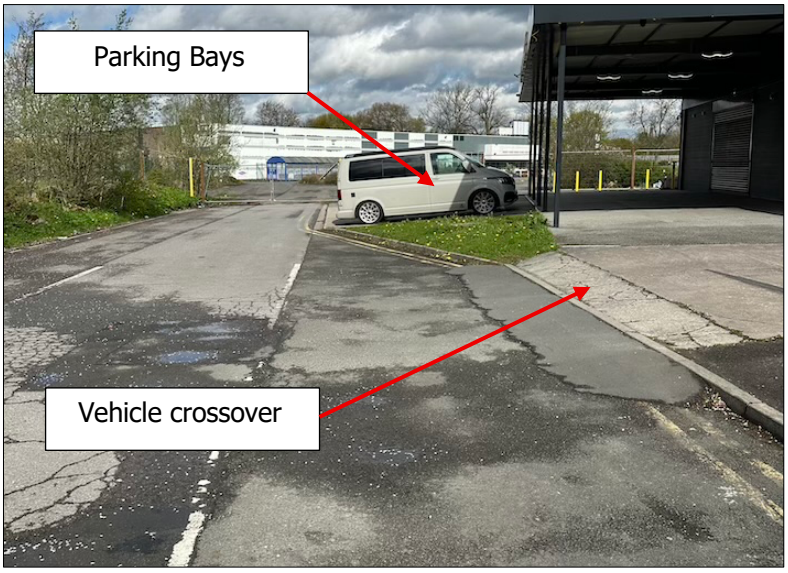
**LOCATION**: Proposed/existing site access road.

**SUMMARY**: Retention of existing parking spaces and vehicle crossover could result in a number of highway safety issues as detailed below.

2.1 It is unclear from the scheme drawings if the existing vehicle crossover or parking bays on the north-eastern side of the site access road (Ref: **Photograph 1**) will be retained as part of the proposals. Retention of existing parking spaces and vehicle crossover could result in the following highway safety issues.

- Potential for full height kerbs to be installed at the existing vehicle crossover could increase the risk of loss of control type collisions should vehicles have to negotiate full height kerbs; and
- It is unclear if the proposed footway can be provided and parking spaces retained, which could result in pedestrians having to enter the carriageway, which could increase the risk of pedestrian/vehicle collisions.

**Photograph 1**: Existing vehicle crossover and parking bays.




**RECOMMENDATION**

2.2 It is recommended that the above matters be addressed to remove the potential highway safety problems and sufficient information provided for review as part of the Stage 2 RSA.

# 3 AUDIT STATEMENT

3.1 We certify that this audit has been carried out in accordance with GG/119 unless otherwise noted.

Signed:



Date: 21 April 2026

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Signed:



Date: 21 April 2026

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# APPENDIX A

**List of Drawings and Documents Provided for Audit**

**4834-01**
Site Location Plan

**4834-F01 Rev A**
Proposed Site Access Plan

**PIC Data**
Jan 2020-Dec 2024

# APPENDIX B

## Location of Identified Problems

