BURO HAPPOLD

UoM Fallowfield Campus Redevelopment

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Contents

1 Introduction 10

1.1 Preamble 10

1.2 TAA Scope 11

2 Planning Policy 12

2.1 Introduction 12

2.2 Changes from the August 2023 TA 12

3 Baseline Conditions 13

3.1 Introduction 13

3.2 Reported Road Injury Collisions 13

3.3 Additional Baseline Surveys 17

3.4 'Streets for All' - Walking and Cycling Assessment 28

3.5 Pedestrian Comfort Level 43

3.6 Car Club 46

3.7 Future Baseline – the Limes Relocation 47

4 Proposed Development 49

4.1 Introduction 49

4.2 Quantum of Development 49

4.3 Layout 49

4.4 Pedestrian and Cycle Access 52

4.5 Cycle Parking 53

4.6 Vehicular Access and Highways Works 55

4.7 Car Parking 60

4.8 Deliveries/Servicing 61

4.9 Waste Strategy 65

4.10 Emergency Services Access 69

4.11 Moving In/Moving Out Days 70

5 Trip Generation 71

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5.1 Introduction 71
5.2 Methodology 71
5.3 Modal Split 74
5.4 Trip Generation by Mode 74
5.5 Servicing 75
5.6 Total Vehicle Trip Generation 77
5.7 Moving In / Moving Out Days 77
6 Impacts on Transport Networks and Mitigation 79
6.1 Introduction 79
6.2 Impact on Walking Network 79
6.3 Impacts on Cycling Network 83
6.4 Impact on Bus Services 84
6.5 Highway Impact 85
6.6 Parking 85
7 Mitigation 87
7.1 Travel Planning 87
7.2 Walking and Cycling 88
7.3 Bus Travel 88
7.4 Highways and Parking 88
7.5 Construction 88
8 Summary and Conclusion 89
Appendix A Planning History Summary
Appendix B Scoping Note
Appendix C Collision Data
Appendix D Pedestrian / Cycle Survey Data
Appendix E Campus Car Parking Survey Data
Appendix F Residential Parking Survey Data
Appendix G Bus Stop Survey Data

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Appendix H Streets for All Design Checks

Appendix I Landscape Architecture Drawings

Appendix J Highways Layout Drawings

Appendix K Swept Path Analysis

Appendix L TRICS Data

Appendix M Pedestrian Comfort Level Assessment

Table of Tables

Table 3.1 TfGM Summary of Reported Road Injury Collisions 13

Table 3.2 Total Number of Casualties by Type and Severity 14

Table 3.3 Bus Stop Observations (Northbound AM Peak Hour (08:00-09:00)) 26

Table 3.4 Bus Stop Observations (Southbound PM Development Peak Hour, (16:00-17:00)) 27

Table 3.5 Wilmslow Road (North) Footway Assessment Summary 30

Table 3.6 Wilmslow Road (North) Cycling Provision Assessment Summary 30

Table 3.7 Wilmslow Road (South) Footway Assessment Summary 33

Table 3.8 Wilmslow Road (South) Cycling Provision Assessment Summary 33

Table 3.9 Moseley Road Footway Assessment Summary 36

Table 3.10 Moseley Road Cycling Provision Assessment Summary 36

Table 3.11 Whitworth Lane (North) Footway Assessment Summary 39

Table 3.12 Whitworth Lane (North) Cycling Provision Assessment Summary 39

Table 3.13 Whitworth Lane (South) Footway Assessment Summary 42

Table 3.14 Whitworth Lane (South) Cycling Provision Assessment Summary 42

Table 3.15 Existing and Future Baseline PCL 45

Table 4.1 Proposed Development Quantum 49

Table 4.2 Site Access Summary 51

Table 4.3 Site Access Summary (to/from Public Highway) 55

Table 5.1 Existing, Previously Assessed, Proposed and Net Change in Person Trips 73

Table 5.2 Mode Split 74

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Table 5.3 Trip Generation by Mode (Existing Number of Beds) 74

Table 5.4 Proposed Trip Generation by Mode (RMA) 74

Table 5.5: Trip Generation by Mode (Net Change) 75

Table 5.6 Servicing Demand Forecast 75

Table 5.7 Total Vehicle Trip Generation (Net Change)* 77

Table 6.1: Total Walking Trips (Net Change from Existing) 79

Table 6.2 Existing, Future Baseline, and Future Baseline + Proposed PCL 81

Table 6.3 Maximum Increase in People per Crossing 82

Table 6.4 Existing Baseline, Future Baseline, Future Baseline + Proposed (People per Minute, Two Way) 82

Table 6.5 Net Increase in Cycling Trips 83

Table 6.6 Net Increase in Cycling Trips by Direction 83

Table 6.7 Net Increase in Bus Trips by Direction 84

Table 6.8 Total Vehicle Trip Generation (Net Change)* 85

Table 8.1 Summary Table 89

Table of Figures

Figure 3.1 Reported Road Injury Collisions within Study Area (source TfGM) 14

Figure 3.2 Location of Collision Clusters and Further Analysis Areas 15

Figure 3.3 Footway Survey Locations 17

Figure 3.4 Hourly Profile of Footway Flows at Key Locations 18

Figure 3.5 Pedestrian Crossing Survey Locations 19

Figure 3.6 Hourly Profile of Crossing Flows at Key Locations 19

Figure 3.7 Cycle Flow Survey Locations 20

Figure 3.8 Hourly Profile Cycle Flows at Key Locations 21

Figure 3.9 Campus Parking Survey Locations 22

Figure 3.10 Campus Car Park Utilisation 23

Figure 3.11 Residential Parking Survey Location 24

Figure 3.12 On-Street Parking Occupancy 25

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Figure 3.13 Bus Survey Locations 26

Figure 3.14 Walking/Cycling Routes Reviewed 28

Figure 3.15 Wilmslow Road (North) Photographic View (looking north) 29

Figure 3.16 Wilmslow Road (North) Diagrammatic View (looking north) 29

Figure 3.17 Wilmslow Road (South) Photographic View (looking north) 32

Figure 3.18 Wilmslow Road (South) Diagrammatic View (looking north) 32

Figure 3.19 Moseley Road Photographic View (looking west) 35

Figure 3.20 Moseley Road Diagrammatic View (looking west) 35

Figure 3.21 Whitworth Lane (North) Photographic View (looking north) 38

Figure 3.22 Whitworth Lane (North) Diagrammatic View (looking north) 38

Figure 3.23 Whitworth Lane (South) Photographic View (looking north) 41

Figure 3.24 Whitworth Lane (South) Diagrammatic View (looking north) 41

Figure 3.25 TfL Pedestrian Comfort Levels 44

Figure 3.26 PCL Assessment Locations 45

Figure 3.27 Enterprise Car Club Locations 46

Figure 3.28 Location of the Proposed New Limes Building (derived from submitted Site Location Plan) 47

Figure 3.29 Proposed Ground Floor Layout of the 'New Limes' 48

Figure 4.1: Ground Floor Masterplan and Access Locations 50

Figure 4.2: Proposed Pedestrian and Cycle Access 52

Figure 4.3 Proposed Cycle Parking 53

Figure 4.4: Site Access/Entrance Locations (Public Highway) 56

Figure 4.5 Pedestrian Improvements to Whitworth Lane 58

Figure 4.6 Proposed Car Parking 60

Figure 4.7 Proposed Servicing Access 61

Figure 4.8 Preliminary Service Yard Layout for Central Hub 63

Figure 4.9 Delivery Truck Swept Path Analysis for Central Hub 64

Figure 4.10 Proposed Waste Management Strategy 65

Figure 4.11 Student Residential Waste Management Strategy 66

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Figure 4.12 Residential Accommodation Waste Stream Segregation 66

Figure 4.13 Satellite Hub Waste Management Strategy 67

Figure 4.14 Central Hub Waste Segregation 67

Figure 4.15 Central Hub Waste Management Strategy 67

Figure 4.16 Central Hub Waste Storage and Collection 68

Figure 4.17 Proposed Emergency Access Strategy 69

Figure 4.18 Access/Egress for Move In/Out 70

Figure 5.1 Comparison of Departure Trip Rates Profile with Observed Pedestrian Flows 72

Figure 5.2 Existing and Proposed Person Trip Rates (Two-Way) 73

Figure 6.1 PCL Assessment Locations 80

Figure 6.2 Crossing Locations 81

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Glossary

Term	Definition
DSMS	Delivery and Servicing Management Strategy
EV	Electric Vehicle
HGV	Heavy Goods Vehicle
LGV	Light Goods Vehicle
MCC	Manchester City Council
NPPF	National Planning Policy Framework
OWMP	Operational Waste Management Plan
PCL	Pedestrian Comfort Level
RMA	Reserved Matters Application
TA	Transport Assessment
TAA	Transport Assessment Addendum
TfGM	Transport for Greater Manchester
TRICS	Trip Rate Information Computer System
UoM	University of Manchester

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1 Introduction

1.1 Preamble

1.1.1 Buro Happold has been instructed by John Graham Construction Ltd to prepare this Transport Assessment Addendum (TAA) with regard to the permitted development of land at Fallowfield Campus, M14 6HD (the site).

1.1.2 Outline planning permission for the site (reference: 138126/OO/2023) was granted by Manchester City Council (MCC) in January 2024 *"……(with access only) for the phased demolition of existing buildings and phased development of up to 3,300 Purpose Built Student Accommodation bedrooms (Sui Generis use class) with associated facilities including waste storage, laundry and cycle storage; up to 4,500 sq m of floorspace to be used for ancillary purposes associated with the student residential use of the site within Use Class F1a, Class E(a), E(b), E(c), E(d), E(g), Sui Generis (drinking establishment and hot food takeaway); ancillary supporting staff accommodation (up to 55 bedrooms) (Sui Generis use class), and up to 1,200 sq m, of ancillary residential dwellings (Use Class C3), plus associated car parking, hard and soft landscaping, open space, utilities, footpaths and roads"*.

1.1.3 The permission was subject to a series of planning conditions; those that are relevant to transport are:

- Condition 14 – Updated Transport Assessment
- Condition 24 – Off-Site Highways Work
- Condition 26 – Delivery and Servicing Plan
- Condition 28 – Travel Plan

1.1.4 Further details of the planning history and the above-mentioned conditions are provided in Appendix A. This TAA seeks to address Conditions 14 and 24; Conditions 26 and 28 are to be addressed by other Reports/Plans.

Reserved Matters Application

1.1.5 The Reserved Maters Application (RMA) is *"….. for consideration of appearance, layout, scale and landscaping, pursuant to Outline Planning Permission Ref. 138126/OO/2023 for the redevelopment of the Site to deliver up to 3,300 Purpose Built Student Accommodation (PBSA) bedrooms alongside associated facilities and ancillary accommodation"*.

1.1.6 The RMA seeks to discharge Condition 14 of the outline permission as noted above, which states: *"Any application for the approval of reserved matters shall include an updated Transport Assessment which considers pedestrian movements, cycle movements and bus capacity in relation to that phase of development and, if necessary, based on the updated Transport Assessment, shall include a Sustainable Transport Strategy which shall outline measures for delivering localised improvements in these areas. Any such strategy shall be implemented thereafter in accordance with a timetable which shall be set out within the strategy."*

1.1.7 An initial scoping meeting was held with Manchester City Council (MCC) and Transport for Greater Manchester (TfGM) on 9 September 2024 to discuss the proposed scope of work required to discharge the conditions of the outline permission, particularly Condition 14. Subsequently a scoping note was issued to on 17 September that summarised these discussions; the scoping note is provided in Appendix B.

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1.1.8 Through this scoping process, it was agreed with MCC and TfGM that a TAA should be submitted as part of the RMA that provides the Updated Transport Assessment required by Condition 14.

1.1.9 A package of drawings has been prepared to satisfy the requirements of Condition 24 (Off-Site Highway Works); these are discussed further in Section 4.6 and are appended to this TAA.

1.2 TAA Scope

1.2.1 This TAA presents the revisions to and detailing of the outline development proposals that are relevant in transport terms and assesses the impact of these changes where appropriate.

1.2.2 Where relevant, the TAA also directly addresses comments on the outline planning application by MCC and TfGM in October 2023 and resulting dialogue prior to determination. It also addresses comments made subsequently during informal meetings with MCC and TfGM on the RMA.

1.2.3 This assessment is an addendum to the original TA submitted with the outline application and therefore both the TA and TAA should be read in parallel.

1.2.4 For transparency, the report structure follows that of the August 2023 TA, as the TAA is intended to be supplementary to it. An updated assessment is only provided where revisions to the proposed development are of a material concern. Where there are no changes to report from the previous assessment, this is indicated accordingly.

1.2.5 The sections of this TAA are therefore structured as follows:

- Chapter 2 - Policy Context
- Chapter 3 - Baseline Conditions
- Chapter 4 - Proposed Development
- Chapter 5 - Trip Generation
- Chapter 6 - Transport Network Impacts
- Chapter 7 – Mitigation
- Chapter 8 - Summary and Conclusions

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2 Planning Policy

2.1 Introduction

2.1.1 Chapter 2 of the August 2023 TA outlines the planning policy framework for the outline development proposals, including national, regional and local policy. Where appropriate, an overview was also provided for key guidance documents produced by MCC.

2.2 Changes from the August 2023 TA

2.2.1 The following policy updates/changes since August 2023 are noted:

- The National Planning Policy Framework (NPPF) was revised in December 2023 (the August 2023 Transport Assessment refers to the July 2021 version). The NPPF was updated in response to the Levelling-up and Regeneration Bill, setting out the government's planning policies for England, and how these are expected to be applied. With regard to transport, there have been no changes to the policy and guidance that are considered relevant to this application.
- Subsequently, proposed reforms to the NPPF were released for consultation in the summer of 2024, with the revised version of NPPF published on 12 December 2024. In terms of transport, the proposed revision to the NPPF is to formally adopt a "vision-led" approach to transport planning that moves away from the traditional "predict and provide" approach. The new approach focuses on the desired outcomes for residents and the environment and planning to achieve them.
- The Strategic Transport Plan (STP) "Transforming the North" was published by Transport for the North in March 2024; the May 2023 consultation version of the STP was consulted for the August 2023 TA.
- The Places for Everyone (PfE) Plan was adopted by nine of the Greater Manchester Authorities, including Manchester City Council in March 2024, covering the period between 2022 and 2039. Notable policies include JP-C5 'Streets for All' and JP-C8 'Transport requirements for new development'.

2.2.2 These changes to the policy context are considered to have no material impact on the proposals.

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3 Baseline Conditions

3.1 Introduction

3.1.1 Chapter 3 of the August 2023 TA describes the transport conditions immediately surrounding the site before and after the proposed development is built.

3.1.2 There are no material changes to the existing baseline conditions outlined in the submitted TA.

3.1.3 However, following the submission of the August 2023 TA, MCC have requested that additional surveys and assessments be carried out to evaluate the baseline conditions and to support any analysis of the potential impacts of the proposed development and need for a Sustainable Transport Strategy. This chapter of the TAA therefore includes the following:

- Updated collision statistics analysis using latest five-year period data from TfGM;
- Analysis of surveys undertaken in October 2024 following agreement of survey brief with MCC in September 2024;
- Summary of 'Streets for All' assessment of walking/cycling routes in the vicinity of the site; and
- Pedestrian Comfort (PCL) assessment of key routes.

3.1.4 In addition to the above, a brief summary is provided of a relevant change to the 'Future Baseline' conditions within the Fallowfield Campus as a result of the relocation of the facilities provided by the Limes building, which is located within the outline application boundary, to an adjacent part of the campus outside the outline application boundary.

3.2 Reported Road Injury Collisions

3.2.1 As requested by MCC, the most recent five-year period of road injury collision data has been requested from TfGM (see Appendix C for full data set). It is noted that the 2024 data so far should be considered as provisional, as the data is still subject to change until the end of year recording and analysis is complete. The data provided by TfGM includes a summary of the data, reproduced in Table 3.1.

Table 3.1 TfGM Summary of Reported Road Injury Collisions

Injury Accidents	Oct-Dec 2019	2020	2021	2022	2023	Jan-Sep 2024	Total
Fatal	0	0	0	0	0	0	0
Serious	1	1	5	2	2	1	12
Less serious	0	0	0	0	0	1	1
Slight	7	8	13	12	10	3	53
Total Casualties	8	9	18	14	12	5	66

3.2.2 A plot showing the locations of the recorded road injury collisions is provided in Figure 3.1; see Appendix C for an enlarged version.

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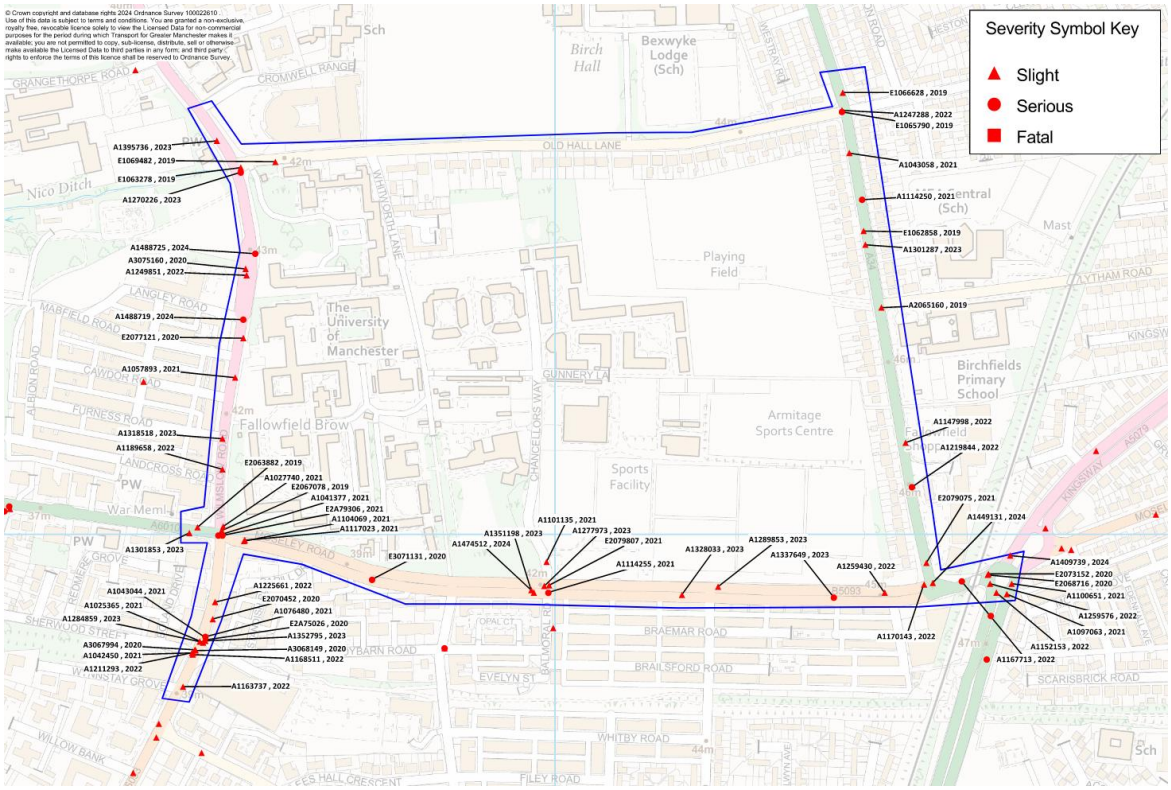


Figure 3.1 Reported Road Injury Collisions within Study Area (source TfGM)

3.2.3 According to the TfGM data, there were a total of 66 collisions in the study area over the most recent 5 years between 01/10/2019 and 30/09/2024. The 66 collisions resulted in a total of 77 casualties, of which 12 resulted in serious injuries and 64 resulted in minor injuries. There were no fatal collisions during this period.

3.2.4 Table 3.2 summarises the number of casualties by type and severity.

Table 3.2 Total Number of Casualties by Type and Severity

Type	Fatal	Serious	Less serious	Slight	Total
Car Driver	0	4	1	17	22
Car Passenger	0	0	0	14	14
Pedestrian	0	2	0	5	7
Two-Wheel Powered Vehicle	0	1	0	3	4
Cyclist	0	5	0	24	29
Other	0	0	0	1	1
Total	**0**	**12**	**1**	**64**	**77**

3.2.5 Table 3.2 shows that 36 (47%) of collisions involved pedestrians and cyclists.

3.2.6 To interrogate the data further, any clusters of collisions have been identified; for simplicity these have been categorised as having the following characteristics.

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- 1 or more collisions resulting in fatal injuries;
- 2 or more collisions resulting in serious injuries; or
- 10 or more slight resulting in slight injuries.

3.2.7 Two collision clusters have been identified in the study area using the categories described above.

3.2.8 In addition to the clusters, collision analysis has also been undertaken at the junction of Chancellors Way and Moseley Road and along Wilmslow Road at Fallowfield Brow as these are key access locations for the proposed development.

3.2.9 The two collision clusters and additional areas of further analysis are shown in Figure 3.2

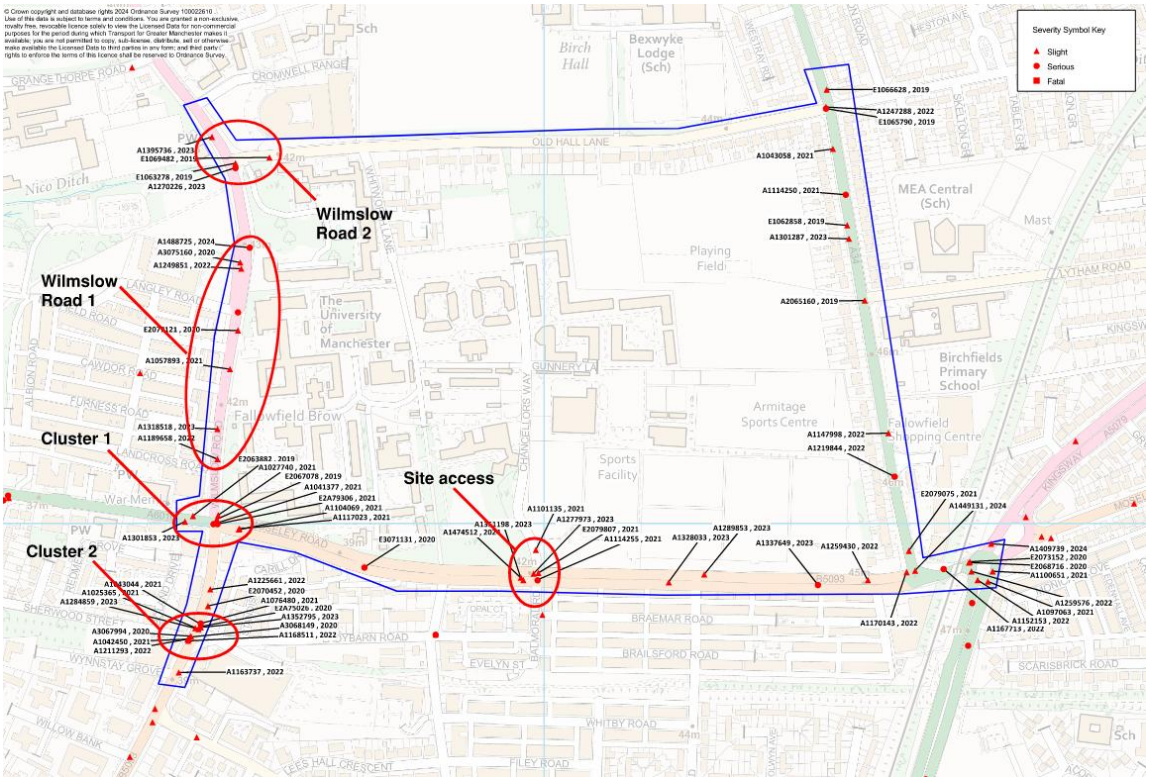


Figure 3.2 Location of Collision Clusters and Further Analysis Areas

3.2.10 The road injury collisions that have occurred within the assessed areas are summarised below.

- Cluster 1 – Junction of Wilmslow Road, Moseley Road and Wilbraham Road
  - Eight collisions - two serious and six slight injuries
  - One collision involving active travel modes (slight injury)
  - A variety of circumstances behind the collisions, with no common causes identified
- Cluster 2 - Junction of Wilmslow Road, Ladybarn Road and Sherwood Street
  - Eleven collisions - one serious and 11 slight injuries

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  - 11 collisions involving active travel modes (one serious injury, this involved a cycle); 10 slight injuries (two involved pedestrians, eight involved cyclists)
  - There appears to be a trend related to cycle collisions at this location; seven out of 11 cycle collisions involved cars turning left at the junction and colliding with cyclists travelling straight on. It is recommended that MCC investigates potential collision mitigation works at this junction.
- Site Access – Moseley Road, Chancellors Way, Balmoral Road
  - Six collisions - one serious, five slight injuries
  - Three involving active travel modes (one serious injury involving a cycle), two slight injuries which also involved cyclists)
  - A variety of circumstances behind the collisions, with no common causes identified
- Wilmslow Road 1 – between Landcross Road and north of Langely Road
  - Eight collisions – two serious, six slight injuries
  - Four involving active travel modes (four slight injuries involving cyclists)
  - A variety of circumstances behind the collisions, with no common causes identified
  - It is noted that there were no collisions involving pedestrians or related to the existing pedestrian crossings on Wilmslow Road.
- Wilmslow Road 2 – at junction of Old Hall Lane
  - Four collisions – ones serious, three slight injuries
  - Three involving active travel modes (one serious and two slight injuries involving cyclists)
  - A variety of circumstances are shown to be behind the collisions, with no common causes identified

3.2.11 In conclusion, it is recommended that MCC further investigate the collisions involving cyclists at the junction of Wilmslow Road, Ladybarn Road and Sherwood Street to determine if mitigation works are required. As noted above, this is a pre-existing issue, and the proposed development is not expected to result in a material change to cycle flows through this junction (see Section 6.3) and consequently any mitigation would not be the responsibility of the Applicant.

3.2.12 It is noted that there are no common causes of collisions at the other study areas surrounding the site, and none involving pedestrians crossing Wilmslow Road in the vicinity of the site accesses.

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3.3 Additional Baseline Surveys

Introduction

3.3.1 Following discussion with MCC, the following additional surveys were undertaken to supplement the surveys undertaken for the August 2023 TA, in order to provide a more detailed understanding of baseline conditions.

- Pedestrian and cycle surveys at eight locations;
- Campus car park utilisation survey (of six car parks);
- Parking survey of all residential streets within 200m of the campus boundary; and
- Bus surveys at the bus stops at the northbound bus hub on Wilmslow Road (Langley Road) and the southbound bus stop on Wilmslow Road (Old Hall Lane).

3.3.2 Surveys were undertaken by a specialist survey company and all took place on Thursday 10 October. This day was identified as being a neutral day for general traffic during University term time where activity generated by the University is high and unimpacted by untypical travel behaviour because of exams, etc.

3.3.3 The findings of these surveys are summarised below with expanded survey data provided in the Appendices.

Pedestrian and Cycle Surveys

3.3.4 The pedestrian and cycle surveys were undertaken between 07:00-19:00. For simplicity, a summary of the results at key locations are presented in this chapter. The full set of pedestrian and cycle survey results can be found in Appendix D, including a key plan of all the survey locations.

3.3.5 The locations of pedestrian flow surveys on the footways bordering the site are shown in Figure 3.3.

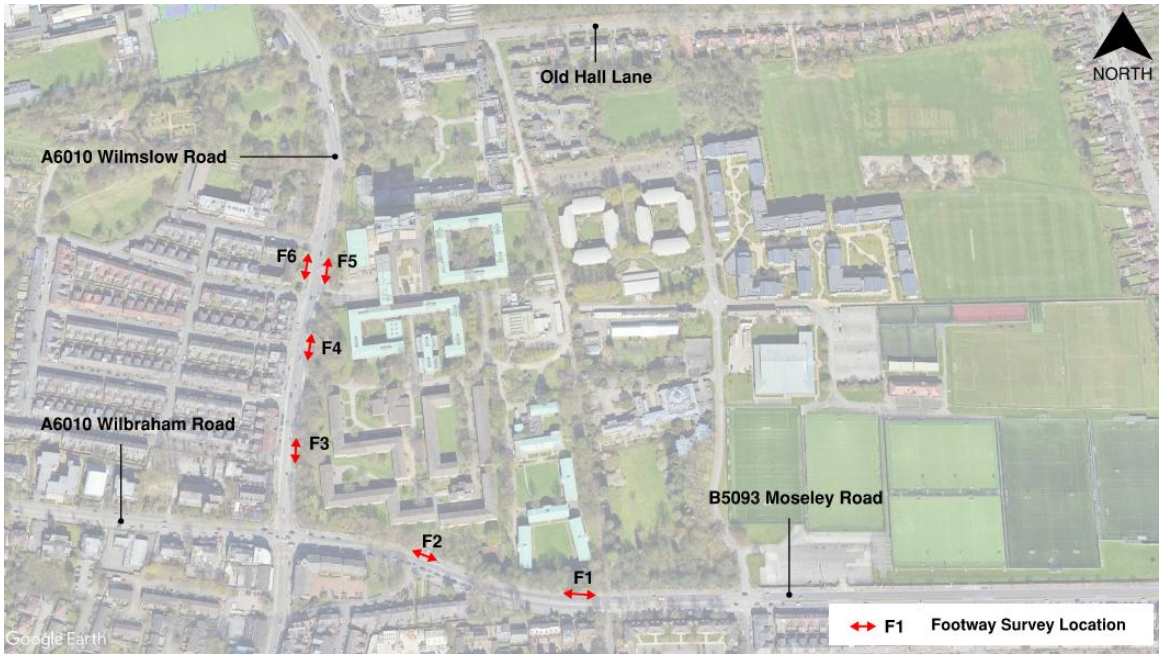


Figure 3.3 Footway Survey Locations

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3.3.6 Pedestrian flows on the footways surveyed are summarised in Figure 3.4.

- Locations F1 and F2 Moseley Road (two-way)
- Location F3, F4, F5 and F6 Wilmslow Road (two-way)

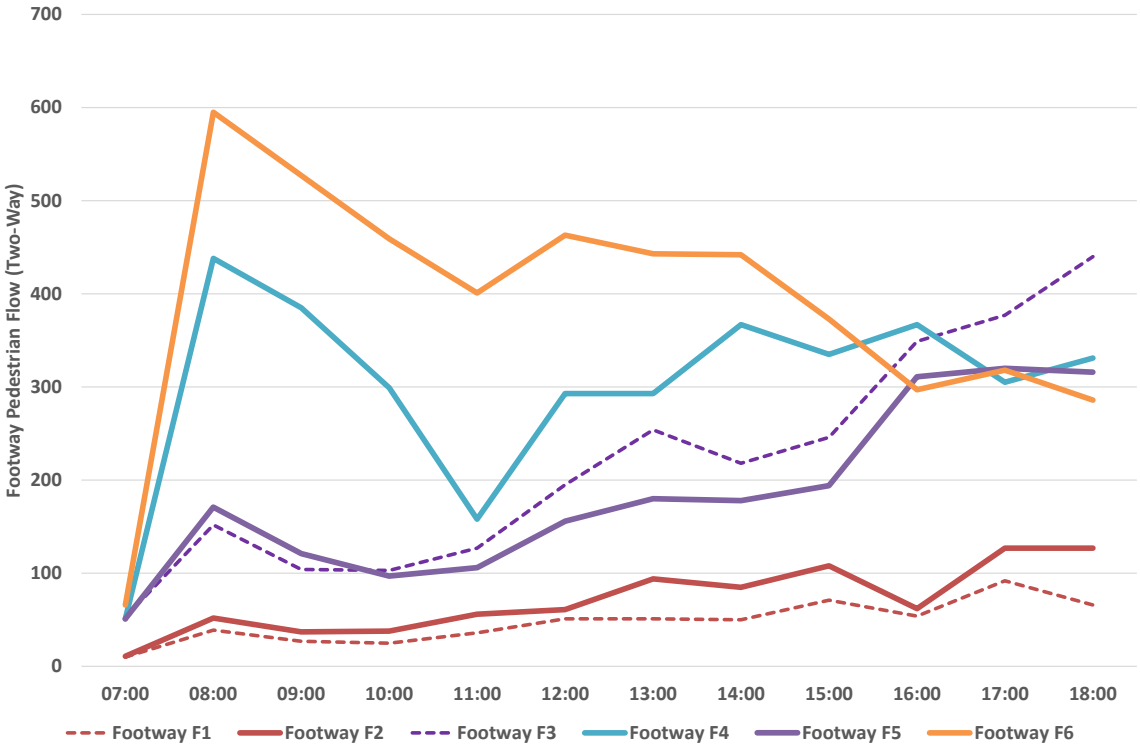


Figure 3.4 Hourly Profile of Footway Flows at Key Locations

3.3.7 Figure 3.4 shows that locations F4 and F6 have a large increase in pedestrian flow between 08:00-09:00. This is likely due school movements overlayed with commuter flows, rather than trips generated by the Fallowfield Campus. Pedestrian flow and Locations 2 and 5 remain lower than Locations F4 and F6 until the evening when demand increases.

3.3.8 Surveys were also carried out at a number of pedestrian crossings, as illustrated on Figure 3.5. For clarity, this plan differentiates between two main types of crossing:

- Those which act as a continuation of the main north/south footways on Wilmslow Road and east/west footways on Moseley Road
- Crossings facilitating movement perpendicular to these main movements, between major junctions

3.3.9 The following pedestrian crossing results are summarised in the following Figure:

- Location X1 Moseley Road (two-way)
- Location X6, X7 and X8 Wilmslow Road (two-way)

3.3.10 For clarity, results for crossings X2-X5 and X9 are not shown; these are more generally consistent with the nearby footway flows considered above.

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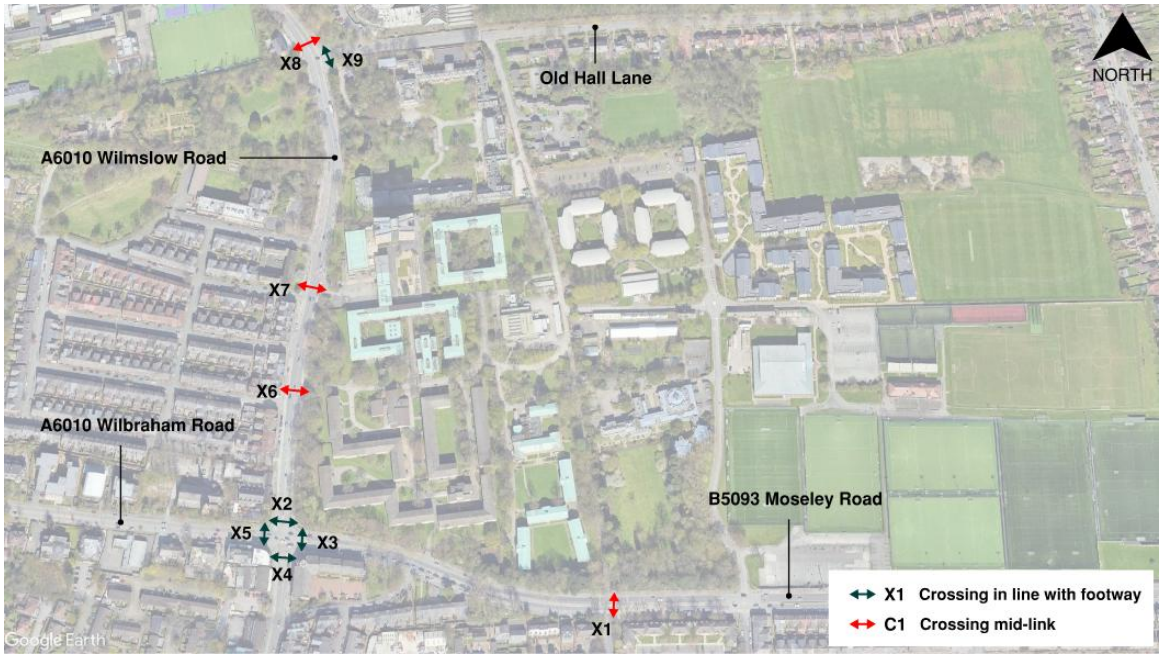


Figure 3.5 Pedestrian Crossing Survey Locations

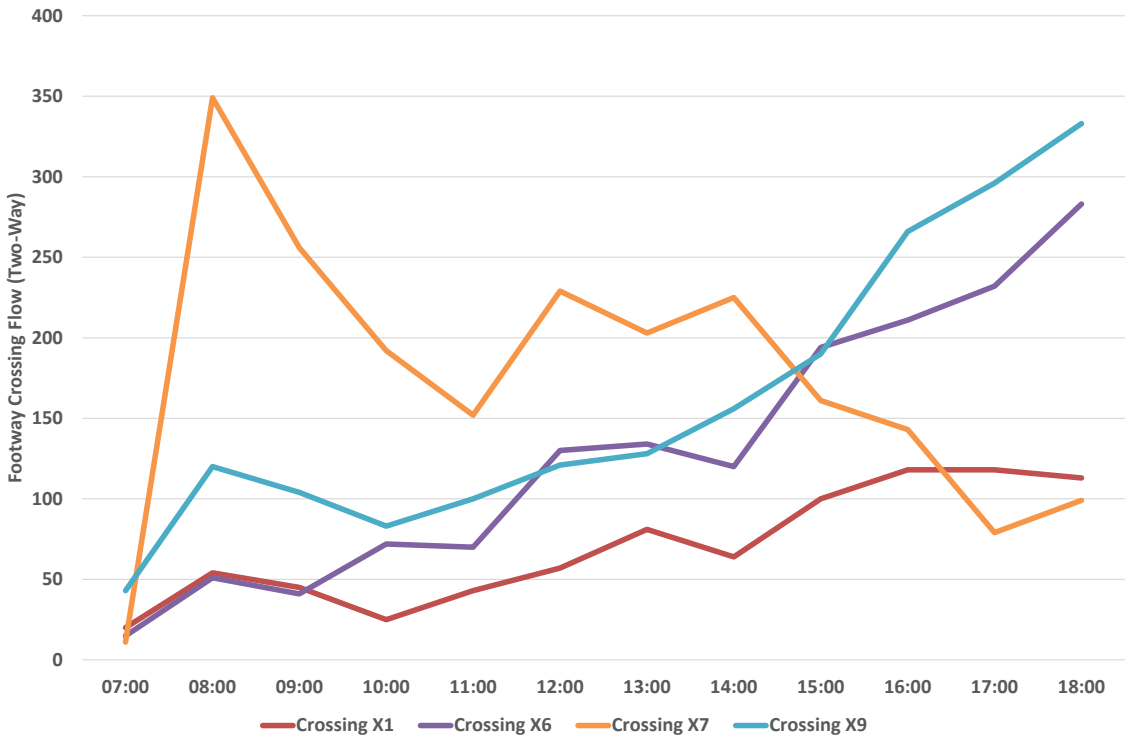


Figure 3.6 Hourly Profile of Crossing Flows at Key Locations

3.3.11 Figure 3.6 shows that crossing X7 has a large increase in demand between 08:00-09:00. This is likely due to school movements. Crossing demand at the remaining locations is low during the morning but steadily increases throughout the day.

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3.3.12 The locations of cycle flow surveys are shown on Figure 3.7.



Figure 3.7 Cycle Flow Survey Locations

3.3.13 The following cycle survey results are summarised in Figure 3.8:

- Moseley Road Location C1 (eastbound) and Location C2 (westbound)
- Wilmslow Road Locations C10 and C14 (northbound)
- Wilmslow Road Locations C7, C11 and C15 (southbound)

3.3.14 Figure 3.8 shows that cycle demand on Wilmslow Road is highly tidal with a large northbound demand during the morning peak travelling to Manchester City centre, and a large southbound demand returning during the evening peak. As to be expected, it also shows that the east-west demand on Moseley Road is much lower than the north-south demand on Wilmslow Road.

3.3.15 There is also very close correlation between the two northbound flows (at locations C10 and C14) and the three southbound locations.

3.3.16 Cycle flows were considered at the various pedestrian crossing points illustrated in Figure 3.5 but were generally observed to be negligible with the exception of crossing X1 (crossing Moseley Road towards Whitworth Lane).

3.3.17 The full set of cycle survey results can be found in Appendix D, including a key plan of all the survey locations.

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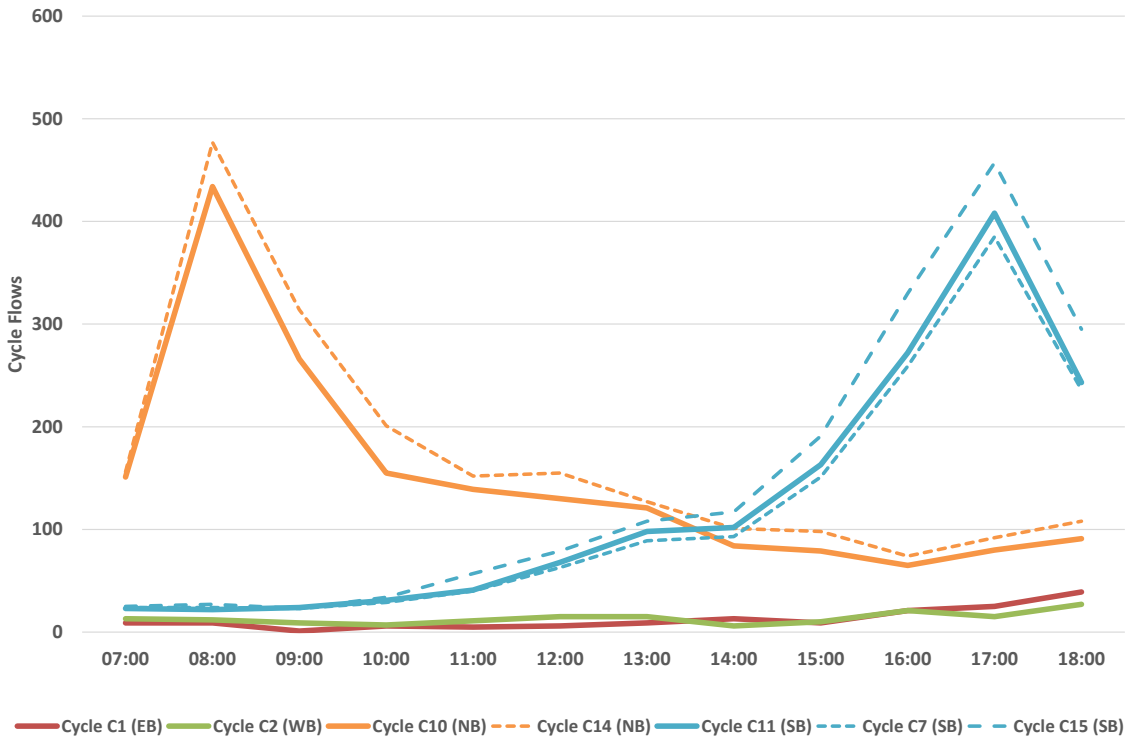


Figure 3.8 Hourly Profile Cycle Flows at Key Locations

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Campus Car Park Utilisation

3.3.18 Surveys were undertaken at the car park locations within the Fallowfield Campus shown in Figure 3.9.

3.3.19 The car parks surveyed include those within the site boundary – Owens Park, The Limes, Woolton Hall – and the larger car parks outside the site boundary but within the wider Fallowfield campus – Richmond, Armitage Sports Centre and an overflow car park located off Moseley Road / Chancellors Way. Smaller parking areas, including those at Uttley House and Ashburne Hall and along Gunnery Lane, were not included.

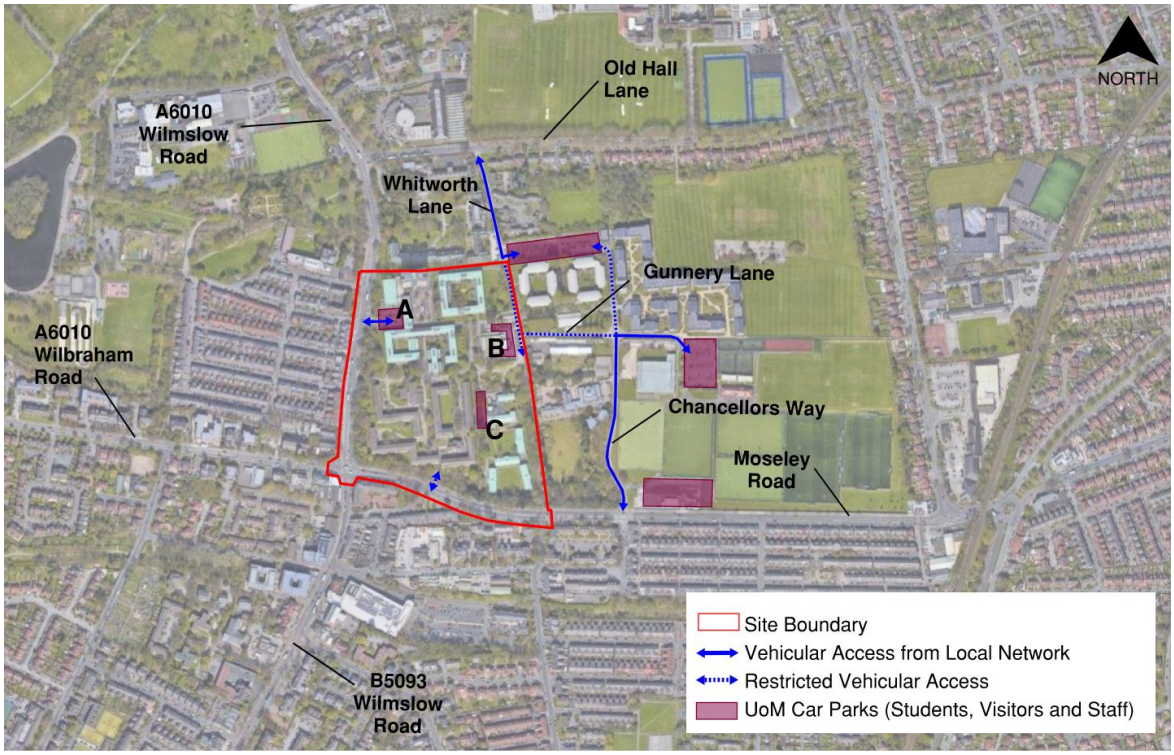


Figure 3.9 Campus Parking Survey Locations

3.3.20 The results show that within the campus parking survey extents there are 510 parking spaces (excluding car park A, where spaces were not counted due to construction activity).

3.3.21 Parking stress surveys for these campus car parks were carried out at 10:00, 14:00 and 19:00 and show that the parking stress varies between approximately 15% and 37% across all periods. This indicates that the spare parking capacity on campus (based on these six locations) is between (at least) 319 and 436 spaces.

3.3.22 A graph showing the variation in parking stress within the campus car parks is shown in Figure 3.10.

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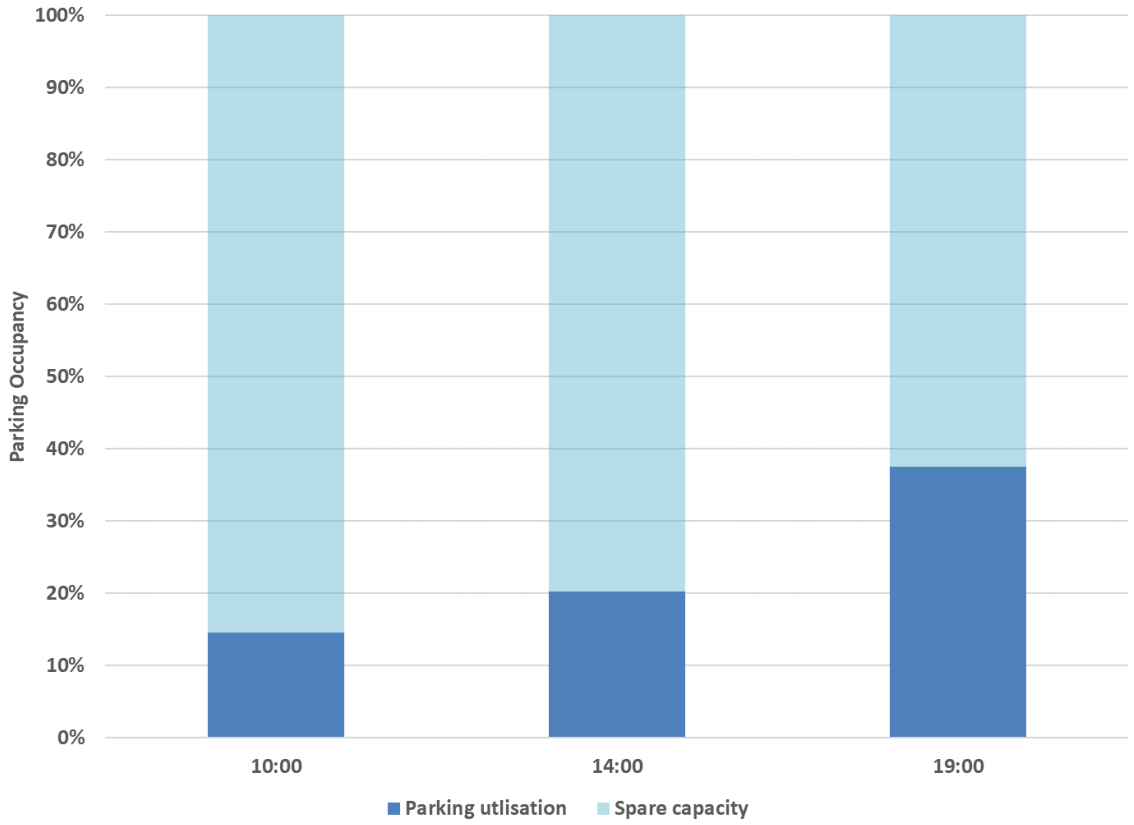


Figure 3.10 Campus Car Park Utilisation

3.3.23 The full set of campus parking survey results can be found in Appendix E.

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Residential Parking Survey

3.3.24 Parking surveys were also undertaken on residential streets within 200m of the site boundary, using the transport industry-standard 'Lambeth parking survey methodology' (with coverage extended on the western side following discussion with MCC). The extent of the streets covered by the surveys (highlighted in yellow) is shown in Figure 3.11.

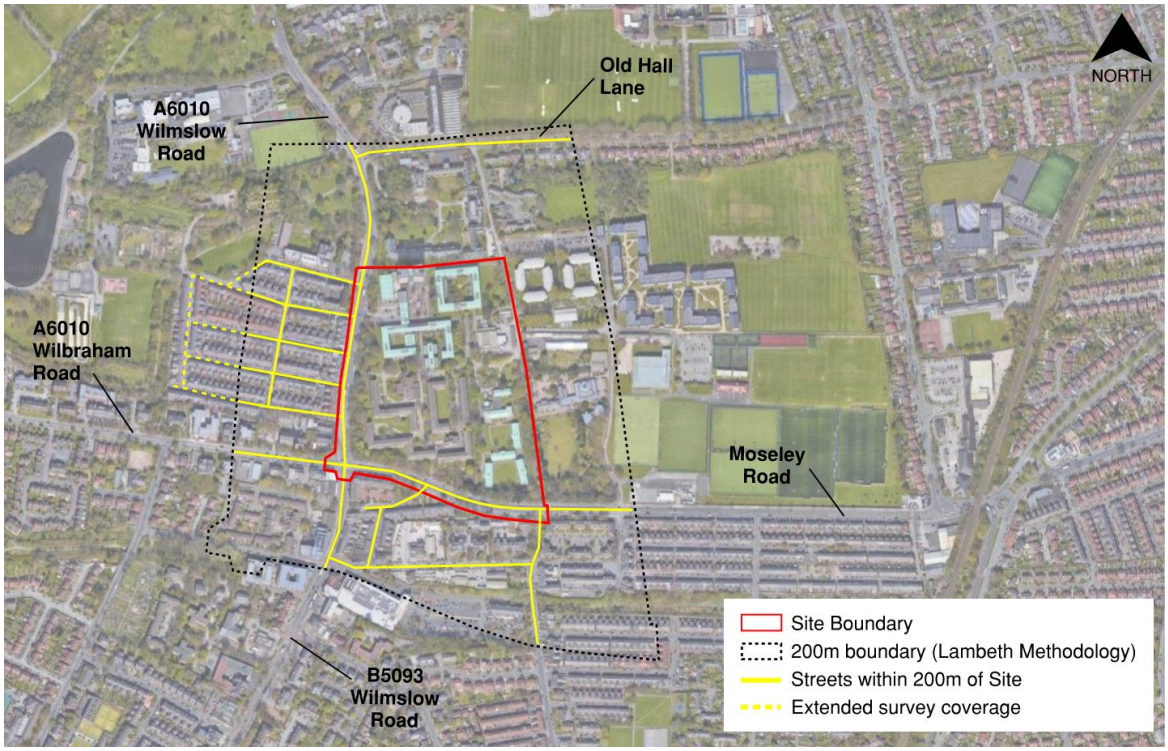


Figure 3.11 Residential Parking Survey Location

3.3.25 The surveys showed that within the streets surveyed there are a maximum of c.727 parking spaces available. Counts of the number of cars parked on-street were undertaken at 01:30, 10:00, 14:00 and 19:00 and show that the average parking stress varies between approximately 52% and 60% across all periods. This indicates that there were between 294 and 347 free parking spaces available at the times surveyed, within the area as a whole covered by the surveys.

3.3.26 A graph showing the variation in on-street parking stress is shown in Figure 3.12. The full set of residential parking survey results can be found in Appendix F.

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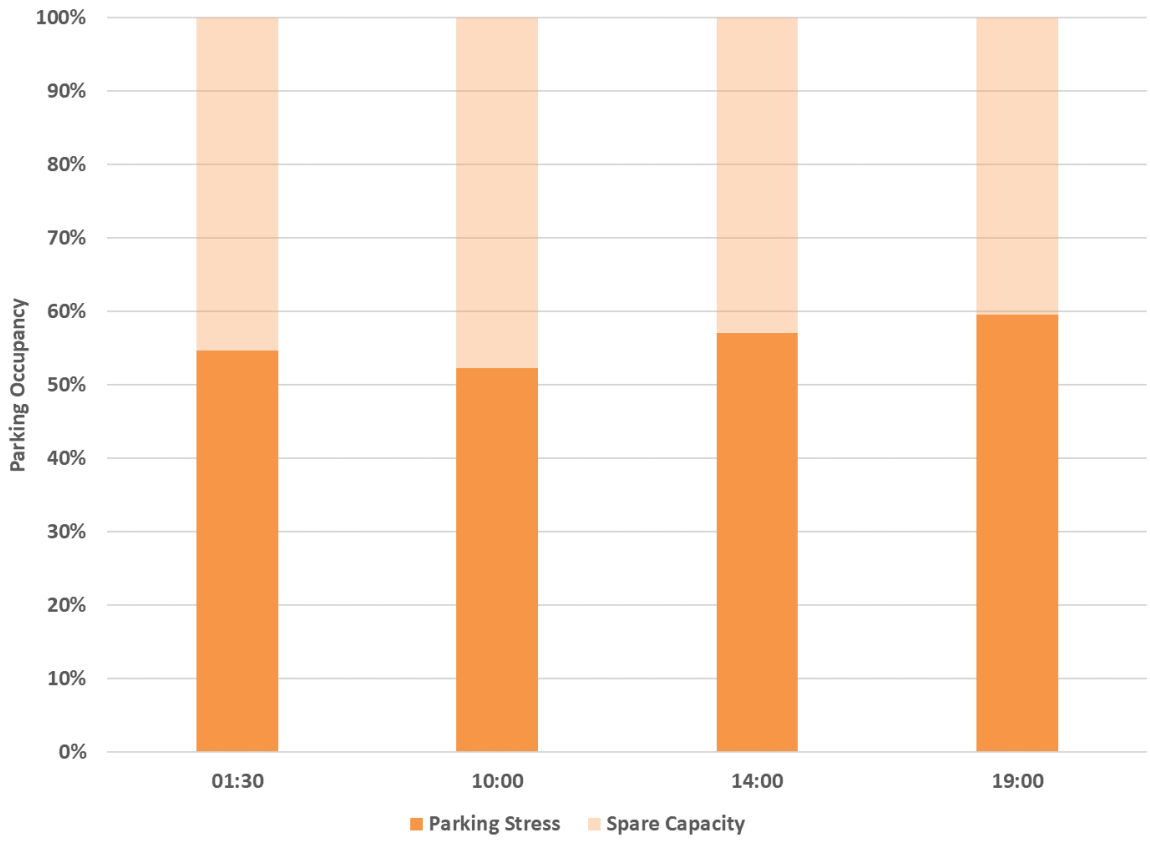


Figure 3.12 On-Street Parking Occupancy

Bus Stop Surveys

3.3.27 From site observations, the layout of the main northbound bus stop is considered likely to give risk to a number of potential issues, including:

- The existing bus stop includes three bays for buses – but the bays are not marked for specific services, which creates confusion for passengers wishing to board a specific service.
- Buses tend to stop at the first stop, blocking the following services. Buses do not pull up to kerb properly, partly due to the design but also driver behaviour. This makes boarding difficult and delays following services.
- The bus stop infrastructure and street furniture restrict the width of the footway, which is not really sufficient for waiting passengers and provision of a continuous footway for pedestrians passing by.
- Stagecoach staff on site observed not to marshal buses/passengers.
- The configuration and position of the bus stops and bus lane means that the northbound cycle lane on Wilmslow Road moves from a nearside position before the bus stops to what is effectively an offside position with respect to the bus lane and then back again to a nearside position north of the bus stop. This requires cyclists to cross the bus lane twice (or to continue along the bus lane itself, which is permitted).

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3.3.28 Bus stop surveys were undertaken between 07:00-19:00 at the two bus stops on Wimslow Road shown in Figure 3.13. Observations were made of the following:

- The bus service number;
- The arrival and departure time for each bus service, providing a total dwell time;
- The number of passengers boarding and alighting each service; and
- The total queue at the bus stops before and after each service arrives and departs respectively.

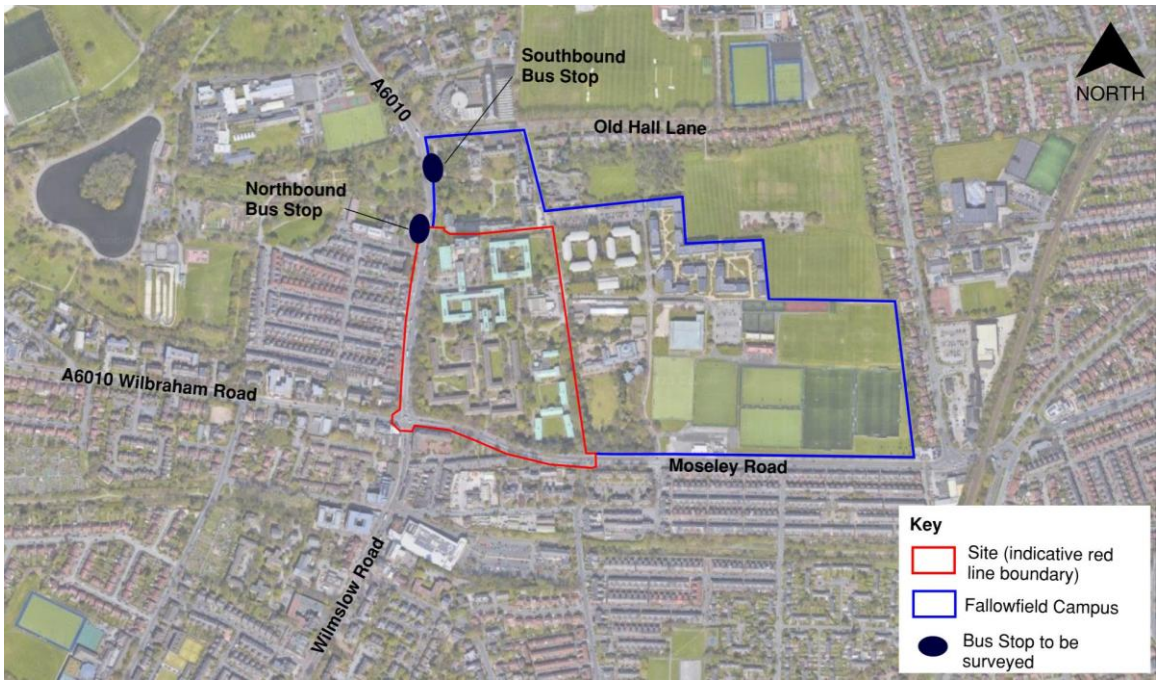


Figure 3.13 Bus Survey Locations

3.3.29 Table 3.3 shows the observations at the northbound bus stop on Wilmslow Road during the network peak hour (08:00-09:00).

Table 3.3 Bus Stop Observations (Northbound AM Peak Hour (08:00-09:00))

Service	Number of services	Average Dwell Time (mm:ss)	Average Number of Alighters	Average Number of Boarders
42C	1	00:21	6	0
42B	2	00:23	4	1
42A	1	00:25	2	0
147	2	00:26	1	10
143	8	03:27	3	34
142	7	02:36	1	45
43	4	00:18	3	1
42	1	00:28	0	5
41	3	00:14	6	0

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3.3.30 Table 3.3 shows that there was a total of 29 services during the AM peak and services 142 and 143 account for nearly half of the services observed during this period. The average number of boarders on these services is between 34-45 per hour, which is much higher than the average number of boarders on the other services. The high number of boarders is reflected in the average dwell time. The average dwell time for the 142 and 143 buses is around 2.5 to 3.5 minutes, which is much higher than other services, which typically wait for around 20-30 seconds.

3.3.31 It is noted that all services in Table 3.3 offer direct northbound services to the University of Manchester, therefore it is interesting to note the relative popularity of routes 142 and 143. This is likely due to couple of reasons; these services have fewer stops before reaching Fallowfield and therefore may have more spare capacity on arrival; and it is understood that these routes form part of Stagecoach's "magic bus" network, which have historically provided discounted bus travel between the university and popular student areas.

3.3.32 Across the hour, the average number of boarders per service was 21, and the average number of alighters was two. The average queue at the bus stop before a bus arrived was six, and the average queue after a bus departed was six.

3.3.33 The average queue at a bus stop is much lower than the average number of boarders per service. This, along with the long dwell times for some services, means that services appear to be pausing at the bus stop whilst passengers arrive and immediately step onto the bus.

3.3.34 Table 3.4 shows the observations at the southbound bus stop on Wilmslow Road during the development peak hour (16:00-17:00). Further information on the development peak hour and the difference with the PM network people can be found in Chapter 5.

Table 3.4 Bus Stop Observations (Southbound PM Development Peak Hour, (16:00-17:00))

Service	Number of services	Average Dwell Time (mm:ss)	Average Number of Boarders	Average Number of Alighters
42C	1	00:36	4	2
42B	2	00:11	1	0
42A	2	00:21	6	0
147	1	00:35	2	3
143	16	00:18	3	1
142	5	00:19	4	1
43	3	00:21	2	2
42	3	00:31	4	2
41	2	00:46	1	15

3.3.35 Table 3.4 shows that there were 35 bus services operating in the southbound direction from the University of Manchester during the PM development peak hour, or which 21 are either the 142 or 143. It also shows that the average number of alighters at southbound bus stop during the evening peak period is much lower than the average numbers of boarders at the northbound bus stop during the morning period. This may be due to passengers, particularly those from the Fallowfield student accommodation, alighting at a bus stop further south on Wilmslow Road.

3.3.36 The full set of bus stop survey results can be found in Appendix G.

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3.4 'Streets for All' - Walking and Cycling Assessment

Introduction

3.4.1 A qualitative review has been undertaken on a number of key walking and cycling routes in the vicinity of the campus, as illustrated in Figure 3.14. These provide the main access routes into/out of the campus for walking and cycling.

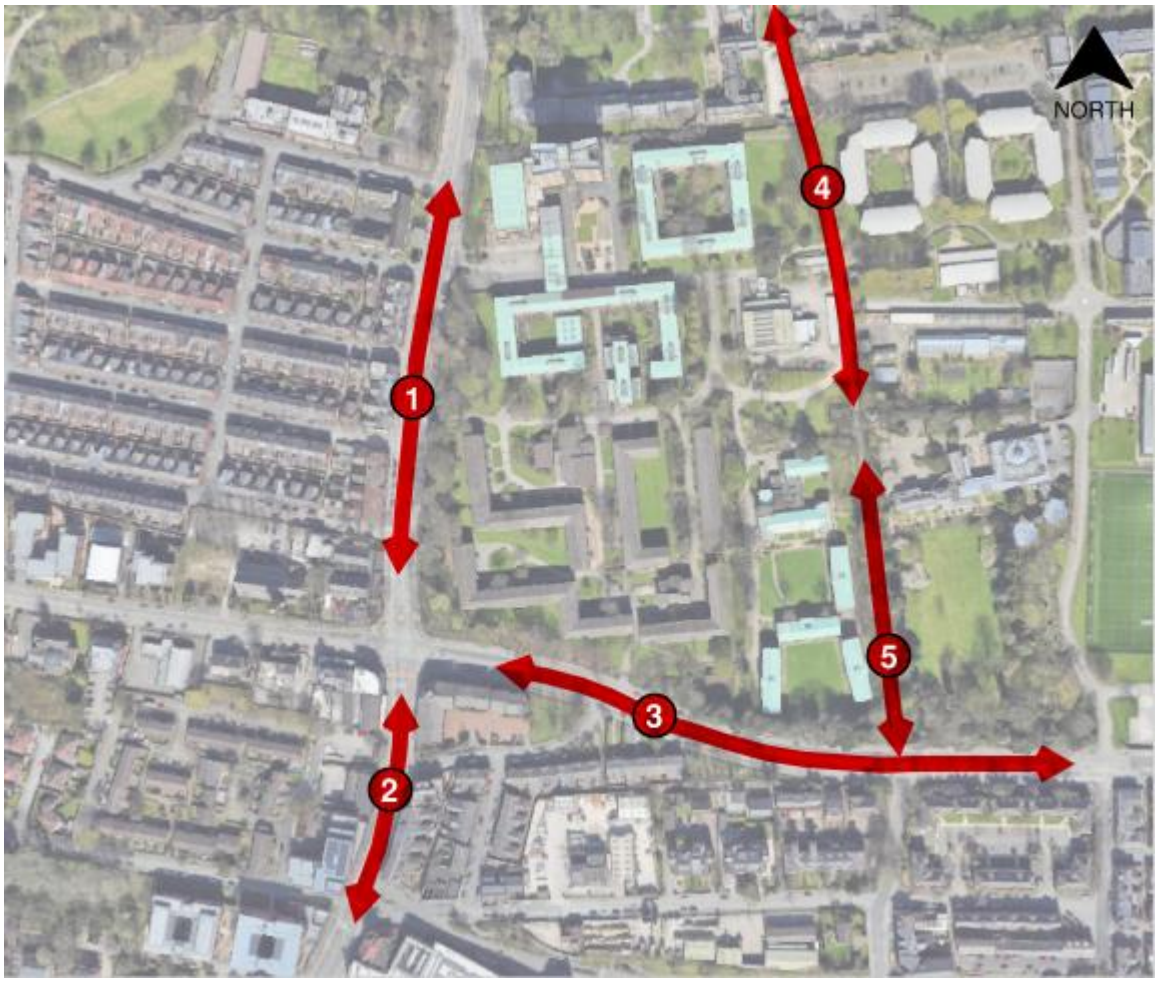


Figure 3.14 Walking/Cycling Routes Reviewed

3.4.2 The existing walking/cycling routes have been reviewed using the 'footway' and 'cycling provision' sections of the 'Greater Manchester Streets for All Design Check tool'.

3.4.3 Each metric is given a score of 2 (for best), 1, 0 or 'C' for 'Critical' against criteria set out in the Design Check spreadsheet tool. Full results for each route are included in Appendix H, with a summary provided in the following sections.

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Wilmslow Road (A6010) – Moseley Road to Langley Road

3.4.4 A photograph of a typical location on this route section is provided in Figure 3.15; with a diagrammatic view in Figure 3.16 to illustrate the main components of the street cross-section.



Figure 3.15 Wilmslow Road (North) Photographic View (looking north)

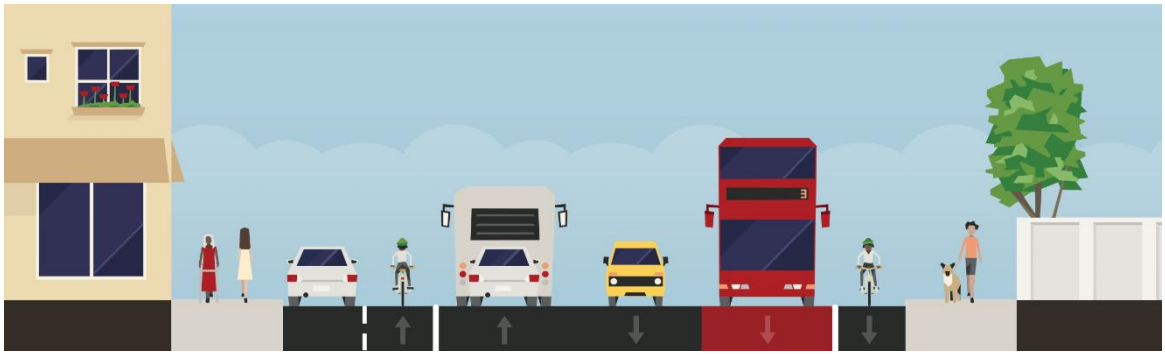


Figure 3.16 Wilmslow Road (North) Diagrammatic View (looking north)

3.4.5 This section of Wilmslow Road borders the western edge of the campus and provides pedestrian/cycle access into the campus at several locations. The road is a major bus corridor, has a 30mph speed limit and is generally characterised by shops on the western side (with intermittent kerbside parking and loading) and largely inactive frontage from the campus on the eastern side. Cycle provision is mainly in the form of lightly segregated (kerbed) lanes and sections of bus lane are provided intermittently on either side of the street.

3.4.6 The Streets for All checks are summarised in Table 3.5 and Table 3.6 (full results in Appendix H) .

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Table 3.5 Wilmslow Road (North) Footway Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	1	Footways generally >2m but frequent street furniture reduces effective width
Surface defects	Trip hazards and surface quality	1	Not formally measured and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	2	Gradients not formally measured but believed not be critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	2	Pedestrian routes generally clear and obvious and minimal use of paving patterns (predominantly asphalt)
Public seating	Walking distance between resting points	0	No public seating except at bus stops (c.180m apart)
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	1	Some cycle and pedestrian specific direction signing
Shared use with cyclists	Appropriateness and width of shared use with cycles	1	Segregated cycle route generally so minimal shared use

Table 3.6 Wilmslow Road (North) Cycling Provision Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	2	85th percentile c.27mph (2023 ATC data); protected cycle facility mitigates
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	2	Traffic volume >4,000 a day but protected cycle facility (light segregation) for most of the street
Composition of traffic	Percentage of large vehicles in peak hour	2	Cycles do not generally interact with large vehicles due to segregated cycle lanes for most of the street [but >5% large vehicles]
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	1	Secondary position, 1.5-2m, segregated generally
Likelihood of close passes	Nearside lane width and configuration	1	<3.25 or >3.9m but there are no speed cushions; cycles generally in segregated lane
Kerbside activity	Effect of kerbside activity on cyclists	1	Some kerbside activity but mainly to one side of street
Route deviation	Deviation of route end-end vs shortest road alternative	2	Minimal deviation as route follows street
Width of cycle facility	Cyclist's ability to pass other users	1	Cyclists can usually pass other users
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	1	Cyclists generally share connections with motor traffic
Carriageway or cycle track defects	Surface condition and general maintenance	1	Few minor defects or maintenance issues
Cycle track construction	Surface type	1	Machine laid asphalt concrete, generally without additional slip resistant finish

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3.4.7 Across the metrics considered, none were considered to merit a 'critical' score and only a single metric received a zero score, namely provision of public seating. It is noted that there is limited seating at some of the bus stops along Wilmslow Road, but no other public seating has been noted.

3.4.8 This appears to be a recurring issue for the neighbouring streets and may be worth further discussion with the MCC to help improve the streetscape for those less ambulant.

3.4.9 Footways are generally of reasonable width and quality, though street furniture is not always well placed and 'decluttering' could improve the streetscape in some areas. In a few locations there are localised width reductions resulting from 'spill out' seating areas or 'sandwich board' signage in front of shops and, in one location, a ramp has been constructed to provide level access to one shop. This does not significantly reduce the total footway width, but does introduce some additional clutter and likely reduces the width usable for wheelchairs etc.

3.4.10 For the cycling provision assessment, there are no metrics that score zero or critical and therefore no issues that are considered to be of particular concern. Provision is generally in the form of parallel cycle lanes, with light segregation in the form of a low kerb and solid white line markings (indicating a mandatory lane, i.e. one that motor vehicles are not permitted to enter). At side roads, the cycle lane is maintained albeit as an advisory lane (with broken white line markings).

3.4.11 It is noted that the assessment essentially considers the main section of the street between Mosely Road and Langley Road as this is of a broadly consistent typology, though the 'composition' does change intermittently. For instance the bus lane is not continuous and switches from one side of the street to the other to reflect the relationship with bus stops; similarly, the inset parking/loading provision on the western side of the street is not continuous but provided in localised pockets, but generally alternating with other street furniture (e.g. telephone box, bike racks) such that the footway is not significantly wider where parking is not provided. In a few locations, the kerbed cycle lane is 'lost' and cyclists instead share a bus lane and the configuration changes somewhat at side street junctions (though the cycle lane is generally marked continuously across such junctions). The junction approach with Mosely Street is not directly considered in this review as this introduces a localised length of turning lane.

3.4.12 Additionally, the section of Wilmslow Road north of Langley Road, incorporating the large bus stop, is not considered comparable to this cross-section as it is significantly different in layout and character. See Section 3.3 for analysis of the bus stop survey.

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Wilmslow Road (B5093) – Moseley Road to Ladybarn Road/Sainsbury's

3.4.13 A photograph of a typical location on this route section is provided in Figure 3.17; with a diagrammatic view in Figure 3.18 to illustrate the main components of the street cross-section.



Figure 3.17 Wilmslow Road (South) Photographic View (looking north)

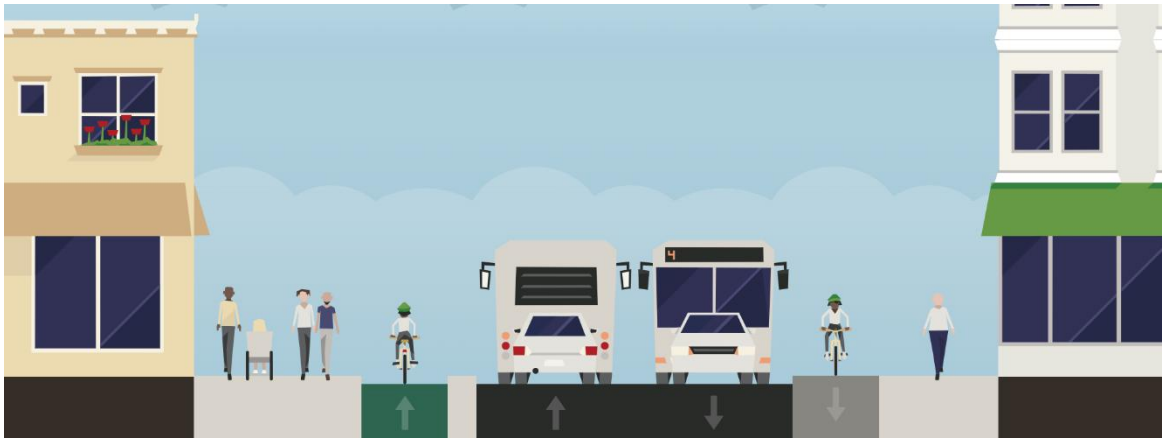


Figure 3.18 Wilmslow Road (South) Diagrammatic View (looking north)

3.4.14 This section of Wilmslow Road, south of Moseley Road, has a 30mph speed limit and is generally characterised by shops on both sides of the street. It is significant bus corridor and cycle provision is mainly in the form of lightly segregated lanes. There are kerbside restrictions on parking and loading.

3.4.15 The Streets for All checks are summarised in Table 3.7 and Table 3.8.

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Table 3.7 Wilmslow Road (South) Footway Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	2	Footways generally >2.5m but sometimes reduced by shop signage/spill-out
Surface defects	Trip hazards and surface quality	1	Not formally measured and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	2	Gradients not formally measured but believed to not be critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	2	Pedestrian routes generally clear and obvious and minimal use of paving patterns (predominantly asphalt)
Public seating	Walking distance between resting points	0	No public seating aside from shop/café spill-out seating
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	1	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	1	Segregated cycle route generally so minimal shared use

Table 3.8 Wilmslow Road (South) Cycling Provision Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	2	85th percentile c.25-26mph (2023 ATC data); protected cycle facility mitigates
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	2	Traffic volume >4,000 a day but protected cycle facility (light segregation) for most of the street
Composition of traffic	Percentage of large vehicles in peak hour	2	Cycles do not generally interact with large vehicles due to segregated cycle lanes for most of the street [but c.4% large vehicles]
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	1	Secondary position, 1.5-2m, segregated generally
Likelihood of close passes	Nearside lane width and configuration	1	<3.25 or >3.9m but there are no speed cushions; cycles generally in segregated lane
Kerbside activity	Effect of kerbside activity on cyclists	2	No kerbside activity (parking and loading restrictions)
Route deviation	Deviation of route end-end vs shortest road alternative	2	Minimal deviation as route follows street
Width of cycle facility	Cyclist's ability to pass other users	1	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	1	Cyclists generally share connections with motor traffic.
Carriageway or cycle track defects	Surface condition and general maintenance	1	Few minor defects or maintenance issues.
Cycle track construction	Surface type	1	Machine laid asphalt concrete, generally without additional slip resistant finish

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3.4.16 Across the metrics considered, none were considered to merit a critical score and only a single metric received a zero score, namely provision of public seating. It is noted that there is limited seating at the bus stops immediately to the south of Sainsbury's, but no other public seating has been noted. There are some pockets of spill-out or customer seating outside some of the shops, especially to the west of Sainsbury's but these are not really intended for general public use.

3.4.17 Footways are generally of reasonable width and quality, though street furniture is not always well placed and 'decluttering; could improve the streetscape in some areas. In a few locations there are localised width reductions resulting from 'spill out' seating areas or 'sandwich board' signage in front of shops.

3.4.18 For the cycling provision assessment, there are no metrics that score zero or critical and therefore no issues that are considered to be of particular concern. Provision is generally in the form of marked cycle lanes; for southbound cyclists, this is essentially an extension of the footway but segregated with painted line marking.

3.4.19 For northbound cyclists, the cycle lane is at carriageway level but segregated via a series of narrow kerbed islands (some of which have posts for extra visibility). Regular breaks allow cyclists to easily move from the cycle lane to the general traffic lane or vice versa. The lane is also defined with an applied green finish to aid legibility; this is also used at the Advanced stop Line (ASL) 'box' markings at signal-controlled junctions.

3.4.20 The junction approach with Mosely Street is not directly considered in this review as this introduces a localised length of turning lane. However, it is note that the effective footway width on the western side of the street is significantly reduced here as a result of a large spill-out zone from the supermarket.

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Moseley Road (B5093) – Wilmslow Road to Whitworth Lane

3.4.21 A photograph of a typical location on this route section is provided in Figure 3.19; with a diagrammatic view in Figure 3.20 to illustrate the main components of the street cross-section.



Figure 3.19 Moseley Road Photographic View (looking west)

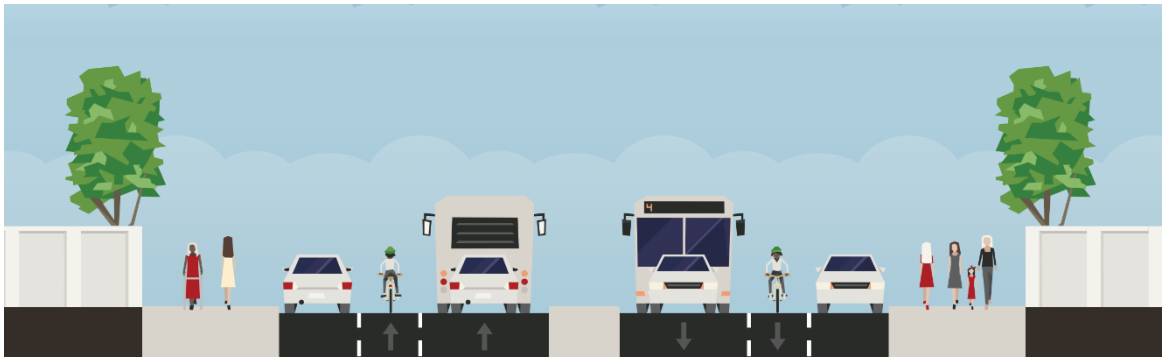


Figure 3.20 Moseley Road Diagrammatic View (looking west)

3.4.22 Moseley Road borders the southern edge of the campus and provides an access point for pedestrians and cyclists. It has a 40mph speed limit and is generally characterised by limited activation or overlooking, kerbside parking, marked cycle lanes (but with no physical protection) and a central median strip. There are substantial trees along both sides of the street, including some large street trees, but predominantly on the campus and within the grounds of properties on the southern side of the street.

3.4.23 The Streets for All checks are summarised in Table 3.9 and Table 3.10.

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Table 3.9 Moseley Road Footway Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	1	Footways generally >2m but substantial street trees in some locations, along with street furniture
Surface defects	Trip hazards and surface quality	1	Not formally measured and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	2	Gradients not formally measured but believed to not be critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	2	Pedestrian routes generally clear and obvious and minimal use of paving patterns (predominantly asphalt)
Public seating	Walking distance between resting points	0	No public seating except at bus stops (c.180m apart)
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	1	Some cycle and pedestrian specific direction signing
Shared use with cyclists	Appropriateness and width of shared use with cycles	1	Segregated cycle route generally so minimal shared use

Table 3.10 Moseley Road Cycling Provision Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	0 / C *	* 85th percentile c.28mph westbound and c.32mph eastbound (2023 ATC data). Unprotected cycle lanes
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	C	Traffic volume >4,000 a day. Unprotected cycle lanes
Composition of traffic	Percentage of large vehicles in peak hour	2	Cycles do not generally interact with large vehicles due to segregated cycle lanes for most of the street
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	1	Secondary position, 1.5-2m, segregated (but unprotected) lane
Likelihood of close passes	Nearside lane width and configuration	1	<3.25 or >3.9m but no speed cushions; cycles generally in segregated lane
Kerbside activity	Effect of kerbside activity on cyclists	0	Frequent kerbside parking; marked cycle lane outside of parking zone
Route deviation	Deviation of route end-end vs shortest road alternative	2	Minimal deviation as route follows street
Width of cycle facility	Cyclist's ability to pass other users	1	Cyclists can usually pass other users
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	1	Cyclists generally share connections with motor traffic
Carriageway or cycle track defects	Surface condition and general maintenance	1	Few minor defects or maintenance issues
Cycle track construction	Surface type	1	Machine laid asphalt concrete, generally without additional slip resistant finish

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3.4.24 Across the metrics considered for the footway assessment, none were considered to merit a critical score and only a single metric received a zero score, namely provision of public seating. Although there are several bus stops along this section of Moseley Road, they do not have seating or shelters and no other publicly available seating is provided.

3.4.25 Footways are generally of reasonable width and quality, though street furniture is not always well placed and 'decluttering; could improve the streetscape in some areas. In a few locations there are substantial street trees that reduce the effective footway width, though they also benefit the streetscape generally.

3.4.26 However, for the assessment of cycling provision, there are several areas of concern with two items given a critical rating, both of which relate to the type of cycle lane. The cycle lanes are in the form of advisory marked lanes (broken white line) at carriageway level, with no kerb or other separation from general traffic lanes, so are considered segregated but 'unprotected' lanes.

3.4.27 The posted speed limit on Mosely Road is 40mph and whilst the 85th percentile traffic speed record in surveys was well below this, it exceeds 30mph in one direction and exceeds 25pmh in the other. On this basis, the first cycling metric has been given both a critical and a zero score (due to the different speed thresholds in each direction). Whilst the character of the street is one with very limited activation, there may be merit in considering a reduction in the speed limit along the boundary of the campus to improve safety for pedestrians using the courtesy crossings and for cyclists.

3.4.28 The second critical metric is similarly related to the fact that cyclists are unprotected and sharing the road with high volumes of traffic (>4,000 vehicles per day). For this volume of traffic, the Toolkit would require cyclists to be using a protected cycle facility to avoid a critical score.

3.4.29 It is also noted that an additional metric achieved a zero score; the extent of kerbside parking alongside which the cycle lanes run is a significant hazard to cyclists, especially as the width of the cycle lanes do not meet the requirements for suitable buffers for the traffic speed and to protect against dooring.

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Whitworth Lane (North)– Redshaw Close to the Limes Building

3.4.30 A photograph of a typical location on this route section is provided in Figure 3.21; with a diagrammatic view in Figure 3.22 to illustrate the main components of the street cross-section.



Figure 3.21 Whitworth Lane (North) Photographic View (looking north)



Figure 3.22 Whitworth Lane (North) Diagrammatic View (looking north)

3.4.31 The northern section of Whitworth Lane (south of Redshaw Close) is a private road operated by the University. It has a posted speed limit of 5mph and provides several access points for pedestrian and cyclists into the main campus area and into the accommodation to the east of Whitworth Lane. In addition to a narrow carriageway, it features very narrow footways - typically less than 1.5m on the eastern side and less than 1m on the western side. At the southern end. Adjacent to the Limes building, there is no footway, with the street effectively operating as a shared space.

3.4.32 The Streets for All checks are summarised in Table 3.11 and Table 3.12.

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Table 3.11 Whitworth Lane (North) Footway Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	C	Footpath less than 1.2m in several locations, and entirely absent in some sections
Surface defects	Trip hazards and surface quality	1	Not formally measured and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	2	Gradients not formally measured but believed to not be critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	0	Tonal contrast between materials but clear pedestrian route is not obvious
Public seating	Walking distance between resting points	0	No public seating
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	1	Some cycle and pedestrian specific direction signing
Shared use with cyclists	Appropriateness and width of shared use with cycles	1	Above specified minimum provision for flows

Table 3.12 Whitworth Lane (North) Cycling Provision Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	2	No survey data, but reasonable to assume 20-25mph. No protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	1	No survey data, but conservative assumption of 1,000-2,000 a day
Composition of traffic	Percentage of large vehicles in peak hour	0	No data; conservatively assume 2-5%
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	1	Assuming 1,000-2,000 a day riding in primary position
Likelihood of close passes	Nearside lane width and configuration	0	Lane width <3m but with some speed cushions/tables
Kerbside activity	Effect of kerbside activity on cyclists	2	No kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	2	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	1	Cyclists can usually pass other users
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	1	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	1	Few minor defects or maintenance issues.
Cycle track construction	Surface type	1	Machine laid asphalt concrete, generally without additional slip resistant finish

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3.4.33 For the footway assessment on Whitworth Lane, one of the metrics was scored as critical, namely footway width. As noted above, whilst the footway configuration varies somewhat along this street, much of the footway on the western side is below 1m in width and the wider eastern footway is generally below 1.5m width, and some areas have no footway and rely instead on the street acting as a shared space.

3.4.34 Although traffic levels are generally low and there have been no known safety incidents, this level of pedestrian provision is not considered sufficient to meet general accessible standards or the Streets for All guidance.

3.4.35 Across the remaining metrics for the footway assessment, two further items were given a zero score. As with other links considered, there is no publicly accessible seating along this route, though there is some along one of the footpaths connecting to Whitworth Lane, within the Richmond Park accommodation complex. This would require a detour of c.50-60m off the route and might not be considered 'public' seating given its location within the student village but is generally accessible to the public.

3.4.36 The second aspect given a zero score was for choice of materials – specifically in relation to legibility. Where provided, the footways themselves are generally legible but given the total absence of footways for part of the length of the street, it was considered that footways could not be considered consistently legible.

3.4.37 For the cycling provision assessment, two metrics were given a zero rating. With minimal traffic data, the exact composition of heavy goods traffic cannot be confirmed at this stage so has conservatively been assumed to be sufficient to result in a zero score. However, given generally low traffic volumes, even a significant percentage would still equate to a small number of vehicles, so this is unlikely to be a critical issue. The second concern relates to the possibility of vehicles attempting to pass cyclists too closely, which is a potential concern with the narrow carriageway. Given the road width and 5mph speed limit, cyclists should be able to ride in the primary position without motorists attempting to pass, but it is likely that most motorised traffic exceeds this speed limit. There are some limited traffic calming features, but motor traffic is still likely to generally be faster than pedal cyclists and may attempt to pass.

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Whitworth Lane (South) – Mosely Road to the Limes Building

3.4.38 A photograph of a typical location on this route section is provided in Figure 3.23; with a diagrammatic view in Figure 3.24 to illustrate the main components of the street cross-section.



Figure 3.23 Whitworth Lane (South) Photographic View (looking north)



Figure 3.24 Whitworth Lane (South) Diagrammatic View (looking north)

3.4.39 The southern section of Whitworth Lane is a dedicated pedestrian cycle route, with no access to motor vehicles. The total width of c.4.5m provides a narrow two-way cycle path and footway, as illustrated above. It is constrained by a fence-line to the campus on the west and a wall to the east, with no access points to either side along its length, resulting in negligible activation or overlooking. Dedicated street lighting is provided via lamp columns mounted just inside the campus boundary.

3.4.40 The Streets for All checks are summarised in Table 3.13 and Table 3.14.

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Table 3.13 Whitworth Lane (South) Footway Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	1	Footpath generally 2.2-2.4m wide
Surface defects	Trip hazards and surface quality	1	Not formally measured and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	2	Gradients not formally measured but believed to not be critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	2	Pedestrian routes generally clear and obvious and minimal use of paving patterns (predominantly asphalt)
Public seating	Walking distance between resting points	0	No public seating
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	1	Some cycle and pedestrian specific direction signing
Shared use with cyclists	Appropriateness and width of shared use with cycles	1	Segregated cycle route generally so minimal shared use aside from each end of link

Table 3.14 Whitworth Lane (South) Cycling Provision Assessment Summary

Metric	Benchmark	Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	2	No motor traffic
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	2	No motor traffic
Composition of traffic	Percentage of large vehicles in peak hour	2	No motor traffic
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	0	No motor traffic; bikes therefore ride in primary position. However, as width is very limited, scored as zero
Likelihood of close passes	Nearside lane width and configuration	0	No motor traffic; bikes therefore ride in primary position. However, as width is very limited, scored as zero
Kerbside activity	Effect of kerbside activity on cyclists	2	No kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	2	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	1	Cyclists can usually pass other users
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	1	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	1	Few minor defects or maintenance issues.
Cycle track construction	Surface type	1	Machine laid asphalt concrete, generally without additional slip resistant finish

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3.4.41 Across the metrics considered for the footway assessment, none were considered to merit a critical score and only a single metric received a zero score, namely provision of public seating. There is no seating available along this route (c.180m long), and additionally none in the immediate vicinity at the southern end (Moseley Road) There is some available seating within parts of the campus if one were to deviate off Whitworth Lane further to the north, but this is a considerable additional distance. It is notable, however, that the limited width of this combined footpath/cycle path would make it very difficult to introduce any seating without causing a significant reduction in effective width.

3.4.42 For the cycling provision assessment, the metrics do not really account for an off-street cycle path, but two metrics have been given zero scores due to the significant width limitations.

3.5 Pedestrian Comfort Level

3.5.1 The analysis of 'pedestrian comfort' is a tool used to consider how crowded a space feels or the density of the flow of pedestrians along a route in relation to its width, to classify the conditions that pedestrians experience in terms of freedom of movement and comfort. Pedestrian crowding is typically measured in metres square per person (for static crowds) or pedestrians per metre, per minute (ppmm) for pedestrian flow along a route.

3.5.2 The methodology typically adopted for projects in the UK is the Pedestrian Comfort Level approach developed by Transport for London (TfL).

3.5.3 The TfL publication "Pedestrian Comfort Guidance for London" provides a series of Pedestrian Comfort Levels (PCLs) for the assessment of general footways, footpaths, elevated walkways and pedestrian crossings. As illustrated in Figure 3.25, a rating of PCL B+ is recommended as an appropriate density for the assessment of the day-to-day functioning of the key circulation routes.

3.5.4 The pedestrian surveys described in Section 3.3 have been used to undertake a baseline pedestrian comfort level (PCL) assessment, which can be compared against the pedestrian impacts of the development.

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Figure 3.25 TfL Pedestrian Comfort Levels

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3.5.5 The baseline PCL assessment has been undertaken on the six footway locations (F1-F6) directly adjacent to the site that are considered to be most likely to be affected by an increase in pedestrian footfall in the area. The assessment locations are shown in Figure 3.26.

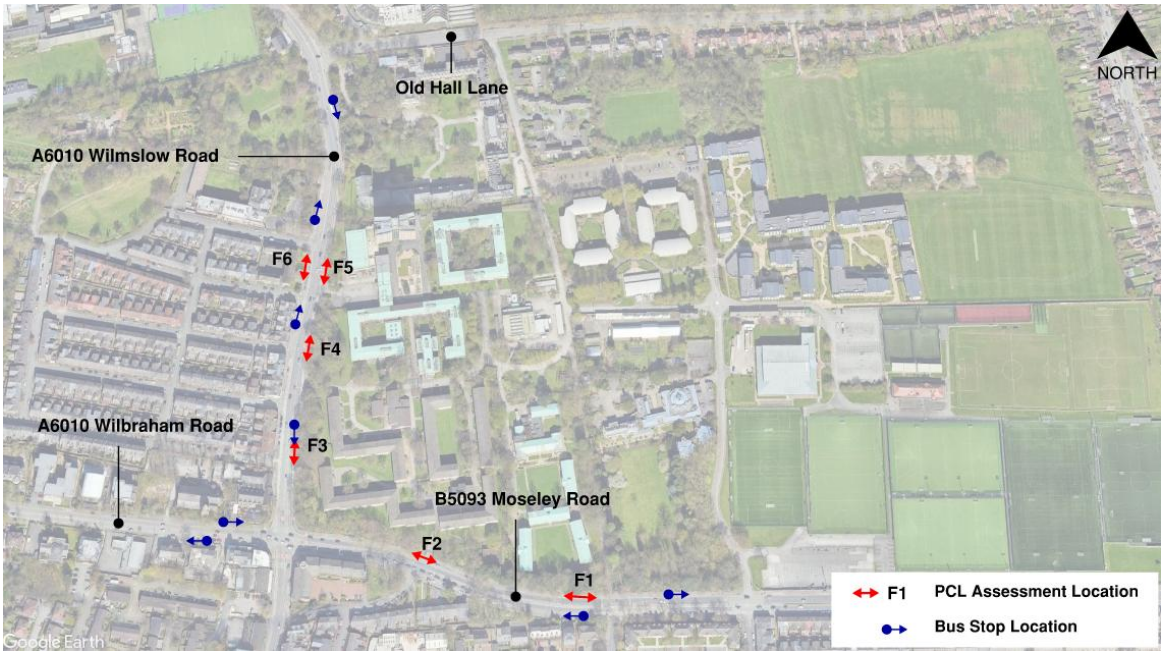


Figure 3.26 PCL Assessment Locations

3.5.6 The existing hourly pedestrian profiles was derived from the pedestrian surveys and was used to determine the average and peak hour pedestrian flow at each location. The footway dimensions at each location were also determined using topographical survey and desktop analysis. This data was then inputted into TfL's PCL tool to determine the existing pedestrian comfort levels surrounding the site. A future baseline has also been determined by applying TEMRPO factors, which determined that baseline footway demand on the surrounding pedestrian network would grow by 0.3% between the 2024 baseline data and the proposed opening year 2029.

3.5.7 The existing and future baseline PCL is shown in Table 3.15; the impacts of the proposed development are addressed in Section 6.2. Table 3.15 shows that the footways would all be expected to achieve a PCL of A- or above (i.e. better than the B+ recommendation) in the baseline and future baseline scenarios.

Table 3.15 Existing and Future Baseline PCL

Road	Existing Baseline			Future Baseline		
	Av. PCL	Peak Hour PCL	Av. of Max PCL	Av. PCL	Peak Hour PCL	Av. of Max PCL
Moseley Road F1	A+	A+	A+	A+	A+	A+
Moseley Road F2	A+	A+	A+	A+	A+	A+
Wilmslow Road F3	A+	A	A-	A+	A	A-
Wilmslow Road F4	A+	A	A-	A+	A	B+
Wilmslow Road F5	A+	A	A-	A+	A	A-
Wilmslow Road F6	A+	A+	A-	A+	A+	A-

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3.6 Car Club

3.6.1 Car clubs are potentially an effective alternative to traditional car ownership, providing flexible access to a car or van on a short-term basis.

3.6.2 A review of car club facilities in the neighbourhood has been undertaken. There are two car clubs in Greater Manchester, Enterprise Car Club and Co-Wheels, with access to vehicles across the country as well as locally.

3.6.3 However, existing provision close to the campus is very limited; the closest facilities managed by Enterprise Car Club are illustrated in Figure 3.27 and are as follows:

- Two cars at Egerton Road M14 6YB, c.850 from centre of site;
- One car at Crayfield Road, M19 3NP, c.2.5km from site; and
- One car at the Harrington building (Royal Manchester Children's Hospital) car park, East Road, M13 0HX, c.2.2km from site.

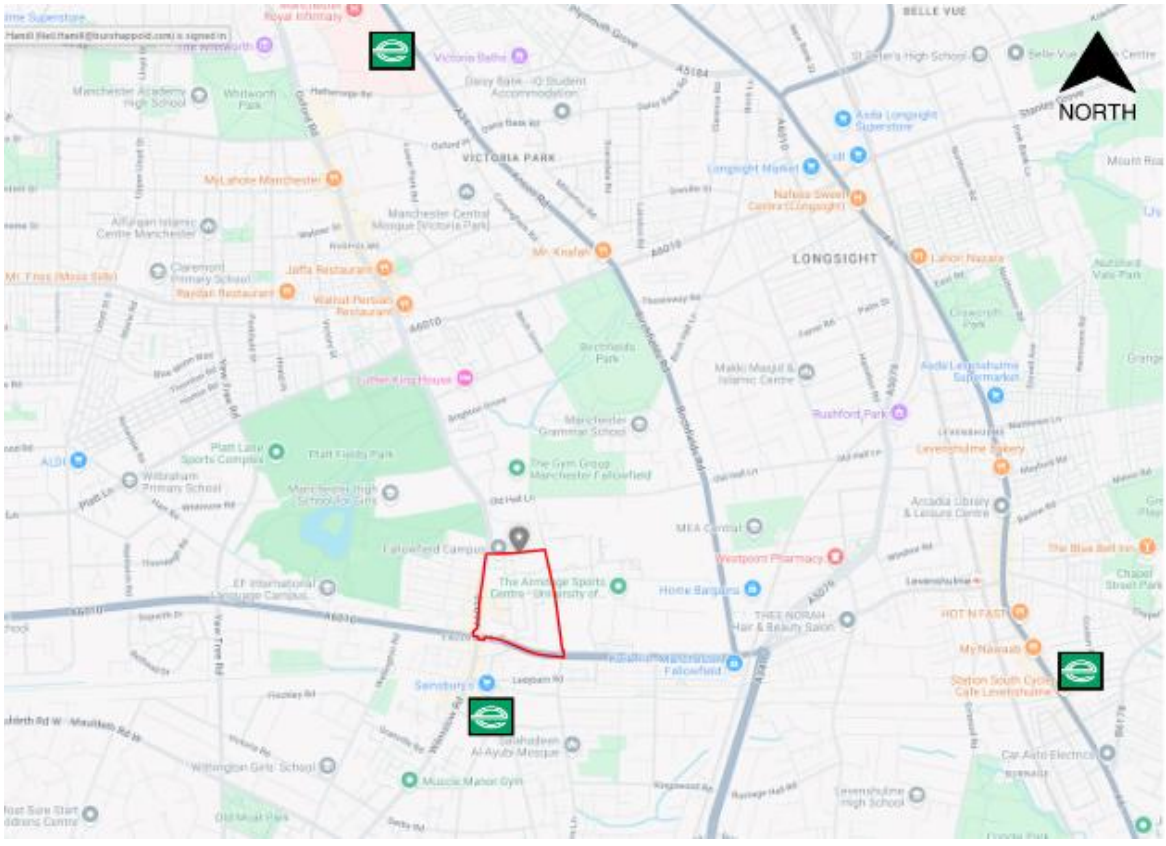


Figure 3.27 Enterprise Car Club Locations

3.6.4 The closest bays managed by Co-Wheels are c.4.6km from the campus and are therefore not likely to be of use to staff/students at Fallowfield.

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3.7 Future Baseline – the Limes Relocation

3.7.1 Demolition of the Limes building remains a key component of the proposed development, but the relocation of the facilities provided by the Limes is being submitted as a separate planning application (planning reference 141536/FO/2024).

3.7.2 The functions provided by the existing premises with will move from its current setting to an area used for car parking adjacent to the campus' energy centre (the Richmond Park car park, see Figure 3.28).

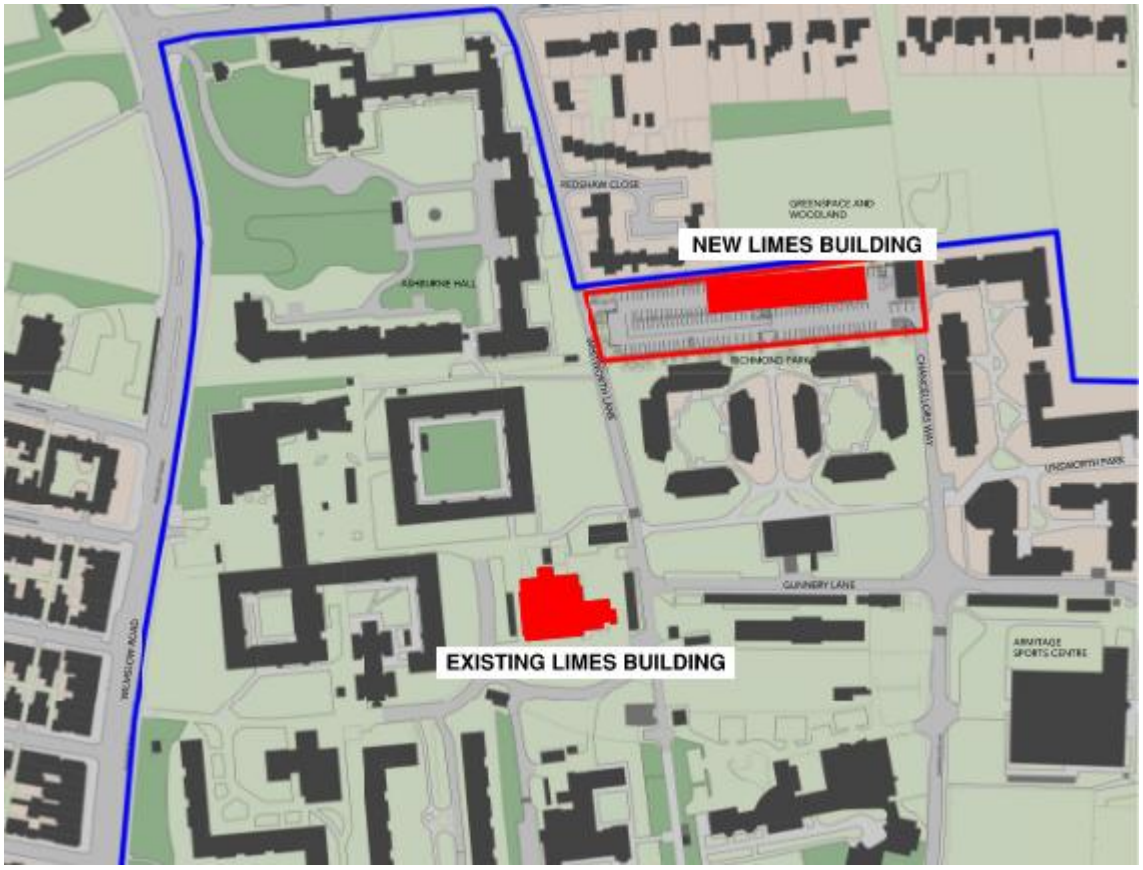


Figure 3.28 Location of the Proposed New Limes Building (derived from submitted Site Location Plan)

3.7.3 The proposed development will combine the University's Catering Central Processing Unit (CPU), Maintenance Services Unit (MSU), Environmental Services Unit (ESU) and Residences Team to form a facility consisting of facility management stores and workshops, catering facilities, staff workspaces and storage facilities.

3.7.4 The western part of the car park will be retained for car and cycle parking (with access from Whitworth Lane), whilst the eastern section will house the new building, associated external stores and vehicular access and limited parking (accessed via Chancellors Way). The GFA for the proposed building development is 1,785sqm.

3.7.5 Figure 3.29, taken from the Transport Statement (TS) by Hydrock, October 2024, illustrates the proposed ground floor layout.

3.7.6 The submitted application indicates that the proposals would retain an element of parking, as shown in the layout below.

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Figure 3.29 Proposed Ground Floor Layout of the 'New Limes'

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4 Proposed Development

4.1 Introduction

4.1.1 Chapter 4 of the August 2023 TA describes the proposed development, in particular with respect to access, circulation, parking and servicing. It addresses provision for pedestrians and cyclists as well as vehicular access and parking, to a level appropriate for the outline application.

4.1.2 As noted in Sections 1.1 and 1.2, the overall intent of the proposals are largely unchanged but various aspects have been refined or developed and these are summarised in this Chapter.

4.2 Quantum of Development

4.2.1 The proposed land-use and quantum of development are summarised in Table 4.1. It is important to note that the overall quantum of development is consistent with the outline application.

Table 4.1 Proposed Development Quantum

Description of Use (as referenced under Condition 5 of the OPP)	Quantum
Provision of up to **3,300 Purpose Built Student Accommodation bedrooms** (Sui Generis use class) with **associated facilities** including waste storage, laundry and cycle storage;	**3,300** PBSA bedrooms; and **associated facilities** - including: 23 waste stores incorporated in each residential block, 5No. laundrettes located in the neighbourhood hubs 1,2,3 and 5 and residential block 21, 10No. fully enclosed secure cycle stores, and 5 support bedrooms (non-rentable) provided in residential blocks 7&18. **Total GIA 97,178 sqm**
A maximum of 4,500 sqm of **floorspace to be used for ancillary purposes** associated with the student residential use of the site within Use Class F1a, Class E(a), E(b), E(c), E(d), E(g), Sui Generis (drinking establishment and hot food takeaway);	Total of **4,352 sqm.** of ancillary uses; including central hub building and study spaces and associated facilities in 5No. neighbourhood hubs
Ancillary supporting staff accommodation (up to 55 bedrooms) (Sui Generis use class);	55 ResLife bedrooms, **1452 sqm**
A maximum of 1,200 sqm of **ancillary residential dwellings** (Use Class C3)	**441 sqm** of ancillary residential dwellings.
TOTAL GIA	**103,423 sqm**
TOTAL GEA	**115, 984 sqm**

4.3 Layout

4.3.1 The ground floor masterplan, shown in Figure 4.1, presents the indicative configuration of land use and buildings across the site. Whilst the quantum of development is as per the outline scheme, the layout and massing have been revised somewhat from the Illustrative scheme submitted.

4.3.2 The site is divided into five main 'neighbourhoods' with a total of 29 blocks. Each neighbourhood includes a local hub block; these provide communal facilities such as post boxes, study space and laundry rooms. Refer to Appendix I for the site-wide general arrangement (GA) plan and GA plans for each 'neighbourhood.

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4.3.3 A larger 'central hub' building is proposed on the eastern side of the campus, approximately where the Limes building is currently located. This will incorporate additional communal facilities including a dining hall, study space and a bar to replace the Squirrels bar in Oak House. The facilities provided by the Limes are being relocated to another location on the wider Fallowfield campus as part of a separate planning application (planning reference 141536/FO/2024).

4.3.4 The approach to access, parking etc is set out in the following Sections.

4.3.5 The various access points to the red-line area are illustrated on Figure 4.1.



Figure 4.1: Ground Floor Masterplan and Access Locations

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4.3.6 For each of these access points, the proposed provision for pedestrians, cyclists and motor vehicles is summarised in Table 4.2 and described in further detail in the following Sections.

Table 4.2 Site Access Summary

Entrance	Pedestrian	Cyclist	Vehicle
Wilmslow Rd North	24 hr	24 hr	Controlled (drop bollards). Only for emergency vehicles and special events e.g. moving in days
Wilmslow Rd South	Open daylight hours	Open daylight hours	Controlled (gates/drop bollards). Normally closed to vehicles; open for special events only e.g. moving in days
Moseley Road	24 hr (fob/keypad)	24 hr (fob/keypad)	Controlled (gates). Only for emergency vehicles and special events e.g. moving in days
Whitworth Lane / Oak Drive	24 hr	24 hr	24 hr (existing vehicle access control on Chancellors Way and Whitworth Lane). Also used for special events e.g. moving in days
Central hub service yard (no through-access)	N/A - service access only	N/A - service access only	Access to service yard only
Concourse	24 hr	24 hr	No vehicular access (fixed bollard)
Whitworth Lane North	24 hr	24 hr	Occasional maintenance only (drop bollard)

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4.4 Pedestrian and Cycle Access

4.4.1 Figure 4.2 shows the proposed access points for pedestrian and cycle modes to the site.

4.4.2 Pedestrian and cycle access will be maintained from Moseley Road, Wilmslow Road and Whitworth Lane. Connectivity will also be retained to the rest of the Fallowfield Campus to the north (Sheavyn House and Ashburne Hall) and to the east (Richmond Park, etc). Pedestrian infrastructure improvements are proposed on Whitworth Lane, near the intersection with Gunnery Lane – see Section 4.6 for further details.



Figure 4.2: Proposed Pedestrian and Cycle Access

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4.5 Cycle Parking

4.5.1 The proposed cycle parking for the development is illustrated in Figure 4.3 (see also Appendix I) and is summarised below.



Figure 4.3 Proposed Cycle Parking

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4.5.2 There are no parking standards for student residence land-use within the MCC Local Plan. Student travel mode share data (presented in detail in the next section), shows that c.5% of the student population chooses to cycle to the main campus.

4.5.3 Following discussion with MCC and TfGM during the consultation on the outline proposals, it was agreed that the provision of cycle parking spaces sufficient for c.25% of students on-site was considered to be sufficient to meet existing demand for cycling and act to encourage more cycle use in future.

4.5.4 Taking account of the student bedrooms and ResLife apartments, a total of 832 cycle parking spaces would be required. The proposed bike store provision achieves a total of **834 spaces** across ten secure bike sheds, including 5% accessible spaces for larger/non-standard bikes. The majority of the bike sheds are sized for between 50 and 100 bikes, aside from one smaller shed (26 bikes) and one larger (160 bikes).

4.5.5 The bike sheds are proposed as BREEAM compliant enclosures with biodiverse roofs, enclosing double-tier racks with ducting included for E-bike charging points if required in the future (based on 20% of spaces having charging facilities).

4.5.6 Provision for staff apartments or staff working on site is initially to be included within these facilities, with staff applying for access to a bike shed if they wish to cycle to/from site. The use of cycle parking will be monitored through the Travel Plan survey process and cycle parking will be expanded if the proposed facilities get close to reaching capacity.

4.5.7 In addition to the secure cycle parking, short stay cycle parking (in the form of Sheffield stands or equivalent) is proposed across the site to cater for short stay use (e.g. visitors from other Halls, students using the central hub, bike deliveries, etc). This has been provided at a ratio of one space per 12 students, with an additional two spaces at the Central Hub, providing a total of **276 spaces.** Of these, at least 5% will provide sufficient space for larger/accessible bikes.

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4.6 Vehicular Access and Highways Works

Introduction

4.6.1 The following section summarised the details of the proposed vehicular access strategy and extent of highways works proposed. It is noted that Condition 24 of the outline consent states that:

"Prior to the commencement of development in each phase with the exception of the demolition of buildings within Phase 1a as identified on drawing 'Phase One A – Owens Park Planned Demolition Figure 2', full details of all necessary off-site highway works shall be submitted to and approved in writing by the City Council as Local Planning Authority. Such works could include:

- Required amendments to TRO's to protect visibility splays
- Full technical details of all vehicular and pedestrian accesses, associated tactile paving, dropped kerbs etc
- Reinstatement of any footway or amended redundant accesses.

The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation. The development shall only be occupied in accordance with the agreed works".

4.6.2 Full details of the highway works proposed are shown in the set of drawings provided in Appendix J. These are also contained in a separate submission with the detailed application dealing solely with the documentation necessary to discharge Condition 24.

4.6.3 As discussed in Section 4.3, there are a series of access points to the site, illustrated in Figure 4.1 (and described in Table 4.2). Of these, there are three locations providing access/egress for vehicles to or from the public highway, as illustrated in Figure 4.4. It is note that access control measures to the wider campus are summarised in Section 4.8.

4.6.4 For these three locations, the existing and proposed provision for pedestrians, cyclists and motor vehicles is summarised in Table 4.3 and described in further detail in the following Section. These are also highlighted on a key plan, 0062342-BHE-XX-XX-DR-C-2100, that accompanies the drawings provided in Appendix J.

Table 4.3 Site Access Summary (to/from Public Highway)

Entrance	Pedestrian & Cyclist		Vehicle	
	Existing	Proposed	Existing	Proposed
1 Wilmslow Rd North	24 hr	No change	Access to car parking, servicing, emergency vehicles, special events e.g. moving ins	Emergency vehicles and special events e.g. moving in only
2 Wilmslow Rd South	Open daylight hours	No change	Normally closed; open for special events e.g. moving in days	No change – open for special events e.g. moving in days
3 Moseley Road	24 hr	No change	Emergency vehicle, special events e.g. moving in days	No change - open for special events e.g. moving in days

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Figure 4.4: Site Access/Entrance Locations (Public Highway)

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Wilmslow Road (North)

4.6.5 The existing Owens Park vehicular entrance will be retained as part of the development, but the vehicular access will only be for emergency vehicles and move in/out activity.

4.6.6 As this will no longer be used for day-to-day vehicle access, alterations are proposed including to the public highway outside the gate to reduce the impression of vehicular access in preference to pedestrian and cyclist priority for daily use. This will involve removal of the 'bellmouth' radius kerbs and existing tactile paving in favour of a continuous, seamless footway across the entrance. A dropped kerb will be retained to the carriageway edge to maintain emergency access. Across the current bellmouth area, levels will need to be adjusted slightly and resurfaced, both within the public highway and inside the area of private ownership. One gully has been identified that will require adjustment, but this lies outside the area of public highway, i.e. is within the site boundary.

4.6.7 Refer to drawing 0062342-BHE-XX-XX-DR-C-2101 in Appendix J for the proposed highways layout.

4.6.8 No changes to the TRO(s) or line markings are envisaged, as the affected zone is within the zig-zag markings for the adjacent pedestrian crossing.

4.6.9 Visibility splays and swept path analysis for a fire engine are provided on drawing 0062342-BHE-XX-XX-DR-C-2104 in Appendix J. Whilst this access will only be used occasionally for motor vehicles, the visibility conditions are unaffected by the proposed works, with existing railings being the only significant obstruction to visibility.

4.6.10 These works will be subject to further development as part of a s278 agreement with MCC.

Wilmslow Road (South)

4.6.11 The existing pedestrian/cycle access will be retained and will only provide vehicular access on move in/out days, with traffic marshals deployed to manage access.

4.6.12 Only minor layout adjustments are proposed, entirely within the site boundary, and do not require changes to the public highway (refer to drawing 0062342-BHE-XX-XX-DR-C-2102). These include removal of the existing 'chicane' barriers used to restrict cyclists (not supported by LTN 1/20) in favour of removable/drop bollards. No changes to the TRO(s) or line markings are envisaged.

4.6.13 Visibility splays and swept path analysis for a fire engine are provided on drawing 0062342-BHE-XX-XX-DR-C-2104. This access will only be used occasionally for motor vehicles, on move-in/move-out days. As there are no significant works being undertaken at this location, visibility conditions are unaltered, but it is noted that pedestrian inter-visibility is obstructed at this location in the existing and proposed conditions. Given that this access is only used under managed conditions, with a traffic marshal, it is considered that risks associated with reduced visibility can be suitably mitigated

Moseley Road

4.6.14 The existing southern entrance to the campus will be retained for pedestrians and cyclists, but vehicular access will be limited to emergency access and move in/out days only.

4.6.15 Only minor layout adjustments are proposed, entirely within the site boundary, and these do not require changes to the public highway (refer to drawing 0062342-BHE-XX-XX-DR-C-2103). No changes to the TRO(s) or line markings are proposed.

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4.6.16 Visibility splays and swept path analysis for a fire engine are provided on drawing 0062342-BHE-XX-XX-DR-C-2105 and take account of the 40mph speed limit on Moseley Road. As there are no significant works being undertaken at this location, visibility conditions are unaltered.

On-Site Works

4.6.17 Vehicular access to the site is also provided from the east; the existing campus vehicular entrance ('Oak Drive') from Whitworth Lane, adjacent to the Limes building, will be retained for servicing and car parking. This is reached either via Chancellors Way and Gunnery Lane to the east or from Old Hall Lane and Whitworth Lane to the north (both routes subject to access control barriers). Some adjustments to this section of Whitworth Lane are proposed as part of the development, in conjunction with development of the proposed Central Hub (Block10) at the site of the Limes building.

4.6.18 The two points of vehicular access associated with the Limes will be replaced by a single two-way access for the new Central Hub service yard only, and a section of footway will be introduced to the western side of Whitworth Lane adjacent to the hub, where there is currently no footway provision (see Figure 4.5). Crossings will also be improved. This section of Whitworth Lane is a private road (operated/maintained by the University) rather than adopted highway and therefore these changes are not subject to a S278 agreement.

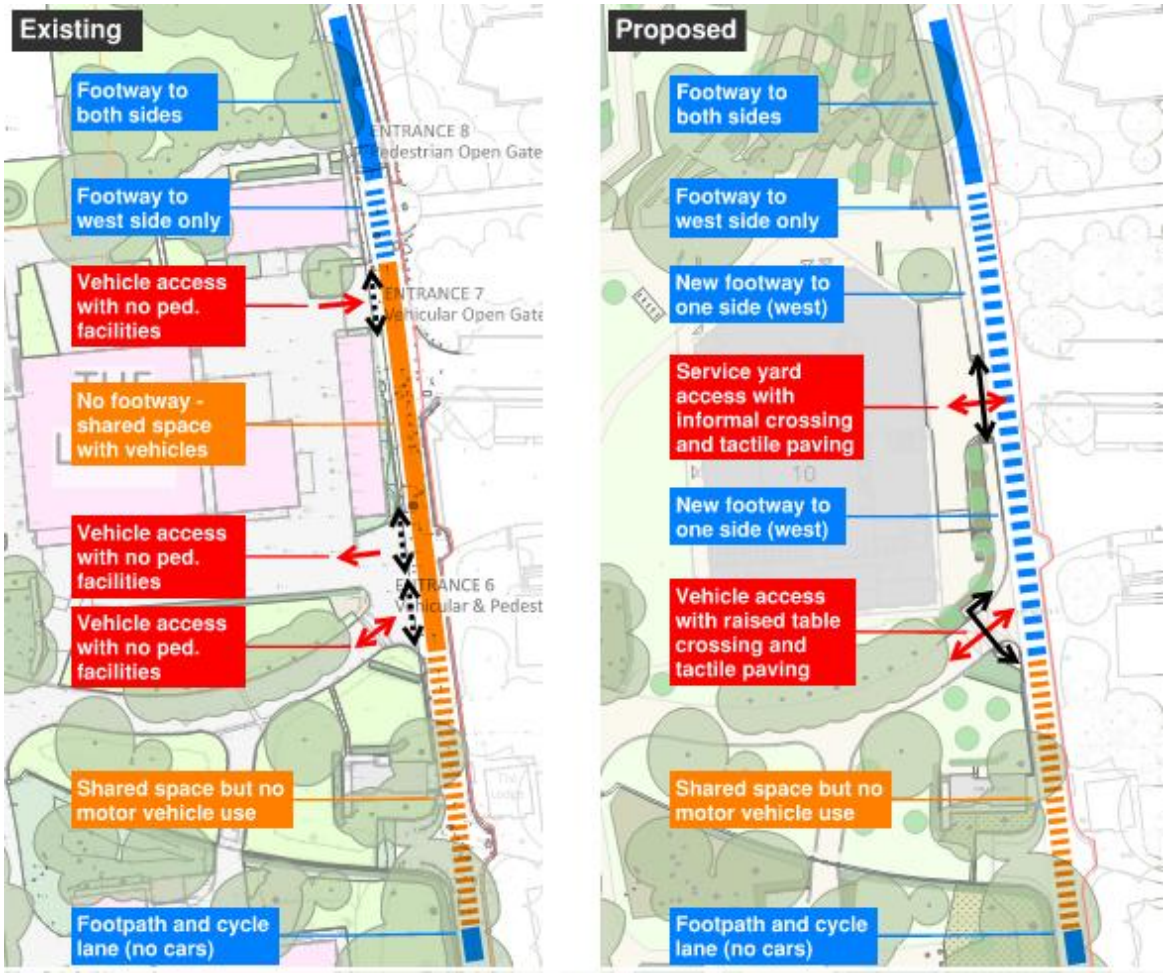


Figure 4.5 Pedestrian Improvements to Whitworth Lane

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4.6.19 Within the site, the public realm will mostly prioritise pedestrians and cyclists, with an extensive network of footpaths and with motor vehicles restricted as far as practical to ensure a campus that encourages active travel and that does not feel dominated by vehicular movement.

4.6.20 Daily traffic within the site boundary will be limited as far as practical to a short route, connecting the main vehicular entry at Whitworth Lane to the proposed accessible parking area at the northern boundary; parking within the site boundary will be substantially reduced from c.70 spaces (all types) to 17 accessible bays (see Section 4.7 for further details).

4.6.21 However, it is essential for the campus to accommodate a certain level of vehicular access for functional servicing, such as refuse collection, maintenance and the emergency services. To this end, an 'inner loop' of routes has been created within the campus boundary, where pedestrian/cycle paths have been sized to cater for refuse trucks, fire engines and ambulances. These 'managed' routes will only need to provide regular vehicular access a few times a week but will otherwise generally be free of motor vehicles.

4.6.22 In the case of refuse collection, trucks will arrive and depart via Chancellors Way/Gunnery Lane, via the Whitworth Lane entrance. Emergency vehicle access/egress is proposed via the Whitworth Lane, Moseley Road and Wilmslow Road (north) access points (see Sections 4.9 and 4.10 for further details). Deliveries by bicycle can be accommodated across campus, with short-stay cycle parking available across all neighbourhoods. Occasional maintenance access can be accommodated across most of the campus but will be mainly ad-hoc in nature.

4.6.23 The network of inner managed routes can also be used during move in/out at the beginning and end of the academic year, connecting the inner loop to the Wilmslow Road and Moseley Road access points – see Section 4.11 for further details.

4.6.24 Aside from the refuse and emergency access requirements, most of the van and HGV servicing activity will be kept outside the red-line boundary (as per the existing use). The main exception is the new Central Hub building; as with the existing Limes building, which has its own yard area, the Central Hub will have a small, dedicated service yard area, accessed from Whitworth Lane. See Section 4.8 for further details of the servicing strategy.

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4.7 Car Parking

4.7.1 There are currently circa 70 car parking spaces located across the red-line site, including at the Limes, Woolton Hall and Owens Park. Permits are required to park within the site and access to the site is controlled with barriers. As part of the development, it is proposed to reduce the number of car parking spaces across the site, for both students and staff.

4.7.2 A total of 17 accessible parking spaces are proposed, located along the northern edge of the site, near Sheavyn House. These are associated with 21 designated accessible student bedrooms, all within the northern half of the campus (not all of which will require accessible parking).

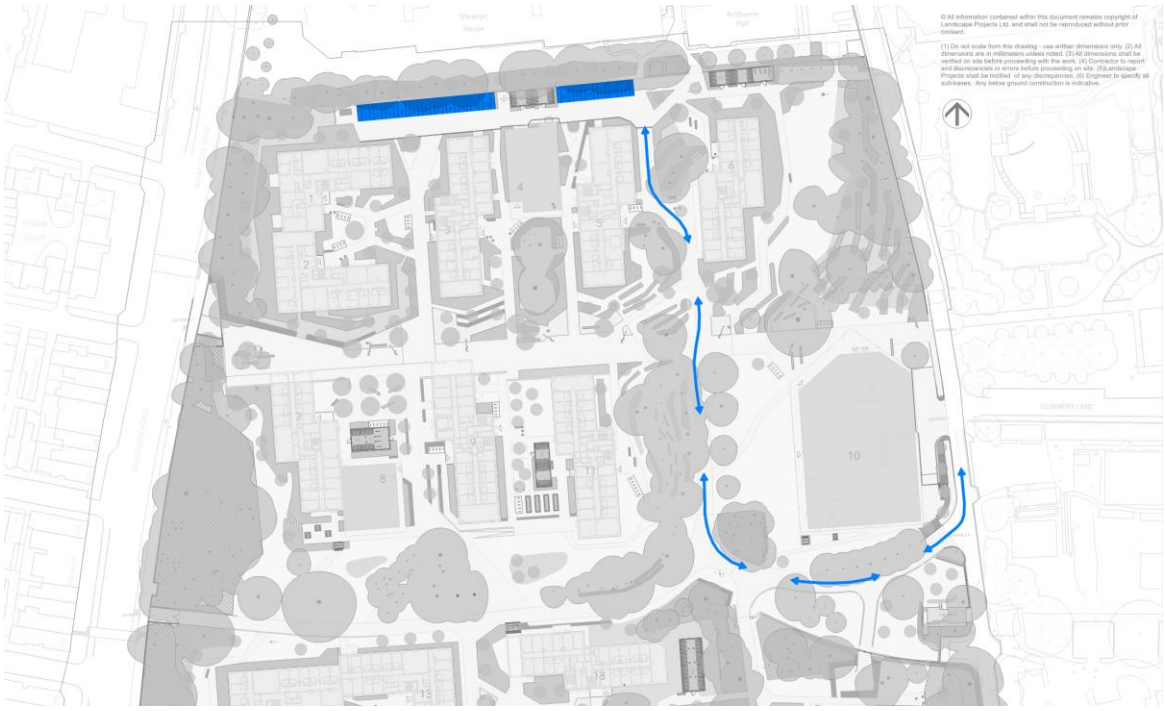


Figure 4.6 Proposed Car Parking

4.7.3 Electrical Vehicle (EV) charging facilities will be provided to 20% of spaces and infrastructure shall be provided to allow all the proposed parking spaces within the development to have the facilities for EV charging in the future. Infrastructure will include adequate incoming mains services to account for potential vehicle charging, space with boards and switches to allow installation of vehicle charging. Duct networks and wireways will be sized and installed to allow installation of cabling and equipment for electrical charging.

4.7.4 It is expected that students choosing to have their own car will make use of the existing parking provision within the Fallowfield Campus, but outside of the redline boundary, for example at Richmond Park. Staff will also be expected to use the existing car parking spaces within Fallowfield Campus. As noted in Section 3.3, the existing car parks have been observed to be substantially underutilised so the reduction in parking provision is not expected to give rise to any unwanted increase in parking pressure on surrounding streets.

4.7.5 The provision of car club facilities will be considered as part of the Travel Plan monitoring process, to see if the provision of local car-club bays changes and would merit promotion as part of a strategy to encourage sustainable travel. However, the usefulness of these facilities for staff and students is expected to be limited.

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4.8 Deliveries/Servicing

4.8.1 The servicing strategy for the existing site and the proposed development are inherently interlinked with that of the wider Fallowfield campus (the 'blue-line' area). The strategy will remain largely the same, as the development does not change the primary vehicle routes to the campus or the red-line area, or affect the main focus points of servicing activity.

4.8.2 Key locations for the servicing strategy are illustrated in Figure 4.7 and are described further below.

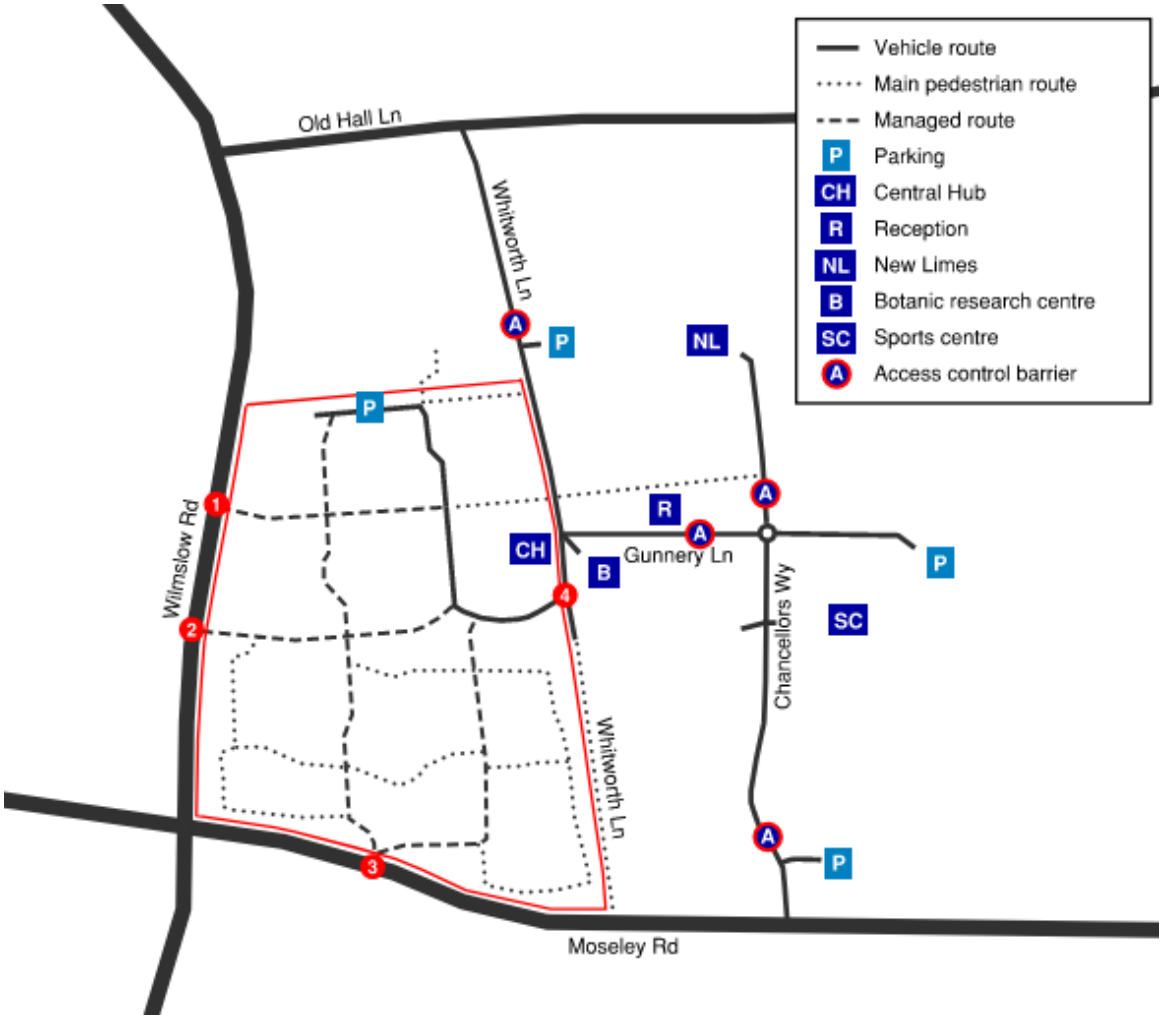


Figure 4.7 Proposed Servicing Access

4.8.3 Service vehicle access to the campus is provided primarily via Chancellors Way (from Moseley Road).

4.8.4 Service vehicle access to the development site is currently provided primarily at the access from Whitworth Lane, adjacent to the existing Limes building (location 4 in Figure 4.7); the northern Wilmslow Road access (location 1 in Figure 4.7) was also used for small deliveries prior to the start of demolition works in the northern part of the site. However, asides from vehicles servicing the Limes itself (and refuse collection from student blocks), only a small proportion of servicing/delivery vehicles currently enter the red-line boundary.

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4.8.5 Access control to the campus is provided at a number of locations (including lifting arm barriers on Whitworth Lane, Chancellors Way and Gunnery Lane – see Figure 4.7); these controls are currently controlled by reception during office hours (8am-6pm) and by security outside this time. Access will generally not be granted after 11pm for deliveries/servicing, without special circumstances.

4.8.6 A summary is provided below for the principal types of servicing activity; see also the Delivery and Servicing Management Strategy (DSMS) submitted alongside this TAA for the RMA. The level of vehicular activity associated with servicing and deliveries is detailed in Section 5.5.

Mail/Parcels

4.8.7 Mail and parcels for the student accommodation across the whole campus (and other campus buildings) are all delivered to the Fallowfield reception building (location 'R' in Figure 4.7). This is located within the Richmond Park area, with vans parking on Gunnery Lane (typically approaching via Chancellors Way). This facility caters for all mail (Royal Mail) and typical parcel/courier delivery from Amazon and other major carriers such as DPD, DHL, Evri, etc. Deliveries are sorted into parcels and letters.

4.8.8 Letters are currently delivered out to halls by post room assistants (either on foot or utilising a small electric vehicle); the proposed development provides dedicated post-rooms in the various hub buildings. Packages/parcels are logged into an online system and stored either in the adjacent locker system or held at reception, with students notified to collect the item.

4.8.9 Amazon lockers are also provided at several locations on campus and are an integral part of the campus postal strategy. The nearest lockers are at the Fallowfield reception building; the location of relocated lockers will be confirmed during design development.

Food/Perishables

4.8.10 Due to the proximity of local supermarkets, delivery of food shopping to site by supermarket vans is understood to be limited. Typically, these deliveries will continue to park ad-hoc within the campus, including on Chancellors Way, the Chancellors Way car park and the sports centre car park, as well as on Moseley Road in the unrestricted parking bays. Drivers would typically message residents to meet them to collect their order rather than progressing into the residential areas.

4.8.11 There are also multiple fast-food/takeaway outlets within convenient walking distance of the campus, especially on Wilmslow Road along the western edge of the site. Despite this, a small number of deliveries by moped/bike by companies such as Deliveroo and UberEats are to be expected. Takeaway deliveries are met by the resident at the roundabout at the Chancellors Way/Gunnery Lane intersection or in one of the car parks as per supermarket deliveries – no access is given beyond the barriers.

Taxis and Drop Off/Pick-Up

4.8.12 Taxi pick-up and drop-off usually takes place at the car park at the bottom of Chancellors Way or by the roundabout at the Chancellors Way/Gunnery Lane junction and this will continue under the proposals. Access for disabled pick-up/drop-off will be permitted through the barriers to take place on site as required.

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Bars, Catering and General Maintenance

4.8.13 There are two main components to bar and catering servicing currently, namely the Squirrels bar (within the Oak House area of the red-line site) and the Limes building, which provides the University's Catering Central Processing Unit (CPU) and primary maintenance facilities as described in Section 3.6. The existing Squirrels bar servicing, consisting of several vehicles per day on average, accesses the site via the main entrance from Whitworth Lane, navigating through the campus to reach the bar.

4.8.14 The existing Limes building is also accessed from Whitworth Lane, with a dedicated service yard area adjacent to the building. As the CPU services other University properties, this generates a moderate amount of traffic to and from other parts of the city. As discussed in Section 3.6, the Limes is being relocated (under a separate planning application) to the Richmond Park car park and will instead be accessed from Chancellors Way, such that the main CPU and maintenance servicing traffic will no longer need to access the red-line area.

4.8.15 A new Central Hub is proposed as part of the RMA application, in the location currently occupied by the Limes and this will incorporate a replacement for the Squirrels bar as well as various other student amenities. It is expected, therefore, to attract servicing for the proposed bar and kitchen, and will have a small, dedicated service yard, accessed from Whitworth Lane, to cater for c.8-10 vehicles per week, i.e. several vehicles per day (see Figure 4.8).

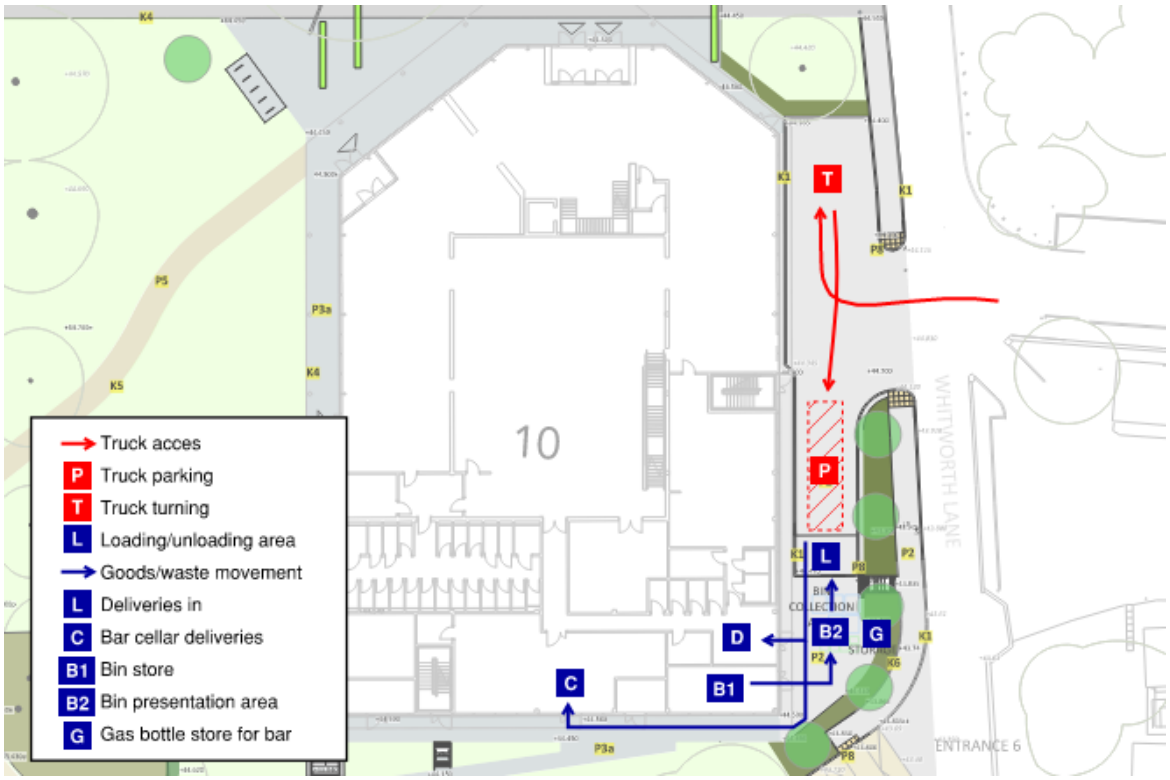


Figure 4.8 Preliminary Service Yard Layout for Central Hub

4.8.16 Swept path analysis for the service yard is provided in Appendix K; an extract is shown in Figure 4.9, illustrating arrival and departure of a catering supplies truck or equivalent.

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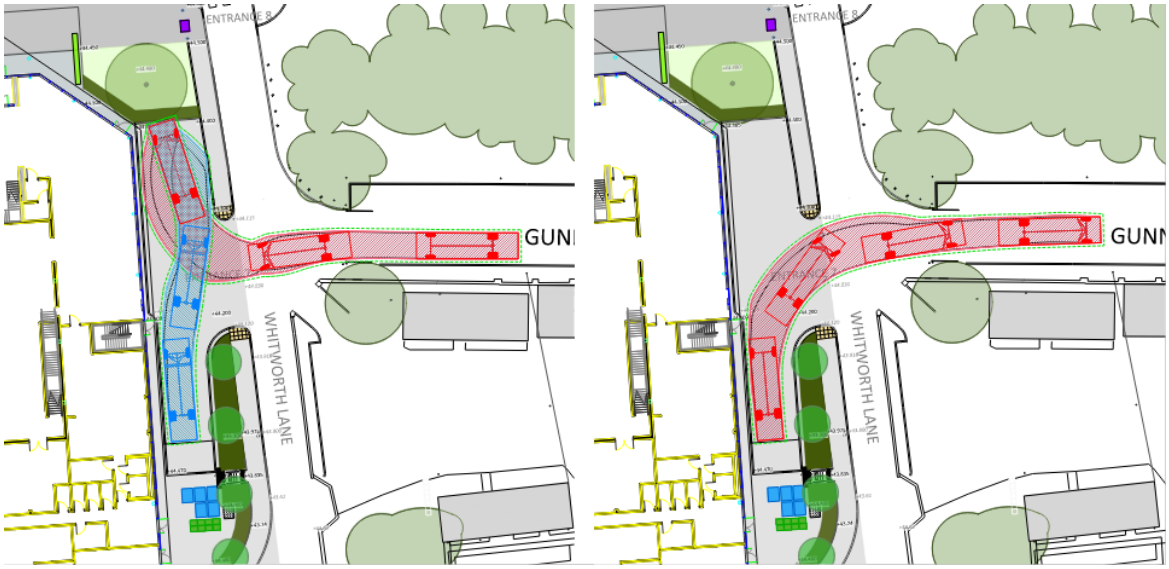


Figure 4.9 Delivery Truck Swept Path Analysis for Central Hub

Botanic Garden

4.8.17 The Firs Environmental Research Station (FERS), also known as the Botanic Garden, is located centrally in the campus with an access from Whitworth Lane. Deliveries are mainly ad-hoc/occasion, e.g. gas lab van once every 2-4 weeks, cleaning services van once per fortnight and compost deliveries quarterly. Mail, parcels and office supplies mainly go via the nearby campus Reception building or are delivered directly.

4.8.18 The proposals do not affect servicing of the Botanic Garden.

Refuse and Emergency Vehicles

4.8.19 As discussed within Section 4.6, an 'inner loop' of routes has been created within the site boundary, where pedestrian/cycle paths have been sized to cater for refuse trucks, fire engines and ambulances. These 'managed' routes will only need to provide vehicular access a few times a week but will otherwise generally be free of motor vehicles.

4.8.20 In the case of refuse collection, trucks will arrive and depart via Chancellors Way/Gunnery Lane, via the Whitworth Lane entrance. Emergency vehicle access/egress is proposed via the Whitworth Lane, Moseley Road and Wilmslow Road (north) access points (see Sections 4.9 and 4.10 for further details).

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4.9 Waste Strategy

4.9.1 The public realm proposals for the site have been developed to incorporate refuse vehicle access across the campus. The inner loop path described above for refuse collection connects to the main site access on Whitworth Lane and the design has been tested through swept path analysis to cater for a large refuse truck as operated by MCC (see Appendix K).

4.9.2 A more detailed description of the building's refuse collection strategy, including bin numbers and collection frequencies, can be found in the Operational Waste Management Plan (OWMP).

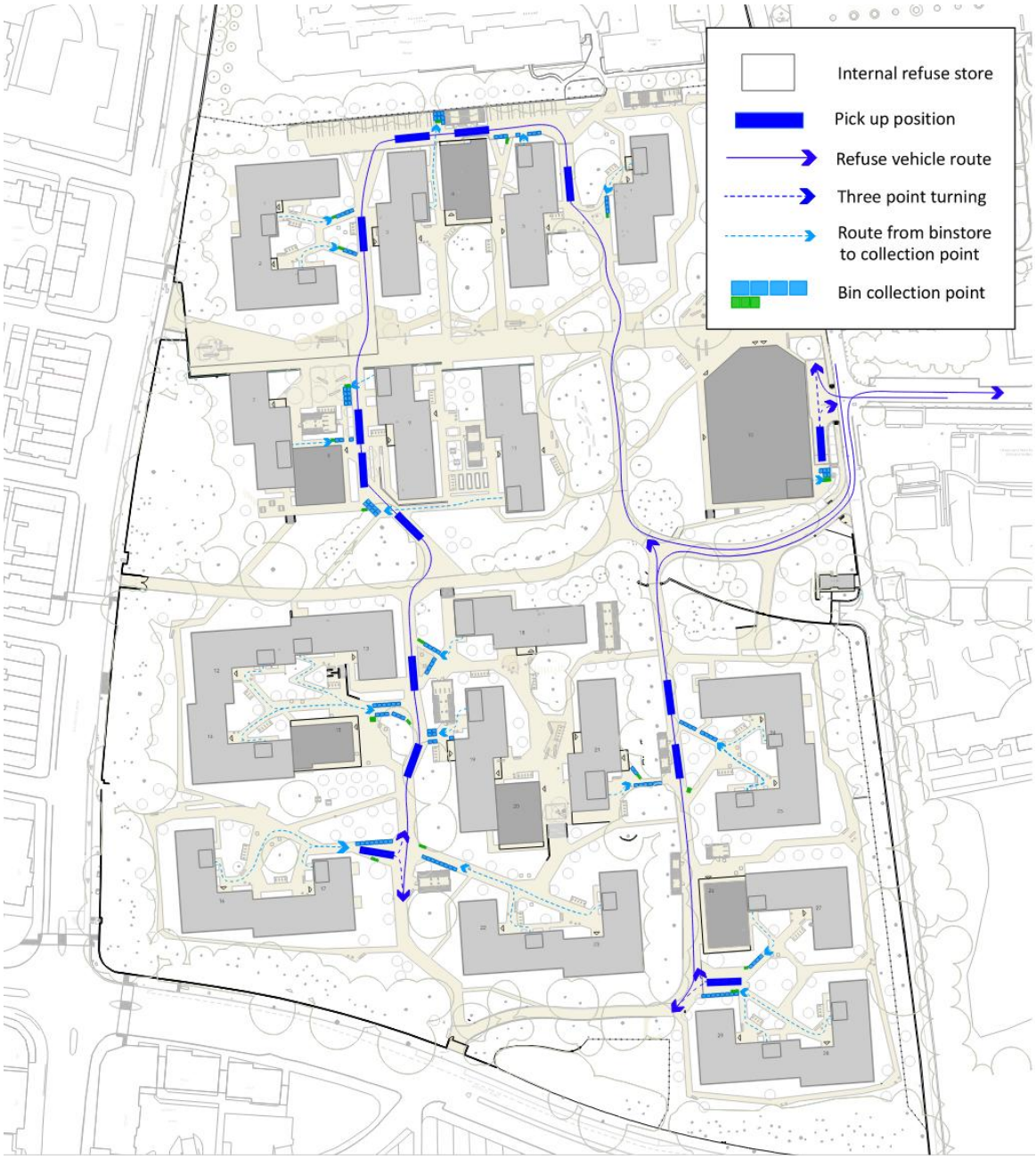


Figure 4.10 Proposed Waste Management Strategy

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4.9.3 The principles of the operational site wide waste management strategy for the student residences are as follows:

- Point of generation - waste generated in each building will be separated at source into a minimum of four waste streams;
- Point of generation to waste storage rooms - students will move waste from point of generation to waste storage rooms containing bins located on the ground floor throughout the day; and
- Waste storage rooms to bin collection points - Facilities Management (FM) staff will move bins to temporary bin presentation areas within the public realm on collection days. A refuse vehicle will directly pick up waste from a temporary bin presentation area. Bins will be returned to their respective waste storage rooms by FM staff.

4.9.4 The student residential waste management strategy is shown illustratively in Figure 4.11.



Figure 4.11 Student Residential Waste Management Strategy

4.9.5 Waste will be segregated into four primary waste streams within the residential accommodation blocks: residual, paper and cardboard, dry mixed recycling and food waste (see Figure 4.12). Each of the four waste streams will be collected at least twice per week. It is anticipated that throughout the year, additional specialist waste streams will be required to be collected such as bulky wastes.

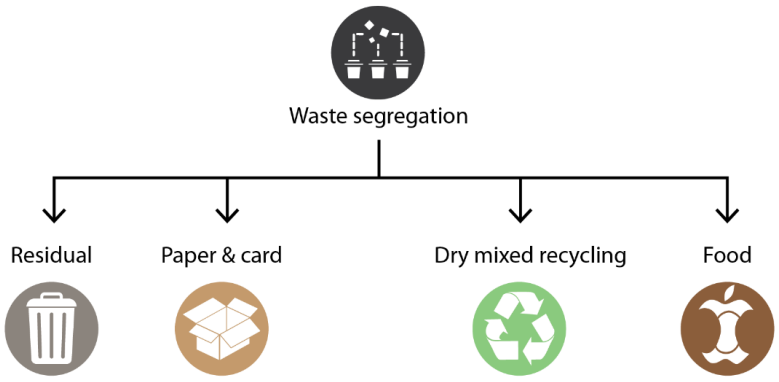


Figure 4.12 Residential Accommodation Waste Stream Segregation

4.9.6 For the satellite hubs, waste will be transferred by the cleaning/FM team to a designated bin store in one of the neighbouring blocks. It is proposed that four streams of waste will be collected, as per the residential accommodation. Waste will effectively be consolidated with and collected with the residential waste.

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4.9.7 The satellite hub waste management strategy is shown illustratively in Figure 4.13.



Figure 4.13 Satellite Hub Waste Management Strategy

4.9.8 For the Central Hub, the cleaning/FM staff will transfer waste to the dedicated bin room within the building. It is proposed that waste should be segregated into a minimum of residual waste, food waste, paper/cardboard and dry mixed recyclables such as plastics and metals. In addition, due to the provision of a bar within the proposed development, it is also recommended that glass should segregated. The resultant segregation strategy is illustrated in Figure 4.14.

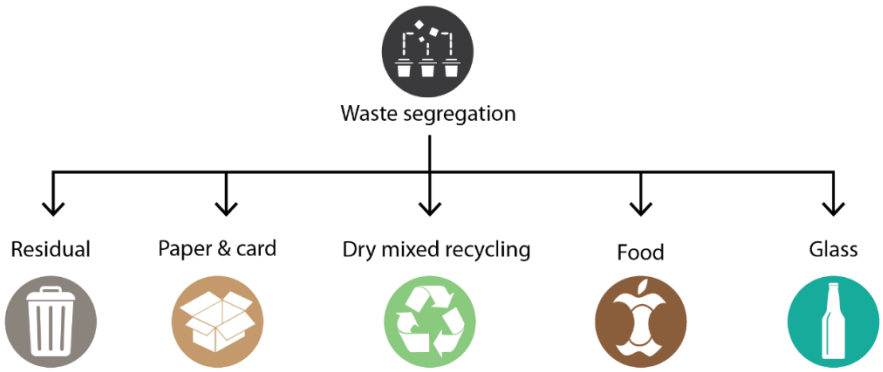


Figure 4.14 Central Hub Waste Segregation

4.9.9 The Central Hub waste management strategy is shown illustratively in Figure 4.15.

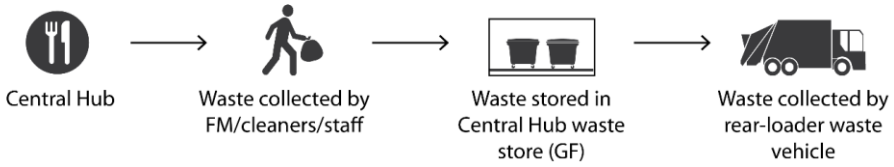


Figure 4.15 Central Hub Waste Management Strategy

4.9.10 Waste is proposed to be collected a minimum of three times per week. A refuse truck can park in the dedicated service yard for the Central Hub and bins can be collected either directly from the bin room or can be marshalled by the FM team on the adjacent hardstanding for collection (see Figure 4.16). Swept path analysis for the refuse collection vehicle is included in Appendix K.

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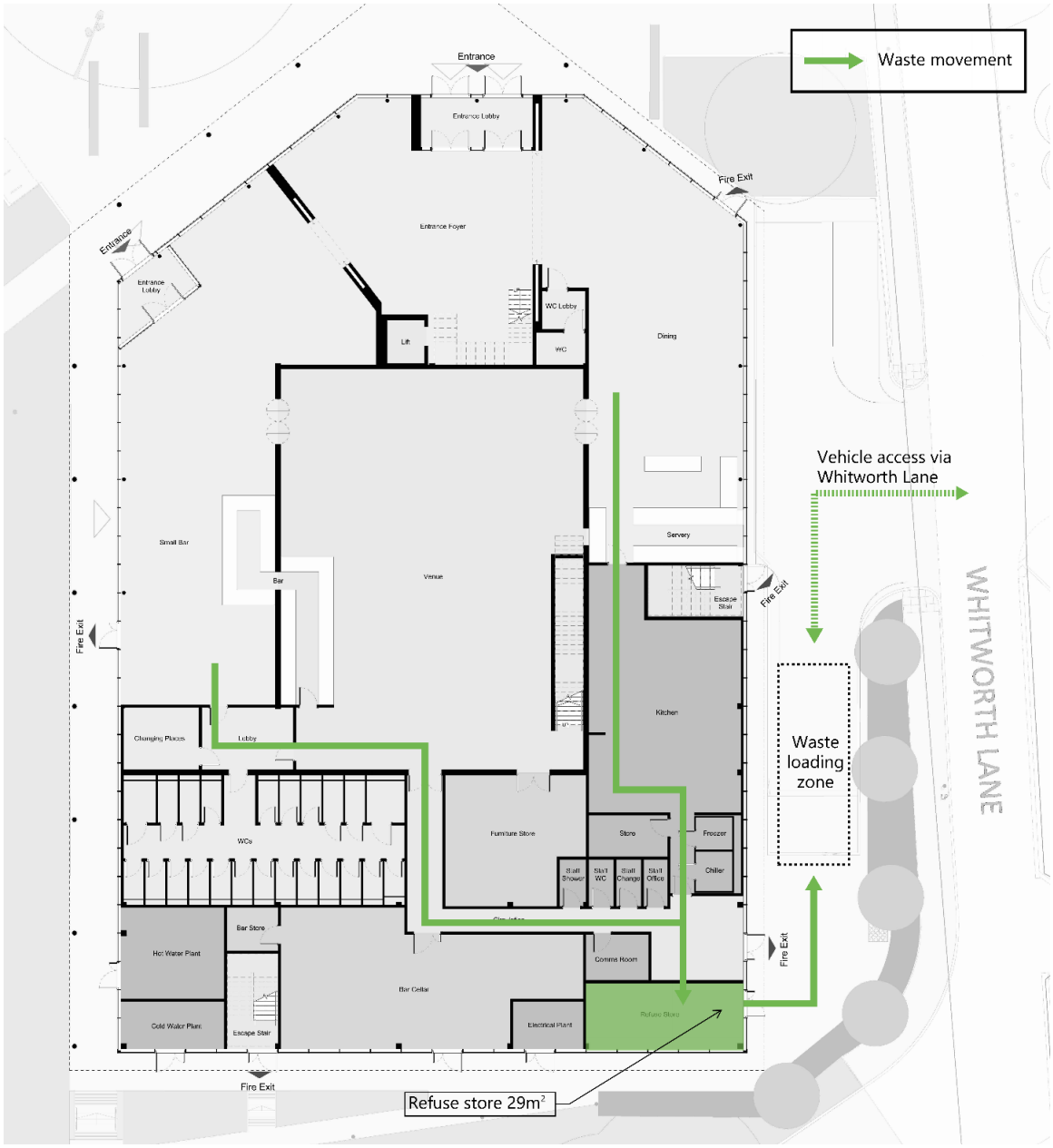


Figure 4.16 Central Hub Waste Storage and Collection

4.9.11 The waste strategy set out in the OWMP has been presented to the MCC Waste Officer during the pre-application stage and no concerns we raised over the proposals.

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4.10 Emergency Services Access

4.10.1 The public realm proposals for the site have been developed to incorporate appropriate emergency services access across the campus. In addition to the main east-west pedestrian route through the middle of the campus, the inner loop path described above for refuse collection also caters for access by fire engines (and ambulances). Several of the site boundary access points will be available to use by the emergency services if required but are not for general day to day traffic or servicing use.

4.10.2 Swept path analysis has been used to check the design for a standard fire tender; as an ambulance is significantly smaller, this has not been specifically evaluated (see Appendix K). At this stage, no requirement for high reach appliances has been confirmed.



Figure 4.17 Proposed Emergency Access Strategy

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4.11 Moving In/Moving Out Days

4.11.1 The Fallowfield campus has been operational for many years and the University has developed a specific management plan to deal with the large numbers of students moving in and out at the beginning and end of the academic year, involving the cooperation of the Facilities Management team, campus administration and security teams.

4.11.2 This process is spread over a number of days, with students required to pre-book a day and time slot in advance to avoid too many arrivals/departures on any given day. Students are assigned a half-hour slot during which they can unload on campus before the vehicle has to be relocated to a long-stay car park further afield. Students are provided details of the parking options to assist with this. Trolleys are also provided to help with moving belongings.

4.11.3 Additional temporary signage is put up to help navigation and 'traffic marshals' employed to help direct and manage traffic on campus and in the vicinity.

4.11.4 Access points not normally used for vehicular access are opened and temporary traffic circulation patterns (e.g. one-way routes) can be employed to help regulate movements. In this way, at least four locations can used for access/egress (Wilmslow Road north and south entrances, Moseley Road entrance and main Whitworth Lane/Oak Drive access). Entry is provided via Chancellors Way and Gunnery Lane, allowing arriving vehicles to queue if necessary, without impacting traffic flows on Wilmslow Road and Mosely Road. The other three access points are then used to disperse departing traffic over multiple locations.

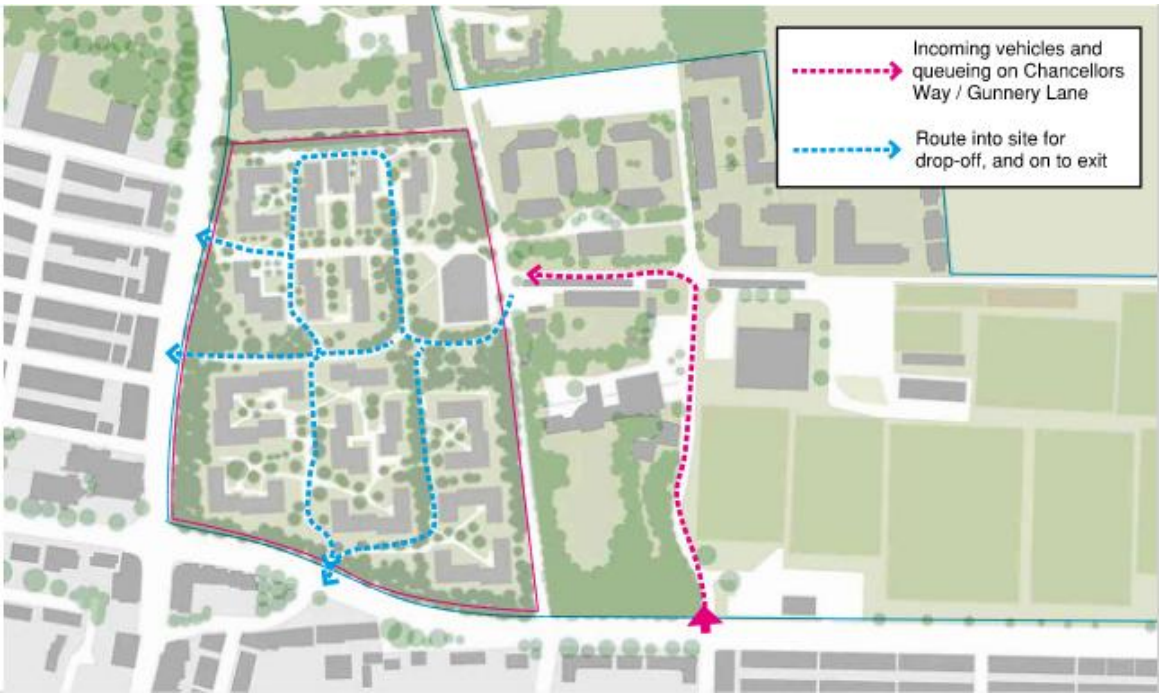


Figure 4.18 Access/Egress for Move In/Out

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5 Trip Generation

5.1 Introduction

5.1.1 This chapter describes the trip generation for the proposed development. In essence, the trip generation methodology remains broadly described in TA submitted with the outline planning application. However, the trip generation calculations described in this chapter reflect the following:

- The slight change in development proposals from the outline application;
- Feedback from MCC / TfGM regarding the peak impact generated by the site; and
- Additional information regarding the future servicing demands is presented.

5.2 Methodology

5.2.1 The trip rates and mode split for the proposed development are identical to those presented in the TA submitted with the original application. At the scoping stage MCC confirmed that the proposed trip rates and modal share are acceptable in principle. A sensitivity test has been undertaken using an expanded selection of TRICS survey data to verify that the rates adopted for the original application are robust; the results of this test are summarised in Appendix L.

5.2.2 Further analysis on the chosen trip rates has been undertaken using the pedestrian survey data presented in Section 3.3.

5.2.3 The profile of departure trip rates between 07:00-19:00 have been compared to the following observed flows:

- The westbound pedestrian flows on the Wilmslow Road Crossing X7
- The northbound pedestrian flows at Wilmslow Road location F6
- The number of bus boarders at the northbound Langley Road bus stop

5.2.4 The chosen data points are considered appropriate as they are likely to capture demand exiting the site and travelling to the University, and therefore would largely reflect trips departing the site. A comparison of the profiles is shown in Figure 5.1.

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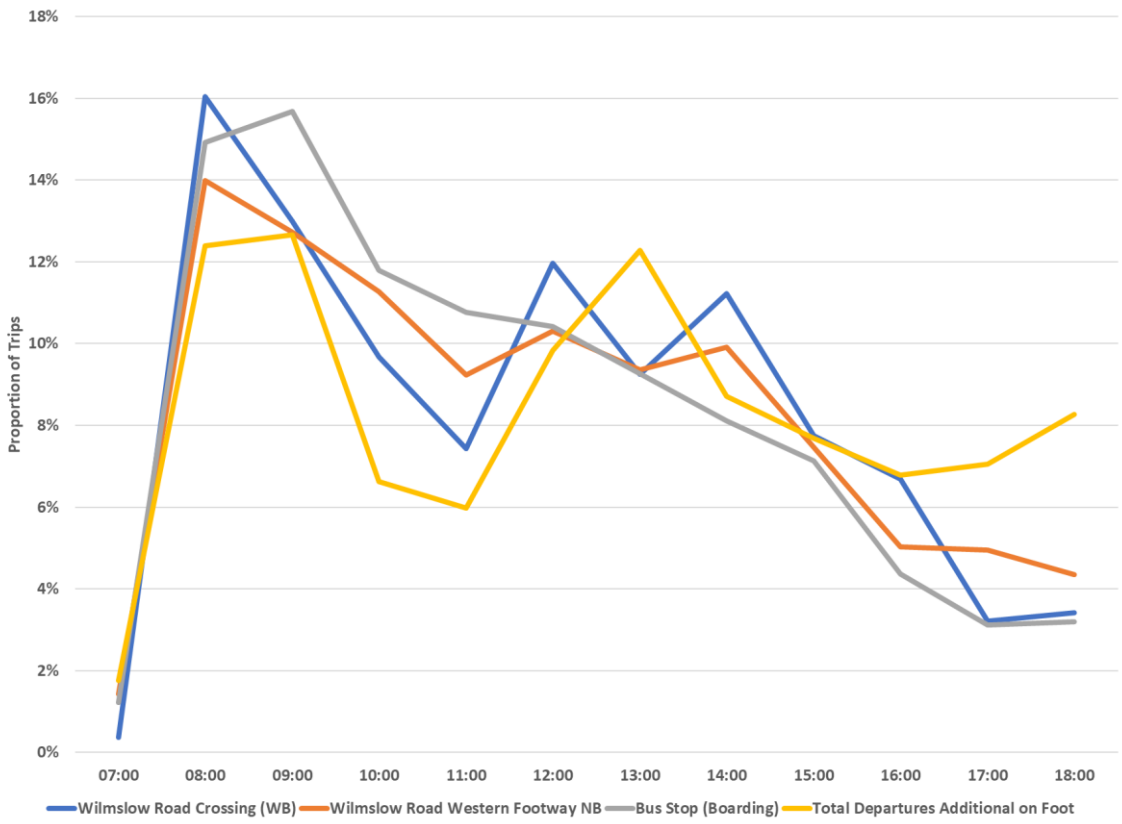


Figure 5.1 Comparison of Departure Trip Rates Profile with Observed Pedestrian Flows

5.2.5 Figure 5.1 shows that the adopted departure trip rate profile for the Fallowfield development is very similar to the observed profiles from the nearby crossing, footway and bus boarding flows. There is an observed peak in the morning, a slightly smaller peak in the middle of the day, and a further reduction towards the evening.

5.2.6 It is noted that the data points would also capture non-university demand such as that generated by the nearby schools, nonetheless, the comparison shown in Figure 5.1 indicates that the TRICS rates being used are representative of observed travel pattens linked to the University.

5.2.7 The TRICS site selection summary is included in Appendix L for information.

5.2.8 The existing student accommodation at the site includes 2,374 beds. The proposed development is for 3,373 beds, which includes 55 bedrooms for ancillary support staff and 18 bedrooms as part of the ResLife Scheme. This corresponds to an uplift of 999 bedrooms, compared to the uplift of 996 bedrooms assessed in the Transport Assessment accompanying the outline planning application. It is noted that this was an error in the TA and the outline application was submitted (and consented) on the basis of an uplift of 999 bedrooms. An uplift of three units (compared with the previous assessment) would not result in a significant increase in trips generated by the development.

5.2.9 The development proposes 4,510sqm GIA of F1(a), E(a), E(b), E(c), E(d), E(g) and Sui Generis use, which will be ancillary to the proposed student residential use. The TA submitted with the application assumed that these uses will solely cater for those already on-site and would not generate any additional trips; this assumption remains valid for this RMA.

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5.2.10 Figure 5.2 shows the existing and proposed two-way person trips generated by the agreed trip rates. It shows that the development will result in an increase in trips during the network peak hours, as well as during the interpeak period particularly between 16:00-17:00.

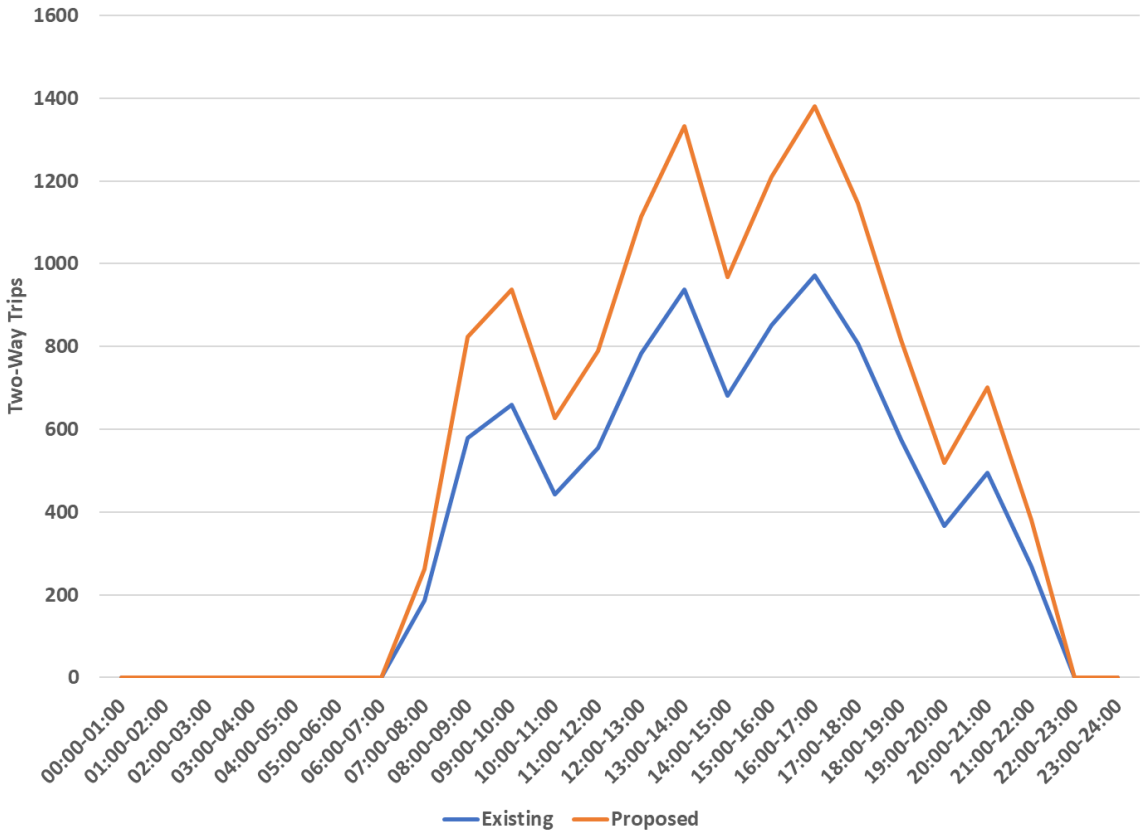


Figure 5.2 Existing and Proposed Person Trip Rates (Two-Way)

5.2.11 Table 5.1 shows the existing, previously assessed (2023 TA), proposed and net change in person trips.

Table 5.1 Existing, Previously Assessed, Proposed and Net Change in Person Trips

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Development Peak (16:00-17:00)			Daily		
	In	Out	Sum	In	Out	Sum	In	Out	Sum	In	Out	Sum
Existing	28	551	579	494	313	807	669	301	971	4,442	4,715	9,157
Proposed (2023 TA)	40	782	822	701	445	1,146	950	428	1,378	6,305	6,693	12,998
Proposed - 2025 RMA	40	783	823	702	445	1,147	951	428	1,380	6,311	6,699	13,010
RMA Net Change (from 2023 TA)	0	1	1	1	0	1	1	0	1	6	6	12
RMA Net Change (from Existing)	12	232	244	208	132	340	282	127	409	1,869	1,984	3,853

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5.2.12 Table 5.1 shows that the proposed RMA development will not significantly increase the scale of trip generation from the previous assessment. Compared to the existing trip generation, the proposed development will result in an additional 244 and 340 trips during the AM and PM network peaks respectively.

5.2.13 The proposed development will generate an additional 409 person trips during the development peak hour of 16:00-17:00, and an additional 3,853 person trips across the day compared to existing.

5.3 Modal Split

5.3.1 The existing and proposed mode share is shown in Table 5.2 and remains as presented in the consented outline TA.

Table 5.2 Mode Split

Mode	Mode Share (2015 TA – Existing)	Mode Share (Proposed)
Car Driver	2%	0.6%
Public Transport	60%	61.4%
Cycle	5%	5%
Walk	33%	33%

5.4 Trip Generation by Mode

5.4.1 Table 5.3 shows the existing trip generation.

Table 5.3 Trip Generation by Mode (Existing Number of Beds)

Scenario	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Development Peak (16:00-17:00)			Daily		
	In	Out	Sum	In	Out	Sum	In	Out	Sum	In	Out	Sum
Car Driver	1	11	12	10	6	16	13	6	19	89	94	183
Public Transport	17	330	348	296	188	484	402	181	583	2,665	2,829	5,494
Cycle	1	28	29	25	16	40	33	15	49	222	236	458
Walk	9	182	191	163	103	266	221	99	320	1,466	1,556	3,022
Total	28	551	579	494	313	807	669	301	971	4,442	4,715	9,157

5.4.2 Table 5.4 shows the trip generation from the proposed RMA scheme.

Table 5.4 Proposed Trip Generation by Mode (RMA)

Scenario	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Development Peak (16:00-17:00)			Daily		
	In	Out	Sum	In	Out	Sum	In	Out	Sum	In	Out	Sum
Car Driver	0	5	5	4	3	7	6	3	8	38	40	78
Public Transport	25	480	505	431	273	704	584	263	847	3,875	4,113	7,988
Cycle	2	39	41	35	22	57	48	21	69	316	335	650
Walk	13	258	272	232	147	378	314	141	455	2,083	2,211	4,293
Total	40	783	823	702	445	1147	951	428	1,380	6,311	6,699	13,010

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5.4.3 The net change in trips per mode is shown in the Table 5.5.

Table 5.5: Trip Generation by Mode (Net Change)

Scenario	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Development Peak (16:00-17:00)			Daily		
	In	Out	Sum	In	Out	Sum	In	Out	Sum	In	Out	Sum
Car Driver	0	-6	-7	-6	-4	-9	-8	-3	-11	-51	-54	-105
Public Transport	8	150	158	134	85	220	182	82	264	1,210	1,284	2,494
Cycle	1	12	12	10	7	17	14	6	20	93	99	193
Walk	4	76	80	69	44	112	93	42	135	617	655	1,272
Total	12	232	244	208	132	340	282	127	409	1,869	1,984	3,853

5.5 Servicing

5.5.1 As described in Section 4.8, the development site sits within the wider Fallowfield campus, and this influences the level and location of existing and predicted servicing activity. Some servicing will be unique to the 'red-line' area, and some will be associated with servicing of the wider campus ('blue-line' area). A few of the campus facilities are likely to be serviced largely independently of the proposed development (e.g. the Armitage Sports Centre).

5.5.2 As there are several distinct sources/types of servicing activity – some of which are affected by the proposals and some which are not – a summary is provided in Table 5.6 to consolidate the data available and assumptions that are relevant in terms of LGV/HGV activity on site.

Table 5.6 Servicing Demand Forecast

Activity type	Current	Proposed
Within red-line		
Squirrels bar	Data provided by UoM. 4-5 deliveries per week plus waste collections most days, i.e. 1-2 vehicles per day (mixed vans/trucks) Location: Squirrels (within Oak House area)	No increase Relocated to new Central Hub (see below)
New Central Hub (will replace existing Squirrels bar and Woolton Hall kitchen/dining hall)	N/A – not currently present	Mostly replaces existing facilities but conservatively assume 8-10 vehicles per week, or1 extra van and 1 extra HGV per day. Location: central hub (location of the existing Limes building)
Within red-line and blue-line		
Mail and parcels (for whole blue-line area) - Royal Mail, Parcelforce, Amazon, DPD, DHL, etc	No confirmed figures. Estimate 10-12 van/day split across the various companies (more in first month and December) Location: mainly at Richmond reception (Gunnery Lane), plus Amazon lockers	Potentially no increase, just increase in number of items per vehicle. However, assume 20% increase on campus-wide quantity, i.e. 12-14 van per day, or increase of 1-2 vans/day. Location: unchanged
Supermarket deliveries	No confirmed figures.	Potentially no increase, just increase in number of orders per vehicle.

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	Understood to be low (due to proximity of supermarkets in walking distance). Assume 3-5 vans per day. Location: highways and campus roads including Moseley Road, Chancellors Way.	However, assume small increase (increase of 1-2 vans/day). Location: unchanged
Waste	Data provided by UoM. Varies by day and waste stream but assume 1-2 trucks per day. Location: across whole campus	Conservatively, assume 1 extra HGV per day
Takeaways e.g. Deliveroo scooter/bikes	No confirmed numbers. Understood to be low (due to proximity of outlets in walking distance). Mainly mopeds/scooters and bikes, not LGV/HGV and therefore of minimal interest for traffic/emissions etc Location – dispersed across campus.	Assume small increase, but mopeds / scooters and bikes assumed to be of minimal consequence. Location: unchanged
Outside red-line (in future baseline/proposals)		
Limes (catering and FM)	Data provided in 'New Limes' planning application (Air Quality Assessment): 15 vehicles per day (12-13 vans and 2-3 HGVs) Location: the Limes building (currently within red-line area, but being relocated)	No change to numbers New location at Richmond Park car park, i.e. minimal relevance to 'red-line' area.
Sports Centre	No confirmed numbers. Assume limited regular servicing, outside of special events. Minimal relevance to 'red-line' area. Location: dedicated service area	No change
Firs Environmental Research Station "FERS" (aka Botanic Garden)	Data provided by FERS. Limited daily (generally <1 per day), other than mail/packages through Richmond reception. Location: dedicated entrance on Whitworth Lane	No change

5.5.3 As can be seen from the above analysis, it is noted that the development is expected to give rise to only a minimal increase in servicing activity, as the campus is already occupied and in use. The development does result in some intensification, but most servicing activity already takes place and in, most cases, suppliers will simply deliver more goods (or collect more waste/recycling) per vehicle rather than sending more vehicles.

5.5.4 It is also noted that the delivery and servicing locations (i.e. the destination / loading point for vehicles) for the proposed development and the existing wider campus are located well within the boundary of the campus, a reasonable distance from any adjoining non-UoM properties. For example, the proposed Central Hub service yard is located c.300m from properties on Moseley Road. Therefore, the servicing activity taking place at the destination point would be largely imperceptible by people and properties outside the campus boundary in the local area.

5.5.5 Notwithstanding, as summarised in Table 5.6, it has conservatively been assumed that there will be an increase in mail/parcel deliveries, food deliveries and waste collection, all requiring more vehicle trips per day.

5.5.6 Additionally, the new kitchen/dining provision proposed for the Central Hub has been conservatively assumed

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to generate an additional servicing demand over the existing baseline, even though it will generally replace extant facilities (including the Squirrels bar and Woolton Hall kitchen/dining room).

5.5.7 Taken together, these are assumed to give rise to an additional five LGVs and two HGVs visiting the campus per day (though most of these will not enter the red-line boundary – see following sections). This is not expected to have a discernible impact on the surrounding highway network, as discussed above. Where possible, servicing will also be scheduled to avoid network peak periods.

5.5.8 With respect to the red-line area, overall servicing activity is anticipated to reduce slightly because of the relocation of the Limes (via a separate planning application) to the nearby Richmond Park car park site, but this will still take place within the wider campus blue-line boundary, so will have little impact on the external highway network.

5.6 Total Vehicle Trip Generation

5.6.1 The net change in vehicle trips generated during the network and development peak hours from the existing use is shown in Table 5.7.

Table 5.7 Total Vehicle Trip Generation (Net Change)*

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Development Peak (16:00-17:00)			Daily		
	In	Out	Sum	In	Out	Sum	In	Out	Sum	In	Out	Sum
Net Change - Car (driver)	0	-6	-7	-6	-4	-9	-8	-3	-11	-51	-54	-105
Net Change – Servicing Vehicles	1	1	2	1	1	2	1	1	2	7	7	14
Total Net Change - Vehicles	**1**	**-5**	**-5**	**-5**	**-3**	**-7**	**-7**	**-2**	**-9**	**-44**	**-47**	**-91**

* Calculations subject to rounding

5.6.2 The TA submitted with the outline application showed a total daily net change in vehicles of -69. The RMA application shows a total daily net change in vehicles of -91. This reduction in vehicle trip generation has results from a refinement in the servicing trip generation from the outline application described in Section 5.5.

5.7 Moving In / Moving Out Days

5.7.1 Section 4.11 describes the strategy in place for moving in / moving out days; the existing strategy is expected to remain in place on the Fallowfield campus after the completion of the proposed development, with only minor adjustments to suit the revised campus layout.

5.7.2 It is assumed that up to 75% of students would arrive by car on move-in days; based on the uplift of 999 bedrooms, this would result in around 750 *additional* cars during the whole move in period. As the move-in person would last a few days, there would be around 200-250 additional cars arriving on each day. As discussed in Section 4.11, the move-in period is highly managed by the University, with measures such as pre-booked timeslots. These measures will be reviewed following the increase in demand to ensure that the on-site parking capacity is efficiently utilised. Measures could include:

- Providing an additional move-in day;

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- Reducing the amount of time cars can park in the long-stay car parks after the initial drop off;
- Additional temporary 'overflow' parking areas;
- Additional traffic marshals to help direct and manage traffic on campus and in the vicinity.

5.7.3 Move out periods are likely to be less peaked, with students typically departing at a time that is most convenient to them, such as the end of exams, rather than at the official end of their tenancy. Whilst the move out period is not as 'managed' as move in periods, departures are likely to take place over a number of weeks, which would considerably reduce its impact on the highway network.

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6 Impacts on Transport Networks and Mitigation

6.1 Introduction

6.1.1 This chapter describes the transport impact of the proposed development. It sets out the following:

- Changes to the net transport impacts by mode of the development proposals compared to the impacts described in the TA submitted with the outline application and the existing use of the site; and
- Additional transport impact analysis undertaken in response to feedback provided by MCC and TfGM. This focuses on the public transport, walking and cycling networks. The survey data collected as part of the survey programme will be used to assess the impact of the additional trips on the nearby transport networks.

6.2 Impact on Walking Network

Introduction

6.2.1 The additional walking trips on the surrounding local network is the sum of those walking as a main mode and those walking to / from nearby public transport stops as a last-mile mode.

6.2.2 Table 6.1 shows the net change in walking from the existing use of the site.

Table 6.1: Total Walking Trips (Net Change from Existing)

Mode	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Development Peak (16:00-17:00)			Daily		
	In	Out	Sum	In	Out	Sum	In	Out	Sum	In	Out	Sum
Public Transport (Final Mode)	8	150	158	134	85	220	182	82	264	1,210	1,284	2,494
Pedestrian (Main Mode)	4	76	80	69	44	112	93	42	135	617	655	1,272
Total	12	226	238	203	129	332	275	124	399	1,827	1,939	3,766

6.2.3 Table 6.1 shows that the proposed development is expected to generate an additional 238 (two-way) walking trips in the AM peak and 332 (two-way) walking trips in the PM peak. During the development peak hour (16:00-17:00), the proposed development would generate an additional 399 two-way walking trips.

Footways

6.2.4 The pedestrian surveys described in Section 3.3 have been used to undertake a pedestrian comfort level (PCL) assessment of the pedestrian impacts of the development. The assessment has been undertaken using TfL's methodology for deriving pedestrian comfort, described in detail in Section 3.5.

6.2.5 The PCL assessment has been undertaken on the six footway locations directly adjacent to the site that are considered to be most likely to be affected by an increase in pedestrian footfall in the area. The assessment locations are shown in Figure 6.1.

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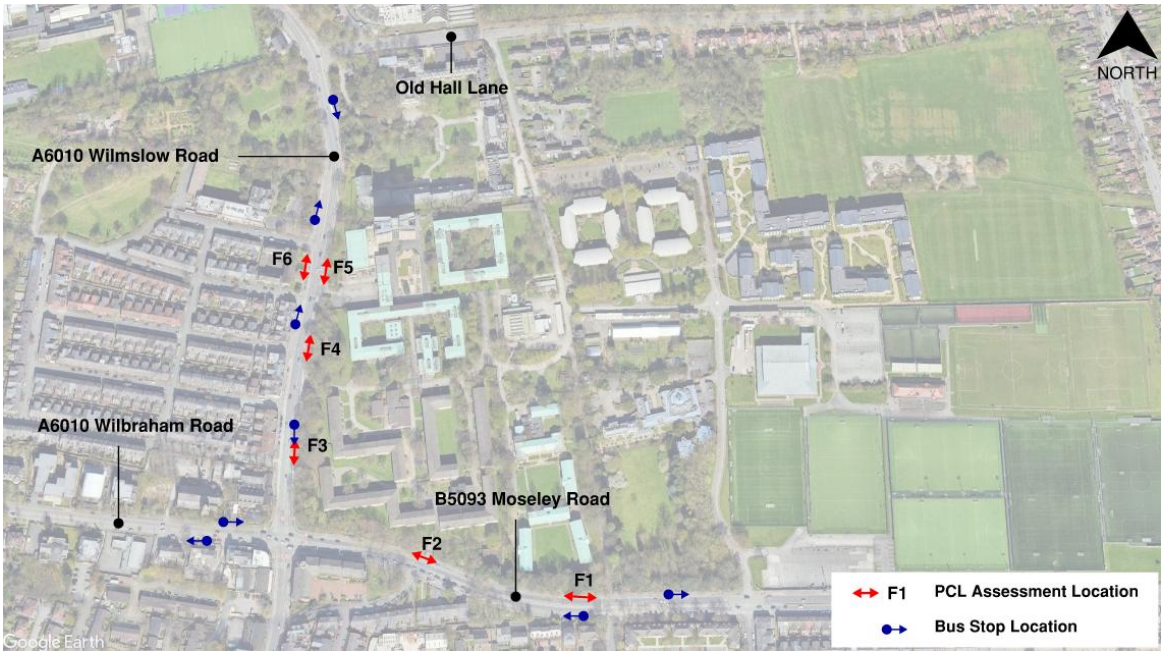


Figure 6.1 PCL Assessment Locations

6.2.6 The existing hourly pedestrian profiles was derived from the pedestrian surveys and was used to determine the average and peak hour pedestrian flow at each location. The footway dimensions at each location were also determined using topographical survey and desktop analysis. The pedestrian flow information and footway dimensions were then inputted into TfL's PCL tool to determine the existing pedestrian comfort levels surrounding the site.

6.2.7 The future baseline has been determined by applying TEMRPO factors, which determined that baseline footway demand on the surrounding pedestrian network would grow by 0.3% between the 2024 baseline data and the proposed opening year 2029.

6.2.8 The net change in pedestrian flows from the public transport and main mode walking trips have been distributed based on 2011 Census Data Travel to Work data. It is noted that the 2021 Census Data was affected by Covid-19 quality issues and therefore is not considered robust. The "Usual Residence" was chosen as the MSOA area Manchester 032, where the site is located. This methodology is considered robust as the centre of gravity for the city and the University of Manchester are both to the north of the Fallowfield site. Therefore, the commuting patterns of this area generated from the census data are also considered to accurately represent those of students based at Fallowfield.

6.2.9 The assignment of the additional walking trips on the network considers the routes that pedestrians are most likely to take going to and from each direction, or to and from the bus stop they are most likely to use to get to each direction. The additional walking trips were then added to the future baseline to determine the future PCL.

6.2.10 The existing, future baseline and future + proposed PCL is shown in Table 6.2.

6.2.11 The PCL spreadsheet workings from each scenario are shown in more detail in Appendix M.

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Table 6.2 Existing, Future Baseline, and Future Baseline + Proposed PCL

Road	Existing Baseline			Future Baseline			Future Baseline + Proposed		
	Av. PCL	Peak Hour PCL	Av. of Max PCL	Av. PCL	Peak Hour PCL	Av. of Max PCL	Av. PCL	Peak Hour PCL	Av. of Max PCL
Moseley Road F1	A+	A+	A+	A+	A+	A+	A+	A+	A+
Moseley Road F2	A+	A+	A+	A+	A+	A+	A+	A+	A+
Wilmslow Road F3	A+	A	A-	A+	A	A-	A+	A	A-
Wilmslow Road F4	A+	A	A-	A+	A	B+	A+	A	B+
Wilmslow Road F5	A+	A	A-	A+	A	A-	A+	A	B+
Wilmslow Road F6	A+	A+	A-	A+	A+	A-	A+	A	A-

6.2.12 Table 6.2 shows that when the proposed pedestrian development flows are added to the future baseline, location Wilmslow Road F5 moves from a rating of A- to B+. The ratings for all other locations remain the same. It is noted that the PCL guidance states that a PCL B+ is recommended as an appropriate density for the assessment of the day-to-day functioning of the key circulation routes. Therefore, the proposed development would not have a significant adverse impact on the surrounding pedestrian network.

6.2.13 Given the existing pedestrian infrastructure around the site and proposed infrastructure within the site, it is expected that the additional walking trips can be adequately accommodated on the local network and would not have a significant impact.

Crossings

6.2.14 The impact of the proposed development on the nearby pedestrian crossings has been assessed. Figure 6.2 shows the location of the nearby pedestrian crossings.

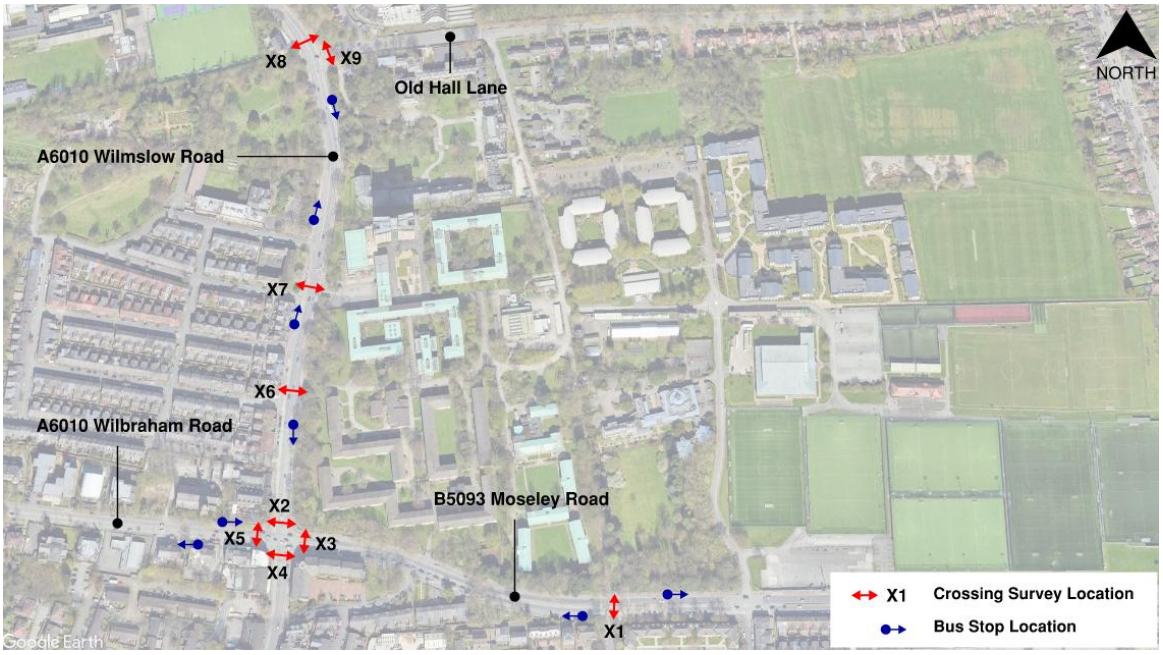


Figure 6.2 Crossing Locations

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6.2.15 The pedestrian distribution methodology described previously has been used to determine the increase in demand at each of the crossings. This is summarised in Table 6.3.

Table 6.3 Maximum Increase in People per Crossing

Crossing Location	Maximum Hourly Increase in Demand (People per Hour)	Maximum Increase in Demand (People per Minute)
Moseley Road X1	25	0.4
Wilmslow Road X2	2	0.0
Moseley Road X3	14	0.2
Wilmslow Road X4	2	0.0
Wilbraham Road X5	14	0.2
Wilmslow Road X6	6	0.1
Wilmslow Road X7	159	2.6
Wilmslow Road X8	17	0.3
Old Hall Lane X9	52	0.9

6.2.16 Table 6.3 shows that the maximum increase in pedestrian demand at the crossings is 2.6 people per minute, which occurs at Wilmslow Road crossing X7. On the other crossings, the net increase in pedestrian demand is not expected to have a significant impact on the surrounding pedestrian network.

6.2.17 Further analysis has been undertaken at the Wilmslow Road crossing X7. Table 6.4 shows the existing baseline, future baseline and future baseline + proposed demand on the Wilmslow Road closing X7 throughout the day, calculated on people per minute basis.

Table 6.4 Existing Baseline, Future Baseline, Future Baseline + Proposed (People per Minute, Two Way)

Hour Start	Existing Baseline	Future Baseline	Future Baseline + Proposed
07:00	0.2	0.2	0.6
08:00	5.8	5.8	8.2
09:00	4.3	4.3	6.8
10:00	3.2	3.2	4.6
11:00	2.5	2.5	3.9
12:00	3.8	3.8	6.0
13:00	3.4	3.4	6.0
14:00	3.8	3.8	5.6
15:00	2.7	2.7	4.6
16:00	2.4	2.4	4.2
17:00	1.3	1.3	3.1
18:00	1.7	1.7	2.9

6.2.18 Table 6.4 shows that up to 8.2 people per minute (two-way) are estimated to use the pedestrian crossing following the completion of the development. With a crossing width of around 5m, this would not have a significant impact on the pedestrian infrastructure.

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6.3 Impacts on Cycling Network

6.3.1 The net increase in cycling trips during the AM, PM, Development Peak hours and across the day are shown in Table 6.5.

Table 6.5 Net Increase in Cycling Trips

Scenario	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Development Peak (16:00-17:00)			Daily		
	In	Out	Sum	In	Out	Sum	In	Out	Sum	In	Out	Sum
Cycle	1	12	12	10	7	17	14	6	20	93	99	193

6.3.2 The development would result in a net increase of up to 20 cycle trips during the development peak hour.

6.3.3 The survey data presented in Section 3.3 shows that the baseline cycle demand is highly tidal, with nearly 450 cycles travelling north during the AM peak, and 400 travelling south during in the PM and around 350 during the development peak. The distribution of cycle trips from the development has been determined the same methodology as the pedestrian impact assessment described above, using the 2011 Census Data Travel to Work data.

6.3.4 Table 6.6 shows the net increase in cycle trips by direction.

Table 6.6 Net Increase in Cycling Trips by Direction

Dir.	Distribution	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Development Peak (16:00-17:00)			Daily		
		In	Out	Sum	In	Out	Sum	In	Out	Sum	In	Out	Sum
North	73%	0	9	9	8	5	12	10	5	15	69	73	141
South	17%	0	2	2	2	1	3	2	1	3	16	17	32
East	2%	0	0	0	0	0	0	0	0	0	2	2	4
West	8%	0	1	1	1	1	1	1	1	2	7	8	15
Total	**100%**	**1**	**12**	**12**	**10**	**7**	**17**	**14**	**6**	**20**	**93**	**99**	**193**

6.3.5 Table 6.6 shows that the majority of cycle trips will be travelling to and from the campus to the north, following a similar pattern to commuters. Compared to the baseline cycle trips to and from the north, this increase would not have a significant impact on the surrounding cycle network.

6.3.6 The proposed development will also generate around 2-3 cycle trips an hour to and from the south. The cycle trips in this direction are likely to be evenly split between Wilmslow Road and Ladybarn Lane. Therefore, the proposed development is likely to generate around one or two additional cycle trip per hour through the Wilmslow Road / Ladybarn Road / Sherwood Street junction. This junction was identified in Section 3.2 as potentially needing further collision mitigation for cyclists. However, the proposed development would not significantly increase the number of cyclists through this junction and would therefore not have a significant impact on the nearby cycle network.

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6.4 Impact on Bus Services

6.4.1 Table 5.5 shows that the proposed development will generate an increase in the number of trips on public transport daily, including in the AM and PM peak, with an additional 158 trips in the AM peak and additional 220 trips in the PM peak and 264 during the development peak. It is expected that most of those trips will be undertaken by bus due to the proximity of bus services and then it is assumed that the majority of trips will be to and from the main parts of the University campus to the north.

6.4.2 The following Table shows the net increase in bus trips by direction. This has been derived using the 2011 Journey to Work Census data methodology described previously.

Table 6.7 Net Increase in Bus Trips by Direction

Dir.	Distrib'n	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Development Peak (16:00-17:00)			Daily		
		In	Out	Sum	In	Out	Sum	In	Out	Sum	In	Out	Sum
North	83%	6	125	131	112	71	183	152	68	220	1,007	1,069	2,077
South	8%	1	12	12	10	7	17	14	6	20	94	99	193
East	2%	0	3	3	3	2	4	4	2	5	24	26	50
West	7%	1	10	11	9	6	15	13	6	18	85	90	174
Total	100%	8	150	158	134	85	220	182	82	264	1,210	1,284	2,494

6.4.3 Further analysis has been undertaken on the impact of the bus network for journeys to and from the north, as this is the predominant direction of travel. During the AM peak, the development will generate an additional 125 bus trips towards the north. To be robust, it is assumed that all passengers would take the 142 or 143 bus route, which together provide 15 services during this period - therefore there would be an additional c.8 passengers per service. However, this is a worst case as in reality there are 29 bus services travelling north towards the University of Manchester.

6.4.4 During the development peak, which is in the afternoon, there are 152 additional inbound trips from the north. The bus surveys show that there are 21 142 / 143 bus services in this direction, resulting in an increase of c.8 passengers per service during this period. However, this is a worst case as in reality there are 35 bus services travelling southbound from the University of Manchester /the city centre.

6.4.5 The net change in bus passengers per hour generated by the additional accommodation on campus is small when compared to the total available bus route capacity. Therefore, the increase in public transport trips would have limited impact.

6.4.6 However, it is acknowledged that the existing demand for bus services and operational issues at the bus stop contribute to delays and a negative experience for passengers and any increase in demand would worsen this situation to some extent.

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6.5 Highway Impact

6.5.1 The net change in vehicle trips generated during the network and development peak hours from the existing use is shown in the following Table.

Table 6.8 Total Vehicle Trip Generation (Net Change)*

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Development Peak (16:00-17:00)			Daily		
	In	Out	Sum	In	Out	Sum	In	Out	Sum	In	Out	Sum
Total Net Change - Vehicles	**1**	**-5**	**-5**	**-5**	**-3**	**-7**	**-7**	**-2**	**-9**	**-44**	**-47**	**-91**

*** Calculations subject to rounding**

6.5.2 The Table shows that across the day and during the peak hours, the proposed development would result in a reduction in vehicle traffic from the existing use.

6.5.3 The proposed development would remove the existing Owens Park car park and access on Wilmslow Road for everyday use of traffic – albeit it would still be used as an emergency access and occasionally on moving in / moving out days. Therefore, the proposed development would have a net benefit on the surrounding highway network.

6.6 Parking

6.6.1 The UoM operates a strict parking policy throughout their city centre campuses to discourage unnecessary car use and promote the use of other modes of travel such as public transport and walking / cycling. However, students can purchase a parking permit that allows them to park within the Fallowfield Campus but these are tightly controlled.

6.6.2 Table 5.2 shows that the car driver mode split is expected to be 0.6%. This is a result of the strict parking policy throughout the city centre campuses together with the highly accessible location of the Fallowfield campus in relation to the university but also amenities such as supermarket, sports facilities and cafes / restaurants. It is therefore expected that most students will not require to use a car to meet their daily travel needs and will therefore not own a car.

6.6.3 To further enact UoM's policy of promoting the use of active travel and public transport, the proposed development will result in a reduction of c.43 parking spaces within the site boundary.

6.6.4 A small minority of students will still choose to own a car and will therefore require a car parking space within the wider Fallowfield Campus. As discussed in Section 3.3, a total of 510 car parking spaces were counted across the six car parks surveyed across the campus, including within the red line boundary, and this figure excludes several additional smaller parking areas.

6.6.5 The parking surveys showed that the maximum parking stress observed across the campus is 37%, which occurs at 19:00. It is noted that the majority of the parking recorded during this period was associated with activity at the Armitage Sports Centre. The parking at the Armitage is accessible to the general public, not only the students and staff at the Fallowfield Campus. In total, the available 'spare' parking capacity across the surveyed car parks on campus varies between at least 319 and 436 spaces.

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6.6.6 The parking surveys show that there would be spare capacity to accommodate demand on-campus, after the reduction in car parking capacity resulting from the Limes relocation and the proposed development described in this TAA.

6.6.7 It is therefore envisaged that if students decide to own a car, they will be able to park it within the curtilage of the campus. It is felt unlikely that the minority of student residents on the campus owning a car would park on the nearby roads, due to the availability of parking spaces within the campus. Notwithstanding, the on-street parking surveys shown in Figure 3.12 show that there are between 294 and 347 free spaces on the surrounding streets at the times surveyed.

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7 Mitigation

7.1 Travel Planning

7.1.1 As noted in Section 1.1, the January 2024 outline planning permission was subject to the discharge of various transport related planning conditions including Condition 28, which states the following:

"Prior to the first occupation of any phase of development hereby approved a detailed Travel Plan in relation to that phase shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the residential accommodation hereby approved. In this condition a Travel Plan means a document which includes:

The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;

A commitment to surveying the travel patterns of staff and customers during the first three months of the development and thereafter from time to time;

Mechanisms for the implementation of the measures to reduce dependency on the private car; and

Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development within any phase, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval.

Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use."

7.1.2 UoM has an estate-wide Travel Plan which has been operational since 2000. Discussions with UoM on the Travel Plan were held prior to the submission of the 2024 outline planning application. It was agreed that there should be one Travel Plan for all the UoM estate, rather than one for Fallowfield and any other subsequent development. Site specific surveys and measures for individual parts of estate, like Fallowfield, can then be appended to the overarching estate Travel Plan.

7.1.3 This approach aligns with previous discussions with MCC and ensures the following:

- Consistency of approach across the UoM estate;
- Travel planning continues for old/well established parts of estate, not just new build;
- Measures can be more 'weighty' when a larger population is involved; and
- Simplified review and reporting process for UoM and MCC.

7.1.4 It is therefore proposed that the estate UoM Travel Plan be updated, in consultation with UoM and MCC. A regular monitoring cycle of the Travel Plan (including travel surveys) will be agreed with MCC, with Fallowfield surveys to take place as per the condition wording.

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7.1.5 The updated UoM Travel Plan will be update prior to occupation of the development, as required by Condition 28.

7.2 Walking and Cycling

7.2.1 The assessments undertaken of the walking and cycling network and the impact of the development and additional trips generated on this network have been presented previously in this TAA.

7.2.2 Whilst some areas have been identified where improvements could be made related to the general streetscape environment and existing infrastructure design, the impact assessment has clearly shown that the additional trips generated by the development are not significant and could be accommodated by the existing infrastructure without a significant adverse impact.

7.2.3 On this basis no additional mitigation is proposed for walking and cycling other than that provided directly by the development and through travel planning.

7.3 Bus Travel

7.3.1 The net change in bus passengers per hour generated by the development is limited when compared to the available bus route capacity, but cannot be considered negligible due to the existing demand for bus services.

7.3.2 Additionally, there is some evidence that there are operational issues with the existing bus services in terms of capacity, waiting times and passenger experience, and consequently the modest increase in bus trips generated by the development would add to these existing issues.

7.3.3 Existing issues could be addressed through a range of options that should be considered further, including adding of additional services, timetabling changes, management of bus services at the bus stop through physical (layout) and operational measures, driver and passenger behaviour.

7.3.4 Whilst initial discussions with TfGM have already been undertaken to evaluate these options, further dialogue is committed to by the Applicant team to identify the most effective solution(s) working with MCC and TfGM. It is felt that these options could be assessed through a 'vision and validate' approach, in accordance with the NPPF update, whereby the impact of the development is re-assessed once it become operational to confirm what the most effective mitigation is and this is then applied and reassessed to confirm its effect.

7.3.5 It is noted that the solution(s) must meet Regulation 122 criteria, which provide that any planning obligation must be necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development.

7.4 Highways and Parking

7.4.1 The TAA has shown that the development would not require any impacts to be mitigated on highways, including road safety and parking.

7.5 Construction

7.5.1 A Construction Environmental Management Plan (CEMP) has been prepared under separate cover to support the application and should be referred to for details of expected mitigation of construction traffic movements.

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8 Summary and Conclusion

8.1.1 A summary of the TAA is provided in Table 8.1; any significant change/variation from the October 2023 TA is noted.

Table 8.1 Summary Table

Topic	Key Transport Impacts / Issues
Planning policy	There have been a few new/updated policy publications since the 2023 TA, but these are not considered to have any significant implications for the RMA
Baseline conditions	There has been no significant change in existing baseline conditions.
	Updated collision data from TfGM has been obtained and reviewed, with consideration of accident clusters and potential underlying trends. One specific location has been identified as presenting a potential (existing) safety concern, unrelated to the proposed development, that warrants further consideration.
	A walking/cycling infrastructure audit has identified a number of issues with the existing footways/cycleways that may merit improvement.
	Additional surveys have been undertaken and detailed for walking/cycling flows, parking occupancy and bus stop activity.
	The future baseline, with respect to the relocation of the Limes building under a separate planning application, has also been set out.
Proposed Development	The quantum of development is consistent with the approved outline application.
	The masterplan layout for the proposed development has been revised from the Illustrative scheme but fundamentals of access and movement strategy are largely unchanged.
	There is no significant change to the proposals for pedestrian/cycle access. Extensive new cycle parking proposed, viz. 834 secure spaces in enclosed stores and 276 visitor spaces; the Outline proposals included 825 secure spaces but proposals for visitor provision had not been developed.
	Minor works are proposed to the three vehicular access points from the public highway; only one of these locations requires works within the public highway (via S278 works), with an existing vehicular crossover being converted to footway (allowing emergency access).
	The main vehicular access will be from Whitworth Lane, as per existing and as per the outline application. Existing parking (c.70 spaces) will reduce to c. 17 accessible spaces. The position of the accessible spaces has changed from the outline application, to the north of the site.
	The servicing strategy will remain largely as per existing, with most deliveries taking place outside the 'red-line' boundary via the existing campus reception on Gunnery Lane, or a new service area off Whitworth Lane for the new Central Hub. The red-line area will be mostly 'car-free' aside from the route to the car park, with access to the remainder of the campus being restricted to refuse collection 2-3 times per week (and emergency access).
Trip Generation	There has been no significant change to the travel demand forecast but additional assessment has been undertaken to look at assignment of trips by route for each mode, so a more granular assessment can be undertaken.
Impacts	The impact assessment has been expanded from the October 2023 TA, to include Pedestrian Comfort Level assessments of key walking routes, assessment of additional demand on key pedestrian crossings and the directional assignment of additional cycling and public transport trips. The forecast increased in travel demand associated with the proposed development does not give rise to any significant impacts.
Recommendations	It is concluded that the development does not warrant any specific mitigation to accommodate or alleviate additional travel demand.

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Topic	Key Transport Impacts / Issues
	However, a number of issues have been identified in the existing infrastructure/environment that would merit investigation or improvement. A range of potential interventions have been recommended.

8.1.2 This Transport Assessment Addendum seeks to address Conditions 14 (Updated Transport Assessment) and 24 (Off-Site Highways Work) of the outline planning permission ref. 138126/OO/2023.

8.1.3 The prosed development includes a range of 'hard measures' embedded in the proposals to encourage active travel, including extensive cycle parking (834 secure spaces in enclosed stores and 276 visitor spaces) and reduced car parking to discourage private car use.

8.1.4 As set out in Section 7, the impacts of the proposed development and proposed mitigation are as follows.

- **Travel planning**: The estate UoM Travel Plan will be updated, in consultation with UoM and MCC. A regular monitoring cycle of the Travel Plan (including travel surveys) will be agreed with MCC, with Fallowfield surveys to take place as per the condition wording prior to occupation.
- **Walking and cycling**: No additional mitigation is proposed for walking and cycling other than that provided directly by the development and through travel planning.
- **Bus travel:** The modest increase in bus trips generated by the development would add to existing capacity and operational issues which could be addressed through a range of options that should be considered further. The Applicant team commits to further dialogue with MCC and TfGM to identify the most effective solution(s) and it is proposed that these be assessed through a 'vision and validate' approach, aligned with the NPPF update, whereby the impact of the development is re-assessed once it become operational to confirm what the most effective mitigation is and this is then applied and reassessed to confirm its effect. It is noted that the solution(s) must meet Regulation 122 criteria, which provide that any planning obligation must be necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development.
- **Highways and parking**: The TAA has shown that the development would not require any impacts to be mitigated on highways, including road safety and parking.
- **Construction:** a CEMP has been prepared to support the application, providing details of any mitigation proposed for construction activities.

Conclusion

8.1.5 Based on the assessment outlined in this updated transport assessment, it is concluded that the proposals remain fully in accordance with prevailing transport policy guidance and that the proposals for the detailed application remain appropriate for the location.

8.1.6 Further dialogue with MCC and TfGM has been committed to on the mitigation strategy. Notwithstanding, it is considered that there are no reasons in transport terms why the proposed development should not be granted planning permission.

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Appendix A Planning History Summary

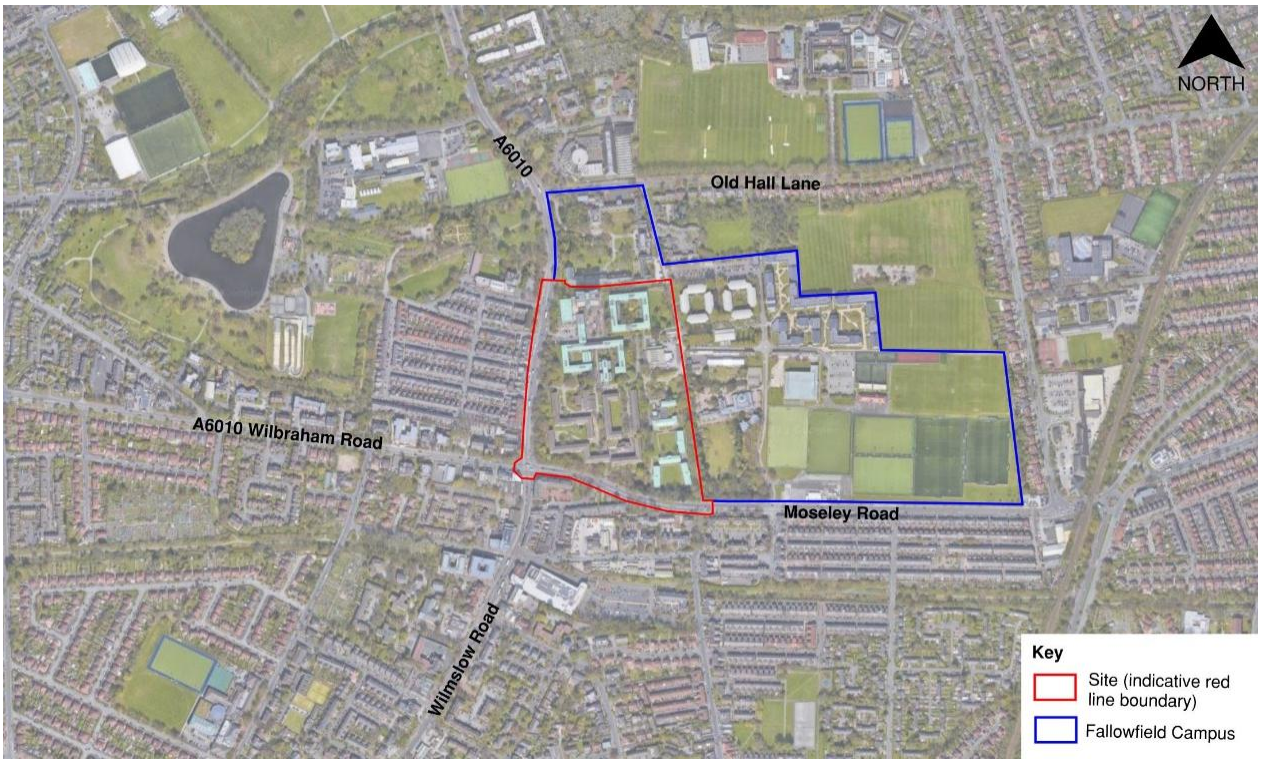
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Site Description

The site is located in Fallowfield, approximately three kilometres south of Manchester city centre. Fallowfield is situated two kilometres south of the main university campus, located south of the city centre (Oxford Road and Sackville Street areas).

Fallowfield Campus is the main residential campus for the University of Manchester (UoM). Fallowfield itself has developed as a student hub for south Manchester in part due to the large concentration of student residents at the Fallowfield Campus, and also because of the large student population housed in private accommodation in this area. As a consequence, a high proportion of the surrounding amenities and services cater for student's needs giving access to goods and services, food and beverage and leisure activities.

The site (red line) boundary is shown on the figure below and in the context of the campus as a whole.



Site Location

Existing Land Use

The area within the red line boundary is currently used as student accommodation for the UoM with 2,374 student beds provided across the site, as follows:

- Owens Park (North of site): 1,071 beds,
- Oak House (South-West of the site): 1,105 beds, and
- Woolton Hall (South-East of the site): 198 beds.

Oak House and Woolton Hall are still in use while Owens Park is currently closed.

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In addition to the student residential units, ancillary uses currently exist within the red line boundary including a student bar (Squirrels, within the Oak House complex) plus 'The Limes' – used for catering and other estate/facilities management services. The wider campus ('blue line' area) encompasses additional student accommodation, the Firs Botanic Research Station and the Armitage Sports Centre.

Hybrid Planning Application (2015)

A hybrid planning application (reference no.: 110184/FO/2015/S1) was previously submitted in September 2015 for the development of the Fallowfield Campus. The proposals were for:

"Full planning application for development comprising the erection of buildings between two and six storeys in height to form: student accommodation (2313 bedrooms), wardens accommodation, kitchen and maintenance facility, student facilities, energy centres and associated parking, landscaping, boundary treatments and other infrastructure works following demolition of The Limes and Oak House Halls of residence and associated buildings; and,

Outline application with all matters reserved for development comprising the provision of student accommodation (896 bedrooms), retail floorspace (for A1, A2, A3 use class to a maximum of 1400m2 Gross Internal Area), Doctors Surgery (maximum floorspace 200m2 Gross Internal Area), and student facilities, in buildings to a maximum height of 15.1 metres following the demolition of Owens Park Halls of residence and associated buildings".

The hybrid planning application included the site as well as Unsworth Park and Richmond Park to the east, as shown in the figure below.



Current Application (red line) and 2015 Application (dashed purple line) Site Boundaries

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Detailed consent was sought for the majority of the proposals including the southern half of the site (Woolton Hall and Oak House) as well as Richmond Park and Unsworth Park to the east of the site. Outline consent was sought for Owens Park comprising the northern half of the site.

The application proposed to remove 2,176 units and develop 3,209 new residential units for students, as well as ancillary uses such as student facilities.

The application was granted planning permission in December 2015. The majority of the proposals from the application were not developed or constructed, including the area covered by the proposed development. Unsworth Park and Uttley House to the east of the site were delivered through the 2015 permission on land that was not previously built on. An additional 1,185 beds were therefore delivered without any loss in bed spaces on the Fallowfield Campus.

Outline Planning Application Description (August 2023)

An outline planning application (reference: 138126/OO/2023) was submitted in 2023 and approved for the site in January 2024 for the following:

"Outline planning application (with access only) for the phased demolition of existing buildings and phased development of up to 3,300 Purpose Built Student Accommodation bedrooms (Sui Generis use class) with associated facilities including waste storage, laundry and cycle storage; up to 4,500 sq m of floorspace to be used for ancillary purposes associated with the student residential use of the site within Use Class F1a, Class E(a), E(b), E(c), E(d), E(g), Sui Generis (drinking establishment and hot food takeaway); ancillary supporting staff accommodation (up to 55 bedrooms) (Sui Generis use class), and up to 1,200 sq m, of ancillary residential dwellings (Use Class C3), plus associated car parking, hard and soft landscaping, open space, utilities, footpaths and roads".

As detailed in the application description, the proposed development will provide up to 3,300 student beds, up to 55 bedrooms for staff accommodation and a number of bedrooms as part of the ResLife scheme. The ResLife scheme includes postgraduate students and staff who provide support and guidance to students living in halls. This corresponds to an uplift of circa 996 beds (if the site was currently operating at full capacity).

The proposals require demolition and redevelopment within Fallowfield Campus currently occupied by student residential halls and facilities including Owens Park, Oak House, Woolton Hall, and the Limes.

The Limes building is located to the east of the site, along Whitworth Lane and is currently used for catering operations as well as launderettes and other student services area. This building is also proposed to be demolished as part of this application and relocated elsewhere (under a future planning application).

Various Conditions were attached to the approval, including the following that are particularly pertinent:

- Condition 14 – Updated Transport Assessment
- Condition 24 – Off-Site Highways Work
- Condition 26 – Delivery and Servicing Plan
- Condition 28 – Travel Plan

These conditions are outlined further below.

Condition 14 states the following:

"Any application for the approval of reserved matters shall include an updated Transport Assessment which considers pedestrian movements, cycle movements and bus capacity in relation to that phase of development and, if necessary, based on the updated Transport Assessment, shall include a Sustainable Transport Strategy which shall outline measures

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for delivering localised improvements in these areas. Any such strategy shall be implemented thereafter in accordance with a timetable which shall be set out within the strategy."

Condition 24 states the following:

"Prior to the commencement of development in each phase with the exception of the demolition of buildings within Phase 1a as identified on drawing 'Phase One A – Owens Park Planned Demolition Figure 2', full details of all necessary off-site highway works shall be submitted to and approved in writing by the City Council as Local Planning Authority. Such works could include:

- *Required amendments to TRO's to protect visibility splays*
- *Full technical details of all vehicular and pedestrian accesses, associated tactile paving, dropped kerbs etc*
- *Reinstatement of any footway or amended redundant accesses.*

The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation. The development shall only be occupied in accordance with the agreed works."

Condition 26 states the following:

"Prior to the commencement of development in each phase, with the exception of demolition and site clearance, a Delivery and Servicing Management Strategy for that phase shall be submitted to and agreed in writing by the City Council as local planning authority. The submitted strategy shall ensure that servicing/delivery activities across the site are coordinated to ensure efficient use of any internal loading bays/short-stay parking areas. The strategy should also take into consideration food/parcel deliveries, providing clear direction on the following:

- *Designated delivery drop-off points*
- *Delivery and servicing hours for the site*
- *Provision of clear signage in common areas to guide delivery drivers to the drop-off point;*
- *Inform all new residents on the designated drop-off point and any specific rules or guidelines they need to follow when receiving deliveries;*
- *Establish specific delivery hours for residents of the development where possible;*
- *Periodically review how the drop-off process is working and encourage resident feedback;*
- *Set up a secure delivery holding area within the development; and*
- *Monitor Security Concerns.*

The development shall operate in accordance with the agreed strategy."

Condition 28 states the following:

"Prior to the first occupation of any phase of development hereby approved a detailed Travel Plan in relation to that phase shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the residential accommodation hereby approved. In this condition a Travel Plan means a document which includes:

- *The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;*
- *A commitment to surveying the travel patterns of staff and customers during the first three months of the development and thereafter from time to time;*
- *Mechanisms for the implementation of the measures to reduce dependency on the private car; and*
- *Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.*

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Within six months of the first use of the development within any phase, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval.

Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use."

The approach to addressing these conditions via the planned Reserved Matters Application (RMA) was discussed with TfGM and MCC at a scoping meeting in September 2024 and documented in a Scoping Note.

The Limes Relocation (2024)

The Limes building is located to the east of the site, along Whitworth Lane and is currently used for catering operations as well as launderettes and other student services area. This building is also proposed to be demolished as part of this application and its facilities and services will be relocated north-east to the Richmond Park car park (under a separate planning application (planning reference 141536/FO/2024).

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Appendix B Scoping Note

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BURO HAPPOLD

Scoping Note

Project	University of Manchester Fallowfield Student Residences
Subject	RMA Scoping Note
Project no	062342
Date	17 September 2024

Revision	Description	Issued by	Date	Approved (signature)
00	For Issue	JW	17.09.24	CM

1 Introduction

1.1 Purpose of this Note

This Transport Scoping Note has been prepared on behalf of the University of Manchester (UoM) in relation to the forthcoming Reserved Matters Application (RMA) for the proposed redevelopment of the Student Residences at the Fallowfield Campus, M14 6HD (the site).

An outline planning application (reference: 138126/OO/2023) was approved for the site in January 2024. The development proposed up to 3,300 student beds, up to 55 bedrooms for staff accommodation and 15 bedrooms as part of the ResLife scheme. The ResLife scheme includes postgraduate students and staff who provide support and guidance to students living in halls. This corresponds to an uplift of circa 996 beds, assuming the site was operating at full capacity prior to any demolition etc.

The January 2024 outline planning permission was subject to the discharge of various transport related planning conditions, including:

- Condition 14 – Updated Transport Assessment
- Condition 24 – Off-Site Highways Work
- Condition 26 – Delivery and Servicing Plan
- Condition 28 – Travel Plan

It is proposed that the planning conditions be discharged through the RMA process and a suite of 'Addendum' transport documents will be prepared for this purpose.

An initial scoping meeting was held on Monday 9 September 2024 with TfGM and MCC to discuss the proposed scope of the Transport Assessment Addendum (TAA) and the other relevant conditions for the RMA, which is proposed to be submitted to MCC in early November 2024.

Following up on the meeting, this scoping note sets out the proposed scope of the Addendum reports to discharge the conditions through the RMA process, for approval by MCC and TfGM.

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2 RMA, Condition 14

Condition 14 states the following:

"Any application for the approval of reserved matters shall include an updated Transport Assessment which considers pedestrian movements, cycle movements and bus capacity in relation to that phase of development and, if necessary, based on the updated Transport Assessment, shall include a Sustainable Transport Strategy which shall outline measures for delivering localised improvements in these areas. Any such strategy shall be implemented thereafter in accordance with a timetable which shall be set out within the strategy."

2.1 Approach

It is proposed that a TAA be produced to discharge Condition 14. The content of the TAA will follow the outline planning application structure, with the updates described in Section 2.2.

During the meeting on 9th September the sequencing and programme for the potential work required to respond to Condition 14 was discussed. In summary, we believe that the work needs to be undertaken in stages, with discussion and agreement from MCC and TfGM throughout the process. The following table proposes an outline programme to identify key milestones, the progression and timeline for the work, by way of explanation for MCC/TfGM.

Stage	Actions	Potential Timeline
Stage 1: Transport Scoping		
	• Initial transport briefing for MCC and TfGM	w/c 09/09
	• Scoping submittal to MCC/TfGM	w/c 16/09
	• Agreement on scope	w/c 23/09
Stage 2: Surveys		
	• Data gathering from existing sources	w/c 23/09
	• Transport surveys	w/c 30/09
Stage 3: Transport Assessment Addendum (and other planning docs)		
	• Analysis and reporting of survey results	w/c 14/10
	• Discussions with MCC/TfGM on high level concepts of Sustainable Transport Strategy	w/c 14/10
	• TAA production	w/c 14/10
Stage 4: Post application discussions		
	• Responding to planning queries	**TBC**
	• Agreement in principle on Sustainable Transport Strategy elements, if required	**TBC**
	• Drafting of s106 Heads of Terms, if required	**TBC**
Stage 5: Post Consent		
	• Detailed design, including s278 if required	**TBC**
	• Discharge of pre-occupation s106 obligations including development of Sustainable Transport Strategy, if required and outstanding conditions	**TBC**
	• Implementation	**TBC**

2.2 Structure of the TAA

The proposed structure of the TAA is set out below, with the proposed updates where required. In particular, the updates will respond to post-application comments received from MCC in October 2023 and the resulting dialogue prior to determination.

Chapter 2 – Policy Context

Any changes in relevant National, Regional and Local planning policies, best practice guidance and transport infrastructure provision will be identified.

Chapter 3 – Baseline Conditions

The existing transport baseline conditions around the site will be reviewed to determine if there have been any significant changes since the TA was produced for the outline application.

To respond to post-application comments from MCC, an updated assessment of collision statistics will be provided for the latest five-year period using data from TfGM.

Transport surveys of the current baseline will be undertaken, and the results summarised in the TAA. The proposed survey methodology is provided in **Appendix A**.

Chapter 4 - Proposed Development

This chapter includes the detailed description of the proposed development, including: land use, quantum and mix, proposed access and circulation, parking, waste collection and servicing arrangements, provision for walking and cycling including cycle parking numbers.

Chapter 5 - Trip Generation

This chapter includes the description of the multi-modal trip generation for the proposed development. MCC comments received in October 2023, prior to the outline planning application approval, included a comment on the trip generation as follows "Highways/TfGM recommend that the trip generation assessment is compared to current/observed student trip rates."

The trip generation methodology is based on the 2015 consented planning application TA and uses the best data available (i.e., TRICS database). Two sites were selected from the TRICS database to calculate the person trip rate for the site for the existing and proposed development, for the AM and PM peaks, as well as the daily generation.

For the TAA, the two sites within TRICS will be used to produce the daily trip generation profile for the existing and proposed student residences, to identify the student peak hours for the site and this will be compared against feedback from the UoM on site-specific trends for Fallowfield.

The assessment will identify the multi-modal net change in trips per mode. The walking mode split will identify the total pedestrian trips, i.e. adding the main mode to the trips to public transport (bus) to assess the worst-case scenario.

Updated travel surveys are proposed to be undertaken as part of Travel Plan monitoring, to be discharged as part of Condition 28.

The Student Move in and Out Strategy will also be included in this chapter.

Chapter 6 - Transport Network Impacts

This chapter details the assessment of the transport impacts, including during the construction phase and moving in/moving out days.

The trip generation and net change in the number of trips per mode will quantify whether the proposed development has an impact on the surrounding transport networks, including public transport, walking and cycling networks.

The survey data collected as part of the survey programme (Appendix B) will be used to assess the impact of the additional trips on the nearby transport networks.

The phasing of demolition and construction will also be updated, as per the latest programme available.

Chapter 7 - Mitigation

This chapter with present the mitigation measures proposed. In particular, should the impact assessment findings trigger the need for a Sustainable Transport Strategy (to be agreed with MCC and TfGM) this will be set out here.

Where appropriate, high-level mitigation measures will be proposed, including concept designs, to be agreed in principle with MCC and TfGM prior to the RMA determination.

If necessary, it is proposed that the s106 heads of terms will include a commitment to continuing to develop the Sustainable Transport Strategy following a consent and any agreed financial contributions.

Chapter 8 - Summary and Conclusions

This chapter includes the summary and conclusions of the TAA.

3 RMA, Conditions 24, 26 and 28

3.1 Condition 24, Off-Site Highway Works

Condition 24 states the following:

"Prior to the commencement of development in each phase with the exception of the demolition of buildings within Phase 1a as identified on drawing 'Phase One A – Owens Park Planned Demolition Figure 2', full details of all necessary off-site highway works shall be submitted to and approved in writing by the City Council as Local Planning Authority. Such works could include:

- *Required amendments to TRO's to protect visibility splays*
- *Full technical details of all vehicular and pedestrian accesses, associated tactile paving, dropped kerbs etc*
- *Reinstatement of any footway or amended redundant accesses.*

The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation. The development shall only be occupied in accordance with the agreed works."

Confirmation of the proposed access arrangements for all transport modes expected at the site will be provided in the TAA, along with any proposed design changes to the existing site boundary/access points as required to facilitate the access strategy. The use of the site accesses where related to delivery and servicing activity will also be included in the response to Condition 26.

Any design changes proposed to the existing highway conditions will be provided on 2D design drawings to a preliminary design level and will deal with the area between the site boundary and the adjacent highway – the 'off-site highways works'. Any changes to TRO's etc will also be explained. Following a consent, the proposals would be detailed as part of the s278 process.

No Road Safety Audits are expected to be required, but if they are then it is assumed that these can be dealt with as part of the s278 process, following a consent.

Any highways works related to the discharge of Condition 14 will not be included in this RMA response.

3.2 Condition 26 – Delivery and Servicing Management Strategy (DSMS)

Condition 26 states the following:

"Prior to the commencement of development in each phase, with the exception of demolition and site clearance, a Delivery and Servicing Management Strategy for that phase shall be submitted to and agreed in writing by the City Council as local planning authority. The submitted strategy shall ensure that servicing/delivery activities across the site are coordinated to ensure efficient use of any internal loading bays/short-stay parking areas. The strategy should also take into consideration food/parcel deliveries, providing clear direction on the following:

- *Designated delivery drop-off points*
- *Delivery and servicing hours for the site*
- *Provision of clear signage in common areas to guide delivery drivers to the drop-off point;*
- *Inform all new residents on the designated drop-off point and any specific rules or guidelines they need to follow when receiving deliveries;*
- *Establish specific delivery hours for residents of the development where possible;*
- *Periodically review how the drop-off process is working and encourage resident feedback;*
- *Set up a secure delivery holding area within the development; and*
- *Monitor Security Concerns.*

The development shall operate in accordance with the agreed strategy."

At the scoping meeting on 9 September, we identified our concern that not all 'finer' details of the operational strategy for the site in terms of deliveries and servicing would be available by the time of the RMA as these would continue to be developed through the detailed design process following a consent. In particular, we did not want the risk of any minor gaps impacting the condition being discharged.

Therefore, we propose a two-stage process: to submit an outline site-wide DSMS with the RMA which will contain as much detail about the operational strategy at time of writing, to ensure that MCC are comfortable that there is a strategy for all key issues related to deliveries and servicing for the site. Then, following a consent, the DSMS would be reviewed and revised (if necessary) prior to 6-months before occupation of each phase of development, for approval by MCC.

3.3 Condition 28, Travel Plan

Condition 28 states the following:

"Prior to the first occupation of any phase of development hereby approved a detailed Travel Plan in relation to that phase shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the residential accommodation hereby approved. In this condition a Travel Plan means a document which includes:

- *The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;*
- *A commitment to surveying the travel patterns of staff and customers during the first three months of the development and thereafter from time to time;*
- *Mechanisms for the implementation of the measures to reduce dependency on the private car; and*
- *Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.*

Within six months of the first use of the development within any phase, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval.
Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use."

UoM has an estate-wide Travel Plan which has been operational since 2000. Discussions with UoM on the Travel Plan were held prior to the submission of the 2024 outline planning application. It was agreed that there should be one Travel Plan for all the UoM estate, rather than one for Fallowfield and any other subsequent development. Site specific surveys and measures for individual parts of estate, like Fallowfield, can then be appended to the overarching estate Travel Plan.

This approach aligns with previous discussions with MCC and ensures the following:

- Consistency of approach across the UoM estate
- Travel planning continues for old/well established parts of estate, not just new build
- Measures can be more 'weighty' when a larger population is involved
- Simplified review and reporting process for UoM and MCC

We therefore propose that the estate UoM Travel Plan be updated, in consultation with UoM and MCC. A regular monitoring cycle of the Travel Plan (including travel surveys) will be agreed with MCC, with Fallowfield surveys to take place as per the condition wording.

Appendix A - Survey Methodology for TAA

Surveys are proposed to be undertaken for the TAA and potential Sustainable Transport Strategy. The proposed survey methodology is described as follows:

(1) **Timing of All Surveys**

- Survey period: the surveys will be undertaken in peak term time once the Welcome Week is finished and before school half term.
- Survey days: One weekday only between Tuesday to Thursday to coordinate with busy UoM day, to be confirmed.
- Survey times: 07:00-19:00. Network and University peaks to be covered.

(2) **Public Transport (Bus)**

- Location: Northbound bus hub on Wilmslow Road (Langley Road) and the southbound bus stop on Wilmslow Road (Old Hall Lane).
- Bus patronage: For each service stopping, visual estimate of bus loading (on arrival and departure), number of boarding and alighting passengers.
- Passenger waiting areas: Assessment on passenger waiting areas using Pedestrian Comfort Guidance methodology. Quality of environment using GM Design Check.

(3) **Walking / Cycling**

- Flow surveys (Stationary gate method)
    - Location: Wilmslow Road and Moseley Road immediately around the site boundary as shown in Figure A1.
- Walking and cycling route assessments (GM Design Check method)
    - Assessments of routes as shown in Figure A2 below:
        - Route 1: Site to Sainsbury's (Wilmslow Road)

(4) **Car Parking**

- On-site surveys (snapshot method)
    - Location: to be undertaken within Fallowfield at the locations highlighted on Figure A3 below.
- Off-site 'stress' survey (Lambeth methodology)
    - Location: All public streets within 200m of the site boundary in each direction.
    - Timing: Three survey times during 07:00-19:00. Network and University peaks to be covered.

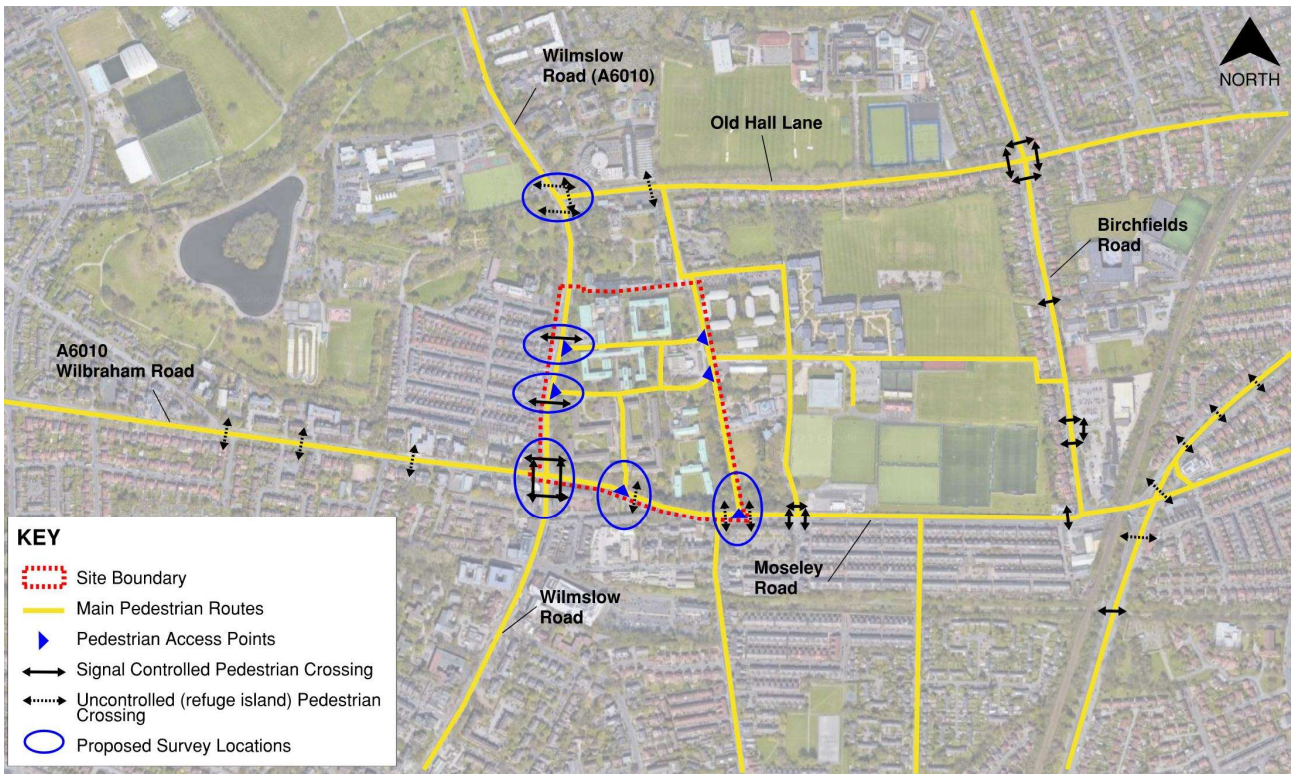


Figure A1: Pedestrian and Cycle Flow Surveys, Proposed Survey Locations

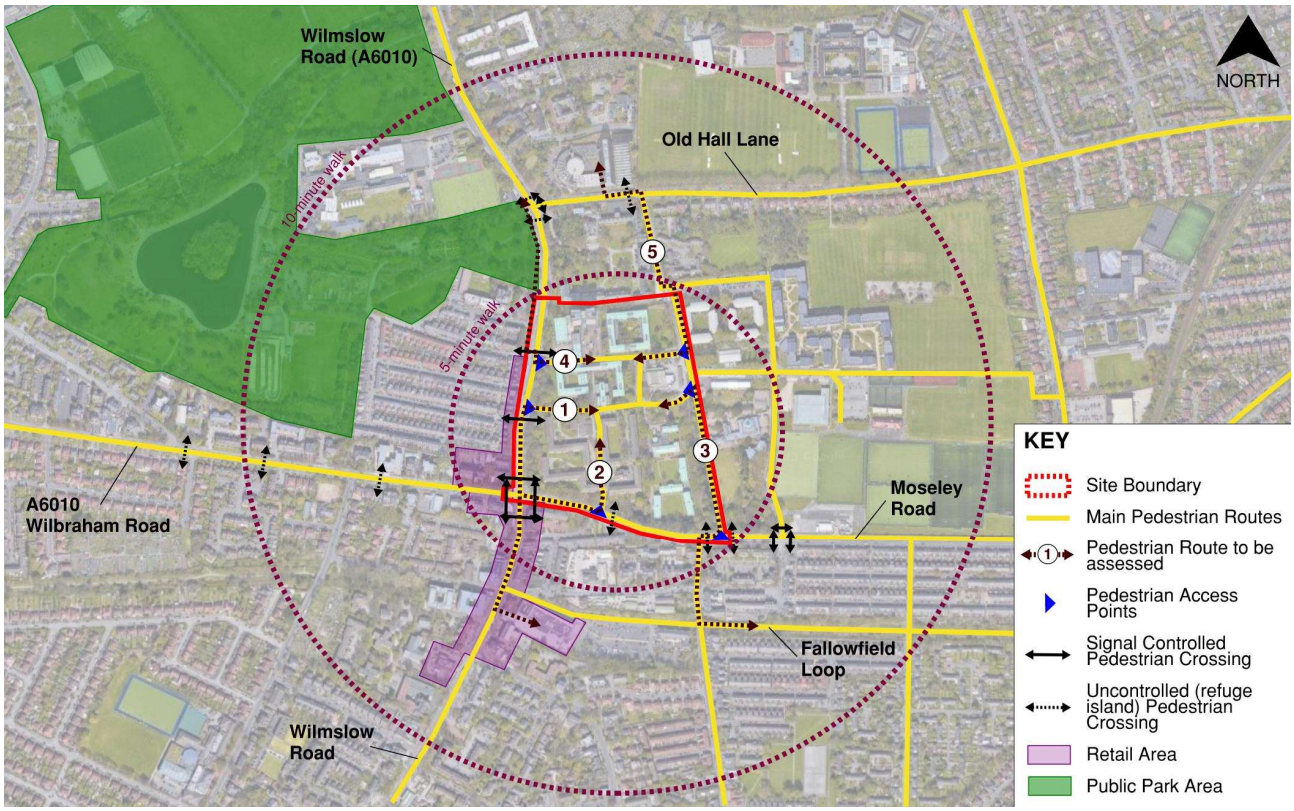


Figure A2: Walking and Cycling Route Assessment, Proposed Survey Extents

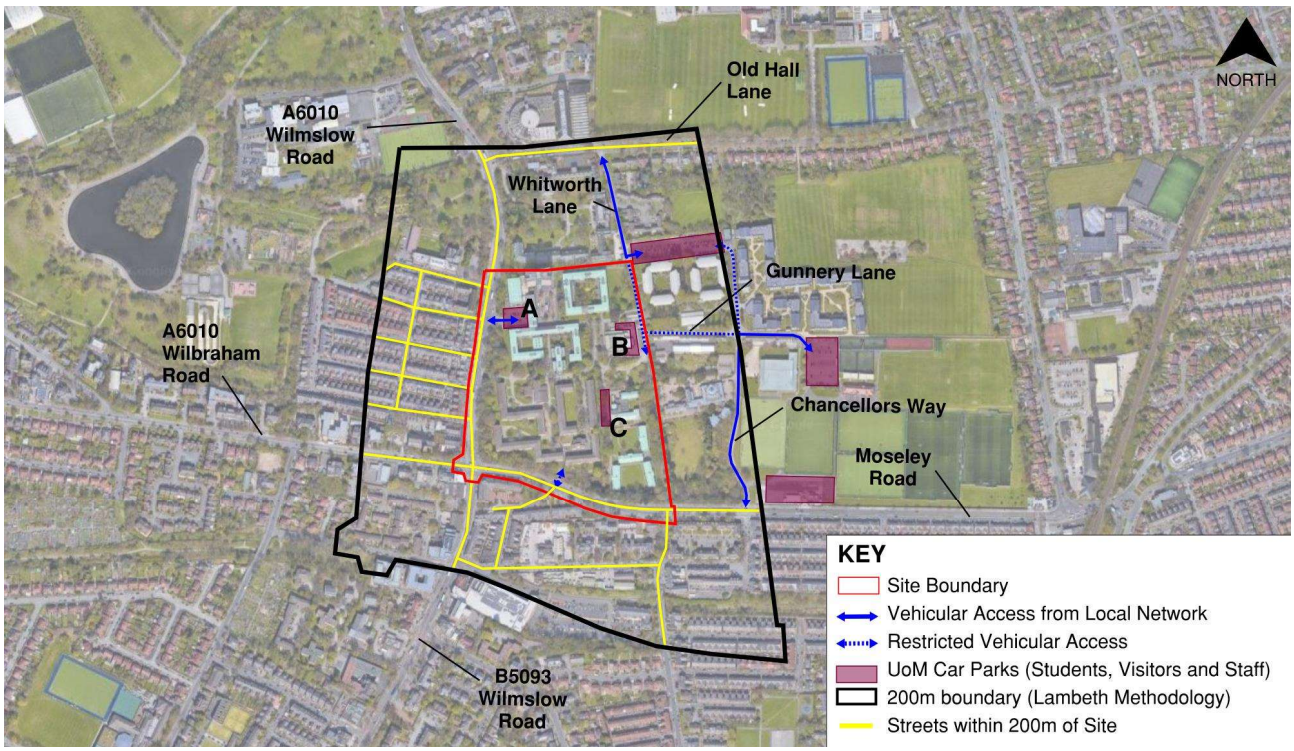


Figure A3: Parking Survey Locations, Proposed Survey Extents

Appendix C Collision Data

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TRANSPORT FOR GREATER MANCHESTER

Traffic Accident Data for

BuroHappold Engineering

Reported Road Injury Collisions in Specified Area of Manchester University Campus, Fallowfield.
01/10/2019 to 30/09/2024

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Severity Symbol Key

- Slight
- Serious
- Fatal

A1395736 , 2023
E1069482 , 2019
E1063278 , 2019
A1270226 , 2023
A1488725 , 2024
A3075160 , 2020
A1249851 , 2022
A1488719 , 2024
E2077121 , 2020
A1057893 , 2021
A1318518 , 2023
A1189658 , 2022
E2063882 , 2019
A1027740 , 2021
E2067078 , 2019
A1041377 , 2021
E2A79306 , 2021
A1104069 , 2021
A1117023 , 2021
A1301853 , 2023
E3071131 , 2020
A1225661 , 2022
E2070452 , 2020
A1076480 , 2021
E2A75026 , 2020
A1352795 , 2023
A3068149 , 2020
A1168511 , 2022
A1163737 , 2022
A1043044 , 2021
A1025365 , 2021
A1284859 , 2023
A3067994 , 2020
A1042450 , 2021
A1211293 , 2022
A1351198 , 2023
A1474512 , 2024
A1101135 , 2021
A1277973 , 2023
E2079807 , 2021
A1114255 , 2021
A1328033 , 2023
A1289853 , 2023
A1337649 , 2023
A1259430 , 2022
E1066628 , 2019
A1247288 , 2022
E1065790 , 2019
A1043058 , 2021
A1114250 , 2021
E1062858 , 2019
A1301287 , 2023
A2065160 , 2019
A1147998 , 2022
A1219844 , 2022
E2079075 , 2021
A1449131 , 2024
A1409739 , 2024
E2073152 , 2020
E2068716 , 2020
A1100651 , 2021
A1259576 , 2022
A1097063 , 2021
A1152153 , 2022
A1167713 , 2022
A1170143 , 2022

Transport for Greater Manchester 2 Piccadilly Place, Manchester, M1 3BG	Reported Road Injury Collisions in Specified Area of Manchester University Campus, Fallowfield. 01/10/2019 to 30/09/2024			
	Drawn By : SRAD	Note: A road collision which occurs at or within 20m of a junction, is coded as a junction collision	Date : 11/12/2024	

TRANSPORT FOR GREATER MANCHESTER

Transport for Greater Manchester

Reported Road Injury Collisions in Specified Area of Manchester University Campus, Fallowfield. 01/10/2019 to 30/09/2024

Injury Accidents	Oct – Dec 2019	2020	2021	2022	2023	Jan-Sep 2024	Total
Fatal	0	0	0	0	0	0	0
Serious	1	1	5	2	2	1	12
Less Serious	0	0	0	0	0	1	1
Slight	7	8	13	12	10	3	53
Total	8	9	18	14	12	5	66

Standard Totals Report : Reported Road Injury Collisions in Specified Area of Manchester University Campus, Fallowfield. 01/10/2019 to 30/09/2024

Accidents

Serious	12
Less serious	1
Slight	53
Total Accidents	**66**

Casualties By Age and Sex

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Serious					
Male	2	8	0	0	10
Female	0	1	0	0	1
Unknown	0	0	0	1	1
Total	**2**	**9**	**0**	**1**	**12**
Less serious					
Male	0	0	0	1	1
Total	**0**	**0**	**0**	**1**	**1**
Slight					
Male	5	32	4	1	42
Female	2	20	0	0	22
Total	**7**	**52**	**4**	**1**	**64**
Total Casualties	**9**	**61**	**4**	**3**	**77**

Casualties By Age and Class

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Serious					
Driver or rider	1	8	0	1	10
Pedestrian	1	1	0	0	2
Total	**2**	**9**	**0**	**1**	**12**
Less serious					
Driver or rider	0	0	0	1	1
Total	**0**	**0**	**0**	**1**	**1**
Slight					
Driver or rider	1	40	4	0	45
Veh or pillion pas	6	8	0	0	14
Pedestrian	0	4	0	1	5
Total	**7**	**52**	**4**	**1**	**64**
Total Casualties	**9**	**61**	**4**	**3**	**77**

Cyclist (Rider and Pillion) and Pedestrian Casualties By Age

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Serious	2	5	0	0	7
Slight	1	25	2	1	29
Total Casualties	**3**	**30**	**2**	**1**	**36**

Casualties Broken Down By Type

Car (Driver)	**0-15**	**16+**	**Total**
Serious	0	4	4
Less serious	0	1	1
Slight	0	17	17
Total	**0**	**22**	**22**
Car (Passenger)	**0-15**	**16+**	**Total**
Slight	6	8	14
Total	**6**	**8**	**14**
Pedestrian	**0-15**	**16+**	**Total**
Serious	1	1	2
Slight	0	5	5
Total	**1**	**6**	**7**
TWPV (Rider)	**0-15**	**16+**	**Total**
Serious	0	1	1
Slight	0	3	3
Total	**0**	**4**	**4**
Cyclist (Rider)	**0-15**	**16+**	**Total**
Serious	1	4	5
Slight	1	23	24
Total	**2**	**27**	**29**
Other (Driver)	**0-15**	**16+**	**Total**
Slight	0	1	1
Total	**0**	**1**	**1**
Total	**9**	**68**	**77**

Standard Report - Reported Road Injury Collisions in Specified Area of Manchester University Campus, Fallowfield. 01/10/2019 to 30/09/2024

This printout has been generated from the Transport for Greater Manchester's database of road traffic accident records using the query system, GMAXI.

The road traffic accident database contains STATS19 data supplied by Greater Manchester Police and further validated by the Highways Forecasting and Analytical Services (HFAS) section of Transport for Greater Manchester. It is maintained by HFAS on behalf of the ten District Councils in Greater Manchester.

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Accident Reference Number: A1163737 **Day:** Wednesday **Date:** 02/03/2022 **Time:** 13:10

Place Reported: Self **District:** Manchester

Location: Wilmslow Road at junction with Private Car Park (at junction with Wynnstay Grove)

Description: V2 Trav Sw Wilmslow Rd, V1 Trav Ne Wilmslow Rd Turns Left Into Private Car Park & Across Path Of V2, N/s Of V1 Collides With Front Of V2. V1 Fts

Locational Details				Conditions		Accident Details	
Road:	B5093/U	Junction Details:	ent	Road Surface:	Wet	Severity:	Slight
OSGR:	385537 393811	Junction Control:	GW	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Rain	No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Car	TurnL	SW	E						
p/c	Ahead	NE	SW	S&O	1 Rid	M	20	Sl	Un

Accident Reference Number: A1301853 **Day:** Saturday **Date:** 15/04/2023 **Time:** 18:55

Place Reported: Self **District:** Manchester

Location: Wilbraham Road 35 metres W Of Wilmslow Road

Description: Both Vehs Trav W Wilbraham Rd, V1 Performs A U Turn & Front Collides With O/s Of V2

Locational Details				Conditions		Accident Details	
Road:	A6010	Junction Details:		Road Surface:	Dry	Severity:	Slight
OSGR:	385545 394002	Junction Control:	n/a	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details					Casualty Details				
Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Car	Uturn	E	E						
Car	Ahead	E	W		1 Drv	F	27	Sl	Un

Accident Reference Number: A1211293 **Day:** Tuesday **Date:** 16/08/2022 **Time:** 07:55
Place Reported: Self **District:** Manchester
Location: Wilmslow Road at junction with Sherwood Street
Description: Both Vehs Trav Ne Wilmslow Rd. V2 (Pedal Cycle) Trav In Cycle Lane, V1 Turns Left Onto Sherwood St & Front Collides With Rear Of V2. V1 Fts

Locational Details

Road:	B5093/U	Junction Details:	Xrds
OSGR:	385548 393853	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnL	SW	W	
p/c	Ahead	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	47	Sl	Un

Accident Reference Number: A1168511 **Day:** Friday **Date:** 11/03/2022 **Time:** 16:20
Place Reported: Self **District:** Manchester
Location: Wilmslow Road 1 metre SW Of Sherwood Street
Description: Both Vehs Trav Ne Wilmslow Rd. V2 (Pedal Cycle) Trav In Cycle Lane, V1 Turns Left Onto Sherwood St & Across Path Of V2, N/s Of V1 Collides With O/s Of V2. V1 Fts

Locational Details

Road:	B5093/U	Junction Details:	Tjun
OSGR:	385549 393851	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnL	SW	W	
p/c	Ahead	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	F	26	Sl	Un

Accident Reference Number: A1042450 **Day:** Friday **Date:** 23/04/2021 **Time:** 09:00
Place Reported: Scene **District:** Manchester
Location: Wilmslow Road at junction with Sherwood Street
Description: Both Vehs Trav Ne Wilmslow Rd, V1 Turns Left Onto Sherwood St & N/s Collides With Front Of V2 (Pedal Cycle). V1 Fts

Locational Details

Road:	B5093/U	Junction Details:	Tjun
OSGR:	385550 393853	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnL	SW	W	
p/c	Ahead	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	F	23	Sl	Un

Accident Reference Number: A3067994 **Day:** Thursday **Date:** 23/01/2020 **Time:** 17:44
Place Reported: Else **District:** Manchester
Location: Wilmslow Road at junction with Ladybarn Road
Description: V1 Trav Ne Wilmslow Rd. C1 & C2 (Pedestrians) Crossing From Drivers O/s Masked By Staty Veh Heading W-bd On Crossing Thru Green Ats. Collision Occurs

Locational Details

Road:	B5093/U	Junction Details:	Tjun
OSGR:	385552 393857	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	2

Contributory Factors

Factor	Conf	Ref
PXMas	VLike	C1
DPedX	VLike	V1
PXMas	VLike	C2

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	F	19	Sl	
2 Ped	F	19	Sl	

Accident Reference Number: A3068149 **Day:** Saturday **Date:** 04/01/2020 **Time:** 15:50
Place Reported: Scene **District:** Manchester
Location: Wilmslow Road at junction with Sherwood Street
Description: V1 (Motorcycle) Trav N Wilmslow Rd Appr Traff Lights Twds Moseley Rd, But V1 Came Up Pavement At Jct With Sherwood St, Rear V1 Colls O/s V2 (LGV) Trav Opposite Dir

Locational Details

Road:	B5093/U	Junction Details:	Tjun
OSGR:	385553 393856	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DTurn	VLike	V1
DBlind	Poss	V2
DGWor	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
m/c	Waitg	S	N	
LGV	Waitg	S	N	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	22	Sl	

Accident Reference Number: E2063882 **Day:** Monday **Date:** 04/11/2019 **Time:** 07:51
Place Reported: Else **District:** Manchester
Location: Wilbraham Road 20 metres W Of Wilmslow Road
Description: Both Vehs Trav E Wilbraham Rd, V2 (Taxi) Staty At Red Ats, V1 Fails To React & Collides With Rear Of V2. V1 FTS

Locational Details

Road:	A6010/B5093	Junction Details:	Xrds
OSGR:	385555 394009	Junction Control:	TS
Speed Limit:	40	Ped Crossing:	TSX

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Snow

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	W	E	
Taxi	Waitg	W	E	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	61	Sl	

Accident Reference Number: A1284859 **Day:** Friday **Date:** 03/03/2023 **Time:** 16:50
Place Reported: Self **District:** Manchester
Location: Wilmslow Road at junction with Ladybarn Road
Description: Both Veh Trav Ne Wilmslow Rd, V1 Turn Right Onto Ladybarn Rd In Front Of V2 (Pedal Cycle) Without Indication, Front Of V2 Colls With Rear Of V1

Locational Details

Road:	B5093/U	Junction Details:	Xrds
OSGR:	385558 393867	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	SW	E	
p/c	Ahead	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	44	Sl	Un

Accident Reference Number: A1025365 **Day:** Sunday **Date:** 21/02/2021 **Time:** 12:35
Place Reported: Else **District:** Manchester
Location: Wilmslow Road at junction with Ladybarn Road
Description: V2 (Pedal Cycle) Trav Sw Wilmslow Rd, V1 Trav Ne Wilmslow Rd Turns Right Onto Ladybarn Rd & Across Path Of V2. V1 Collides With Front Of V2

Locational Details

Road:	B5093/U	Junction Details:	Tjun
OSGR:	385562 393866	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	SW	E	
p/c	Ahead	NE	SW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	21	Sl	Un

Accident Reference Number: E2A75026 **Day:** Tuesday **Date:** 15/09/2020 **Time:** 16:55

Place Reported: Else **District:** Manchester

Location: Wilmslow Road at junction with Ladybarn Road

Description: Both Vehs Trav Sw Wilmslow Rd, V2 (Pedal Cycle) Trav Thru Green Ats In Cycle Lane, V1 Turns Left Onto Ladybarn Rd & Across Path Of V2. N/s Of V1 Colls O/s Of V2. V1 Fts

Locational Details

Road:	B5093/U	Junction Details:	Mult
OSGR:	385564 393869	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnL	NE	SE	
p/c	Ahead	NE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	14	Sl	

Accident Reference Number: A1352795 **Day:** Wednesday **Date:** 06/09/2023 **Time:** 18:00

Place Reported: Self **District:** Manchester

Location: Wilmslow Road at junction with Ladybarn Road

Description: Both Vehs Trav Sw Wilmslow Rd, V1 Turns Left Onto Ladybarn Rd & Across Path Of V2 (Pedal Cycle), Front Of V1 Collides With O/s Of V2

Locational Details

Road:	B5093/U	Junction Details:	Tjun
OSGR:	385565 393868	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnL	NE	SE	
p/c	Ahead	NE	SW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	40	Sl	Un

Accident Reference Number: A1043044 **Day:** Friday **Date:** 23/04/2021 **Time:** 08:50

Place Reported: Self **District:** Manchester

Location: Wilmslow Road at junction with Ladybarn Road

Description: Both Vehs Trav S Wilmslow Rd, V1 Turns Left Onto Ladybarn Rd & Front Collides With Front Of V2 (Pedal Cycle)

Locational Details

Road:	B5093/U	Junction Details:	Tjun
OSGR:	385565 393872	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnL	NE	E	
p/c	Ahead	NE	SW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	30	Sl	Un

Accident Reference Number: A1076480 **Day:** Thursday **Date:** 15/07/2021 **Time:** 20:35

Place Reported: Self **District:** Manchester

Location: Wilmslow Road at junction with Ladybarn Road

Description: Both Vehs Trav Sw Wilmslow Rd, V1 (Pedal Cycle) Trav In Cycle Lane, V2 Turns Left Onto Ladybarn Rd At Speed Infront Of V1 & Front Collides With Front Of V1. V2 Fts

Locational Details

Road:	B5093/U	Junction Details:	Tjun
OSGR:	385565 393873	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Serious
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
p/c	Ahead	NE	SW	
Car	TurnL	NE	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	39	Se	Un

Accident Reference Number: E2070452 **Day:** Tuesday **Date:** 03/03/2020 **Time:** 16:15
Place Reported: Else **District:** Manchester
Location: Wilmslow Road 25 metres NE Of Ladybarn Road
Description: Both Vehs Trav Sw Wilmslow Rd, V1 Passes V2 (Pedal Cycle) Too Closely, O/s Of V1 Collides With N/s Of V2

Locational Details

Road:	B5093		Junction Details:		
OSGR:	385574	393895	Junction Control:	n/a	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NE	SW	
p/c	Ahead	NE	SW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	36	Sl	

Accident Reference Number: A1225661 **Day:** Monday **Date:** 12/09/2022 **Time:** 16:15
Place Reported: Self **District:** Manchester
Location: Wilmslow Road 45 metres N Of Ladybarn Road
Description: Both Vehs Trav S Wilmslow Rd. Front Of V1 Collides With Front Of V2 (Pedal Cycle)

Locational Details

Road:	B5093		Junction Details:		
OSGR:	385577	393916	Junction Control:	n/a	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	N	S	
p/c	Ahead	N	S	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	F	52	Sl	Un

Accident Reference Number: A1395736 **Day:** Friday **Date:** 08/12/2023 **Time:** 17:30
Place Reported: Else **District:** Manchester
Location: Wilmslow Road 25 metres NW Of Old Hall Lane
Description: Both Vehs Trav Nw Wilmslow Rd, V1 Pulls Out Of Parked Position & Front Collides With Front Of V2. V1 Fts

Locational Details

Road:	A6010		Junction Details:		
OSGR:	385579	394489	Junction Control:	n/a	
Speed Limit:	30		Ped Crossing:	PelX	

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SE	NW	
Car	Ahead	SE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	55	Sl	Un

Accident Reference Number: A1041377 **Day:** Saturday **Date:** 01/05/2021 **Time:** 23:28
Place Reported: Scene **District:** Manchester
Location: Wilbraham Road At junction with Moseley Road
Description: V2 (Motorcycle) Trav N Wilbraham Rd. V1 (Intoxicated) Trav W Moseley Rd Disobeyed Red Ats To Turn Right At Jct & Across Path Of V2. V1 Collides With O/s Of V2

Locational Details

Road:	A6010/B5093		Junction Details:	Xrds	
OSGR:	385581	393999	Junction Control:	TS	
Speed Limit:	30		Ped Crossing:	TSX	

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Serious
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DFLook	VLike	V1
DATS	VLike	V1
DDrugs	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	E	N	
m/p	Ahead	S	N	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	34	Se	Un

Accident Reference Number: E2067078 **Day:** Friday **Date:** 22/11/2019 **Time:** 18:30
Place Reported: Else **District:** Manchester
Location: Wilmslow Road at junction with Wilbraham Road
Description: Both Vehs Trav S Wilmslow Rd, V2 (Taxi) Waiting At Ats To Turn Right Onto Wilbraham Rd, V1 Pulls Infront Of V2 But Going Ahead, As V2 Turns Hits V1. V1 FTS

Locational Details

Road:	A6010/A6010	Junction Details:	Xrds
OSGR:	385585 394005	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	R&W

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	N	S	
Taxi	TurnR	N	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	21	Sl	

Accident Reference Number: E2A79306 **Day:** Saturday **Date:** 23/01/2021 **Time:** 22:50
Place Reported: Scene **District:** Manchester
Location: Wilbraham Road at junction with Wilmslow Road
Description: Both V1 & V2 Trav E Wilbraham Rd, V2 Is Being Pursued By V1 (Police), V2 Collides Head On With V3 Trav W-bd Wilbraham Rd. V2 Fts

Locational Details

Road:	A6010/B5093	Junction Details:	Xrds
OSGR:	385586 393999	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Othr

Accident Details

Severity:	Serious
No. of Vehicles:	3
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	W	E	
Car	Ahead	W	E	
Car	Ahead	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	35	Se	

Accident Reference Number: A1189658 **Day:** Wednesday **Date:** 13/04/2022 **Time:** 20:00
Place Reported: Self **District:** Manchester
Location: Wilmslow Road 10 metres N Of Landcross Road
Description: V2 (Pedal Cycle) Trav S Wilmslow Rd, Driver Of V1 (Parked) Opens Door & Into Path Of V2, O/s Of V1 Hits N/s Of V2. V1 Fts

Locational Details

Road:	A6010/U	Junction Details:	Tjun
OSGR:	385586 394081	Junction Control:	GW
Speed Limit:	30	Ped Crossing:	

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Parkd	Pk	Pk	
p/c	Ahead	N	S	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	27	Sl	Un

Accident Reference Number: A1318518 **Day:** Monday **Date:** 05/06/2023 **Time:** 07:35
Place Reported: Self **District:** Manchester
Location: Wilmslow Road at junction with Furness Road
Description: Both Vehs Trav N Wilmslow Rd, V1 Turns Left Onto Furness Rd & Across Path Of V2 (Pedal Cycle), N/s Of V1 Collides With Front Of V2. V1 Fts

Locational Details

Road:	A6010/U	Junction Details:	Tjun
OSGR:	385586 394119	Junction Control:	GW
Speed Limit:	30	Ped Crossing:	PelX

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnL	S	W	
p/c	Ahead	S	N	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	68	Sl	Un

Accident Reference Number: A1027740 **Day:** Tuesday **Date:** 19/01/2021 **Time:** 08:15
Place Reported: Else **District:** Manchester
Location: Wilmslow Road 5 metres N Of Moseley Road
Description: Both Vehs Trav S Wilmslow Rd, V2 (Pedal Cycle) Trav In Cycle Lane. V1 Attempts To Turn Left Onto Moseley Rd In Front Of V2, N/s Of V1 Collides With Front Of V2. V1 Fts

Locational Details

Road:	A6010/B5093	Junction Details:	Xrds
OSGR:	385587 394010	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnL	N	E	
p/c	Ahead	N	S	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	F	18	Sl	Un

Accident Reference Number: A1057893 **Day:** Friday **Date:** 14/05/2021 **Time:** 23:52
Place Reported: Self **District:** Manchester
Location: Wilmslow Road 25 metres N Of Cawdor Road
Description: Both Vehs Trav N Wilmslow Rd, V2 (Taxi) Stops In Queue Of Traffic, When It Is Hit From Behind By V1. V1 Fts

Locational Details

Road:	A6010	Junction Details:	
OSGR:	385602 394195	Junction Control:	n/a
Speed Limit:	30	Ped Crossing:	

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	N	S	
Taxi	Stopg	N	S	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	F	44	Sl	Un

Accident Reference Number: A1270226 **Day:** Wednesday **Date:** 18/01/2023 **Time:** 08:10
Place Reported: Self **District:** Manchester
Location: Wilmslow Road at junction with Old Hall Lane
Description: V2 (Pedal Cycle) Trav Se Wilmslow Rd, V1 Trav W Old Hall La Turns Left Onto Wilmslow Rd & Across Path Of V2, Front Of V1 Collides With Rear Of V2

Locational Details

Road:	A6010/C	Junction Details:	Tjun
OSGR:	385609 394450	Junction Control:	GW
Speed Limit:	30	Ped Crossing:	

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Serious
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnL	E	S	
p/c	Ahead	NW	SE	O/tn

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	42	Se	Un

Accident Reference Number: E1063278 **Day:** Thursday **Date:** 10/10/2019 **Time:** 16:50
Place Reported: Else **District:** Manchester
Location: Wilmslow Road at junction with Old Hall Lane
Description: V1 (Pedal Cycle) Trav S Wilmslow Rd, V2 Trav W Pulls Out Of Old Hall Lane Enters Wilmslow Rd, Front Of V1 Collides With O/s Of V2. V2 FTS

Locational Details

Road:	A6010/C	Junction Details:	Tjun
OSGR:	385609 394456	Junction Control:	GW
Speed Limit:	30	Ped Crossing:	

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
p/c	Ahead	N	S	
Car	Ahead	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	35	Sl	

Accident Reference Number: E2077121 **Day:** Thursday **Date:** 12/11/2020 **Time:** 14:48
Place Reported: Else **District:** Manchester
Location: Wilmslow Road 22 metres S Of Langley Road
Description: Both Vehs Trav S Wilmslow Rd, V2 Collides With Rear Of V1 (Pedal Cycle). V2 Fts

Locational Details

Road:	A6010	Junction Details:			
OSGR:	385612 394244	Junction Control:	n/a		
Speed Limit:	30	Ped Crossing:	PelX		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
p/c	Ahead	N	S	
Car	Ahead	N	S	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	22	Sl	

Accident Reference Number: A1488719 **Day:** Sunday **Date:** 08/09/2024 **Time:** 15:09
Place Reported: Self **District:** Manchester
Location: Wilmslow Road At Junction With Langley Road
Description: V1 Trav N Wilmslow Rd At Excess Speed, Loses Control And Collides Head On With Lamp Post

Locational Details

Road:	A6010/U	Junction Details:	Tjun		
OSGR:	385612 394267	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:	PedX		

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Rain

Accident Details

Severity:	Less serious
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Unkn	S	N	Unkn

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	+02	LS	Oo

Accident Reference Number: A1104069 **Day:** Thursday **Date:** 21/10/2021 **Time:** 20:10
Place Reported: Scene **District:** Manchester
Location: Moseley Road 20 metres E Of Wilbraham Road
Description: Both Vehs Trav W Moseley Rd. V2 Stops At Jct, V1 (Motorcycle) Trav Behind V2, V1 Slips Due To Wet Weather Conditions & Front Collides With Rear Of V2

Locational Details

Road:	B5093/B5093	Junction Details:	Xrds		
OSGR:	385613 393992	Junction Control:	TS		
Speed Limit:	40	Ped Crossing:	TSX		

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
m/s	Stopg	E	W	Skid
Car	Stopg	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	34	Sl	Un

Accident Reference Number: A1117023 **Day:** Friday **Date:** 22/10/2021 **Time:** 13:18
Place Reported: Else **District:** Manchester
Location: Moseley Road at junction with Wilbraham Road
Description: Both Vehs Trav W Moseley Rd & Slow Approaching Jct, V1 Trav Behind & Front Collides With Rear Of V2. V1 Fts

Locational Details

Road:	B5093/A6010	Junction Details:	Xrds		
OSGR:	385614 393993	Junction Control:	TS		
Speed Limit:	40	Ped Crossing:	TSX		

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Stopg	E	W	
Car	Stopg	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Pas	M	30	Sl	Un

Accident Reference Number: A3075160 **Day:** Saturday **Date:** 19/09/2020 **Time:** 10:50
Place Reported: Scene **District:** Manchester
Location: Wilmslow Road 60 metres N Of Langley Road
Description: Both Vehs Trav N Wilmslow Rd, V1 Trav In Bus Lane. V2 Trav Alongside Bus Lane. V1 Then Attempts To Perform A U Turn & Collides With N/s Of V2

Locational Details

Road:	A6010	Junction Details:	
OSGR:	385615 394330	Junction Control:	n/a
Speed Limit:	30	Ped Crossing:	

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DTurn	VLike	V1
DFLook	VLike	V1
DCare	Poss	V1
DPanic	Poss	V1
DSwerv	Poss	V1
DJudge	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
othr	Uturn	S	S	
Car	Ahead	S	N	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Pas	F	28	Sl	

Accident Reference Number: A1249851 **Day:** Tuesday **Date:** 29/11/2022 **Time:** 07:05
Place Reported: Self **District:** Manchester
Location: Wilmslow Road 50 metres N Of Langley Road
Description: Both Vehs Trav N Wilmslow Rd, V2 (Pedal Cycle) Trav In Cycle Lane, N/s Of V1 Collides With O/s Of V2

Locational Details

Road:	A6010	Junction Details:	
OSGR:	385616 394322	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	S	N	
p/c	Ahead	S	N	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	F	38	Sl	Un

Accident Reference Number: A1488725 **Day:** Sunday **Date:** 08/09/2024 **Time:** 15:08
Place Reported: Self **District:** Manchester
Location: Wilmslow Road 80 metres N Of Langley Road
Description: V1 Trav N Wilmslow Rd At Speed, Rear Wheel Hits Kerb, V1 Leaves C/way & Front Colls With Two Lampposts. V1 Narrowly Misses Pedal Cycle

Locational Details

Road:	A6010	Junction Details:	
OSGR:	385627 394349	Junction Control:	n/a
Speed Limit:	30	Ped Crossing:	

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Rain

Accident Details

Severity:	Serious
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	S	N	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	U	ŧ02	Se	Un

Accident Reference Number: E1069482 **Day:** Friday **Date:** 13/12/2019 **Time:** 07:15
Place Reported: Else **District:** Manchester
Location: Old Hall Lane at junction with Private Entrance Of The Gym Manchester Fallowfield (45 metres E Of Wilmslow Road)
Description: Both Vehs Trav W Old Hall La, V2 (Pedal Cycle) Trav Along V1, As V1 Turns Right Onto Private Entrance & N/s Collides With V2. V1 Fts

Locational Details

Road:	C	Junction Details:	
OSGR:	385652 394463	Junction Control:	n/a
Speed Limit:	20	Ped Crossing:	

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	E	N	
p/c	Ahead	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	22	Sl	

Accident Reference Number: E3071131 **Day:** Monday **Date:** 11/05/2020 **Time:** 23:00

Place Reported: Scene **District:** Manchester

Location: Moseley Road 100 metres W Of Ladybarn Lane

Description: V1 (Pedal Cycle) Trav E Moseley Rd On Opp C/way Not Displaying Lights & Wearing Dark Clothing, V2 (PCV) Trav W Mosleley Rd & Collides Head On With V1

Locational Details

Road:	B5093	Junction Details:			
OSGR:	385772 393944	Junction Control:	n/a		
Speed Limit:	40	Ped Crossing:			

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Serious
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DAlcoh	Poss	V1
DCDar	VLike	V1
DNoLit	VLike	V1
DITurn	VLike	V1
DFLook	Poss	V2

Vehicle Details

Type	Move	From	To	Skid
p/c	Ahead	W	E	
PCV	Ahead	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	27	Se	

Accident Reference Number: A1351198 **Day:** Wednesday **Date:** 16/08/2023 **Time:** 18:30

Place Reported: Self **District:** Manchester

Location: Moseley Road 15 metres W Of Balmoral Road

Description: Both Vehs Trav W Moseley Rd, When V1 Slows Suddenly, Front Of V2 Collides With Rear Of V1. V1 Fts

Locational Details

Road:	B5093/U	Junction Details:	Xrds		
OSGR:	385970 393931	Junction Control:	TS		
Speed Limit:	40	Ped Crossing:			

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Stopg	E	W	
Car	Ahead	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	21	Sl	Un

Accident Reference Number: A1474512 **Day:** Wednesday **Date:** 31/07/2024 **Time:** 19:55

Place Reported: Scene **District:** Manchester

Location: Moseley Road 18 Metres West Of Junction With Balmoral Road

Description: Both Vehs Trav W Moseley Rd, N/s Of V1 Colls With O/s Of V2 (Pedal Cycle)

Locational Details

Road:	B5093/U	Junction Details:	Othr		
OSGR:	385973 393928	Junction Control:	TS		
Speed Limit:	40	Ped Crossing:			

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
FObs	Poss	V1
DClose	Poss	V1
Dpoor	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	E	W	
p/c	Ahead	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	33	Sl	Un

Accident Reference Number: A1277973 **Day:** Saturday **Date:** 18/02/2023 **Time:** 22:36

Place Reported: Scene **District:** Manchester

Location: Moseley Road at junction with Balmoral Road

Description: Both Vehs Trav E Moseley Rd, V1 (Electric Motorcycle) On Left Side Lane Whilst V2 On Right Side Lane, V1 T/R Onto Balmoral Rd & Across Path Of V2, O/s Of V1 Hits Front Of V2

Locational Details

Road:	B5093/U	Junction Details:	Xrds		
OSGR:	385986 393936	Junction Control:	TS		
Speed Limit:	40	Ped Crossing:			

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Em/c	TurnR	E	S	O/tn
Car	Ahead	W	E	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	22	Sl	Un

Accident Reference Number: A1101135 **Day:** Saturday **Date:** 25/09/2021 **Time:** 12:25
Place Reported: Scene **District:** Manchester
Location: Chancellors Way 25 metres N Of Moseley Road
Description: V1 Trav S Chancellors Way, V2 Trav N Chancellors Way In Opposite C/way, V1 Collides Head On With V2

Locational Details

Road:	U	Junction Details:			
OSGR:	385989 393966	Junction Control:	n/a		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
Slip	Poss	C1
Surf	Poss	C1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	N	S	
Car	Ahead	S	N	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Pas	M	9	Sl	Un

Accident Reference Number: A1114255 **Day:** Wednesday **Date:** 27/10/2021 **Time:** 17:45
Place Reported: Scene **District:** Manchester
Location: Moseley Road at junction with Balmoral Road
Description: V2 (Pedal Cycle) Trav W Moseley Rd. V1 Trav E Moseley Rd Turns Right Onto Balmoral Rd & Across Path Of V2, Front Of V1 Collides With O/s Of V2. V1 Fts

Locational Details

Road:	B5093/U	Junction Details:	Xrds		
OSGR:	385991 393928	Junction Control:	TS		
Speed Limit:	40	Ped Crossing:	Ref		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Serious
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DCare	Poss	V1
DPanic	Poss	V1
DCare	VLike	V2
DPanic	Poss	V2

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	W	S	
p/c	Ahead	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	38	Se	Un

Accident Reference Number: E2079807 **Day:** Tuesday **Date:** 02/02/2021 **Time:** 17:40
Place Reported: Else **District:** Manchester
Location: Moseley Road at junction with Balmoral Road
Description: Both Vehs Trav E Moseley Rd, V2 (Pedal Cycle) Waiting To Turn Right Onto Balmoral Rd, N/s Of V1 (Taxi) Collides With O/s Of V2. V1 Fts

Locational Details

Road:	B5093/U	Junction Details:	Xrds		
OSGR:	385992 393937	Junction Control:	TS		
Speed Limit:	40	Ped Crossing:			

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Taxi	Ahead	W	E	
p/c	wtgTR	W	S	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	F	19	Sl	

Accident Reference Number: A1328033 **Day:** Tuesday **Date:** 27/06/2023 **Time:** 16:00
Place Reported: Self **District:** Manchester
Location: Moseley Road 32 metres W Of Lindleywood Road
Description: Both Vehs Trav W On Moseley Rd. V2 Slows In Traffic Approaching Ats, V1 Behind Collides With Rear Of V2. V1 Fts

Locational Details

Road:	B5093	Junction Details:			
OSGR:	386157 393925	Junction Control:	n/a		
Speed Limit:	40	Ped Crossing:			

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Othr

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	E	W	
Car	Stopg	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	51	Sl	Un

Accident Reference Number: A1289853 **Day:** Monday **Date:** 13/03/2023 **Time:** 14:10
Place Reported: Self **District:** Manchester
Location: Moseley Road 5 metres E Of Lindleywood Road
Description: Both Vehs Trav E Moseley Rd, V2 Staty At Traffic, Front Of V1 Collides With Rear Of V2

Locational Details

Road:	B5093/U	Junction Details:	Tjun		
OSGR:	386202 393935	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Wet		
Light Conditions:	Light		
Weather Conditions:	Rain		

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	W	E	
Car	Stopg	W	E	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Pas	F	16	Sl	Un

Accident Reference Number: A1337649 **Day:** Wednesday **Date:** 02/08/2023 **Time:** 18:07
Place Reported: Scene **District:** Manchester
Location: Moseley Road, Outside Number 218, 70 metres W Of Belvedere Road
Description: V1 Trav W Moseley Rd, C1 (Child Pedestrian) Crossing From Drivers N/s Heading N-bd. C1 Is Hit By Front Of V1

Locational Details

Road:	B5093	Junction Details:			
OSGR:	386346 393922	Junction Control:	n/a		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Wet		
Light Conditions:	Light		
Weather Conditions:	Rain		

Accident Details

Severity:	Serious
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
PFLook	VLike	C1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	M	8	Se	Un

Accident Reference Number: E1065790 **Day:** Sunday **Date:** 15/12/2019 **Time:** 07:00
Place Reported: Scene **District:** Manchester
Location: Birchfields Road at junction with Old Hall Lane
Description: V1 (Intoxicated Driver) Trav E Old Hall La & Enters Birchfields Rd, Loses Control & Collides With Street Furniture

Locational Details

Road:	A34/C	Junction Details:	Xrds		
OSGR:	386356 394525	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:	TSX		

Conditions

Road Surface:	Wet		
Light Conditions:	Dark		
Weather Conditions:	Fine		

Accident Details

Severity:	Serious
No. of Vehicles:	1
No. of Casualties:	3

Contributory Factors

Factor	Conf	Ref
DDrugs	VLike	V1
DJudge	VLike	V1
DAlcoh	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	W	E	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	18	Se	
2 Pas	M	18	Sl	
3 Pas	F	17	Sl	

Accident Reference Number: A1247288 **Day:** Friday **Date:** 18/11/2022 **Time:** 15:26
Place Reported: Self **District:** Manchester
Location: Birchfields Road at junction with Old Hall Lane
Description: V1 Trav N Birchfields Rd, V2 (Pedal Cycle) Trav E Old Hall La Turns Right Onto Birchfields Rd, Front Of V1 Collides With O/s Of V2. V1 Fts

Locational Details

Road:	A34/C	Junction Details:	Xrds		
OSGR:	386356 394527	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:	TSX		

Conditions

Road Surface:	Dry		
Light Conditions:	Light		
Weather Conditions:	Fine		

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	S	N	
p/c	TurnR	W	S	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	62	Sl	Un

Accident Reference Number: E1066628 **Day:** Tuesday **Date:** 17/12/2019 **Time:** 22:00
Place Reported: Else **District:** Manchester
Location: Birchfields Road, outside number 72, 20 metres N Of Old Hall Lane
Description: Both Vehs Trav S Birchfields Rd, V2 Waiting At Ats, V1 Trav From Behind & Collides With Rear Of V2. V1 Fts

Locational Details

Road:	A34/C		Junction Details:	Xrds	
OSGR:	386357	394549	Junction Control:	TS	
Speed Limit:	30		Ped Crossing:	TSX	

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Wind

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	N	S	
Car	Waitg	N	S	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	29	Sl	

Accident Reference Number: A1043058 **Day:** Monday **Date:** 26/04/2021 **Time:** 23:08
Place Reported: Scene **District:** Manchester
Location: Birchfields Road 50 metres S Of Old Hall Lane
Description: Both Vehs Trav N Birchfields Rd, V1 (Drunken Driver) Crossing Into Lane Of V2 & Front Collides With O/s Of V2

Locational Details

Road:	A34		Junction Details:		
OSGR:	386365	394474	Junction Control:	n/a	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DAlcoh	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	S	N	
Car	Ahead	S	N	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	65	Sl	Un

Accident Reference Number: A1114250 **Day:** Monday **Date:** 22/11/2021 **Time:** 04:21
Place Reported: Else **District:** Manchester
Location: Birchfields Road 110 metres S Of Old Hall Lane
Description: V1 Trav S Birchfields Rd When Thru Impairment, Loses Control, Hits A Mature Tree & Rear Of V2 (Parked Taxi) Beside Tree. Impact Forces V1 Onto Its Roof

Locational Details

Road:	A34		Junction Details:		
OSGR:	386381	394416	Junction Control:	n/a	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Serious
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	N	S	S&O
Taxi	Parkd	Pk	Pk	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	26	Se	Un

Accident Reference Number: E1062858 **Day:** Tuesday **Date:** 08/10/2019 **Time:** 11:15
Place Reported: Else **District:** Manchester
Location: Birchfields Road, outside number 108, 90 metres N Of Lytham Road
Description: Both Vehs Trav N Birchfields Rd, V1 Picking Up A Person From Number 108, V2 Collides With Rear Of V1

Locational Details

Road:	A34		Junction Details:		
OSGR:	386383	394377	Junction Control:	n/a	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	S	N	
Car	Ahead	S	N	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	41	Sl	

Accident Reference Number: A1301287 **Day:** Saturday **Date:** 01/04/2023 **Time:** 21:40
Place Reported: Self **District:** Manchester
Location: Birchfields Road 70 metres N Of Lytham Road
Description: Both Vehs Trav N Birchfields Rd, V2 Staty In C/way, V1 Reverses S-bd Into V2, Rear Of V1 Collidess With Front Of V2

Locational Details

Road:	A34		Junction Details:		
OSGR:	386385	394360	Junction Control:	n/a	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Revg	N	S	
Car	Stopg	S	N	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	24	Sl	Un

Accident Reference Number: A2065160 **Day:** Friday **Date:** 15/11/2019 **Time:** 20:04
Place Reported: Else **District:** Manchester
Location: Birchfields Road at junction with Lytham Road
Description: V2 Trav S Birchfields Rd, V1 (Minibus) Trav W Lytham Rd Turns Right Onto Birchfields Rd & Across Path Of V2. Front Of V1 Collides With N/s Of V2

Locational Details

Road:	A34/C		Junction Details:	Tjun	
OSGR:	386405	394282	Junction Control:	GW	
Speed Limit:	30		Ped Crossing:	PelX	

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	5

Contributory Factors

Factor	Conf	Ref
DFLook	VLike	V1
DJudge	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
Mbus	TurnR	E	N	
Car	Ahead	N	S	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	F	32	Sl	
2 Pas	F	11	Sl	
3 Pas	F	5	Sl	
4 Pas	M	4	Sl	
5 Pas	M	2	Sl	

Accident Reference Number: A1259430 **Day:** Thursday **Date:** 15/12/2022 **Time:** 17:50
Place Reported: Self **District:** Manchester
Location: Moseley Road, Outside Number 227, 5 metres W Of Belvedere Road
Description: V1 Trav E Moseley Rd, C1 (Pedestrian) Crossing Both Movement & Dir Are Unknown. C1 Is Hit By Front Of V1. V1 Fts

Locational Details

Road:	B5093/U		Junction Details:	Tjun	
OSGR:	386409	393928	Junction Control:	GW	
Speed Limit:	30		Ped Crossing:	PelX	

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Snow

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	W	E	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	F	21	Sl	Un

Accident Reference Number: A1147998 **Day:** Thursday **Date:** 24/02/2022 **Time:** 11:47
Place Reported: Scene **District:** Manchester
Location: Birchfields Road 25 metres N Of Entrance Of Fallowfield Retail Park
Description: V1 & V2 Trav S Birchfields Rd Twds Retail Park, C2 (Pedestrian) Xing E-bd From Drs O/s, V1 Tries To Avoid Front Hits Rear Of V2, C2 & O/s Of V3 (LGV) Trav N Opp C/way

Locational Details

Road:	A34		Junction Details:		
OSGR:	386435	394114	Junction Control:	n/a	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	3
No. of Casualties:	2

Contributory Factors

Factor	Conf	Ref
DSpee	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	N	S	
Car	Stopg	N	S	
LGV	Ahead	S	N	

Casualty Details

Type	Sex	Age	Sev	Pupil
2 Ped	M	85	Sl	Un
1 Drv	M	57	Sl	Un

Accident Reference Number: A1219844 **Day:** Wednesday **Date:** 14/09/2022 **Time:** 15:40

Place Reported: Self **District:** Manchester

Location: Birchfields Road 5 metres S Of Fallowfield Retail Park, 120 metres N Of Moseley Road

Description: V2 (Pedal Cycle With Child Rider) Trav S Birchfields Rd. V1 (Taxi) Trav W Exits Retail Park In Left Filter Lane & Disobeyed Red Ats & Front Collides With Rear Of V2. V1 Fts

Locational Details

Road:	A34/U	Junction Details:	Tjun	
OSGR:	386443	394059	Junction Control:	TS
Speed Limit:	30		Ped Crossing:	TSX

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Serious
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Taxi	TurnL	E	S	
p/c	Ahead	N	S	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	12	Se	Un

Accident Reference Number: A1170143 **Day:** Saturday **Date:** 16/04/2022 **Time:** 18:15

Place Reported: Scene **District:** Manchester

Location: Moseley Road Roundabout at junction with Birchfields Road

Description: V1 Trav W-bd Moseley Rd On Rdabt. V1 Heading N-bd Exits Onto Birchfields Rd In A Hurry, V2 Trav E Moseley Rd Enters Rdabt & Front Collides With Rear Of V1

Locational Details

Road:	A34/A34	Junction Details:	Mini	
OSGR:	386458	393938	Junction Control:	GW
Speed Limit:	40		Ped Crossing:	

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DCare	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	E	N	
Car	Ahead	W	E	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Pas	M	14	Sl	Un

Accident Reference Number: E2079075 **Day:** Monday **Date:** 11/01/2021 **Time:** 17:50

Place Reported: Scene **District:** Manchester

Location: Birchfields Road 25 metres N Of Moseley Road

Description: V1 Trav S Birchfields Rd, C1 (Pedestrian) Stands In Road Waiting To Cross But Dir Unknown, V1 Does Not See C1 Due To Wet Weather Conditions & Collides With C1

Locational Details

Road:	A34	Junction Details:		
OSGR:	386461	393965	Junction Control:	n/a
Speed Limit:	30		Ped Crossing:	

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DRain	VLike	V1
PFLook	VLike	C1
PPedX	Poss	C1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	N	S	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	F	37	Sl	

Accident Reference Number: A1449131 **Day:** Tuesday **Date:** 28/05/2024 **Time:** 08:10

Place Reported: Self **District:** Manchester

Location: Moseley Road Roundabout at junction with Birchfields Road

Description: V1 (Pedal Cycle) Trav E Moseley Rd Rdabt. V2 Trav S Birchfields Rd, Fails To Give Way At Rdabt & Front Colls With N/s Of V1

Locational Details

Road:	A34/A34	Junction Details:	Mini	
OSGR:	386469	393940	Junction Control:	GW
Speed Limit:	40		Ped Crossing:	Ref

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
p/c	Ahead	W	E	S&O
Car	Start	N	S	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	37	Sl	Un

Accident Reference Number: A1167713 **Day:** Saturday **Date:** 02/04/2022 **Time:** 11:31
Place Reported: Self **District:** Manchester
Location: Moseley Road 30 metres E Of Birchfields Road
Description: V1 Trav E Moseley Rd, C1 (Pedestrian) Crossing From Drivers O/s Heading S-bd. C1 Is Hit By Front Of V1

Locational Details

Road:	A34	Junction Details:			
OSGR:	386505 393942	Junction Control:	n/a		
Speed Limit:	30	Ped Crossing:	Ref		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Serious
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	W	E	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	F	31	Se	Un

Accident Reference Number: E2068716 **Day:** Tuesday **Date:** 31/03/2020 **Time:** 12:45
Place Reported: Else **District:** Manchester
Location: Moseley Road at junction with Kingsway Roundabout
Description: Both Vehs Trav E Moseley Rd Approaching Jct, V1 Collides With Rear Of V2. V1 Fts

Locational Details

Road:	A34/A34	Junction Details:	Rdbt		
OSGR:	386537 393950	Junction Control:	STO		
Speed Limit:	30	Ped Crossing:	Ref		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	W	E	
Car	Ahead	W	E	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	F	46	Sl	

Accident Reference Number: E2073152 **Day:** Friday **Date:** 17/04/2020 **Time:** 11:45
Place Reported: Else **District:** Manchester
Location: Moseley Road at junction with Kingsway
Description: Both Vehs Trav E Moseley Rd Approaching Rdabt. V1 Behind V2, As V2 Slows At Give Way, V1 Runs Into Back Of V2. V1 Fts

Locational Details

Road:	A34/A34	Junction Details:	Mini		
OSGR:	386538 393951	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	W	E	
Car	Ahead	W	E	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	32	Sl	

Accident Reference Number: A1259576 **Day:** Monday **Date:** 05/12/2022 **Time:** 19:50
Place Reported: Self **District:** Manchester
Location: Kingsway Roundabout at junction with Moseley Road
Description: Both Vehs Trav N Kingsway Rdabt, V1 Changes Lane & Rear Of V1 Collides With O/s Of V2

Locational Details

Road:	A34/A34	Junction Details:	Rdbt		
OSGR:	386540 393939	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	3

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	S	N	
Car	Ahead	S	N	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	45	Sl	Un
2 Pas	F	30	Sl	Un
3 Pas	M	30	Sl	Un

Accident Reference Number: A1152153 **Day:** Tuesday **Date:** 08/02/2022 **Time:** 17:30

Place Reported: Self **District:** Manchester

Location: Kingsway Roundabout at junction with Kingsway

Description: V2 (Pedal Cycle) Trav W-bd Kingsway Rdabt Exits Onto Moseley Rd, V1 Trav N Kingsway Enters Rdabt & Front Collides With N/s Of V2

Locational Details				Conditions		Accident Details	
Road:	A34/A34	Junction Details:	Rdbt	Road Surface:	Dry	Severity:	Slight
OSGR:	386548 393928	Junction Control:	GW	Light Conditions:	Dark	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	S	N	
p/c	Ahead	N	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	58	Sl	Un

Accident Reference Number: A1097063 **Day:** Monday **Date:** 04/10/2021 **Time:** 18:00

Place Reported: Self **District:** Manchester

Location: Kingsway Roundabout at junction with SW-bound Kingsway

Description: Both Vehs Trav W-bd On Kingsway Rdabt. V2 Trav Behind & Front Hits Rear Of V1 (Pedal Cycle). V2 Fts

Locational Details				Conditions		Accident Details	
Road:	A34/A34	Junction Details:	Rdbt	Road Surface:	Wet	Severity:	Slight
OSGR:	386561 393926	Junction Control:	GW	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
p/c	Ahead	NE	W	
Car	Ahead	NE	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	21	Sl	Un

Accident Reference Number: A1409739 **Day:** Tuesday **Date:** 30/01/2024 **Time:** 12:29

Place Reported: Self **District:** Manchester

Location: Moseley Road 10 metres NE Of Kingsway Road Roundabout

Description: Both Vehs Trav Ne Moseley Rd, V1 (LGV) Changes Lane To Right & Front Collides With N/s Of V2. V1 Fts

Locational Details				Conditions		Accident Details	
Road:	A5079	Junction Details:		Road Surface:	Dry	Severity:	Slight
OSGR:	386565 393974	Junction Control:	n/a	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	2

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
LGV	chlnR	SW	NE	
Car	Ahead	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	19	Sl	Un
2 Pas	F	38	Sl	Un

Accident Reference Number: A1100651 **Day:** Tuesday **Date:** 19/10/2021 **Time:** 09:30

Place Reported: Self **District:** Manchester

Location: Kingsway Roundabout at Junction with Kingsway

Description: V2 Trav S-bd On Kingsway Rdabt Twds S-bd Kingsway. V1 Trav S Kingsway Twds Rdabt. As V1 Enters Straight Across Rdabt & Front Collides Into Front Of V2

Locational Details				Conditions		Accident Details	
Road:	A34/A34	Junction Details:	Rdbt	Road Surface:	Wet	Severity:	Slight
OSGR:	386567 393939	Junction Control:	GW	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Rain	No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	N	S	
Car	Ahead	W	S	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	F	45	Sl	Un

Abbreviations used in GMAXI Reports for New Contributory Factors - 2005/06

WARNING: Please note that -
Codes 101 to 999 only relate to accidents from 1 April 2005. - New National Factors introduced by DfT
Codes 1001 to 1154 relate to accidents from 1 April 1999 to 31 March 2005 only. - Local Factors introduced
Accidents before 1 April 1999 do not have contributory factors attached.

Code	ContribFactor1Name	ContribFactor1Abb
0	None	
101	Poor or defective road surface	Surf
102	Deposit on road (eg oil, mud, chippings)	Dposit
103	Slippery road (due to weather)	Slip
104	Inadequate/masked signs or road markings	Mark
105	Defective traffic signals	DefATS
106	Traffic calming (eg speed cushions, road humps, chicanes)	TCalm
107	Temporary road layout (eg contraflow)	TmpRd
108	Road layout (eg bend, hill, narrow carriageway)	RdLay
109	Animal or object in carriageway	ObjInC
201	Tyres illegal, defective or under inflated	VTyres
202	Defective lights or indicators	VLight
203	Defective brakes	VBrake
204	Defective steering or suspension	VSteer
205	Defective or missing mirrors	VMirr
206	Overloaded or poorly loaded vehicle or trailer	VLoad
301	Disobeyed automatic traffic signal	DATS
302	Disobeyed Give Way or Stop sign or markings	DGWorS
303	Disobeyed double white line	DWhite
304	Disobeyed pedestrian crossing facility	DPedX
305	Illegal turn or direction of travel	DITurn
306	Exceeding speed limit	DSpeed
307	Travelling too fast for conditions	DFast
308	Following too close	DTgate
309	Vehicle travelling along pavement	DPave
310	Cyclist entering road from pavement	DCPave
401	Junction overshoot	DJnOvr
402	Junction restart	DJnRst
403	Poor turn or manoeuvre	DTurn
404	Failed to signal/misleading signal	DSign
405	Failed to look properly	DFLook
406	Failed to judge other person's path or speed	DJudge
407	Passing too close to cyclist, horse rider or pedestrian	DClose
408	Sudden braking	DBrake
409	Swerved	DSwerv
410	Loss of control	DLossC
501	Impaired by alcohol	DAlcoh
502	Impaired by drugs (illicit or medicinal)	DDrugs
503	Fatigue	DTired
504	Uncorrected, defective eyesight	DEye
505	Illness or disability, mental or physical	DIllns
506	Not displaying lights at night or in poor visibility	DNoLit
507	Cyclist wearing dark clothing at night	DCDark
508	Driver using mobile phone	DMobPh
509	Distraction in vehicle	DDisIn
510	Distraction outside vehicle	DDisOu
601	Aggressive driving	DAggre
602	Careless/reckless/in a hurry	DCare

603	Nervous/uncertain/panic	DPanic
604	Driving too slow or conditions or slow vehicle (eg tractor)	DSlow
605	Learner or inexperienced driver/rider	DLearn
606	Inexperience of driving on the left	DInDrL
607	Inexperience with type of vehicle	DInVeh
701	Stationary or parked vehicle(s)	DStat
702	Vegetation	DVeg
703	Road layout (eg bend, winding road, hill crest)	DRdLay
704	Buildings, road signs, street furniture	DBuild
705	Dazzling headlights	DHLigt
706	Dazzling sun	DSun
707	Rain, sleet, snow, or fog	DRain
708	Spray from other vehicles	DFog
709	Visor or windscreen dirty or scratched	DSpray
710	Vehicle blind spot	DWscrn
801	Crossed road masked by stationary or parked vehicle	PXMask
802	Failed to look properly	PFLook
803	Failed to judge vehicle's path or speed	PJudge
804	Wrong use of pedestrian crossing facility	PPedX
805	Dangerous action in carriageway (eg playing)	PDange
806	Impaired by alcohol	PAlcoh
807	Impaired by drugs (illicit or medicinal)	PDrugs
808	Careless/reckless/in a hurry	PCare
809	Pedestrian wearing dark clothing at night	PCloth
810	Disability or illness, mental or physical	PIllns
901	Stolen vehicle	StoVeh
902	Vehicle in course of crime	VCrime
903	Emergency vehicle on call	EmVeh
904	Vehicle door opened or closed negligently	VDoor
999	Other	Other
1001	Failed to stop (mandatory sign)	Fstop
1002	Failed to give way	Fgive
1003	Failed to avoid pedestrian (pedestrian not to blame)	FAPed
1004	Failed to avoid vehicle or object in carriageway	FAObj
1005	Failure to signal/misleading signal	Fsig
1006	Loss of control of vehicle	Loss
1007	Pedestrian entered carriageway without due care	Ped
1008	Passenger fell in or near PSV	Pfell
1009	Swerved to avoid object in carriageway	Swerv
1010	Sudden braking	Brake
1011	Poor turn/manoeuvre	Turn
1012	Poor overtaking	Over
1013	Drove wrong way (e.g. 1-way street)	1Way
1014	Opening door carelessly	Door
1015	Other	Other
1101	Impairment alcohol	Alcoh
1102	Impairment drugs	Drugs
1103	Impairment fatigue	Tired
1104	Impairment illness	Ill
1105	Distraction stress/emotional state of mind	Stress
1106	Distraction physical in/on vehicle	DPhIn
1107	Distraction physical outside vehicle	DPhOut
1108	Behaviour panic	Panic
1109	Behaviour careless/thoughtless/reckless	Care
1110	Behaviour nervous/uncertain	Nerve
1111	Behaviour in a hurry	Hurry

1112	Failure to judge other person's path or speed	Fjudg
1113	Disability	Disab
1114	Failed to look	F2look
1115	Looked but did not see	Nsee
1116	Inattention	Inatt
1117	Person hit wore dark or inconspicuous clothing	Cloth
1118	Other (Personal details)	Pother
1119	Crossed from behind parked vehicle etc	Cross
1120	Ignored lights at crossing	Xlight
1121	Excessive Speed	Speed
1122	Following too close	Tgate
1123	Inexperience of driving	InDri
1124	Inexperience of vehicle	InVeh
1125	Interaction or competition with other road users	Users
1126	Aggressive driving	Aggr
1127	Lack of judgement of own path	Judge
1128	Tyres wrong pressure	Press
1129	Tyres deflation before impact	Deflat
1130	Tyres worn/insufficient tread	Tread
1131	Defective lights or signals	Signal
1132	Defective brakes	Brakes
1133	Other (Vehicle defects)	Vother
1134	Site details poor road surface	Surf
1135	Site details poor/no street lighting	Lightg
1136	Site details inadequate signing	Sign
1137	Site details steep hill	Hill
1138	Site details narrow road	Narr
1139	Site details bend/winding road	Rbend
1140	Site details roadworks	Works
1141	Slippery road	Slip
1142	High winds	Winds
1143	Earlier accident	Earli
1144	Other (Local conditions)	Lother
1145	View windows obscured	Obs
1146	View glare from sun	Glare
1147	View glare from headlights	Head
1148	Surroundings bend/winding road	Bend
1149	Surroundings stationary parked vehicle	Stat
1150	Surroundings moving vehicle	Move
1151	Surroundings buildings, fences, vegetation etc	Fence
1152	Weather (e.g. mist or sleet)	Weath
1153	Failed to see pedestrian or vehicle in blindspot	Blind
1154	Animal out of control	Animal
9999	GMP Out of Range	OoR

Mapping from new road safety factor (RSF) codes to previous contributory factor (CF) codes

This worksheet contains one table. Some cells refer to notes which can be found on the notes worksheet.

Filters are active in row 5 and may hide some data. To turn off all filters select the 'Data' ribbon then 'Filters' button or use [Ctrl, Shift, L]'.

RSF section	RSF code	RSF label	CF section	CF section name	CF code	CF name	Participants [note 1]
B	B1	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	300	Injudicious action	301	Disobeyed automatic traffic signal	V
B	B1	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	300	Injudicious action	302	Disobeyed 'Give Way' or 'Stop' sign or markings	V
B	B1	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	300	Injudicious action	304	Disobeyed pedestrian crossing facility	V
B	B1	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	300	Injudicious action	305	Illegal turn or direction of travel	V
B	B2	Driver/rider disobeyed double white lines	300	Injudicious action	303	Disobeyed double white lines	V
B	B3	Driver / rider overshot junction or poor turn / manoeuvre	400	Driver/Rider error or reaction	401	Junction overshoot	V
B	B3	Driver / rider overshot junction or poor turn / manoeuvre	400	Driver/Rider error or reaction	403	Poor turn or manoeuvre	V
B	B4	Ineffective observation by either the driver, rider or pedestrian	400	Driver/Rider error or reaction	405	Driver/Rider failed to look properly	VCU
B	B4	Ineffective observation by either the driver, rider or pedestrian	400	Driver/Rider error or reaction	406	Driver/Rider failed to judge other person`s path or speed	VCU
B	B4	Ineffective observation by either the driver, rider or pedestrian	800	Pedestrian only (casualty or uninjured)	802	Pedestrian failed to look properly	VCU
B	B4	Ineffective observation by either the driver, rider or pedestrian	800	Pedestrian only (casualty or uninjured)	803	Pedestrian failed to judge vehicle`s path or speed	VCU
B	B5	Driver/rider inexperienced or learner	600	Behaviour or inexperience	603	Driver/Rider nervous, uncertain or panic	V
B	B5	Driver/rider inexperienced or learner	600	Behaviour or inexperience	605	Learner or inexperienced driver/rider	V
B	B5	Driver/rider inexperienced or learner	600	Behaviour or inexperience	606	Inexperience of driving on the left	V
B	B5	Driver/rider inexperienced or learner	600	Behaviour or inexperience	607	Unfamiliar with model of vehicle	V
B	B6	Driver/rider passing too close to another road user or pedestrian	400	Driver/Rider error or reaction	407	Too close to cyclist, horse rider or pedestrian	V
B	B7	Vehicle door opened into path of another road user or pedestrian	900	Special codes	904	Vehicle door opened or closed negligently	V
B	B8	Sudden braking or braking in a way unsuitable for conditions	400	Driver/Rider error or reaction	408	Sudden braking	V
D	D1	Affected by alcohol	500	Impairment or distraction	501	Driver/Rider impaired by alcohol	VCU
D	D1	Affected by alcohol	800	Pedestrian only (casualty or uninjured)	806	Pedestrian impaired by alcohol	VCU
D	D2	Affected by drugs	500	Impairment or distraction	502	Driver/Rider impaired by drugs (illicit or medicinal)	VCU
D	D2	Affected by drugs	800	Pedestrian only (casualty or uninjured)	807	Pedestrian impaired by drugs (illicit or medicinal)	VCU
D	D3	Driver/rider too tired to drive/ride safely	500	Impairment or distraction	503	Fatigue	V
D	D4	Driver/rider had uncorrected or defective eyesight	500	Impairment or distraction	504	Uncorrected, defective eyesight	V
D	D5	Illness or disability	500	Impairment or distraction	505	Driver/Rider illness or disability, mental or physical	VCU
D	D5	Illness or disability	800	Pedestrian only (casualty or uninjured)	810	Pedestrian disability or illness, mental or physical	VCU
D	D6	Using mobile device	500	Impairment or distraction	508	Driver using mobile phone	VCU
D	D7	Distraction to driver/rider from inside/outside or on vehicle	500	Impairment or distraction	509	Distraction in vehicle	V
D	D7	Distraction to driver/rider from inside/outside or on vehicle	500	Impairment or distraction	510	Distraction outside vehicle	V
D	D7	Distraction to driver/rider from inside/outside or on vehicle	700	Vision affected by external factors	705	Dazzling headlights	V
P	P1	Incorrect use of crossing facility by person crossing the road	800	Pedestrian only (casualty or uninjured)	804	Pedestrian wrong use of pedestrian crossing facility	VCU
P	P2	Vehicle entering road from pavement	300	Injudicious action	310	Cyclist entering road from pavement	V
P	P3	Pedestrian showing risk taking behaviour in carriageway	800	Pedestrian only (casualty or uninjured)	805	Dangerous action in carriageway (eg. playing)	CU
P	P4	Pedestrian careless or in a hurry	800	Pedestrian only (casualty or uninjured)	808	Pedestrian careless, reckless or in a hurry	CU
P	P5	Pedestrian, cyclist, equestrian hard to see	500	Impairment or distraction	507	Rider wearing dark clothing	VCU
P	P5	Pedestrian, cyclist, equestrian hard to see	800	Pedestrian only (casualty or uninjured)	809	Pedestrian wearing dark clothing at night	VCU
R	R1	Poor or defective road surface or deposits on road	100	Road environment contributed	101	Poor or defective road surface	VCU
R	R1	Poor or defective road surface or deposits on road	100	Road environment contributed	102	Deposit on road (eg. oil, mud, chippings)	VCU
R	R2	Road surface was slippery due to weather	100	Road environment contributed	103	Slippery road (due to weather)	VCU
R	R3	Driver/riders view obscured by stationary or parked vehicles	700	Vision affected by external factors	701	Stationary or parked vehicle(s)	V
R	R4	Drivers/riders view obscured by vegetation, buildings, layout or road signs	700	Vision affected by external factors	702	Vegetation	V
R	R4	Drivers/riders view obscured by vegetation, buildings, layout or road signs	700	Vision affected by external factors	703	Road layout (eg. bend, winding road, hill crest)	V
R	R4	Drivers/riders view obscured by vegetation, buildings, layout or road signs	700	Vision affected by external factors	704	Buildings, road signs, street furniture	V
R	R5	Drivers/riders vision affected by adverse weather or dazzling sun	700	Vision affected by external factors	706	Dazzling sun	V
R	R5	Drivers/riders vision affected by adverse weather or dazzling sun	700	Vision affected by external factors	707	Rain, sleet, snow, or fog	V
R	R5	Drivers/riders vision affected by adverse weather or dazzling sun	700	Vision affected by external factors	708	Spray from other vehicles	V
S	S1	Driver/rider exceeding speed limit	300	Injudicious action	306	Exceeding speed limit	V
S	S2	Driver/rider travelling too fast for conditions (including loss of control or swerving)	300	Injudicious action	307	Travelling too fast for conditions	V
S	S2	Driver/rider travelling too fast for conditions (including loss of control or swerving)	400	Driver/Rider error or reaction	409	Swerved	V
S	S2	Driver/rider travelling too fast for conditions (including loss of control or swerving)	400	Driver/Rider error or reaction	410	Loss of control	V
S	S3	Vehicle used in course of crime	900	Special codes	902	Vehicle in course of crime	V

Mapping from new road safety factor (RSF) codes to previous contributory factor (CF) codes

This worksheet contains one table. Some cells refer to notes which can be found on the notes worksheet.

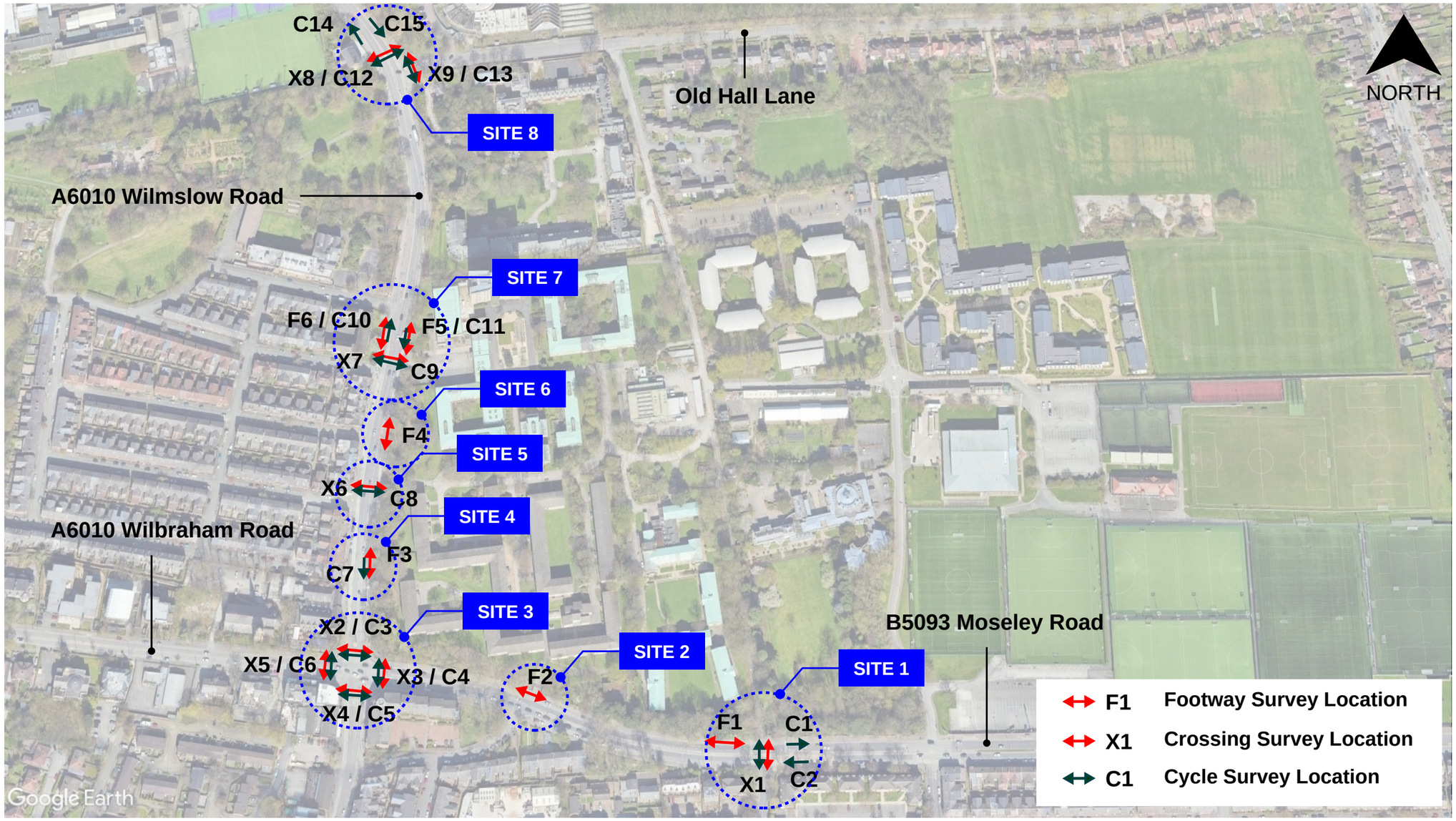
Filters are active in row 5 and may hide some data. To turn off all filters select the 'Data' ribbon then 'Filters' button or use [Ctrl, Shift, L]'.

RSF section	RSF code	RSF label	CF section	CF section name	CF code	CF name	Participants [note 1]
S	S4	Driver/rider being aggressive, dangerous or reckless	300	Injudicious action	308	Following too close	V
S	S4	Driver/rider being aggressive, dangerous or reckless	600	Behaviour or inexperience	601	Aggressive driving	V
S	S4	Driver/rider being aggressive, dangerous or reckless	600	Behaviour or inexperience	602	Driver/Rider careless, reckless or in a hurry	V
S	S5	Driver/rider moving too slowly for conditions	600	Behaviour or inexperience	604	Driving too slow for conditions or slow veh (eg tractor)	V
V	V1	Vehicle defective tyres	200	Vehicle defects	201	Tyres illegal, defective or under inflated	V
V	V2	Vehicle defect (excluding tyres and light)	200	Vehicle defects	203	Defective brakes	V
V	V2	Vehicle defect (excluding tyres and light)	200	Vehicle defects	204	Defective steering or suspension	V
V	V3	Vehicle or trailer was overloaded or poorly loaded	200	Vehicle defects	206	Overloaded or poorly loaded vehicle or trailer	V
V	V4	Driver/Rider view obscured by blind spot	700	Vision affected by external factors	710	Vehicle blind spot	V
V	V5	Vehicle with defective lights or not using headlights when visibility is reduced	200	Vehicle defects	202	Defective lights or indicators	V
V	V5	Vehicle with defective lights or not using headlights when visibility is reduced	500	Impairment or distraction	506	Not displaying lights at night or in poor visibility	V

Appendix D Pedestrian / Cycle Survey Data

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KEY PLAN FOR SURVEY DATA



SITE 1

Manchester

DATE: THURSDAY 10th OCTOBER 2024

LOCATION: B5093 MOSELEY ROAD

TIME / CLASS	CROSSING B5093 MOSELEY ROAD SOUTHBOUND			CROSSING B5093 MOSELEY ROAD NORTHBOUND		
	PEDESTRIAN	CYCLIST	TOTAL	PEDESTRIAN	CYCLIST	TOTAL
7:00 - 7:05	0	0	0	0	0	0
7:05 - 7:10	1	0	1	1	0	1
7:10 - 7:15	1	0	1	2	1	3
7:15 - 7:20	0	0	0	2	0	2
7:20 - 7:25	0	0	0	1	1	2
7:25 - 7:30	1	0	1	2	0	2
7:30 - 7:35	0	0	0	1	2	3
7:35 - 7:40	0	0	0	1	1	2
7:40 - 7:45	1	1	2	1	2	3
7:45 - 7:50	1	0	1	0	5	5
7:50 - 7:55	0	1	1	3	3	6
7:55 - 8:00	0	0	0	1	6	7
HOURLY TOTAL	5	2	7	15	21	36
8:00 - 8:05	1	1	2	4	4	8
8:05 - 8:10	1	1	2	1	3	4
8:10 - 8:15	1	0	1	4	4	8
8:15 - 8:20	0	0	0	2	4	6
8:20 - 8:25	0	0	0	8	5	13
8:25 - 8:30	0	1	1	4	3	7
8:30 - 8:35	0	0	0	7	15	22
8:35 - 8:40	0	0	0	5	4	9
8:40 - 8:45	0	0	0	1	2	3
8:45 - 8:50	2	1	3	5	11	16
8:50 - 8:55	1	0	1	3	9	12
8:55 - 9:00	0	0	0	4	5	9
HOURLY TOTAL	6	4	10	48	69	117
9:00 - 9:05	3	0	3	1	6	7
9:05 - 9:10	2	0	2	3	1	4
9:10 - 9:15	1	0	1	1	3	4
9:15 - 9:20	2	0	2	6	2	8
9:20 - 9:25	1	1	2	3	3	6
9:25 - 9:30	0	0	0	5	6	11
9:30 - 9:35	1	1	2	1	1	2
9:35 - 9:40	0	0	0	2	7	9
9:40 - 9:45	1	0	1	0	0	0
9:45 - 9:50	2	0	2	1	10	11
9:50 - 9:55	3	0	3	2	3	5
9:55 - 10:00	1	1	2	3	0	3
HOURLY TOTAL	17	3	20	28	42	70
10:00 - 10:05	3	1	4	0	2	2
10:05 - 10:10	1	0	1	3	1	4
10:10 - 10:15	0	0	0	1	1	2
10:15 - 10:20	0	1	1	1	1	2
10:20 - 10:25	2	1	3	1	1	2
10:25 - 10:30	0	0	0	0	1	1
10:30 - 10:35	0	0	0	0	2	2
10:35 - 10:40	4	1	5	4	2	6
10:40 - 10:45	1	2	3	1	3	4
10:45 - 10:50	0	3	3	0	3	3
10:50 - 10:55	0	1	1	1	1	2
10:55 - 11:00	1	1	2	1	1	2
HOURLY TOTAL	12	11	23	13	19	32
11:00 - 11:05	1	0	1	3	0	3
11:05 - 11:10	1	0	1	2	0	2
11:10 - 11:15	3	2	5	4	0	4
11:15 - 11:20	0	0	0	2	1	3
11:20 - 11:25	2	0	2	3	1	4
11:25 - 11:30	0	0	0	3	0	3
11:30 - 11:35	0	0	0	1	0	1
11:35 - 11:40	1	2	3	3	4	7
11:40 - 11:45	0	1	1	3	1	4
11:45 - 11:50	0	1	1	2	5	7
11:50 - 11:55	1	1	2	5	5	10
11:55 - 12:00	2	1	3	1	2	3
HOURLY TOTAL	11	8	19	32	19	51
12:00 - 12:05	2	1	3	2	0	2
12:05 - 12:10	4	1	5	2	2	4
12:10 - 12:15	0	1	1	1	1	2
12:15 - 12:20	2	0	2	3	4	7
12:20 - 12:25	0	2	2	3	1	4
12:25 - 12:30	0	0	0	6	0	6
12:30 - 12:35	3	0	3	3	0	3
12:35 - 12:40	4	1	5	1	2	3
12:40 - 12:45	3	0	3	2	3	5
12:45 - 12:50	2	0	2	1	1	2
12:50 - 12:55	4	0	4	3	2	5
12:55 - 13:00	4	2	6	2	0	2
HOURLY TOTAL	28	8	36	29	16	45
13:00 - 13:05	1	0	1	2	0	2
13:05 - 13:10	2	3	5	3	1	4
13:10 - 13:15	3	2	5	9	1	10
13:15 - 13:20	5	2	7	2	1	3
13:20 - 13:25	2	1	3	3	0	3
13:25 - 13:30	6	1	7	3	0	3
13:30 - 13:35	3	1	4	2	1	3
13:35 - 13:40	5	4	9	3	2	5
13:40 - 13:45	3	0	3	3	0	3
13:45 - 13:50	3	1	4	6	1	7
13:50 - 13:55	2	1	3	2	0	2
13:55 - 14:00	3	2	5	5	1	6
HOURLY TOTAL	38	18	56	43	8	51
14:00 - 14:05	2	2	4	3	0	3
14:05 - 14:10	1	1	2	3	0	3
14:10 - 14:15	2	0	2	6	1	7
14:15 - 14:20	1	3	4	4	2	6
14:20 - 14:25	0	0	0	2	0	2

Manchester

DATE: THURSDAY 10th OCTOBER 2024

LOCATION: B5093 MOSELEY ROAD

TIME / CLASS	WESTBOUND			EASTBOUND		
	PEDESTRIAN	CYCLIST	TOTAL	PEDESTRIAN	CYCLIST	TOTAL
7:00 - 7:05	0	1	1	0	1	1
7:05 - 7:10	1	1	2	0	0	0
7:10 - 7:15	1	3	4	0	0	0
7:15 - 7:20	0	1	1	0	0	0
7:20 - 7:25	0	0	0	0	0	0
7:25 - 7:30	0	1	1	1	0	1
7:30 - 7:35	0	1	1	0	1	1
7:35 - 7:40	2	3	5	0	1	1
7:40 - 7:45	0	1	1	1	3	4
7:45 - 7:50	0	1	1	0	0	0
7:50 - 7:55	1	0	1	2	1	3
7:55 - 8:00	0	0	0	1	2	3
HOURLY TOTAL	5	13	18	5	9	14
8:00 - 8:05	1	0	1	0	1	1
8:05 - 8:10	1	1	2	1	0	1
8:10 - 8:15	0	0	0	1	2	3
8:15 - 8:20	1	1	2	8	0	8
8:20 - 8:25	4	1	5	0	1	1
8:25 - 8:30	5	1	6	2	0	2
8:30 - 8:35	1	0	1	0	1	1
8:35 - 8:40	2	2	4	1	1	2
8:40 - 8:45	1	3	4	2	0	2
8:45 - 8:50	2	2	4	2	2	4
8:50 - 8:55	0	0	0	0	1	1
8:55 - 9:00	3	1	4	1	0	1
HOURLY TOTAL	21	12	33	18	9	27
9:00 - 9:05	0	1	1	2	0	2
9:05 - 9:10	2	2	4	2	0	2
9:10 - 9:15	0	0	0	1	0	1
9:15 - 9:20	3	1	4	1	0	1
9:20 - 9:25	4	0	4	0	0	0
9:25 - 9:30	2	0	2	1	0	1
9:30 - 9:35	2	2	4	0	1	1
9:35 - 9:40	1	2	3	1	0	1
9:40 - 9:45	1	0	1	1	0	1
9:45 - 9:50	3	1	4	0	0	0
9:50 - 9:55	0	0	0	0	0	0
9:55 - 10:00	0	0	0	0	0	0
HOURLY TOTAL	18	9	27	9	1	10
10:00 - 10:05	1	0	1	1	1	2
10:05 - 10:10	2	0	2	1	0	1
10:10 - 10:15	1	0	1	0	0	0
10:15 - 10:20	2	1	3	1	0	1
10:20 - 10:25	1	0	1	0	2	2
10:25 - 10:30	2	1	3	1	0	1
10:30 - 10:35	0	1	1	0	2	2
10:35 - 10:40	2	0	2	1	0	1
10:40 - 10:45	2	1	3	2	0	2
10:45 - 10:50	0	0	0	0	0	0
10:50 - 10:55	2	2	4	0	0	0
10:55 - 11:00	1	1	2	2	1	3
HOURLY TOTAL	16	7	23	9	6	15
11:00 - 11:05	0	0	0	2	0	2
11:05 - 11:10	0	0	0	1	0	1
11:10 - 11:15	1	0	1	1	0	1
11:15 - 11:20	0	0	0	3	1	4
11:20 - 11:25	3	1	4	1	0	1
11:25 - 11:30	1	1	2	0	2	2
11:30 - 11:35	0	0	0	2	1	3
11:35 - 11:40	1	2	3	1	0	1
11:40 - 11:45	0	2	2	3	0	3
11:45 - 11:50	4	3	7	0	0	0
11:50 - 11:55	8	2	10	0	1	1
11:55 - 12:00	3	0	3	1	0	1
HOURLY TOTAL	21	11	32	15	5	20
12:00 - 12:05	3	0	3	2	0	2
12:05 - 12:10	1	1	2	3	0	3
12:10 - 12:15	1	1	2	0	0	0
12:15 - 12:20	2	0	2	7	3	10
12:20 - 12:25	3	1	4	0	1	1
12:25 - 12:30	0	4	4	1	0	1
12:30 - 12:35	3	1	4	6	2	8
12:35 - 12:40	2	1	3	1	0	1
12:40 - 12:45	0	0	0	2	0	2
12:45 - 12:50	4	2	6	2	0	2
12:50 - 12:55	2	3	5	2	0	2
12:55 - 13:00	3	1	4	1	0	1
HOURLY TOTAL	24	15	39	27	6	33
13:00 - 13:05	2	1	3	0	1	1
13:05 - 13:10	1	1	2	4	1	5
13:10 - 13:15	0	1	1	2	0	2
13:15 - 13:20	1	0	1	5	2	7
13:20 - 13:25	2	1	3	1	2	3
13:25 - 13:30	1	4	5	5	0	5
13:30 - 13:35	4	0	4	1	1	2
13:35 - 13:40	0	1	1	2	0	2
13:40 - 13:45	3	0	3	1	0	1
13:45 - 13:50	0	1	1	2	1	3
13:50 - 13:55	1	4	5	5	1	6
13:55 - 14:00	5	1	6	3	0	3
HOURLY TOTAL	20	15	35	31	9	40
14:00 - 14:05	3	1	4	1	1	2
14:05 - 14:10	0	0	0	0	1	1
14:10 - 14:15	4	0	4	2	2	4
14:15 - 14:20	1	0	1	2	1	3
14:20 - 14:25	3	1	4	2	1	3

14:25 - 14:30	1	2	3	1	0	1
14:30 - 14:35	3	0	3	6	2	8
14:35 - 14:40	2	1	3	5	1	6
14:40 - 14:45	4	2	6	0	1	1
14:45 - 14:50	0	1	1	2	1	3
14:50 - 14:55	5	1	6	5	2	7
14:55 - 15:00	1	1	2	5	1	6
HOURLY TOTAL	22	14	36	42	11	53
15:00 - 15:05	2	2	4	3	1	4
15:05 - 15:10	8	4	12	6	0	6
15:10 - 15:15	3	3	6	2	2	4
15:15 - 15:20	4	4	8	6	3	9
15:20 - 15:25	0	2	2	2	0	2
15:25 - 15:30	2	2	4	4	0	4
15:30 - 15:35	8	1	9	5	1	6
15:35 - 15:40	9	1	10	1	0	1
15:40 - 15:45	4	4	8	4	3	7
15:45 - 15:50	12	2	14	2	0	2
15:50 - 15:55	1	2	3	7	2	9
15:55 - 16:00	2	2	4	3	2	5
HOURLY TOTAL	55	29	84	45	14	59
16:00 - 16:05	5	2	7	3	1	4
16:05 - 16:10	7	4	11	0	1	1
16:10 - 16:15	4	9	13	1	1	2
16:15 - 16:20	3	1	4	6	2	8
16:20 - 16:25	8	10	18	5	1	6
16:25 - 16:30	6	6	12	1	1	2
16:30 - 16:35	5	4	9	5	1	6
16:35 - 16:40	5	3	8	10	2	12
16:40 - 16:45	7	9	16	3	1	4
16:45 - 16:50	3	4	7	9	0	9
16:50 - 16:55	2	8	10	5	3	8
16:55 - 17:00	5	6	11	10	0	10
HOURLY TOTAL	60	66	126	58	14	72
17:00 - 17:05	6	4	10	2	1	3
17:05 - 17:10	2	6	8	6	1	7
17:10 - 17:15	1	6	7	3	1	4
17:15 - 17:20	12	2	14	3	1	4
17:20 - 17:25	4	7	11	4	1	5
17:25 - 17:30	2	4	6	3	0	3
17:30 - 17:35	7	5	12	3	2	5
17:35 - 17:40	2	3	5	4	0	4
17:40 - 17:45	4	4	8	5	2	7
17:45 - 17:50	10	6	16	4	2	6
17:50 - 17:55	7	4	11	10	4	14
17:55 - 18:00	8	3	11	6	4	10
HOURLY TOTAL	65	54	119	53	19	72
18:00 - 18:05	3	1	4	13	1	14
18:05 - 18:10	1	7	8	3	2	5
18:10 - 18:15	4	3	7	4	2	6
18:15 - 18:20	5	5	10	3	0	3
18:20 - 18:25	5	5	10	5	1	6
18:25 - 18:30	3	0	3	3	0	3
18:30 - 18:35	3	2	5	3	1	4
18:35 - 18:40	9	0	9	1	2	3
18:40 - 18:45	1	2	3	3	5	8
18:45 - 18:50	16	1	17	3	0	3
18:50 - 18:55	5	1	6	10	2	12
18:55 - 19:00	3	1	4	4	1	5
HOURLY TOTAL	58	28	86	55	17	72
TOTAL	377	245	622	461	269	730

14:25 - 14:30	1	0	1	4	1	5
14:30 - 14:35	0	0	0	3	1	4
14:35 - 14:40	1	0	1	2	1	3
14:40 - 14:45	1	1	2	3	0	3
14:45 - 14:50	2	1	3	5	0	5
14:50 - 14:55	3	2	5	5	1	6
14:55 - 15:00	2	0	2	0	3	3
HOURLY TOTAL	21	6	27	29	13	42
15:00 - 15:05	8	0	8	2	1	3
15:05 - 15:10	3	1	4	10	2	12
15:10 - 15:15	2	1	3	1	2	3
15:15 - 15:20	4	0	4	5	0	5
15:20 - 15:25	3	1	4	4	0	4
15:25 - 15:30	4	0	4	2	1	3
15:30 - 15:35	0	1	1	2	1	3
15:35 - 15:40	0	2	2	5	1	6
15:40 - 15:45	3	0	3	1	1	2
15:45 - 15:50	2	3	5	5	0	5
15:50 - 15:55	0	1	1	2	0	2
15:55 - 16:00	2	0	2	1	0	1
HOURLY TOTAL	31	10	41	40	9	49
16:00 - 16:05	4	1	5	3	1	4
16:05 - 16:10	0	1	1	3	1	4
16:10 - 16:15	0	1	1	1	3	4
16:15 - 16:20	2	5	7	3	0	3
16:20 - 16:25	1	2	3	3	2	5
16:25 - 16:30	0	0	0	3	1	4
16:30 - 16:35	1	2	3	4	4	8
16:35 - 16:40	1	2	3	3	2	5
16:40 - 16:45	2	1	3	3	1	4
16:45 - 16:50	1	4	5	6	1	7
16:50 - 16:55	3	2	5	2	5	7
16:55 - 17:00	1	0	1	4	0	4
HOURLY TOTAL	16	21	37	38	21	59
17:00 - 17:05	6	3	9	4	0	4
17:05 - 17:10	3	0	3	1	1	2
17:10 - 17:15	2	1	3	3	0	3
17:15 - 17:20	7	0	7	5	2	7
17:20 - 17:25	3	0	3	3	2	5
17:25 - 17:30	3	2	5	3	2	5
17:30 - 17:35	1	2	3	9	4	13
17:35 - 17:40	1	0	1	2	3	5
17:40 - 17:45	4	0	4	6	2	8
17:45 - 17:50	6	1	7	4	1	5
17:50 - 17:55	3	3	6	4	5	9
17:55 - 18:00	2	3	5	7	3	10
HOURLY TOTAL	41	15	56	51	25	76
18:00 - 18:05	4	3	7	2	5	7
18:05 - 18:10	7	4	11	2	2	4
18:10 - 18:15	1	3	4	6	3	9
18:15 - 18:20	0	2	2	1	5	6
18:20 - 18:25	0	5	5	1	1	2
18:25 - 18:30	0	2	2	3	0	3
18:30 - 18:35	4	1	5	6	3	9
18:35 - 18:40	3	2	5	8	3	11
18:40 - 18:45	2	1	3	2	8	10
18:45 - 18:50	1	2	3	5	3	8
18:50 - 18:55	1	1	2	4	0	4
18:55 - 19:00	1	1	2	2	6	8
HOURLY TOTAL	24	27	51	42	39	81
TOTAL	258	161	419	314	152	466

SITE 2

Manchester

DATE: THURSDAY 10th OCTOBER 2024

LOCATION: B5093 MOSELEY ROAD

TIME / CLASS	WESTBOUND	EASTBOUND
	PEDESTRIAN	PEDESTRIAN
7:00 - 7:05	0	0
7:05 - 7:10	1	0
7:10 - 7:15	1	0
7:15 - 7:20	0	1
7:20 - 7:25	0	0
7:25 - 7:30	1	1
7:30 - 7:35	0	0
7:35 - 7:40	1	0
7:40 - 7:45	0	0
7:45 - 7:50	0	2
7:50 - 7:55	1	1
7:55 - 8:00	1	0
HOURLY TOTAL	6	5
8:00 - 8:05	2	0
8:05 - 8:10	0	2
8:10 - 8:15	1	3
8:15 - 8:20	3	5
8:20 - 8:25	6	0
8:25 - 8:30	7	2
8:30 - 8:35	2	0
8:35 - 8:40	3	4
8:40 - 8:45	0	2
8:45 - 8:50	4	3
8:50 - 8:55	0	0
8:55 - 9:00	2	1
HOURLY TOTAL	30	22
9:00 - 9:05	2	2
9:05 - 9:10	2	0
9:10 - 9:15	3	1
9:15 - 9:20	4	0
9:20 - 9:25	3	0
9:25 - 9:30	6	1
9:30 - 9:35	3	0
9:35 - 9:40	2	1
9:40 - 9:45	2	0
9:45 - 9:50	3	0
9:50 - 9:55	2	0
9:55 - 10:00	0	0
HOURLY TOTAL	32	5
10:00 - 10:05	1	2
10:05 - 10:10	2	2
10:10 - 10:15	3	3
10:15 - 10:20	1	0
10:20 - 10:25	3	2
10:25 - 10:30	1	1
10:30 - 10:35	0	1
10:35 - 10:40	4	1
10:40 - 10:45	3	0
10:45 - 10:50	0	1
10:50 - 10:55	2	1
10:55 - 11:00	1	3
HOURLY TOTAL	21	17
11:00 - 11:05	1	0
11:05 - 11:10	0	3
11:10 - 11:15	1	2
11:15 - 11:20	3	2
11:20 - 11:25	1	3
11:25 - 11:30	5	0
11:30 - 11:35	0	2
11:35 - 11:40	4	1
11:40 - 11:45	0	2
11:45 - 11:50	2	1
11:50 - 11:55	10	2
11:55 - 12:00	4	7
HOURLY TOTAL	31	25
12:00 - 12:05	1	2
12:05 - 12:10	2	3
12:10 - 12:15	3	1
12:15 - 12:20	1	6
12:20 - 12:25	5	2
12:25 - 12:30	4	4
12:30 - 12:35	3	4
12:35 - 12:40	1	1
12:40 - 12:45	2	2
12:45 - 12:50	3	2
12:50 - 12:55	3	4
12:55 - 13:00	1	1
HOURLY TOTAL	29	32
13:00 - 13:05	3	6
13:05 - 13:10	6	1
13:10 - 13:15	1	0
13:15 - 13:20	2	6
13:20 - 13:25	1	10
13:25 - 13:30	3	8
13:30 - 13:35	6	4
13:35 - 13:40	3	3
13:40 - 13:45	5	4
13:45 - 13:50	0	9
13:50 - 13:55	3	1
13:55 - 14:00	1	8
HOURLY TOTAL	34	60
14:00 - 14:05	10	0

14:05 - 14:10	4	1
14:10 - 14:15	2	3
14:15 - 14:20	4	5
14:20 - 14:25	5	4
14:25 - 14:30	2	2
14:30 - 14:35	2	7
14:35 - 14:40	1	1
14:40 - 14:45	2	5
14:45 - 14:50	4	8
14:50 - 14:55	1	4
14:55 - 15:00	4	4
HOURLY TOTAL	41	44
15:00 - 15:05	4	8
15:05 - 15:10	9	4
15:10 - 15:15	3	4
15:15 - 15:20	3	7
15:20 - 15:25	12	1
15:25 - 15:30	5	5
15:30 - 15:35	2	7
15:35 - 15:40	2	4
15:40 - 15:45	2	4
15:45 - 15:50	2	10
15:50 - 15:55	0	3
15:55 - 16:00	1	6
HOURLY TOTAL	45	63
16:00 - 16:05	2	1
16:05 - 16:10	1	3
16:10 - 16:15	2	0
16:15 - 16:20	4	1
16:20 - 16:25	2	1
16:25 - 16:30	0	4
16:30 - 16:35	2	6
16:35 - 16:40	1	4
16:40 - 16:45	3	5
16:45 - 16:50	2	5
16:50 - 16:55	2	3
16:55 - 17:00	4	4
HOURLY TOTAL	25	37
17:00 - 17:05	3	4
17:05 - 17:10	7	9
17:10 - 17:15	5	3
17:15 - 17:20	2	6
17:20 - 17:25	4	8
17:25 - 17:30	3	9
17:30 - 17:35	2	5
17:35 - 17:40	3	8
17:40 - 17:45	3	8
17:45 - 17:50	2	7
17:50 - 17:55	7	5
17:55 - 18:00	6	8
HOURLY TOTAL	47	80
18:00 - 18:05	9	4
18:05 - 18:10	9	12
18:10 - 18:15	3	2
18:15 - 18:20	0	5
18:20 - 18:25	0	7
18:25 - 18:30	4	9
18:30 - 18:35	3	14
18:35 - 18:40	5	7
18:40 - 18:45	3	2
18:45 - 18:50	6	6
18:50 - 18:55	2	2
18:55 - 19:00	3	10
HOURLY TOTAL	47	80

TOTAL	388	470

SITE 3

Manchester

DATE: THURSDAY 10th OCTOBER 2024

LOCATION: A6010 WILMSLOW ROAD / B5093 MOSELEY ROAD / B5093 WILMSLOW ROAD / A6010 WILBRAHAM ROAD

TIME / CLASS	CROSSING A6010 WILMSLOW ROAD WESTBOUND			CROSSING A6010 WILMSLOW ROAD EASTBOUND		
	PEDESTRIAN	CYCLIST	TOTAL	PEDESTRIAN	CYCLIST	TOTAL
7:00 - 7:05	0	0	0	0	0	0
7:05 - 7:10	0	0	0	2	0	2
7:10 - 7:15	0	0	0	1	0	1
7:15 - 7:20	0	0	0	1	0	1
7:20 - 7:25	0	0	0	0	0	0
7:25 - 7:30	2	0	2	3	0	3
7:30 - 7:35	0	0	0	1	0	1
7:35 - 7:40	1	0	1	1	0	1
7:40 - 7:45	0	0	0	0	0	0
7:45 - 7:50	0	0	0	1	0	1
7:50 - 7:55	1	0	1	0	0	0
7:55 - 8:00	3	0	3	0	0	0
HOURLY TOTAL	7	0	7	10	0	10
8:00 - 8:05	2	0	2	1	0	1
8:05 - 8:10	4	0	4	1	0	1
8:10 - 8:15	1	0	1	4	0	4
8:15 - 8:20	4	0	4	1	0	1
8:20 - 8:25	10	0	10	0	0	0
8:25 - 8:30	12	0	12	2	0	2
8:30 - 8:35	2	1	3	1	0	1
8:35 - 8:40	20	1	21	0	0	0
8:40 - 8:45	7	6	13	6	0	6
8:45 - 8:50	4	1	5	0	0	0
8:50 - 8:55	5	0	5	0	0	0
8:55 - 9:00	0	0	0	1	0	1
HOURLY TOTAL	71	9	80	17	0	17
9:00 - 9:05	2	0	2	1	0	1
9:05 - 9:10	0	0	0	1	0	1
9:10 - 9:15	4	0	4	0	0	0
9:15 - 9:20	2	1	3	2	0	2
9:20 - 9:25	7	0	7	0	0	0
9:25 - 9:30	6	0	6	0	0	0
9:30 - 9:35	5	0	5	0	0	0
9:35 - 9:40	0	0	0	0	0	0
9:40 - 9:45	1	0	1	0	0	0
9:45 - 9:50	6	2	8	0	0	0
9:50 - 9:55	2	2	4	0	1	1
9:55 - 10:00	3	0	3	2	0	2
HOURLY TOTAL	38	5	43	6	1	7
10:00 - 10:05	3	1	4	0	0	0
10:05 - 10:10	0	0	0	1	1	2
10:10 - 10:15	5	0	5	3	0	3
10:15 - 10:20	3	0	3	0	0	0
10:20 - 10:25	3	0	3	3	0	3
10:25 - 10:30	5	1	6	3	0	3
10:30 - 10:35	2	0	2	1	0	1
10:35 - 10:40	2	1	3	0	0	0
10:40 - 10:45	3	0	3	1	0	1
10:45 - 10:50	0	0	0	0	0	0
10:50 - 10:55	0	0	0	4	0	4
10:55 - 11:00	2	0	2	0	0	0
HOURLY TOTAL	28	3	31	16	1	17
11:00 - 11:05	3	0	3	1	0	1
11:05 - 11:10	1	0	1	1	0	1
11:10 - 11:15	0	0	0	1	0	1
11:15 - 11:20	3	0	3	0	0	0
11:20 - 11:25	0	1	1	0	0	0
11:25 - 11:30	3	0	3	1	0	1
11:30 - 11:35	1	0	1	0	0	0
11:35 - 11:40	9	0	9	2	0	2
11:40 - 11:45	3	0	3	2	0	2
11:45 - 11:50	5	1	6	1	0	1
11:50 - 11:55	4	1	5	2	0	2
11:55 - 12:00	0	1	1	3	0	3
HOURLY TOTAL	32	4	36	14	0	14
12:00 - 12:05	4	0	4	2	0	2
12:05 - 12:10	4	0	4	0	0	0
12:10 - 12:15	1	1	2	3	0	3
12:15 - 12:20	6	0	6	1	0	1
12:20 - 12:25	7	0	7	2	0	2
12:25 - 12:30	1	1	2	0	0	0
12:30 - 12:35	2	3	5	11	0	11
12:35 - 12:40	5	0	5	0	0	0
12:40 - 12:45	6	0	6	5	0	5
12:45 - 12:50	16	0	16	1	0	1
12:50 - 12:55	5	0	5	3	0	3
12:55 - 13:00	4	0	4	1	0	1
HOURLY TOTAL	61	5	66	29	0	29
13:00 - 13:05	5	1	6	7	0	7
13:05 - 13:10	3	1	4	0	0	0
13:10 - 13:15	6	1	7	2	0	2
13:15 - 13:20	9	0	9	0	0	0
13:20 - 13:25	4	0	4	3	0	3
13:25 - 13:30	4	0	4	3	0	3
13:30 - 13:35	4	0	4	2	0	2
13:35 - 13:40	2	0	2	3	0	3
13:40 - 13:45	2	0	2	4	0	4
13:45 - 13:50	5	0	5	3	0	3
13:50 - 13:55	3	0	3	0	1	1

Manchester

DATE: THURSDAY 10th OCTOBER 2024

TIME / CLASS	CROSSING B5093 MOSELEY ROAD SOUTHBOUND			CROSSING B5093 MOSELEY ROAD NORTHBOUND		
	PEDESTRIAN	CYCLIST	TOTAL	PEDESTRIAN	CYCLIST	TOTAL
7:00 - 7:05	0	0	0	1	0	1
7:05 - 7:10	4	0	4	1	0	1
7:10 - 7:15	1	0	1	2	0	2
7:15 - 7:20	1	0	1	0	0	0
7:20 - 7:25	2	0	2	3	0	3
7:25 - 7:30	1	0	1	5	0	5
7:30 - 7:35	0	1	1	0	0	0
7:35 - 7:40	1	0	1	2	0	2
7:40 - 7:45	2	1	3	1	0	1
7:45 - 7:50	0	0	0	5	0	5
7:50 - 7:55	2	0	2	1	1	2
7:55 - 8:00	0	0	0	3	0	3
HOURLY TOTAL	14	2	16	24	1	25
8:00 - 8:05	1	0	1	5	0	5
8:05 - 8:10	2	0	2	13	0	13
8:10 - 8:15	0	0	0	11	0	11
8:15 - 8:20	0	0	0	11	0	11
8:20 - 8:25	4	0	4	11	0	11
8:25 - 8:30	2	0	2	7	0	7
8:30 - 8:35	2	0	2	4	0	4
8:35 - 8:40	2	0	2	11	0	11
8:40 - 8:45	3	0	3	7	0	7
8:45 - 8:50	1	0	1	2	0	2
8:50 - 8:55	0	0	0	2	0	2
8:55 - 9:00	2	0	2	4	0	4
HOURLY TOTAL	19	0	19	88	0	88
9:00 - 9:05	2	0	2	5	0	5
9:05 - 9:10	2	0	2	6	1	7
9:10 - 9:15	3	0	3	12	0	12
9:15 - 9:20	4	0	4	6	0	6
9:20 - 9:25	3	0	3	15	0	15
9:25 - 9:30	0	0	0	3	0	3
9:30 - 9:35	3	0	3	4	0	4
9:35 - 9:40	3	0	3	0	1	1
9:40 - 9:45	2	0	2	3	0	3
9:45 - 9:50	4	0	4	3	2	5
9:50 - 9:55	7	0	7	5	1	6
9:55 - 10:00	1	0	1	3	0	3
HOURLY TOTAL	34	0	34	65	5	70
10:00 - 10:05	0	0	0	5	0	5
10:05 - 10:10	4	1	5	3	0	3
10:10 - 10:15	4	0	4	2	0	2
10:15 - 10:20	15	0	15	4	0	4
10:20 - 10:25	3	0	3	7	0	7
10:25 - 10:30	5	0	5	6	0	6
10:30 - 10:35	1	0	1	4	0	4
10:35 - 10:40	0	0	0	3	0	3
10:40 - 10:45	1	0	1	3	1	4
10:45 - 10:50	4	0	4	4	0	4
10:50 - 10:55	2	0	2	3	0	3
10:55 - 11:00	2	0	2	2	0	2
HOURLY TOTAL	41	1	42	46	1	47
11:00 - 11:05	3	0	3	6	0	6
11:05 - 11:10	5	0	5	5	0	5
11:10 - 11:15	2	0	2	4	0	4
11:15 - 11:20	7	0	7	10	0	10
11:20 - 11:25	5	0	5	5	0	5
11:25 - 11:30	4	0	4	4	0	4
11:30 - 11:35	7	0	7	1	0	1
11:35 - 11:40	1	0	1	17	0	17
11:40 - 11:45	4	0	4	5	0	5
11:45 - 11:50	5	0	5	8	0	8
11:50 - 11:55	6	1	7	8	1	9
11:55 - 12:00	6	0	6	6	1	7
HOURLY TOTAL	55	1	56	79	2	81
12:00 - 12:05	4	0	4	7	0	7
12:05 - 12:10	11	0	11	15	0	15
12:10 - 12:15	6	0	6	5	0	5
12:15 - 12:20	5	1	6	13	0	13
12:20 - 12:25	14	0	14	15	0	15
12:25 - 12:30	12	0	12	7	0	7
12:30 - 12:35	13	0	13	5	0	5
12:35 - 12:40	12	0	12	3	0	3
12:40 - 12:45	15	0	15	2	0	2
12:45 - 12:50	6	0	6	13	0	13
12:50 - 12:55	8	0	8	9	0	9
12:55 - 13:00	8	0	8	9	0	9
HOURLY TOTAL	114	1	115	103	0	103
13:00 - 13:05	24	0	24	5	1	6
13:05 - 13:10	9	0	9	4	0	4
13:10 - 13:15	12	0	12	5	0	5
13:15 - 13:20	9	0	9	9	0	9
13:20 - 13:25	7	0	7	11	0	11
13:25 - 13:30	21	0	21	9	0	9
13:30 - 13:35	13	0	13	10	0	10
13:35 - 13:40	11	0	11	4	0	4
13:40 - 13:45	13	0	13	9	0	9
13:45 - 13:50	12	0	12	16	0	16
13:50 - 13:55	6	1	7	11	0	11

Manchester

DATE: THURSDAY 10th OCTOBER 2024

TIME / CLASS	CROSSING B5093 WILMSLOW ROAD WESTBOUND			CROSSING AB5093 WILMSLOW ROAD EASTBOUND		
	PEDESTRIAN	CYCLIST	TOTAL	PEDESTRIAN	CYCLIST	TOTAL
7:00 - 7:05	0	0	0	0	0	0
7:05 - 7:10	0	0	0	0	0	0
7:10 - 7:15	0	0	0	0	1	1
7:15 - 7:20	0	0	0	3	0	3
7:20 - 7:25	0	0	0	0	0	0
7:25 - 7:30	0	0	0	1	0	1
7:30 - 7:35	0	0	0	0	0	0
7:35 - 7:40	0	0	0	0	1	1
7:40 - 7:45	0	0	0	1	0	1
7:45 - 7:50	0	0	0	1	0	1
7:50 - 7:55	0	1	1	3	1	4
7:55 - 8:00	2	0	2	0	0	0
HOURLY TOTAL	2	1	3	9	3	12
8:00 - 8:05	1	0	1	0	0	0
8:05 - 8:10	1	0	1	0	0	0
8:10 - 8:15	2	0	2	2	0	2
8:15 - 8:20	0	0	0	2	0	2
8:20 - 8:25	4	0	4	0	0	0
8:25 - 8:30	6	1	7	1	0	1
8:30 - 8:35	1	0	1	0	0	0
8:35 - 8:40	1	0	1	1	0	1
8:40 - 8:45	0	1	1	2	0	2
8:45 - 8:50	1	0	1	4	0	4
8:50 - 8:55	0	0	0	1	0	1
8:55 - 9:00	1	0	1	0	0	0
HOURLY TOTAL	18	2	20	13	0	13
9:00 - 9:05	0	0	0	2	0	2
9:05 - 9:10	0	0	0	1	0	1
9:10 - 9:15	0	0	0	0	0	0
9:15 - 9:20	1	0	1	0	0	0
9:20 - 9:25	2	0	2	0	0	0
9:25 - 9:30	1	0	1	2	0	2
9:30 - 9:35	4	0	4	1	0	1
9:35 - 9:40	1	0	1	0	0	0
9:40 - 9:45	1	0	1	1	0	1
9:45 - 9:50	1	0	1	2	0	2
9:50 - 9:55	0	0	0	1	0	1
9:55 - 10:00	1	0	1	1	0	1
HOURLY TOTAL	12	0	12	11	0	11
10:00 - 10:05	0	0	0	0	0	0
10:05 - 10:10	0	0	0	2	0	2
10:10 - 10:15	2	0	2	1	0	1
10:15 - 10:20	2	0	2	2	0	2
10:20 - 10:25	0	0	0	1	0	1
10:25 - 10:30	0	0	0	1	1	2
10:30 - 10:35	0	0	0	2	0	2
10:35 - 10:40	0	0	0	1	0	1
10:40 - 10:45	1	0	1	0	0	0
10:45 - 10:50	1	0	1	1	0	1
10:50 - 10:55	0	0	0	0	0	0
10:55 - 11:00	3	0	3	3	0	3
HOURLY TOTAL	9	0	9	14	1	15
11:00 - 11:05	1	0	1	1	0	1
11:05 - 11:10	0	0	0	1	0	1
11:10 - 11:15	2	0	2	2	0	2
11:15 - 11:20	0	0	0	3	0	3
11:20 - 11:25	2	0	2	0	0	0
11:25 - 11:30	2	0	2	0	0	0
11:30 - 11:35	1	0	1	1	0	1
11:35 - 11:40	1	0	1	3	0	3
11:40 - 11:45	0	0	0	3	0	3
11:45 - 11:50	0	1	1	1	0	1
11:50 - 11:55	5	0	5	6	1	7
11:55 - 12:00	6	0	6	5	0	5
HOURLY TOTAL	20	1	21	26	1	27
12:00 - 12:05	0	0	0	1	0	1
12:05 - 12:10	3	0	3	6	0	6
12:10 - 12:15	1	0	1	4	0	4
12:15 - 12:20	2	0	2	3	0	3
12:20 - 12:25	2	0	2	4	0	4
12:25 - 12:30	6	0	6	4	0	4
12:30 - 12:35	5	0	5	2	0	2
12:35 - 12:40	3	0	3	0	0	0
12:40 - 12:45	4	0	4	1	0	1
12:45 - 12:50	2	0	2	0	0	0
12:50 - 12:55	1	0	1	2	0	2
12:55 - 13:00	1	0	1	2	1	3
HOURLY TOTAL	30	0	30	29	1	30
13:00 - 13:05	2	0	2	1	0	1
13:05 - 13:10	2	0	2	0	0	0
13:10 - 13:15	2	0	2	3	0	3
13:15 - 13:20	3	0	3	4	0	4
13:20 - 13:25	3	0	3	2	0	2
13:25 - 13:30	5	0	5	6	0	6
13:30 - 13:35	2	1	3	2	0	2
13:35 - 13:40	1	1	2	1	0	1
13:40 - 13:45	2	1	3	3	1	4
13:45 - 13:50	5	0	5	4	0	4
13:50 - 13:55	3	1	4	4	0	4

Manchester

DATE: THURSDAY 10th OCTOBER 2024

TIME / CLASS	CROSSING A6010 WILBRAHAM ROAD NORTHBOUND			CROSSING A6010 WILBRAHAM ROAD SOUTHBOUND		
	PEDESTRIAN	CYCLIST	TOTAL	PEDESTRIAN	CYCLIST	TOTAL
7:00 - 7:05	0	0	0	0	0	0
7:05 - 7:10	0	0	0	0	0	0
7:10 - 7:15	0	0	0	0	0	0
7:15 - 7:20	0	0	0	0	0	0
7:20 - 7:25	2	0	2	0	0	0
7:25 - 7:30	3	1	4	0	0	0
7:30 - 7:35	0	0	0	0	0	0
7:35 - 7:40	3	0	3	1	0	1
7:40 - 7:45	1	0	1	0	0	0
7:45 - 7:50	5	0	5	2	0	2
7:50 - 7:55	0	0	0	1	0	1
7:55 - 8:00	4	0	4	4	0	4
HOURLY TOTAL	18	1	19	8	0	8
8:00 - 8:05	3	0	3	2	0	2
8:05 - 8:10	4	0	4	4	0	4
8:10 - 8:15	5	0	5	4	0	4
8:15 - 8:20	8	0	8	4	0	4
8:20 - 8:25	1	0	1	2	0	2
8:25 - 8:30	9	0	9	4	0	4
8:30 - 8:35	8	0	8	4	0	4
8:35 - 8:40	11	0	11	2	0	2
8:40 - 8:45	12	0	12	6	0	6
8:45 - 8:50	13	2	15	4	1	5
8:50 - 8:55	4	0	4	0	0	0
8:55 - 9:00	1	0	1	1	0	1
HOURLY TOTAL	79	2	81	37	1	38
9:00 - 9:05	4	0	4	5	0	5
9:05 - 9:10	4	0	4	3	1	4
9:10 - 9:15	5	0	5	2	0	2
9:15 - 9:20	2	0	2	1	0	1
9:20 - 9:25	2	0	2	5	0	5
9:25 - 9:30	7	0	7	3	0	3
9:30 - 9:35	4	0	4	7	0	7
9:35 - 9:40	6	0	6	3	1	4
9:40 - 9:45	4	0	4	2	0	2
9:45 - 9:50	5	0	5	5	0	5
9:50 - 9:55	2	0	2	3	0	3
9:55 - 10:00	8	0	8	7	0	7
HOURLY TOTAL	53	0	53	46	2	48
10:00 - 10:05	1	0	1	7	0	7
10:05 - 10:10	2	0	2	2	0	2
10:10 - 10:15	4	0	4	4	0	4
10:15 - 10:20	6	0	6	7	0	7
10:20 - 10:25	5	0	5	0	0	0
10:25 - 10:30	4	0	4	1	0	1
10:30 - 10:35	3	0	3	7	0	7
10:35 - 10:40	10	0	10	6	0	6
10:40 - 10:45	8	0	8	6	0	6
10:45 - 10:50	3	0	3	5	0	5
10:50 - 10:55	5	0	5	1	1	2
10:55 - 11:00	8	0	8	3	0	3
HOURLY TOTAL	59	0	59	49	1	50
11:00 - 11:05	4	0	4	5	0	5
11:05 - 11:10	3	0	3	3	0	3
11:10 - 11:15	4	1	5	4	0	4
11:15 - 11:20	1	0	1	4	0	4
11:20 - 11:25	6	0	6	6	0	6
11:25 - 11:30	5	1	6	4	0	4
11:30 - 11:35	3	0	3	5	0	5
11:35 - 11:40	8	0	8	6	1	7
11:40 - 11:45	6	0	6	7	0	7
11:45 - 11:50	6	1	7	6	0	6
11:50 - 11:55	13	0	13	13	0	13
11:55 - 12:00	8	1	9	4	0	4
HOURLY TOTAL	67	4	71	67	1	68
12:00 - 12:05	5	0	5	8	0	8
12:05 - 12:10	8	1	9	16	0	16
12:10 - 12:15	11	0	11	5	0	5
12:15 - 12:20	14	0	14	11	0	11
12:20 - 12:25	8	1	9	9	0	9
12:25 - 12:30	7	0	7	13	1	14
12:30 - 12:35	4	0	4	6	0	6
12:35 - 12:40	4	1	5	13	0	13
12:40 - 12:45	5	0	5	7	0	7
12:45 - 12:50	5	0	5	10	0	10
12:50 - 12:55	5	0	5	6	0	6
12:55 - 13:00	8	0	8	5	0	5
HOURLY TOTAL	84	3	87	109	1	110
13:00 - 13:05	5	0	5	5	0	5
13:05 - 13:10	8	0	8	12	0	12
13:10 - 13:15	12	0	12	14	0	14
13:15 - 13:20	7	0	7	14	0	14
13:20 - 13:25	5	0	5	10	0	10
13:25 - 13:30	10	0	10	22	0	22
13:30 - 13:35	9	0	9	11	0	11
13:35 - 13:40	17	0	17	10	0	10
13:40 - 13:45	16	0	16	12	1	13
13:45 - 13:50	17	0	17	15	0	15
13:50 - 13:55	8	0	8	15	0	15

13:55 - 14:00	7	0	7	2	0	2
HOURLY TOTAL	54	3	57	29	1	30
14:00 - 14:05	10	0	10	6	0	6
14:05 - 14:10	2	0	2	0	0	0
14:10 - 14:15	7	1	8	0	0	0
14:15 - 14:20	6	0	6	3	0	3
14:20 - 14:25	4	0	4	2	0	2
14:25 - 14:30	4	0	4	1	0	1
14:30 - 14:35	2	0	2	3	1	4
14:35 - 14:40	4	0	4	0	0	0
14:40 - 14:45	3	0	3	5	0	5
14:45 - 14:50	4	0	4	4	0	4
14:50 - 14:55	2	0	2	0	0	0
14:55 - 15:00	6	0	6	1	0	1
HOURLY TOTAL	54	1	55	25	1	26
15:00 - 15:05	2	0	2	9	0	9
15:05 - 15:10	3	2	5	2	0	2
15:10 - 15:15	9	1	10	3	0	3
15:15 - 15:20	4	0	4	5	1	6
15:20 - 15:25	13	0	13	0	0	0
15:25 - 15:30	13	1	14	6	0	6
15:30 - 15:35	9	0	9	0	0	0
15:35 - 15:40	5	1	6	3	1	4
15:40 - 15:45	10	0	10	1	0	1
15:45 - 15:50	4	2	6	3	0	3
15:50 - 15:55	4	0	4	0	0	0
15:55 - 16:00	1	0	1	2	0	2
HOURLY TOTAL	77	7	84	34	2	36
16:00 - 16:05	3	0	3	0	1	1
16:05 - 16:10	2	1	3	3	0	3
16:10 - 16:15	5	1	6	1	0	1
16:15 - 16:20	2	0	2	2	0	2
16:20 - 16:25	8	0	8	5	0	5
16:25 - 16:30	7	1	8	2	1	3
16:30 - 16:35	7	0	7	2	0	2
16:35 - 16:40	5	1	6	1	0	1
16:40 - 16:45	7	0	7	2	0	2
16:45 - 16:50	4	0	4	3	0	3
16:50 - 16:55	8	2	10	5	0	5
16:55 - 17:00	7	1	8	4	0	4
HOURLY TOTAL	65	7	72	30	2	32
17:00 - 17:05	11	0	11	1	0	1
17:05 - 17:10	7	0	7	1	0	1
17:10 - 17:15	7	0	7	9	0	9
17:15 - 17:20	7	0	7	3	0	3
17:20 - 17:25	8	2	10	7	1	8
17:25 - 17:30	3	0	3	12	0	12
17:30 - 17:35	7	1	8	2	0	2
17:35 - 17:40	7	0	7	9	1	10
17:40 - 17:45	5	0	5	5	0	5
17:45 - 17:50	5	0	5	1	1	2
17:50 - 17:55	14	0	14	3	1	4
17:55 - 18:00	6	0	6	0	0	0
HOURLY TOTAL	87	3	90	53	4	57
18:00 - 18:05	8	0	8	0	0	0
18:05 - 18:10	11	0	11	10	0	10
18:10 - 18:15	14	0	14	0	0	0
18:15 - 18:20	7	0	7	2	0	2
18:20 - 18:25	9	0	9	6	0	6
18:25 - 18:30	4	0	4	0	0	0
18:30 - 18:35	9	0	9	5	0	5
18:35 - 18:40	7	0	7	4	0	4
18:40 - 18:45	15	0	15	2	0	2
18:45 - 18:50	4	0	4	0	0	0
18:50 - 18:55	14	0	14	1	0	1
18:55 - 19:00	4	0	4	6	0	6
HOURLY TOTAL	106	0	106	36	0	36
TOTAL	680	47	727	299	12	311

13:55 - 14:00	3	0	3	7	0	7
HOURLY TOTAL	140	1	141	100	1	101
14:00 - 14:05	6	0	6	6	0	6
14:05 - 14:10	7	1	8	6	0	6
14:10 - 14:15	7	0	7	8	1	9
14:15 - 14:20	17	0	17	7	0	7
14:20 - 14:25	11	0	11	8	1	9
14:25 - 14:30	16	0	16	5	0	5
14:30 - 14:35	4	0	4	7	0	7
14:35 - 14:40	7	0	7	7	0	7
14:40 - 14:45	8	0	8	11	0	11
14:45 - 14:50	13	0	13	5	0	5
14:50 - 14:55	5	1	6	9	0	9
14:55 - 15:00	13	0	13	11	0	11
HOURLY TOTAL	114	2	116	90	2	92
15:00 - 15:05	10	1	11	6	0	6
15:05 - 15:10	10	0	10	8	2	10
15:10 - 15:15	11	0	11	6	1	7
15:15 - 15:20	15	0	15	6	0	6
15:20 - 15:25	14	0	14	13	0	13
15:25 - 15:30	10	0	10	9	0	9
15:30 - 15:35	15	0	15	12	1	13
15:35 - 15:40	13	0	13	10	1	11
15:40 - 15:45	18	0	18	11	0	11
15:45 - 15:50	15	0	15	7	0	7
15:50 - 15:55	7	1	8	7	0	7
15:55 - 16:00	7	0	7	6	0	6
HOURLY TOTAL	145	2	147	101	5	106
16:00 - 16:05	14	0	14	5	1	6
16:05 - 16:10	19	2	21	10	1	11
16:10 - 16:15	9	0	9	10	0	10
16:15 - 16:20	23	0	23	4	1	5
16:20 - 16:25	25	0	25	6	0	6
16:25 - 16:30	15	0	15	9	0	9
16:30 - 16:35	28	0	28	14	0	14
16:35 - 16:40	19	0	19	7	0	7
16:40 - 16:45	21	0	21	5	0	5
16:45 - 16:50	10	1	11	8	0	8
16:50 - 16:55	18	1	19	15	2	17
16:55 - 17:00	23	0	23	6	0	6
HOURLY TOTAL	224	4	228	99	5	104
17:00 - 17:05	8	0	8	13	0	13
17:05 - 17:10	19	0	19	16	0	16
17:10 - 17:15	26	0	26	3	0	3
17:15 - 17:20	16	0	16	13	0	13
17:20 - 17:25	17	0	17	11	0	11
17:25 - 17:30	19	1	20	2	1	3
17:30 - 17:35	28	0	28	3	1	4
17:35 - 17:40	26	0	26	10	0	10
17:40 - 17:45	30	0	30	17	0	17
17:45 - 17:50	22	0	22	15	0	15
17:50 - 17:55	15	0	15	13	1	14
17:55 - 18:00	12	0	12	8	1	9
HOURLY TOTAL	238	1	239	124	4	128
18:00 - 18:05	14	0	14	11	1	12
18:05 - 18:10	26	0	26	18	0	18
18:10 - 18:15	16	0	16	4	0	4
18:15 - 18:20	16	0	16	22	1	23
18:20 - 18:25	28	0	28	9	0	9
18:25 - 18:30	34	0	34	11	0	11
18:30 - 18:35	24	0	24	21	0	21
18:35 - 18:40	27	1	28	9	1	10
18:40 - 18:45	18	0	18	11	1	12
18:45 - 18:50	30	0	30	13	2	15
18:50 - 18:55	12	0	12	18	0	18
18:55 - 19:00	18	0	18	14	1	15
HOURLY TOTAL	263	1	264	161	7	168
TOTAL	1401	16	1417	1080	33	1113

13:55 - 14:00	2	1	3	0	0	0
HOURLY TOTAL	32	5	37	30	1	31
14:00 - 14:05	3	2	5	2	0	2
14:05 - 14:10	4	0	4	2	0	2
14:10 - 14:15	2	0	2	2	1	3
14:15 - 14:20	6	0	6	3	1	4
14:20 - 14:25	2	1	3	4	0	4
14:25 - 14:30	1	0	1	2	0	2
14:30 - 14:35	5	0	5	2	0	2
14:35 - 14:40	7	0	7	4	0	4
14:40 - 14:45	4	1	5	5	0	5
14:45 - 14:50	0	1	1	2	0	2
14:50 - 14:55	3	0	3	3	0	3
14:55 - 15:00	3	0	3	6	0	6
HOURLY TOTAL	40	5	45	37	2	39
15:00 - 15:05	0	0	0	5	0	5
15:05 - 15:10	5	0	5	1	0	1
15:10 - 15:15	3	0	3	1	2	3
15:15 - 15:20	0	0	0	1	0	1
15:20 - 15:25	5	0	5	1	1	2
15:25 - 15:30	0	0	0	0	0	0
15:30 - 15:35	2	0	2	1	1	2
15:35 - 15:40	3	0	3	2	1	3
15:40 - 15:45	1	0	1	8	0	8
15:45 - 15:50	5	1	6	2	1	3
15:50 - 15:55	0	0	0	0	0	0
15:55 - 16:00	3	0	3	3	1	4
HOURLY TOTAL	27	1	28	25	7	32
16:00 - 16:05	3	0	3	1	1	2
16:05 - 16:10	4	0	4	7	0	7
16:10 - 16:15	1	0	1	1	0	1
16:15 - 16:20	0	0	0	2	1	3
16:20 - 16:25	1	0	1	1	2	3
16:25 - 16:30	3	1	4	3	1	4
16:30 - 16:35	2	2	4	0	0	0
16:35 - 16:40	8	0	8	4	1	5
16:40 - 16:45	5	0	5	1	0	1
16:45 - 16:50	1	0	1	4	1	5
16:50 - 16:55	2	0	2	3	0	3
16:55 - 17:00	3	0	3	0	0	0
HOURLY TOTAL	33	3	36	27	7	34
17:00 - 17:05	1	0	1	3	0	3
17:05 - 17:10	2	0	2	5	0	5
17:10 - 17:15	3	0	3	3	0	3
17:15 - 17:20	3	0	3	6	1	7
17:20 - 17:25	1	0	1	2	0	2
17:25 - 17:30	6	1	7	7	0	7
17:30 - 17:35	4	0	4	7	1	8
17:35 - 17:40	3	0	3	1	0	1
17:40 - 17:45	6	0	6	3	0	3
17:45 - 17:50	5	1	6	0	0	0
17:50 - 17:55	9	1	10	8	0	8
17:55 - 18:00	4	1	5	1	0	1
HOURLY TOTAL	47	4	51	46	2	48
18:00 - 18:05	5	0	5	4	2	6
18:05 - 18:10	7	0	7	0	0	0
18:10 - 18:15	10	1	11	5	0	5
18:15 - 18:20	3	0	3	5	1	6
18:20 - 18:25	10	0	10	0	0	0
18:25 - 18:30	3	1	4	9	0	9
18:30 - 18:35	6	0	6	7	1	8
18:35 - 18:40	5	1	6	10	1	11
18:40 - 18:45	4	0	4	2	1	3
18:45 - 18:50	1	1	2	1	0	1
18:50 - 18:55	3	0	3	8	1	9
18:55 - 19:00	1	1	2	10	0	10
HOURLY TOTAL	58	5	63	61	7	68
TOTAL	328	27	355	328	32	360

13:55 - 14:00	18	0	18	4	0	4
HOURLY TOTAL	132	0	132	144	1	145
14:00 - 14:05	15	0	15	9	0	9
14:05 - 14:10	17	0	17	10	0	10
14:10 - 14:15	8	0	8	10	1	11
14:15 - 14:20	14	0	14	11	0	11
14:20 - 14:25	9	1	10	20	1	21
14:25 - 14:30	5	0	5	13	0	13
14:30 - 14:35	7	1	8	7	0	7
14:35 - 14:40	11	0	11	4	0	4
14:40 - 14:45	7	0	7	9	0	9
14:45 - 14:50	6	0	6	6	0	6
14:50 - 14:55	8	0	8	12	0	12
14:55 - 15:00	10	0	10	17	0	17
HOURLY TOTAL	117	2	119	128	2	130
15:00 - 15:05	2	0	2	15	1	16
15:05 - 15:10	12	1	13	11	0	11
15:10 - 15:15	5	0	5	6	0	6
15:15 - 15:20	11	0	11	7	0	7
15:20 - 15:25	6	1	7	8	0	8
15:25 - 15:30	5	0	5	9	0	9
15:30 - 15:35	3	0	3	9	1	10
15:35 - 15:40	9	0	9	5	0	5
15:40 - 15:45	11	0	11	22	0	22
15:45 - 15:50	6	1	7	13	2	15
15:50 - 15:55	10	0	10	6	0	6
15:55 - 16:00	9	0	9	11	1	12
HOURLY TOTAL	89	3	92	122	5	127
16:00 - 16:05	6	0	6	15	0	15
16:05 - 16:10	11	0	11	14	0	14
16:10 - 16:15	10	0	10	5	2	7
16:15 - 16:20	10	0	10	10	0	10
16:20 - 16:25	4	0	4	16	0	16
16:25 - 16:30	3	0	3	16	2	18
16:30 - 16:35	8	1	9	18	0	18
16:35 - 16:40	13	0	13	14	1	15
16:40 - 16:45	14	0	14	16	0	16
16:45 - 16:50	11	0	11	9	0	9
16:50 - 16:55	13	2	15	22	0	22
16:55 - 17:00	10	0	10	12	1	13
HOURLY TOTAL	113	3	116	167	6	173
17:00 - 17:05	13	0	13	19	0	19
17:05 - 17:10	11	0	11	14	0	14
17:10 - 17:15	13	0	13	17	0	17
17:15 - 17:20	2	1	3	20	0	20
17:20 - 17:25	11	0	11	23	1	24
17:25 - 17:30	10	0	10	29	1	30
17:30 - 17:35	7	0	7	30	0	30
17:35 - 17:40	12	1	13	17	1	18
17:40 - 17:45	11	0	11	21	0	21
17:45 - 17:50	12	0	12	18	0	18
17:50 - 17:55	28	1	29	10	0	10
17:55 - 18:00	13	0	13	18	2	20
HOURLY TOTAL	143	3	146	236	5	241
18:00 - 18:05	20	0	20	8	0	8
18:05 - 18:10	8	1	9	14	0	14
18:10 - 18:15	8	0	8	19	1	20
18:15 - 18:20	22	0	22	15	0	15
18:20 - 18:25	10	0	10	21	0	21
18:25 - 18:30	11	0	11	20	0	20
18:30 - 18:35	13	0	13	29	0	29
18:35 - 18:40	8	0	8	16	0	16
18:40 - 18:45	12	0	12	24	0	24
18:45 - 18:50	10	0	10	21	1	22
18:50 - 18:55	12	1	13	24	0	24
18:55 - 19:00	3	0	3	12	1	13
HOURLY TOTAL	137	2	139	223	3	226
TOTAL	1091	23	1114	1336	28	1364

SITE 4

Manchester

DATE: THURSDAY 10th OCTOBER 2024

LOCATION: A6010 WILMSLOW ROAD

TIME / CLASS	NORTHBOUND	SOUTHBOUND		
	PEDESTRIAN	PEDESTRIAN	CYCLIST	TOTAL
7:00 - 7:05	0	0	1	1
7:05 - 7:10	3	3	1	4
7:10 - 7:15	2	3	0	3
7:15 - 7:20	2	1	4	5
7:20 - 7:25	1	3	3	6
7:25 - 7:30	2	8	0	8
7:30 - 7:35	1	1	2	3
7:35 - 7:40	0	2	2	4
7:40 - 7:45	1	0	3	3
7:45 - 7:50	2	9	1	10
7:50 - 7:55	3	1	5	6
7:55 - 8:00	2	3	2	5
HOURLY TOTAL	19	34	24	58
8:00 - 8:05	3	8	1	9
8:05 - 8:10	4	5	0	5
8:10 - 8:15	4	14	4	18
8:15 - 8:20	2	9	4	13
8:20 - 8:25	11	12	3	15
8:25 - 8:30	8	9	1	10
8:30 - 8:35	10	6	0	6
8:35 - 8:40	14	7	1	8
8:40 - 8:45	4	6	3	9
8:45 - 8:50	4	4	4	8
8:50 - 8:55	1	1	2	3
8:55 - 9:00	2	4	1	5
HOURLY TOTAL	67	85	24	109
9:00 - 9:05	5	8	3	11
9:05 - 9:10	3	8	1	9
9:10 - 9:15	2	5	1	6
9:15 - 9:20	2	9	0	9
9:20 - 9:25	3	13	2	15
9:25 - 9:30	4	5	4	9
9:30 - 9:35	3	5	2	7
9:35 - 9:40	4	1	3	4
9:40 - 9:45	4	0	2	2
9:45 - 9:50	6	3	2	5
9:50 - 9:55	4	4	1	5
9:55 - 10:00	0	3	2	5
HOURLY TOTAL	40	64	23	87
10:00 - 10:05	3	4	0	4
10:05 - 10:10	7	6	2	8
10:10 - 10:15	9	3	3	6
10:15 - 10:20	13	4	2	6
10:20 - 10:25	3	8	3	11
10:25 - 10:30	2	3	4	7
10:30 - 10:35	2	5	1	6
10:35 - 10:40	1	2	4	6
10:40 - 10:45	5	4	4	8
10:45 - 10:50	1	4	1	5
10:50 - 10:55	1	5	2	7
10:55 - 11:00	4	4	3	7
HOURLY TOTAL	51	52	29	81
11:00 - 11:05	6	4	4	8
11:05 - 11:10	4	3	3	6
11:10 - 11:15	5	5	4	9
11:15 - 11:20	7	5	4	9
11:20 - 11:25	7	8	1	9
11:25 - 11:30	11	4	6	10
11:30 - 11:35	3	0	5	5
11:35 - 11:40	2	12	1	13
11:40 - 11:45	3	5	2	7
11:45 - 11:50	9	5	6	11
11:50 - 11:55	4	4	2	6
11:55 - 12:00	4	7	2	9
HOURLY TOTAL	65	62	40	102
12:00 - 12:05	6	7	7	14
12:05 - 12:10	8	8	3	11
12:10 - 12:15	3	10	10	20
12:15 - 12:20	6	0	8	8
12:20 - 12:25	22	9	2	11
12:25 - 12:30	14	12	4	16
12:30 - 12:35	8	5	6	11
12:35 - 12:40	17	4	3	7
12:40 - 12:45	8	1	4	5
12:45 - 12:50	10	3	7	10
12:50 - 12:55	7	7	7	14
12:55 - 13:00	13	7	2	9
HOURLY TOTAL	122	73	63	136
13:00 - 13:05	23	3	8	11
13:05 - 13:10	9	1	9	10
13:10 - 13:15	28	10	7	17
13:15 - 13:20	6	3	13	16
13:20 - 13:25	14	7	6	13
13:25 - 13:30	32	7	10	17
13:30 - 13:35	5	8	6	14
13:35 - 13:40	14	10	5	15
13:40 - 13:45	9	6	6	12
13:45 - 13:50	18	10	3	13
13:50 - 13:55	4	7	13	20
13:55 - 14:00	15	5	3	8
HOURLY TOTAL	177	77	89	166
14:00 - 14:05	3	10	6	16
14:05 - 14:10	8	6	4	10
14:10 - 14:15	13	1	11	12
14:15 - 14:20	20	8	10	18
14:20 - 14:25	24	9	7	16
14:25 - 14:30	15	8	9	17
14:30 - 14:35	3	3	9	12

14:35 - 14:40	9	6	7	13
14:40 - 14:45	14	11	11	22
14:45 - 14:50	17	6	6	12
14:50 - 14:55	4	4	7	11
14:55 - 15:00	10	6	6	12
HOURLY TOTAL	140	78	93	171
15:00 - 15:05	9	6	16	22
15:05 - 15:10	10	5	11	16
15:10 - 15:15	16	5	11	16
15:15 - 15:20	13	4	12	16
15:20 - 15:25	19	6	7	13
15:25 - 15:30	16	8	12	20
15:30 - 15:35	20	4	19	23
15:35 - 15:40	8	8	15	23
15:40 - 15:45	31	4	16	20
15:45 - 15:50	19	7	10	17
15:50 - 15:55	8	3	8	11
15:55 - 16:00	10	7	14	21
HOURLY TOTAL	179	67	151	218
16:00 - 16:05	23	3	14	17
16:05 - 16:10	18	9	23	32
16:10 - 16:15	14	10	27	37
16:15 - 16:20	18	5	19	24
16:20 - 16:25	30	3	21	24
16:25 - 16:30	24	5	26	31
16:30 - 16:35	36	13	21	34
16:35 - 16:40	21	4	17	21
16:40 - 16:45	27	8	20	28
16:45 - 16:50	18	5	22	27
16:50 - 16:55	13	10	31	41
16:55 - 17:00	27	5	18	23
HOURLY TOTAL	269	80	259	339
17:00 - 17:05	14	5	26	31
17:05 - 17:10	17	7	36	43
17:10 - 17:15	24	9	37	46
17:15 - 17:20	21	11	37	48
17:20 - 17:25	31	12	30	42
17:25 - 17:30	29	11	46	57
17:30 - 17:35	16	5	38	43
17:35 - 17:40	30	6	30	36
17:40 - 17:45	33	10	34	44
17:45 - 17:50	25	11	24	35
17:50 - 17:55	24	6	18	24
17:55 - 18:00	14	6	29	35
HOURLY TOTAL	278	99	385	484
18:00 - 18:05	20	5	25	30
18:05 - 18:10	21	3	37	40
18:10 - 18:15	32	5	23	28
18:15 - 18:20	12	8	33	41
18:20 - 18:25	41	8	17	25
18:25 - 18:30	39	11	16	27
18:30 - 18:35	28	13	6	19
18:35 - 18:40	33	8	23	31
18:40 - 18:45	22	23	14	37
18:45 - 18:50	28	4	14	18
18:50 - 18:55	23	16	18	34
18:55 - 19:00	28	9	10	19
HOURLY TOTAL	327	113	236	349
TOTAL	1734	884	1416	2300

SITE 5

Manchester

DATE: THURSDAY 10th OCTOBER 2024

LOCATION: A6010 WILMSLOW ROAD

TIME / CLASS	CROSSING WESTBOUND	CROSSING EASTBOUND	SOUTHBOUND
	PEDESTRIAN	PEDESTRIAN	CYCLIST
7:00 - 7:05	0	1	1
7:05 - 7:10	1	1	1
7:10 - 7:15	1	1	0
7:15 - 7:20	0	1	4
7:20 - 7:25	0	0	3
7:25 - 7:30	0	0	0
7:30 - 7:35	1	1	2
7:35 - 7:40	0	0	2
7:40 - 7:45	1	2	3
7:45 - 7:50	1	2	1
7:50 - 7:55	0	0	5
7:55 - 8:00	0	1	3
HOURLY TOTAL	5	10	25
8:00 - 8:05	2	0	0
8:05 - 8:10	1	0	0
8:10 - 8:15	4	0	4
8:15 - 8:20	4	0	3
8:20 - 8:25	4	1	3
8:25 - 8:30	4	1	2
8:30 - 8:35	8	1	0
8:35 - 8:40	2	0	1
8:40 - 8:45	1	0	3
8:45 - 8:50	3	8	4
8:50 - 8:55	4	3	2
8:55 - 9:00	0	0	1
HOURLY TOTAL	37	14	23
9:00 - 9:05	0	1	3
9:05 - 9:10	1	1	1
9:10 - 9:15	1	0	1
9:15 - 9:20	3	0	0
9:20 - 9:25	3	0	2
9:25 - 9:30	3	0	4
9:30 - 9:35	9	0	2
9:35 - 9:40	5	2	3
9:40 - 9:45	3	0	2
9:45 - 9:50	6	2	3
9:50 - 9:55	1	0	1
9:55 - 10:00	0	0	2
HOURLY TOTAL	35	6	24
10:00 - 10:05	6	1	0
10:05 - 10:10	11	2	4
10:10 - 10:15	8	0	3
10:15 - 10:20	2	1	2
10:20 - 10:25	5	1	3
10:25 - 10:30	1	1	3
10:30 - 10:35	4	2	1
10:35 - 10:40	6	0	4
10:40 - 10:45	5	1	4
10:45 - 10:50	2	0	1
10:50 - 10:55	0	1	2
10:55 - 11:00	10	2	4
HOURLY TOTAL	60	12	31
11:00 - 11:05	3	2	3
11:05 - 11:10	1	1	4
11:10 - 11:15	8	0	4
11:15 - 11:20	2	0	4
11:20 - 11:25	6	0	1
11:25 - 11:30	6	0	6
11:30 - 11:35	10	0	5
11:35 - 11:40	7	0	2
11:40 - 11:45	3	4	1
11:45 - 11:50	3	2	6
11:50 - 11:55	10	1	2
11:55 - 12:00	0	1	3
HOURLY TOTAL	59	11	41
12:00 - 12:05	2	0	7
12:05 - 12:10	13	1	3
12:10 - 12:15	4	1	10
12:15 - 12:20	4	3	8
12:20 - 12:25	25	6	2
12:25 - 12:30	3	2	4
12:30 - 12:35	18	2	6
12:35 - 12:40	6	6	3
12:40 - 12:45	10	1	5
12:45 - 12:50	8	2	8
12:50 - 12:55	2	0	7
12:55 - 13:00	10	1	3
HOURLY TOTAL	105	25	66
13:00 - 13:05	3	3	9
13:05 - 13:10	3	2	8
13:10 - 13:15	8	2	7
13:15 - 13:20	9	3	13
13:20 - 13:25	13	1	6
13:25 - 13:30	17	0	10
13:30 - 13:35	5	3	6
13:35 - 13:40	4	1	5
13:40 - 13:45	11	5	7
13:45 - 13:50	10	4	3
13:50 - 13:55	5	4	14
13:55 - 14:00	9	9	5
HOURLY TOTAL	97	37	93
14:00 - 14:05	5	5	6
14:05 - 14:10	1	0	5
14:10 - 14:15	13	0	12
14:15 - 14:20	9	6	10
14:20 - 14:25	10	0	8
14:25 - 14:30	7	2	10
14:30 - 14:35	6	7	9

14:35 - 14:40	1	1	7
14:40 - 14:45	7	3	11
14:45 - 14:50	8	4	6
14:50 - 14:55	13	1	7
14:55 - 15:00	9	2	6
HOURLY TOTAL	89	31	97
15:00 - 15:05	8	3	17
15:05 - 15:10	6	0	10
15:10 - 15:15	15	2	10
15:15 - 15:20	2	4	13
15:20 - 15:25	21	6	9
15:25 - 15:30	32	3	10
15:30 - 15:35	11	5	20
15:35 - 15:40	7	1	14
15:40 - 15:45	6	9	17
15:45 - 15:50	14	8	10
15:50 - 15:55	8	7	10
15:55 - 16:00	14	2	5
HOURLY TOTAL	144	50	145
16:00 - 16:05	4	8	16
16:05 - 16:10	16	3	23
16:10 - 16:15	3	6	30
16:15 - 16:20	11	1	26
16:20 - 16:25	25	2	17
16:25 - 16:30	8	4	28
16:30 - 16:35	20	5	20
16:35 - 16:40	8	3	19
16:40 - 16:45	16	5	17
16:45 - 16:50	12	6	23
16:50 - 16:55	15	1	32
16:55 - 17:00	24	5	17
HOURLY TOTAL	162	49	268
17:00 - 17:05	12	4	25
17:05 - 17:10	8	6	38
17:10 - 17:15	5	2	37
17:15 - 17:20	19	1	38
17:20 - 17:25	12	4	31
17:25 - 17:30	25	4	46
17:30 - 17:35	16	15	39
17:35 - 17:40	8	11	30
17:40 - 17:45	25	4	36
17:45 - 17:50	13	10	29
17:50 - 17:55	3	9	19
17:55 - 18:00	5	11	32
HOURLY TOTAL	151	81	400
18:00 - 18:05	26	4	25
18:05 - 18:10	26	8	38
18:10 - 18:15	11	2	28
18:15 - 18:20	2	11	34
18:20 - 18:25	8	4	15
18:25 - 18:30	19	4	15
18:30 - 18:35	21	7	9
18:35 - 18:40	25	9	22
18:40 - 18:45	17	7	15
18:45 - 18:50	28	8	14
18:50 - 18:55	8	6	19
18:55 - 19:00	14	8	10
HOURLY TOTAL	205	78	244
TOTAL	1149	404	1457

SITE 6

Manchester

DATE: THURSDAY 10th OCTOBER 2024

LOCATION: A6010

TIME / CLASS	SOUTHBOUND	NORTHBOUND
	PEDESTRIAN	PEDESTRIAN
7:00 - 7:05	0	0
7:05 - 7:10	2	4
7:10 - 7:15	2	2
7:15 - 7:20	1	1
7:20 - 7:25	2	1
7:25 - 7:30	1	5
7:30 - 7:35	1	3
7:35 - 7:40	2	1
7:40 - 7:45	1	4
7:45 - 7:50	4	2
7:50 - 7:55	0	6
7:55 - 8:00	1	5
HOURLY TOTAL	17	34
8:00 - 8:05	0	6
8:05 - 8:10	5	11
8:10 - 8:15	0	16
8:15 - 8:20	1	16
8:20 - 8:25	4	54
8:25 - 8:30	3	59
8:30 - 8:35	4	94
8:35 - 8:40	3	70
8:40 - 8:45	4	36
8:45 - 8:50	2	23
8:50 - 8:55	1	11
8:55 - 9:00	2	13
HOURLY TOTAL	29	409
9:00 - 9:05	4	11
9:05 - 9:10	1	10
9:10 - 9:15	2	12
9:15 - 9:20	1	18
9:20 - 9:25	2	36
9:25 - 9:30	2	49
9:30 - 9:35	2	76
9:35 - 9:40	1	64
9:40 - 9:45	2	40
9:45 - 9:50	2	20
9:50 - 9:55	4	18
9:55 - 10:00	1	7
HOURLY TOTAL	24	361
10:00 - 10:05	2	10
10:05 - 10:10	4	10
10:10 - 10:15	2	10
10:15 - 10:20	8	9
10:20 - 10:25	1	31
10:25 - 10:30	1	41
10:30 - 10:35	1	64
10:35 - 10:40	0	32
10:40 - 10:45	3	22
10:45 - 10:50	1	17
10:50 - 10:55	1	13
10:55 - 11:00	0	16
HOURLY TOTAL	24	275
11:00 - 11:05	5	7
11:05 - 11:10	0	6
11:10 - 11:15	5	10
11:15 - 11:20	2	12
11:20 - 11:25	1	13
11:25 - 11:30	5	16
11:30 - 11:35	1	15
11:35 - 11:40	1	30
11:40 - 11:45	0	10
11:45 - 11:50	3	6
11:50 - 11:55	3	4
11:55 - 12:00	2	1
HOURLY TOTAL	28	130
12:00 - 12:05	5	6
12:05 - 12:10	1	5
12:10 - 12:15	2	10
12:15 - 12:20	2	9
12:20 - 12:25	5	9
12:25 - 12:30	5	39
12:30 - 12:35	3	55
12:35 - 12:40	7	65
12:40 - 12:45	1	22
12:45 - 12:50	7	2
12:50 - 12:55	5	9
12:55 - 13:00	11	8
HOURLY TOTAL	54	239
13:00 - 13:05	8	10
13:05 - 13:10	7	9
13:10 - 13:15	5	19
13:15 - 13:20	4	10
13:20 - 13:25	7	16
13:25 - 13:30	10	35
13:30 - 13:35	4	27
13:35 - 13:40	9	45
13:40 - 13:45	5	18
13:45 - 13:50	6	14
13:50 - 13:55	5	10
13:55 - 14:00	2	8
HOURLY TOTAL	72	221
14:00 - 14:05	2	23

14:05 - 14:10	3	9
14:10 - 14:15	5	10
14:15 - 14:20	14	25
14:20 - 14:25	11	36
14:25 - 14:30	15	35
14:30 - 14:35	9	48
14:35 - 14:40	4	42
14:40 - 14:45	5	26
14:45 - 14:50	12	12
14:50 - 14:55	2	9
14:55 - 15:00	3	7
HOURLY TOTAL	85	282
15:00 - 15:05	2	12
15:05 - 15:10	8	13
15:10 - 15:15	10	14
15:15 - 15:20	6	12
15:20 - 15:25	9	17
15:25 - 15:30	14	20
15:30 - 15:35	14	35
15:35 - 15:40	13	45
15:40 - 15:45	15	12
15:45 - 15:50	10	19
15:50 - 15:55	7	8
15:55 - 16:00	15	5
HOURLY TOTAL	123	212
16:00 - 16:05	18	8
16:05 - 16:10	16	10
16:10 - 16:15	13	11
16:15 - 16:20	16	11
16:20 - 16:25	23	14
16:25 - 16:30	25	19
16:30 - 16:35	31	33
16:35 - 16:40	13	12
16:40 - 16:45	9	16
16:45 - 16:50	11	12
16:50 - 16:55	16	9
16:55 - 17:00	14	7
HOURLY TOTAL	205	162
17:00 - 17:05	13	8
17:05 - 17:10	11	4
17:10 - 17:15	23	6
17:15 - 17:20	17	4
17:20 - 17:25	19	10
17:25 - 17:30	24	2
17:30 - 17:35	20	6
17:35 - 17:40	27	10
17:40 - 17:45	24	11
17:45 - 17:50	25	8
17:50 - 17:55	22	6
17:55 - 18:00	2	3
HOURLY TOTAL	227	78
18:00 - 18:05	7	6
18:05 - 18:10	15	5
18:10 - 18:15	14	7
18:15 - 18:20	31	7
18:20 - 18:25	32	5
18:25 - 18:30	36	5
18:30 - 18:35	16	13
18:35 - 18:40	44	8
18:40 - 18:45	14	4
18:45 - 18:50	14	11
18:50 - 18:55	9	7
18:55 - 19:00	8	13
HOURLY TOTAL	240	91

TOTAL	1128	2494

SITE 7

Manchester

DATE: THURSDAY 10th OCTOBER 2024

LOCATION: A6010

TIME / CLASS	CROSSING A6010 WESTBOUND			CROSSING A6010 EASTBOUND		
	PEDESTRIAN	CYCLIST	TOTAL	PEDESTRIAN	CYCLIST	TOTAL
7:00 - 7:05	0	0	0	0	0	0
7:05 - 7:10	0	0	0	0	0	0
7:10 - 7:15	2	0	2	1	0	1
7:15 - 7:20	0	0	0	0	0	0
7:20 - 7:25	0	0	0	0	0	0
7:25 - 7:30	0	0	0	0	0	0
7:30 - 7:35	0	0	0	1	0	1
7:35 - 7:40	0	0	0	0	0	0
7:40 - 7:45	1	0	1	0	0	0
7:45 - 7:50	1	0	1	2	0	2
7:50 - 7:55	1	0	1	0	0	0
7:55 - 8:00	2	0	2	0	0	0
HOURLY TOTAL	7	0	7	4	0	4
8:00 - 8:05	4	0	4	0	0	0
8:05 - 8:10	0	0	0	0	0	0
8:10 - 8:15	4	0	4	1	0	1
8:15 - 8:20	10	0	10	4	0	4
8:20 - 8:25	16	0	16	4	0	4
8:25 - 8:30	57	0	57	2	0	2
8:30 - 8:35	64	0	64	12	0	12
8:35 - 8:40	83	0	83	5	0	5
8:40 - 8:45	34	0	34	8	0	8
8:45 - 8:50	13	0	13	10	0	10
8:50 - 8:55	5	0	5	3	0	3
8:55 - 9:00	10	0	10	0	0	0
HOURLY TOTAL	300	0	300	49	0	49
9:00 - 9:05	6	0	6	1	0	1
9:05 - 9:10	4	0	4	1	0	1
9:10 - 9:15	4	0	4	3	0	3
9:15 - 9:20	7	0	7	0	0	0
9:20 - 9:25	9	0	9	1	0	1
9:25 - 9:30	24	0	24	0	0	0
9:30 - 9:35	65	0	65	1	0	1
9:35 - 9:40	57	1	58	1	0	1
9:40 - 9:45	35	0	35	0	0	0
9:45 - 9:50	18	0	18	3	0	3
9:50 - 9:55	9	0	9	0	0	0
9:55 - 10:00	5	0	5	2	0	2
HOURLY TOTAL	243	1	244	13	0	13
10:00 - 10:05	4	0	4	1	0	1
10:05 - 10:10	8	0	8	0	0	0
10:10 - 10:15	6	0	6	1	0	1
10:15 - 10:20	5	0	5	1	0	1
10:20 - 10:25	19	0	19	1	0	1
10:25 - 10:30	24	0	24	0	0	0
10:30 - 10:35	38	0	38	1	0	1
10:35 - 10:40	33	0	33	2	0	2
10:40 - 10:45	14	0	14	0	0	0
10:45 - 10:50	14	0	14	0	0	0
10:50 - 10:55	6	0	6	2	0	2
10:55 - 11:00	10	0	10	2	0	2
HOURLY TOTAL	181	0	181	11	0	11
11:00 - 11:05	4	0	4	1	0	1
11:05 - 11:10	5	0	5	1	0	1
11:10 - 11:15	1	0	1	2	0	2
11:15 - 11:20	11	0	11	2	0	2
11:20 - 11:25	9	0	9	2	0	2
11:25 - 11:30	27	0	27	0	0	0
11:30 - 11:35	16	0	16	0	0	0
11:35 - 11:40	29	0	29	2	0	2
11:40 - 11:45	23	0	23	0	0	0
11:45 - 11:50	7	0	7	0	0	0
11:50 - 11:55	5	0	5	3	0	3
11:55 - 12:00	2	0	2	0	0	0
HOURLY TOTAL	139	0	139	13	0	13
12:00 - 12:05	3	0	3	1	0	1
12:05 - 12:10	2	0	2	0	0	0
12:10 - 12:15	9	0	9	0	0	0
12:15 - 12:20	9	2	11	2	0	2
12:20 - 12:25	8	0	8	0	0	0
12:25 - 12:30	22	0	22	1	0	1
12:30 - 12:35	52	0	52	0	0	0
12:35 - 12:40	70	0	70	1	0	1
12:40 - 12:45	33	0	33	0	0	0
12:45 - 12:50	3	0	3	0	0	0
12:50 - 12:55	8	0	8	0	0	0
12:55 - 13:00	5	0	5	0	0	0
HOURLY TOTAL	224	2	226	5	0	5
13:00 - 13:05	7	1	8	1	0	1
13:05 - 13:10	3	1	4	2	0	2
13:10 - 13:15	11	1	12	1	0	1
13:15 - 13:20	10	0	10	1	0	1
13:20 - 13:25	15	0	15	0	0	0
13:25 - 13:30	40	0	40	5	0	5
13:30 - 13:35	19	0	19	0	0	0
13:35 - 13:40	34	0	34	2	0	2
13:40 - 13:45	19	0	19	0	0	0
13:45 - 13:50	6	0	6	3	0	3
13:50 - 13:55	3	0	3	7	0	7

Manchester

DATE: THURSDAY 10th OCTOBER 2024

TIME / CLASS	A6010 EASTERN SIDE	
	PEDESTRIAN SOUTHBOUND	PEDESTRIAN NORTHBOUND
7:00 - 7:05	1	1
7:05 - 7:10	2	2
7:10 - 7:15	2	2
7:15 - 7:20	2	2
7:20 - 7:25	2	1
7:25 - 7:30	0	4
7:30 - 7:35	1	4
7:35 - 7:40	2	0
7:40 - 7:45	1	4
7:45 - 7:50	4	2
7:50 - 7:55	0	6
7:55 - 8:00	2	4
HOURLY TOTAL	19	32
8:00 - 8:05	3	3
8:05 - 8:10	4	10
8:10 - 8:15	0	9
8:15 - 8:20	1	11
8:20 - 8:25	3	22
8:25 - 8:30	2	11
8:30 - 8:35	5	15
8:35 - 8:40	3	11
8:40 - 8:45	2	17
8:45 - 8:50	1	13
8:50 - 8:55	2	13
8:55 - 9:00	3	7
HOURLY TOTAL	29	142
9:00 - 9:05	9	4
9:05 - 9:10	0	8
9:10 - 9:15	2	15
9:15 - 9:20	1	6
9:20 - 9:25	2	18
9:25 - 9:30	2	14
9:30 - 9:35	1	5
9:35 - 9:40	2	4
9:40 - 9:45	2	2
9:45 - 9:50	7	6
9:50 - 9:55	4	5
9:55 - 10:00	0	2
HOURLY TOTAL	32	89
10:00 - 10:05	2	6
10:05 - 10:10	8	3
10:10 - 10:15	3	6
10:15 - 10:20	7	5
10:20 - 10:25	2	8
10:25 - 10:30	3	6
10:30 - 10:35	3	7
10:35 - 10:40	1	4
10:40 - 10:45	3	4
10:45 - 10:50	0	2
10:50 - 10:55	1	6
10:55 - 11:00	0	7
HOURLY TOTAL	33	64
11:00 - 11:05	4	5
11:05 - 11:10	2	3
11:10 - 11:15	6	5
11:15 - 11:20	6	12
11:20 - 11:25	4	8
11:25 - 11:30	10	1
11:30 - 11:35	2	1
11:35 - 11:40	2	8
11:40 - 11:45	2	3
11:45 - 11:50	7	3
11:50 - 11:55	5	3
11:55 - 12:00	3	1
HOURLY TOTAL	53	53
12:00 - 12:05	11	7
12:05 - 12:10	4	5
12:10 - 12:15	5	7
12:15 - 12:20	3	6
12:20 - 12:25	9	4
12:25 - 12:30	8	18
12:30 - 12:35	9	3
12:35 - 12:40	9	5
12:40 - 12:45	6	2
12:45 - 12:50	4	0
12:50 - 12:55	8	3
12:55 - 13:00	19	1
HOURLY TOTAL	95	61
13:00 - 13:05	5	3
13:05 - 13:10	8	1
13:10 - 13:15	9	7
13:15 - 13:20	3	5
13:20 - 13:25	12	3
13:25 - 13:30	23	8
13:30 - 13:35	5	7
13:35 - 13:40	15	5
13:40 - 13:45	9	5
13:45 - 13:50	4	11
13:50 - 13:55	6	13

Manchester

DATE: THURSDAY 10th OCTOBER 2024

TIME / CLASS	A6010 WESTERN SIDE	
	PEDESTRIAN SOUTHBOUND	PEDESTRIAN NORTHBOUND
7:00 - 7:05	1	2
7:05 - 7:10	1	3
7:10 - 7:15	0	4
7:15 - 7:20	0	0
7:20 - 7:25	0	6
7:25 - 7:30	2	6
7:30 - 7:35	1	3
7:35 - 7:40	0	4
7:40 - 7:45	0	7
7:45 - 7:50	2	8
7:50 - 7:55	0	7
7:55 - 8:00	2	7
HOURLY TOTAL	9	57
8:00 - 8:05	1	6
8:05 - 8:10	2	14
8:10 - 8:15	3	22
8:15 - 8:20	1	31
8:20 - 8:25	2	35
8:25 - 8:30	1	83
8:30 - 8:35	9	111
8:35 - 8:40	10	125
8:40 - 8:45	7	59
8:45 - 8:50	1	29
8:50 - 8:55	1	19
8:55 - 9:00	1	22
HOURLY TOTAL	39	556
9:00 - 9:05	4	14
9:05 - 9:10	2	10
9:10 - 9:15	0	18
9:15 - 9:20	1	16
9:20 - 9:25	1	39
9:25 - 9:30	3	48
9:30 - 9:35	0	107
9:35 - 9:40	0	108
9:40 - 9:45	2	97
9:45 - 9:50	3	17
9:50 - 9:55	5	14
9:55 - 10:00	0	18
HOURLY TOTAL	21	506
10:00 - 10:05	0	18
10:05 - 10:10	0	22
10:10 - 10:15	5	27
10:15 - 10:20	0	21
10:20 - 10:25	1	29
10:25 - 10:30	0	48
10:30 - 10:35	0	74
10:35 - 10:40	1	86
10:40 - 10:45	0	52
10:45 - 10:50	0	31
10:50 - 10:55	3	16
10:55 - 11:00	1	24
HOURLY TOTAL	11	448
11:00 - 11:05	1	12
11:05 - 11:10	4	10
11:10 - 11:15	1	18
11:15 - 11:20	0	15
11:20 - 11:25	4	34
11:25 - 11:30	1	48
11:30 - 11:35	2	57
11:35 - 11:40	4	72
11:40 - 11:45	9	45
11:45 - 11:50	3	28
11:50 - 11:55	4	13
11:55 - 12:00	1	15
HOURLY TOTAL	34	367
12:00 - 12:05	2	15
12:05 - 12:10	1	10
12:10 - 12:15	4	15
12:15 - 12:20	10	27
12:20 - 12:25	12	25
12:25 - 12:30	4	52
12:30 - 12:35	3	72
12:35 - 12:40	1	87
12:40 - 12:45	4	46
12:45 - 12:50	6	23
12:50 - 12:55	4	17
12:55 - 13:00	2	21
HOURLY TOTAL	53	410
13:00 - 13:05	8	19
13:05 - 13:10	13	14
13:10 - 13:15	8	26
13:15 - 13:20	7	24
13:20 - 13:25	4	33
13:25 - 13:30	3	57
13:30 - 13:35	4	52
13:35 - 13:40	4	54
13:40 - 13:45	2	36
13:45 - 13:50	5	29
13:50 - 13:55	10	12

Manchester

DATE: THURSDAY 10th OCTOBER 2024

TIME / CLASS	A6010	
	CYCLIST SOUTHBOUND	CYCLIST NORTHBOUND
7:00 - 7:05	1	2
7:05 - 7:10	1	8
7:10 - 7:15	0	4
7:15 - 7:20	4	5
7:20 - 7:25	2	13
7:25 - 7:30	1	11
7:30 - 7:35	1	15
7:35 - 7:40	2	19
7:40 - 7:45	2	23
7:45 - 7:50	1	17
7:50 - 7:55	5	17
7:55 - 8:00	3	17
HOURLY TOTAL	23	151
8:00 - 8:05	0	20
8:05 - 8:10	1	24
8:10 - 8:15	3	29
8:15 - 8:20	2	39
8:20 - 8:25	4	24
8:25 - 8:30	1	28
8:30 - 8:35	0	32
8:35 - 8:40	1	40
8:40 - 8:45	3	55
8:45 - 8:50	4	53
8:50 - 8:55	2	58
8:55 - 9:00	1	32
HOURLY TOTAL	22	434
9:00 - 9:05	3	29
9:05 - 9:10	1	17
9:10 - 9:15	1	23
9:15 - 9:20	0	19
9:20 - 9:25	1	15
9:25 - 9:30	4	15
9:30 - 9:35	3	17
9:35 - 9:40	3	24
9:40 - 9:45	2	24
9:45 - 9:50	3	42
9:50 - 9:55	1	28
9:55 - 10:00	2	13
HOURLY TOTAL	24	266
10:00 - 10:05	1	4
10:05 - 10:10	2	5
10:10 - 10:15	4	14
10:15 - 10:20	1	10
10:20 - 10:25	3	22
10:25 - 10:30	4	8
10:30 - 10:35	1	9
10:35 - 10:40	4	20
10:40 - 10:45	4	18
10:45 - 10:50	2	20
10:50 - 10:55	1	13
10:55 - 11:00	4	12
HOURLY TOTAL	31	155
11:00 - 11:05	3	4
11:05 - 11:10	7	6
11:10 - 11:15	3	5
11:15 - 11:20	3	7
11:20 - 11:25	1	12
11:25 - 11:30	5	2
11:30 - 11:35	5	16
11:35 - 11:40	2	15
11:40 - 11:45	1	16
11:45 - 11:50	5	22
11:50 - 11:55	2	18
11:55 - 12:00	4	16
HOURLY TOTAL	41	139
12:00 - 12:05	6	12
12:05 - 12:10	4	7
12:10 - 12:15	10	3
12:15 - 12:20	9	12
12:20 - 12:25	3	8
12:25 - 12:30	2	8
12:30 - 12:35	6	6
12:35 - 12:40	4	13
12:40 - 12:45	6	21
12:45 - 12:50	6	20
12:50 - 12:55	8	6
12:55 - 13:00	4	14
HOURLY TOTAL	68	130
13:00 - 13:05	9	12
13:05 - 13:10	8	9
13:10 - 13:15	7	8
13:15 - 13:20	14	7
13:20 - 13:25	7	7
13:25 - 13:30	9	10
13:30 - 13:35	6	6
13:35 - 13:40	5	12
13:40 - 13:45	9	12
13:45 - 13:50	1	20
13:50 - 13:55	16	8

13:55 - 14:00	6	0	6	8	0	8
HOURLY TOTAL	173	3	176	30	0	30
14:00 - 14:05	8	0	8	1	0	1
14:05 - 14:10	11	0	11	3	0	3
14:10 - 14:15	7	0	7	0	0	0
14:15 - 14:20	8	0	8	0	0	0
14:20 - 14:25	17	0	17	3	0	3
14:25 - 14:30	33	0	33	2	0	2
14:30 - 14:35	38	0	38	0	0	0
14:35 - 14:40	24	0	24	4	0	4
14:40 - 14:45	41	1	42	0	0	0
14:45 - 14:50	11	1	12	1	0	1
14:50 - 14:55	7	0	7	1	0	1
14:55 - 15:00	5	0	5	0	0	0
HOURLY TOTAL	210	2	212	15	0	15
15:00 - 15:05	9	0	9	0	0	0
15:05 - 15:10	6	1	7	2	0	2
15:10 - 15:15	5	0	5	2	0	2
15:15 - 15:20	8	0	8	0	0	0
15:20 - 15:25	6	0	6	1	0	1
15:25 - 15:30	15	0	15	1	0	1
15:30 - 15:35	30	0	30	1	0	1
15:35 - 15:40	31	0	31	3	0	3
15:40 - 15:45	12	0	12	1	0	1
15:45 - 15:50	9	0	9	1	0	1
15:50 - 15:55	7	0	7	3	0	3
15:55 - 16:00	7	0	7	1	0	1
HOURLY TOTAL	145	1	146	16	0	16
16:00 - 16:05	9	0	9	3	0	3
16:05 - 16:10	6	0	6	0	0	0
16:10 - 16:15	3	1	4	2	0	2
16:15 - 16:20	4	0	4	2	0	2
16:20 - 16:25	10	0	10	1	0	1
16:25 - 16:30	19	0	19	3	0	3
16:30 - 16:35	18	0	18	2	0	2
16:35 - 16:40	20	0	20	3	0	3
16:40 - 16:45	12	1	13	1	0	1
16:45 - 16:50	6	0	6	1	0	1
16:50 - 16:55	7	0	7	0	0	0
16:55 - 17:00	11	0	11	0	0	0
HOURLY TOTAL	125	2	127	18	0	18
17:00 - 17:05	5	1	6	2	0	2
17:05 - 17:10	1	0	1	0	0	0
17:10 - 17:15	2	0	2	2	0	2
17:15 - 17:20	2	0	2	1	0	1
17:20 - 17:25	5	0	5	0	0	0
17:25 - 17:30	13	0	13	4	0	4
17:30 - 17:35	8	0	8	1	0	1
17:35 - 17:40	7	0	7	0	0	0
17:40 - 17:45	3	0	3	1	0	1
17:45 - 17:50	6	0	6	3	0	3
17:50 - 17:55	7	1	8	4	0	4
17:55 - 18:00	1	1	2	1	0	1
HOURLY TOTAL	60	3	63	19	0	19
18:00 - 18:05	0	0	0	0	0	0
18:05 - 18:10	4	1	5	3	0	3
18:10 - 18:15	4	0	4	3	0	3
18:15 - 18:20	6	0	6	6	1	7
18:20 - 18:25	4	0	4	2	0	2
18:25 - 18:30	5	0	5	4	0	4
18:30 - 18:35	8	0	8	5	0	5
18:35 - 18:40	9	0	9	1	0	1
18:40 - 18:45	3	0	3	1	0	1
18:45 - 18:50	9	0	9	2	0	2
18:50 - 18:55	7	0	7	4	0	4
18:55 - 19:00	5	0	5	4	0	4
HOURLY TOTAL	64	1	65	35	1	36
TOTAL	1871	15	1886	228	1	229

13:55 - 14:00	3	10
HOURLY TOTAL	102	78
14:00 - 14:05	4	11
14:05 - 14:10	3	7
14:10 - 14:15	11	2
14:15 - 14:20	10	13
14:20 - 14:25	15	10
14:25 - 14:30	10	4
14:30 - 14:35	9	6
14:35 - 14:40	7	2
14:40 - 14:45	11	6
14:45 - 14:50	13	6
14:50 - 14:55	3	6
14:55 - 15:00	6	3
HOURLY TOTAL	102	76
15:00 - 15:05	3	3
15:05 - 15:10	10	7
15:10 - 15:15	6	7
15:15 - 15:20	7	3
15:20 - 15:25	9	8
15:25 - 15:30	16	7
15:30 - 15:35	15	3
15:35 - 15:40	13	3
15:40 - 15:45	20	5
15:45 - 15:50	9	4
15:50 - 15:55	8	5
15:55 - 16:00	19	4
HOURLY TOTAL	135	59
16:00 - 16:05	22	2
16:05 - 16:10	17	8
16:10 - 16:15	18	7
16:15 - 16:20	19	11
16:20 - 16:25	23	6
16:25 - 16:30	31	2
16:30 - 16:35	25	12
16:35 - 16:40	19	6
16:40 - 16:45	15	7
16:45 - 16:50	13	5
16:50 - 16:55	17	4
16:55 - 17:00	18	4
HOURLY TOTAL	237	74
17:00 - 17:05	15	6
17:05 - 17:10	15	3
17:10 - 17:15	23	5
17:15 - 17:20	19	4
17:20 - 17:25	22	5
17:25 - 17:30	34	5
17:30 - 17:35	31	6
17:35 - 17:40	25	5
17:40 - 17:45	30	5
17:45 - 17:50	21	10
17:50 - 17:55	20	3
17:55 - 18:00	4	4
HOURLY TOTAL	259	61
18:00 - 18:05	6	4
18:05 - 18:10	11	2
18:10 - 18:15	17	8
18:15 - 18:20	25	2
18:20 - 18:25	38	4
18:25 - 18:30	31	7
18:30 - 18:35	37	12
18:35 - 18:40	28	9
18:40 - 18:45	24	3
18:45 - 18:50	8	4
18:50 - 18:55	11	8
18:55 - 19:00	9	8
HOURLY TOTAL	245	71
TOTAL	1341	860

13:55 - 14:00	3	16
HOURLY TOTAL	71	372
14:00 - 14:05	3	27
14:05 - 14:10	3	29
14:10 - 14:15	3	18
14:15 - 14:20	2	17
14:20 - 14:25	4	47
14:25 - 14:30	10	45
14:30 - 14:35	1	49
14:35 - 14:40	5	57
14:40 - 14:45	0	59
14:45 - 14:50	5	22
14:50 - 14:55	3	16
14:55 - 15:00	9	8
HOURLY TOTAL	48	394
15:00 - 15:05	9	16
15:05 - 15:10	4	19
15:10 - 15:15	5	12
15:15 - 15:20	5	21
15:20 - 15:25	5	20
15:25 - 15:30	11	32
15:30 - 15:35	1	53
15:35 - 15:40	2	47
15:40 - 15:45	15	20
15:45 - 15:50	5	26
15:50 - 15:55	6	16
15:55 - 16:00	8	15
HOURLY TOTAL	76	297
16:00 - 16:05	10	11
16:05 - 16:10	5	15
16:10 - 16:15	5	8
16:15 - 16:20	6	16
16:20 - 16:25	4	14
16:25 - 16:30	21	29
16:30 - 16:35	6	26
16:35 - 16:40	8	29
16:40 - 16:45	8	9
16:45 - 16:50	7	12
16:50 - 16:55	4	23
16:55 - 17:00	13	8
HOURLY TOTAL	97	200
17:00 - 17:05	7	12
17:05 - 17:10	10	14
17:10 - 17:15	17	20
17:15 - 17:20	10	14
17:20 - 17:25	9	14
17:25 - 17:30	22	25
17:30 - 17:35	5	13
17:35 - 17:40	14	25
17:40 - 17:45	13	11
17:45 - 17:50	2	21
17:50 - 17:55	6	17
17:55 - 18:00	6	11
HOURLY TOTAL	121	197
18:00 - 18:05	2	17
18:05 - 18:10	11	22
18:10 - 18:15	8	16
18:15 - 18:20	14	20
18:20 - 18:25	17	14
18:25 - 18:30	9	5
18:30 - 18:35	9	13
18:35 - 18:40	10	14
18:40 - 18:45	6	9
18:45 - 18:50	7	10
18:50 - 18:55	7	12
18:55 - 19:00	13	21
HOURLY TOTAL	113	173
TOTAL	693	3977

13:55 - 14:00	7	10
HOURLY TOTAL	98	121
14:00 - 14:05	7	12
14:05 - 14:10	5	9
14:10 - 14:15	14	3
14:15 - 14:20	13	5
14:20 - 14:25	6	5
14:25 - 14:30	9	7
14:30 - 14:35	12	5
14:35 - 14:40	6	4
14:40 - 14:45	11	14
14:45 - 14:50	7	10
14:50 - 14:55	7	7
14:55 - 15:00	5	3
HOURLY TOTAL	102	84
15:00 - 15:05	22	1
15:05 - 15:10	12	7
15:10 - 15:15	14	5
15:15 - 15:20	13	5
15:20 - 15:25	8	4
15:25 - 15:30	11	7
15:30 - 15:35	19	3
15:35 - 15:40	16	10
15:40 - 15:45	13	7
15:45 - 15:50	10	14
15:50 - 15:55	13	9
15:55 - 16:00	12	7
HOURLY TOTAL	163	79
16:00 - 16:05	21	5
16:05 - 16:10	19	3
16:10 - 16:15	30	2
16:15 - 16:20	28	6
16:20 - 16:25	24	8
16:25 - 16:30	25	5
16:30 - 16:35	20	6
16:35 - 16:40	19	3
16:40 - 16:45	17	6
16:45 - 16:50	23	5
16:50 - 16:55	29	10
16:55 - 17:00	17	6
HOURLY TOTAL	272	65
17:00 - 17:05	27	1
17:05 - 17:10	37	10
17:10 - 17:15	47	6
17:15 - 17:20	37	5
17:20 - 17:25	35	6
17:25 - 17:30	38	4
17:30 - 17:35	41	12
17:35 - 17:40	29	8
17:40 - 17:45	32	5
17:45 - 17:50	30	11
17:50 - 17:55	18	6
17:55 - 18:00	37	6
HOURLY TOTAL	408	80
18:00 - 18:05	26	5
18:05 - 18:10	41	13
18:10 - 18:15	30	3
18:15 - 18:20	32	7
18:20 - 18:25	18	16
18:25 - 18:30	15	6
18:30 - 18:35	13	3
18:35 - 18:40	14	8
18:40 - 18:45	14	8
18:45 - 18:50	15	7
18:50 - 18:55	15	6
18:55 - 19:00	10	9
HOURLY TOTAL	243	91
TOTAL	1495	1795

SITE 8

Manchester

DATE: THURSDAY 10th OCTOBER 2024

LOCATION: A6010 WILMSLOW ROAD / OLD HALL LANE

TIME / CLASS	CROSSING OLD HALL LANE SOUTHBOUND			CROSSING OLD HALL LANE NORTHBOUND		
	PEDESTRIAN	CYCLIST	TOTAL	PEDESTRIAN	CYCLIST	TOTAL
7:00 - 7:05	2	0	2	1	0	1
7:05 - 7:10	1	0	1	1	0	1
7:10 - 7:15	1	0	1	0	0	0
7:15 - 7:20	1	0	1	4	0	4
7:20 - 7:25	1	0	1	1	0	1
7:25 - 7:30	0	0	0	4	0	4
7:30 - 7:35	1	0	1	7	0	7
7:35 - 7:40	2	0	2	1	0	1
7:40 - 7:45	1	0	1	2	0	2
7:45 - 7:50	1	0	1	2	0	2
7:50 - 7:55	1	0	1	5	0	5
7:55 - 8:00	1	0	1	2	0	2
HOURLY TOTAL	13	0	13	30	0	30
8:00 - 8:05	2	0	2	3	0	3
8:05 - 8:10	0	0	0	7	0	7
8:10 - 8:15	0	0	0	13	0	13
8:15 - 8:20	1	0	1	8	0	8
8:20 - 8:25	0	0	0	10	0	10
8:25 - 8:30	1	0	1	13	0	13
8:30 - 8:35	2	0	2	8	0	8
8:35 - 8:40	3	0	3	7	0	7
8:40 - 8:45	0	0	0	8	0	8
8:45 - 8:50	0	0	0	14	0	14
8:50 - 8:55	0	0	0	15	0	15
8:55 - 9:00	4	0	4	1	0	1
HOURLY TOTAL	13	0	13	107	0	107
9:00 - 9:05	1	0	1	3	0	3
9:05 - 9:10	0	0	0	8	0	8
9:10 - 9:15	1	0	1	7	0	7
9:15 - 9:20	1	0	1	8	0	8
9:20 - 9:25	1	0	1	20	0	20
9:25 - 9:30	2	0	2	14	0	14
9:30 - 9:35	3	0	3	10	0	10
9:35 - 9:40	1	0	1	5	0	5
9:40 - 9:45	0	0	0	2	0	2
9:45 - 9:50	3	0	3	0	0	0
9:50 - 9:55	0	0	0	7	0	7
9:55 - 10:00	0	0	0	7	0	7
HOURLY TOTAL	13	0	13	91	0	91
10:00 - 10:05	2	0	2	3	0	3
10:05 - 10:10	2	0	2	5	0	5
10:10 - 10:15	3	0	3	6	0	6
10:15 - 10:20	2	0	2	6	0	6
10:20 - 10:25	0	0	0	9	1	10
10:25 - 10:30	0	0	0	11	0	11
10:30 - 10:35	2	0	2	9	0	9
10:35 - 10:40	1	0	1	2	0	2
10:40 - 10:45	2	0	2	3	0	3
10:45 - 10:50	0	0	0	1	0	1
10:50 - 10:55	0	0	0	5	0	5
10:55 - 11:00	1	0	1	8	0	8
HOURLY TOTAL	15	0	15	68	1	69
11:00 - 11:05	1	0	1	6	0	6
11:05 - 11:10	3	1	4	7	0	7
11:10 - 11:15	3	0	3	5	0	5
11:15 - 11:20	6	0	6	3	0	3
11:20 - 11:25	4	1	5	10	0	10
11:25 - 11:30	11	0	11	2	1	3
11:30 - 11:35	2	0	2	3	0	3
11:35 - 11:40	4	1	5	3	0	3
11:40 - 11:45	4	0	4	3	0	3
11:45 - 11:50	3	0	3	5	1	6
11:50 - 11:55	3	0	3	6	1	7
11:55 - 12:00	2	0	2	1	0	1
HOURLY TOTAL	46	3	49	54	3	57
12:00 - 12:05	4	0	4	1	0	1
12:05 - 12:10	3	0	3	6	0	6
12:10 - 12:15	2	0	2	4	0	4
12:15 - 12:20	4	0	4	4	0	4
12:20 - 12:25	8	0	8	12	0	12
12:25 - 12:30	3	0	3	8	0	8
12:30 - 12:35	9	0	9	14	1	15
12:35 - 12:40	5	0	5	5	0	5
12:40 - 12:45	4	0	4	3	0	3
12:45 - 12:50	3	0	3	0	0	0
12:50 - 12:55	11	0	11	0	0	0
12:55 - 13:00	6	0	6	2	1	3
HOURLY TOTAL	62	0	62	59	2	61
13:00 - 13:05	7	1	8	4	0	4
13:05 - 13:10	4	0	4	2	0	2
13:10 - 13:15	2	1	3	3	0	3
13:15 - 13:20	1	0	1	9	0	9
13:20 - 13:25	11	1	12	5	0	5
13:25 - 13:30	6	0	6	10	0	10
13:30 - 13:35	9	0	9	4	0	4
13:35 - 13:40	10	0	10	5	0	5
13:40 - 13:45	9	0	9	5	0	5
13:45 - 13:50	1	0	1	5	0	5
13:50 - 13:55	5	1	6	2	0	2

Manchester

DATE: THURSDAY 10th OCTOBER 2024

TIME / CLASS	CROSSING A6010 WILMSLOW ROAD WESTBOUND			CROSSING A6010 WILMSLOW ROAD EASTBOUND		
	PEDESTRIAN	CYCLIST	TOTAL	PEDESTRIAN	CYCLIST	TOTAL
7:00 - 7:05	0	0	0	0	0	0
7:05 - 7:10	1	1	2	0	0	0
7:10 - 7:15	0	0	0	0	0	0
7:15 - 7:20	0	0	0	0	0	0
7:20 - 7:25	0	0	0	0	0	0
7:25 - 7:30	0	0	0	1	0	1
7:30 - 7:35	0	0	0	0	0	0
7:35 - 7:40	0	0	0	0	0	0
7:40 - 7:45	0	0	0	0	0	0
7:45 - 7:50	0	0	0	0	0	0
7:50 - 7:55	0	0	0	0	0	0
7:55 - 8:00	0	0	0	0	0	0
HOURLY TOTAL	1	1	2	1	0	1
8:00 - 8:05	0	0	0	0	0	0
8:05 - 8:10	1	0	1	0	0	0
8:10 - 8:15	0	0	0	0	0	0
8:15 - 8:20	2	0	2	0	0	0
8:20 - 8:25	0	0	0	0	0	0
8:25 - 8:30	0	0	0	0	0	0
8:30 - 8:35	3	1	4	0	0	0
8:35 - 8:40	1	2	3	0	0	0
8:40 - 8:45	1	0	1	0	0	0
8:45 - 8:50	3	0	3	0	0	0
8:50 - 8:55	0	0	0	0	0	0
8:55 - 9:00	0	1	1	0	0	0
HOURLY TOTAL	11	4	15	0	0	0
9:00 - 9:05	0	0	0	0	0	0
9:05 - 9:10	2	0	2	0	0	0
9:10 - 9:15	0	0	0	0	0	0
9:15 - 9:20	0	0	0	0	0	0
9:20 - 9:25	0	0	0	0	0	0
9:25 - 9:30	0	0	0	0	0	0
9:30 - 9:35	0	1	1	0	0	0
9:35 - 9:40	0	0	0	2	0	2
9:40 - 9:45	0	0	0	0	0	0
9:45 - 9:50	0	2	2	0	0	0
9:50 - 9:55	0	0	0	0	0	0
9:55 - 10:00	0	0	0	0	0	0
HOURLY TOTAL	2	3	5	2	0	2
10:00 - 10:05	3	0	3	1	0	1
10:05 - 10:10	0	1	1	0	0	0
10:10 - 10:15	0	0	0	0	0	0
10:15 - 10:20	0	0	0	0	0	0
10:20 - 10:25	0	1	1	0	0	0
10:25 - 10:30	0	0	0	0	0	0
10:30 - 10:35	0	1	1	0	0	0
10:35 - 10:40	0	0	0	0	0	0
10:40 - 10:45	0	0	0	0	0	0
10:45 - 10:50	0	1	1	1	0	1
10:50 - 10:55	2	0	2	0	0	0
10:55 - 11:00	0	0	0	0	0	0
HOURLY TOTAL	5	4	9	2	0	2
11:00 - 11:05	1	0	1	0	0	0
11:05 - 11:10	0	0	0	1	0	1
11:10 - 11:15	0	0	0	0	0	0
11:15 - 11:20	0	0	0	0	0	0
11:20 - 11:25	0	0	0	0	0	0
11:25 - 11:30	0	1	1	0	0	0
11:30 - 11:35	0	1	1	0	0	0
11:35 - 11:40	0	0	0	0	0	0
11:40 - 11:45	0	0	0	0	0	0
11:45 - 11:50	0	0	0	0	0	0
11:50 - 11:55	1	0	1	0	0	0
11:55 - 12:00	2	1	3	0	0	0
HOURLY TOTAL	4	3	7	1	0	1
12:00 - 12:05	0	1	1	0	0	0
12:05 - 12:10	0	0	0	0	0	0
12:10 - 12:15	0	0	0	0	0	0
12:15 - 12:20	0	0	0	0	0	0
12:20 - 12:25	1	0	1	0	0	0
12:25 - 12:30	0	0	0	0	0	0
12:30 - 12:35	2	0	2	0	0	0
12:35 - 12:40	0	0	0	0	0	0
12:40 - 12:45	0	0	0	0	0	0
12:45 - 12:50	0	0	0	0	0	0
12:50 - 12:55	0	0	0	0	0	0
12:55 - 13:00	0	1	1	0	0	0
HOURLY TOTAL	3	2	5	0	0	0
13:00 - 13:05	1	1	2	0	0	0
13:05 - 13:10	0	0	0	0	0	0
13:10 - 13:15	1	0	1	0	0	0
13:15 - 13:20	1	0	1	0	0	0
13:20 - 13:25	1	0	1	1	0	1
13:25 - 13:30	1	0	1	1	0	1
13:30 - 13:35	0	0	0	0	0	0
13:35 - 13:40	0	0	0	0	0	0
13:40 - 13:45	1	1	2	0	0	0
13:45 - 13:50	1	0	1	0	0	0
13:50 - 13:55	0	1	1	0	0	0

Manchester

DATE:ı OCTOBER 2024

TIME / CLASS	A6010 WILMSLOW ROAD	
	CYCLIST SOUTHBOUND	CYCLIST NORTHBOUND
7:00 - 7:05	1	1
7:05 - 7:10	1	7
7:10 - 7:15	0	3
7:15 - 7:20	4	6
7:20 - 7:25	3	14
7:25 - 7:30	3	11
7:30 - 7:35	1	18
7:35 - 7:40	2	21
7:40 - 7:45	2	21
7:45 - 7:50	3	22
7:50 - 7:55	3	15
7:55 - 8:00	2	17
HOURLY TOTAL	25	156
8:00 - 8:05	0	21
8:05 - 8:10	2	30
8:10 - 8:15	4	26
8:15 - 8:20	2	39
8:20 - 8:25	4	28
8:25 - 8:30	1	24
8:30 - 8:35	0	31
8:35 - 8:40	3	45
8:40 - 8:45	2	63
8:45 - 8:50	4	66
8:50 - 8:55	3	67
8:55 - 9:00	2	37
HOURLY TOTAL	27	477
9:00 - 9:05	3	31
9:05 - 9:10	1	26
9:10 - 9:15	0	23
9:15 - 9:20	0	22
9:20 - 9:25	2	23
9:25 - 9:30	3	17
9:30 - 9:35	3	17
9:35 - 9:40	2	30
9:40 - 9:45	3	21
9:45 - 9:50	2	48
9:50 - 9:55	3	33
9:55 - 10:00	1	23
HOURLY TOTAL	23	314
10:00 - 10:05	2	7
10:05 - 10:10	1	9
10:10 - 10:15	5	15
10:15 - 10:20	2	12
10:20 - 10:25	3	26
10:25 - 10:30	5	10
10:30 - 10:35	2	9
10:35 - 10:40	2	26
10:40 - 10:45	4	23
10:45 - 10:50	3	29
10:50 - 10:55	1	18
10:55 - 11:00	4	17
HOURLY TOTAL	34	201
11:00 - 11:05	5	4
11:05 - 11:10	8	7
11:10 - 11:15	5	5
11:15 - 11:20	4	6
11:20 - 11:25	2	11
11:25 - 11:30	8	3
11:30 - 11:35	5	16
11:35 - 11:40	3	21
11:40 - 11:45	2	16
11:45 - 11:50	6	24
11:50 - 11:55	4	22
11:55 - 12:00	5	17
HOURLY TOTAL	57	152
12:00 - 12:05	6	12
12:05 - 12:10	8	8
12:10 - 12:15	11	6
12:15 - 12:20	12	13
12:20 - 12:25	4	7
12:25 - 12:30	2	10
12:30 - 12:35	9	7
12:35 - 12:40	4	16
12:40 - 12:45	6	24
12:45 - 12:50	4	28
12:50 - 12:55	10	9
12:55 - 13:00	3	15
HOURLY TOTAL	79	155
13:00 - 13:05	11	10
13:05 - 13:10	13	9
13:10 - 13:15	14	5
13:15 - 13:20	9	10
13:20 - 13:25	10	7
13:25 - 13:30	11	8
13:30 - 13:35	3	8
13:35 - 13:40	4	12
13:40 - 13:45	8	14
13:45 - 13:50	3	22
13:50 - 13:55	14	13

13:55 - 14:00	1	0	1	8	0	8
HOURLY TOTAL	66	4	70	62	0	62
14:00 - 14:05	4	1	5	3	0	3
14:05 - 14:10	4	0	4	7	0	7
14:10 - 14:15	10	0	10	3	0	3
14:15 - 14:20	6	0	6	5	0	5
14:20 - 14:25	18	0	18	16	0	16
14:25 - 14:30	7	0	7	7	1	8
14:30 - 14:35	8	0	8	8	0	8
14:35 - 14:40	2	0	2	6	0	6
14:40 - 14:45	14	0	14	5	0	5
14:45 - 14:50	3	0	3	5	1	6
14:50 - 14:55	2	0	2	2	0	2
14:55 - 15:00	3	0	3	8	0	8
HOURLY TOTAL	81	1	82	75	2	77
15:00 - 15:05	6	0	6	5	0	5
15:05 - 15:10	5	2	7	4	0	4
15:10 - 15:15	5	1	6	6	0	6
15:15 - 15:20	8	0	8	6	0	6
15:20 - 15:25	15	0	15	8	0	8
15:25 - 15:30	12	0	12	8	0	8
15:30 - 15:35	14	0	14	6	0	6
15:35 - 15:40	18	0	18	2	0	2
15:40 - 15:45	13	0	13	7	0	7
15:45 - 15:50	6	1	7	5	0	5
15:50 - 15:55	12	0	12	2	0	2
15:55 - 16:00	13	2	15	4	0	4
HOURLY TOTAL	127	6	133	63	0	63
16:00 - 16:05	15	0	15	2	0	2
16:05 - 16:10	5	0	5	3	0	3
16:10 - 16:15	24	1	25	7	0	7
16:15 - 16:20	13	0	13	10	0	10
16:20 - 16:25	27	2	29	5	1	6
16:25 - 16:30	35	0	35	5	0	5
16:30 - 16:35	15	0	15	5	0	5
16:35 - 16:40	12	0	12	7	0	7
16:40 - 16:45	14	1	15	8	0	8
16:45 - 16:50	14	1	15	2	0	2
16:50 - 16:55	12	0	12	11	0	11
16:55 - 17:00	7	0	7	8	0	8
HOURLY TOTAL	193	5	198	73	1	74
17:00 - 17:05	11	0	11	1	0	1
17:05 - 17:10	20	0	20	4	0	4
17:10 - 17:15	14	0	14	4	0	4
17:15 - 17:20	15	0	15	3	0	3
17:20 - 17:25	16	0	16	7	0	7
17:25 - 17:30	34	0	34	2	0	2
17:30 - 17:35	32	1	33	7	0	7
17:35 - 17:40	20	0	20	5	1	6
17:40 - 17:45	36	0	36	5	0	5
17:45 - 17:50	20	0	20	6	0	6
17:50 - 17:55	11	0	11	6	0	6
17:55 - 18:00	13	0	13	4	0	4
HOURLY TOTAL	242	1	243	54	1	55
18:00 - 18:05	9	1	10	4	0	4
18:05 - 18:10	15	1	16	4	0	4
18:10 - 18:15	17	0	17	6	0	6
18:15 - 18:20	35	0	35	4	0	4
18:20 - 18:25	44	0	44	2	0	2
18:25 - 18:30	32	0	32	7	0	7
18:30 - 18:35	53	0	53	6	0	6
18:35 - 18:40	20	0	20	9	0	9
18:40 - 18:45	15	0	15	9	0	9
18:45 - 18:50	8	0	8	2	0	2
18:50 - 18:55	9	0	9	5	0	5
18:55 - 19:00	6	1	7	12	0	12
HOURLY TOTAL	263	3	266	70	0	70
TOTAL	1134	23	1157	806	10	816

13:55 - 14:00	0	0	0	0	0	0
HOURLY TOTAL	7	3	10	2	0	2
14:00 - 14:05	1	0	1	0	0	0
14:05 - 14:10	2	0	2	0	0	0
14:10 - 14:15	0	0	0	0	0	0
14:15 - 14:20	1	0	1	0	0	0
14:20 - 14:25	0	0	0	0	0	0
14:25 - 14:30	1	0	1	4	0	4
14:30 - 14:35	0	0	0	0	0	0
14:35 - 14:40	3	1	4	0	0	0
14:40 - 14:45	0	0	0	0	0	0
14:45 - 14:50	1	0	1	1	0	1
14:50 - 14:55	0	0	0	0	0	0
14:55 - 15:00	1	0	1	0	0	0
HOURLY TOTAL	10	1	11	5	0	5
15:00 - 15:05	1	0	1	0	0	0
15:05 - 15:10	0	0	0	0	0	0
15:10 - 15:15	2	0	2	1	0	1
15:15 - 15:20	0	0	0	0	0	0
15:20 - 15:25	1	0	1	0	0	0
15:25 - 15:30	4	0	4	0	0	0
15:30 - 15:35	1	0	1	0	0	0
15:35 - 15:40	0	0	0	0	0	0
15:40 - 15:45	0	1	1	0	0	0
15:45 - 15:50	2	0	2	0	0	0
15:50 - 15:55	5	0	5	0	0	0
15:55 - 16:00	14	0	14	0	0	0
HOURLY TOTAL	30	1	31	1	0	1
16:00 - 16:05	3	0	3	0	0	0
16:05 - 16:10	1	0	1	0	0	0
16:10 - 16:15	0	0	0	0	0	0
16:15 - 16:20	1	0	1	0	0	0
16:20 - 16:25	0	0	0	1	0	1
16:25 - 16:30	1	0	1	0	0	0
16:30 - 16:35	0	0	0	0	0	0
16:35 - 16:40	0	0	0	0	0	0
16:40 - 16:45	0	0	0	0	0	0
16:45 - 16:50	0	0	0	0	0	0
16:50 - 16:55	0	0	0	0	0	0
16:55 - 17:00	0	0	0	0	0	0
HOURLY TOTAL	6	0	6	1	0	1
17:00 - 17:05	1	0	1	0	0	0
17:05 - 17:10	0	0	0	0	0	0
17:10 - 17:15	0	0	0	0	0	0
17:15 - 17:20	2	0	2	0	0	0
17:20 - 17:25	1	0	1	0	0	0
17:25 - 17:30	1	0	1	1	0	1
17:30 - 17:35	0	0	0	0	0	0
17:35 - 17:40	5	0	5	0	0	0
17:40 - 17:45	0	0	0	1	0	1
17:45 - 17:50	0	0	0	0	0	0
17:50 - 17:55	0	0	0	0	0	0
17:55 - 18:00	0	0	0	0	0	0
HOURLY TOTAL	10	0	10	2	0	2
18:00 - 18:05	1	1	2	0	0	0
18:05 - 18:10	0	0	0	0	0	0
18:10 - 18:15	0	0	0	0	0	0
18:15 - 18:20	0	0	0	0	0	0
18:20 - 18:25	0	0	0	0	0	0
18:25 - 18:30	1	1	2	0	0	0
18:30 - 18:35	0	0	0	0	0	0
18:35 - 18:40	0	0	0	1	0	1
18:40 - 18:45	0	0	0	0	0	0
18:45 - 18:50	0	1	1	0	0	0
18:50 - 18:55	1	0	1	0	0	0
18:55 - 19:00	0	0	0	0	0	0
HOURLY TOTAL	3	3	6	1	0	1
TOTAL	92	25	117	18	0	18

13:55 - 14:00	8	9
HOURLY TOTAL	108	127
14:00 - 14:05	8	13
14:05 - 14:10	11	10
14:10 - 14:15	7	3
14:15 - 14:20	18	5
14:20 - 14:25	9	5
14:25 - 14:30	7	7
14:30 - 14:35	15	7
14:35 - 14:40	7	10
14:40 - 14:45	12	12
14:45 - 14:50	4	18
14:50 - 14:55	10	7
14:55 - 15:00	9	4
HOURLY TOTAL	117	101
15:00 - 15:05	22	3
15:05 - 15:10	22	4
15:10 - 15:15	18	7
15:15 - 15:20	15	8
15:20 - 15:25	9	4
15:25 - 15:30	14	6
15:30 - 15:35	17	8
15:35 - 15:40	15	9
15:40 - 15:45	15	14
15:45 - 15:50	13	14
15:50 - 15:55	10	13
15:55 - 16:00	21	8
HOURLY TOTAL	191	98
16:00 - 16:05	23	6
16:05 - 16:10	27	5
16:10 - 16:15	36	2
16:15 - 16:20	33	7
16:20 - 16:25	26	8
16:25 - 16:30	27	7
16:30 - 16:35	24	6
16:35 - 16:40	16	2
16:40 - 16:45	24	9
16:45 - 16:50	35	3
16:50 - 16:55	30	11
16:55 - 17:00	29	8
HOURLY TOTAL	330	74
17:00 - 17:05	33	4
17:05 - 17:10	51	12
17:10 - 17:15	51	5
17:15 - 17:20	33	5
17:20 - 17:25	45	5
17:25 - 17:30	43	3
17:30 - 17:35	33	13
17:35 - 17:40	28	10
17:40 - 17:45	36	5
17:45 - 17:50	38	14
17:50 - 17:55	31	10
17:55 - 18:00	35	6
HOURLY TOTAL	457	92
18:00 - 18:05	42	5
18:05 - 18:10	49	15
18:10 - 18:15	35	7
18:15 - 18:20	34	9
18:20 - 18:25	20	14
18:25 - 18:30	12	8
18:30 - 18:35	18	5
18:35 - 18:40	18	9
18:40 - 18:45	18	9
18:45 - 18:50	11	9
18:50 - 18:55	22	8
18:55 - 19:00	16	10
HOURLY TOTAL	295	108
TOTAL	1743	2055

Appendix E Campus Car Parking Survey Data

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Beat Survey, Manchester

DATE: THURSDAY 10th OCTOBER 2024

LOCATION: FALLOWFIELD

TIME	Fallowfield Campus						TOTAL VEHICLES	PARKING SPACES	AVAILABLE SPACES
	Car park A	Car park B	Car park C	Car park 1	Car park 2	Car Park 3			
10:00	8	20	3	17	18	8	74	510	436
14:00	9	20	2	20	42	10	103	510	407
19:00	3	4	3	14	81	86	191	510	319

Car Park A construction unable to count spaces

Car Park B
Regular 18
Loading Bay 2

Car Park C
Regular 13

Car Park 1
Regular 188
Disabled 3

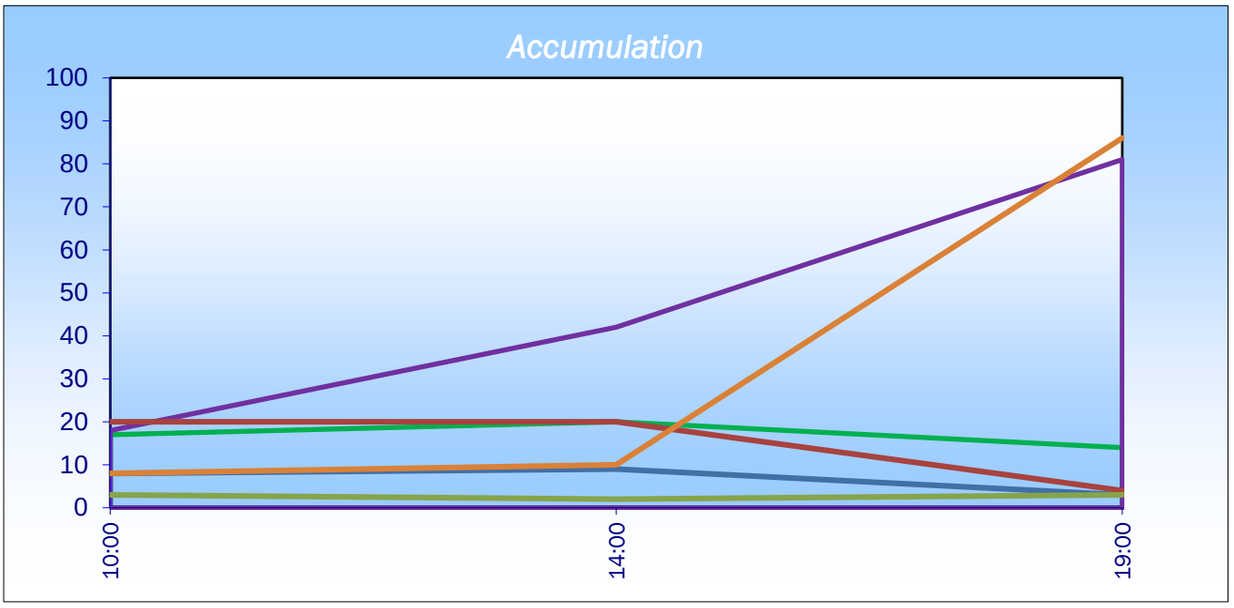
Car Park 2
Regular 123
Disabled 4

Car Park 3
Regular 151
Disabled 8

Beat Survey, Manchester

DATE: THURSDAY 10th OCTOBER 2024

LOCATION: FALLOWFIELD



Appendix F Residential Parking Survey Data

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Key

	Vehicle parking available
	No Restriction but crosses driveways
	Non Restricted Parking Bay
	Permit Parking Bay
=	Double Yellow Line
DK	Drop Kerb
-	Single Yellow
	Disabled Parking Bay
BS	Bus Stop
	No Restriction but parking not possible
A=Z	Zig Zag - Access
ZZ	Zig Zag
DK=	Drop kerb double yellow
DK-	Drop kerb Single yellow
kc	Keep Clear
PED	Pedestrian Crossing
Z	Zig Zag - Keep clear
	Red Route
Z	Zig Zag - White

OLD HALL LANE

NORTH

Length of Kerb (M)	3.6	9.9	21.7	10.0	2.6	30.7	57.5	15.6	3.7	8.3	4.5	67.8	16.5
Use	DK=	=	-	ROAD	-	TAXI	-		DK		DK		=

252.4

Length of Kerb (M)	5.4	10.1	4.0	15.6	13.2	4.1	43.7	7.4	5.5	38.0	14.1	13.0	13.1	1.7	3.0	9.0	5.7	7.4	2.9	13.9	5.9	3.3	6.3	6.9
Use	=	ACCESS	=		BS	ACCESS	BS		ACCCESS		=	ROAD	=	-	DK-	-	DK-	-	DK-	-	DK-	-	DK-	-

253.2

SOUTH

RIGA ROAD

WEST

Length of Kerb (M)	8.7	14.1	2.8	20.8	7.7	20.9	2.8	21.0	7.3	20.5	2.8	20.3	7.2	20.4	2.8	10.6	7.4
Use	=		ROAD		ROAD		ROAD		ROAD		ROAD		ROAD		ROAD		=

198.1

Length of Kerb (M)	8.9	11.0	2.9	20.4	7.3	20.4	2.7	20.2	7.2	16.5	10.4	16.4	7.5	23.5	2.8	12.5	7.3
Use	=		ROAD		ROAD		ROAD		ROAD		DK		ROAD		ROAD		=

197.9

EAST

CARILL DRIVE

NORTH

Length of Kerb (M)	4.0	7.1	2.8	3.7	51.0	10.9	18.0	6.0	2.8	3.9	21.6
Use	=	ACCESS		DK		ROAD		ACCESS		ACCESS	

131.8

Length of Kerb (M)	11.9	31.6	8.2	10.3	13.2	9.6	19.3	3.6	22.2
Use	=		ROAD	-		ROAD		-	

129.9

SOUTH

LANDCROSS ROAD

NORTH

Length of Kerb (M)	14.1	4.3	9.2	5.8	106.9	6.4	7.7	7.2	54.9	2.0	30.4	9.9
Use		=	ROAD	=		=	ROAD	=		ALLEY		=

258.8

Length of Kerb (M)	7.8	28.3	22.8	2.6	75.5	3.0	2.9	6.5	45.9	4.0	48.0	10.0
Use		=		ALLEY		=	ALLEY	=		ALLEY		=

257.3

SOUTH

ALBION ROAD

WEST

Length of Kerb (M)	11.2	34.1	2.7	46.1	4.3	64.7	
Use	=		DK		DK		

163.1

Length of Kerb (M)	11.8	8.3	2.8	20.5	8.1	43.5	7.8	61.1
Use	=		ROAD		ROAD		ROAD	

163.9

EAST

MOSLEY ROAD

NORTH

Length of Kerb (M)	8.5	3.8	9.0	4.4	84.8	5.0	15.8	67.5	83.0	4.7	3.7	4.5	11.9	4.5	38.8	19.4	28.7	4.8
Use	=	PED	=	DK=	=		ACCESS		=	DK=	=	DK=	=	DK=	=	BS		DK

402.8

Length of Kerb (M)	3.7	5.6	54.6	36.1	13.6	3.0	39.3	7.9	61.1	13.4	4.6	13.0	20.4	4.5	1.2	17.1	2.0	3.6	92.0	3.5
Use	=	PED	=	BS	ROAD	=		ACCESS		ACCESS		BS		DK=	=	ROAD	=	DK=		ACCESS

400.2

SOUTH

MABFIELD ROAD

NORTH

Length of Kerb (M)	66.6	18.0	74.2	7.4	73.9	21.2
Use		ROAD		ROAD		=

261.3

Length of Kerb (M)	6.1	8.2	19.4	3.2	74.2	2.7	38.3	7.0	54.9	2.4	5.0	2.8	5.3	2.8	17.0	7.3
Use		ROAD		ROAD		DK		ROAD		DK		ALLEY		ALLEY	LOADING	=

256.6

SOUTH

LANGLEY ROAD

NORTH

Length of Kerb (M)	63.1	4.2	26.2	10.3	4.0	10.5	36.6	6.5	2.7	34.5
Use		ACCESS		=	ACCESS	=		=	ACCESS	=

198.6

Length of Kerb (M)	31.0	2.9	63.0	6.7	8.0	2.6	39.4	2.3	19.3	2.8	18.9
Use		ALLEY		=	RAOD	=		ALLEY		ALLEY	=

196.9

SOUTH

WILBRAHAM ROAD

NORTH

Length of Kerb (M)	6.8	5.7	35.1	3.8	24.5	11.4
Use	=	PED	-	DK-	-	

87.3

Length of Kerb (M)	11.1	6.0	27.1	7.3	32.3	5.5
Use	=	PED	-	ACCESS	-	ACCESS

89.3

SOUTH

WILMSLOW ROAD SOUTH

EAST

Length of Kerb (M)	118.1	31.1	11.6
Use	=	ROAD	=

160.8

Length of Kerb (M)	136.0	6.8	13.2
Use	=	ROAD	=

156.0

WEST

COWDOR ROAD

NORTH

Length of Kerb (M)	18.3	3.0	48.5	3.0	59.1	7.6	62.2	3.1	9.4	17.1	3.9
Use		ALLEY		ALLEY		ROAD		ALLEY		LOADING	=

235.2

Length of Kerb (M)	19.2	3.0	47.5	3.0	58.7	7.6	62.5	3.0	10.7	22.4
Use		ALLEY		ALLEY		ROAD		ALLEY		=

237.6

SOUTH

LADYBARN ROAD

NORTH

Length of Kerb (M)	2.3	6.0	44.2	8.4	5.6	5.6	11.0	5.8	5.5	8.6	14.9	7.8	12.0	9.6	9.4	25.5	12.5	7.4	7.8	24.5	12.4	16.3	24.1	4.2
Use	=	ACCESS		ACCESS		ACCESS		ACCESS		ACCESS		ACCESS		-	ACCESS	-	ACCESS	-	ACCESS		ROAD	=	LOADING	DK=

291.4

Length of Kerb (M)	4.4	58.3	9.9	95.3	14.6	8.7	7.4	41.4	2.5	3.8	12.2	29.2
Use	-		ACCESS		=	ACCESS	=		=	DK=	=	

287.7

SOUTH

STANDISH ROAD

EAST

Length of Kerb (M)	33.9	3.2	23.0	3.1	21.5	84.7
Use		ACCESS		ACCESS		

Length of Kerb (M)	27.2	2.8	37.7	2.9	13.8	84.4
Use		ACCESS		ACCESS		

WEST

WILMSLOW ROAD NORTH

EAST

Length of Kerb (M)	6.6	4.8	42.5	10.6	41.8	10.2	4.1	9.5	17.2	10.9	6.2	15.3	8.6	23.0	2.0	7.4	12.1	11.4	16.2	9.1	56.9	6.2	13.9	11.9	43.5	17.4	11.8	10.2		441.3
Use	=	PED	=	ROAD	=	ROAD	ZZ	PED	ZZ	=	ROAD	BS	=	BL	BL=	ROAD	ZZ	PED	ZZ	ROAD	BS	ACCESS	=		=	BL=	ACCESS	BL=		

Length of Kerb (M)	4.0	7.8	2.3	22.0	31.9	8.4	9.2	26.4	4.4	9.0	17.5	51.5	14.9	16.8	11.1	17.2	130.1	16.8	35.7	3.7	2.0	442.7	885.4
Use	=	PED	DK=	=		=	BL=	BS	ZZ	PED	ZZ	BL=	=	ACCESS	PED	ZZ	=	BS	=	DK=	=		

WEST

FURNESS ROAD

SOUTH

Length of Kerb (M)	64.2	2.6	58.1	7.7	62.2	4.0	11.5	23.5	233.8
Use		ALLEY		ROAD		ALLEY		=	

Length of Kerb (M)	17.3	3.1	105.2	7.7	62.0	3.2	9.2	3.3	11.6	10.5	233.1
Use		ALLEY		ROAD		ALLEY		ALLEY		=	

NORTH

Parking Survey, Fallowfield

Parking Area	01:30									10:00									14:00									19:00								
	Length of kerb (m)	Parking Available (m)	Parked on road	Parked fully on pavement	Half on / off pavement	Illegally parked	No. of parking spaces	No. of cars parked	Parking Stress (%)	Length of kerb (m)	Parking Available (m)	Parked on road	Parked fully on pavement	Half on / off pavement	Illegally parked	No. of parking spaces	No. of cars parked	Parking Stress (%)	Length of kerb (m)	Parking Available (m)	Parked on road	Parked fully on pavement	Half on / off pavement	Illegally parked	No. of parking spaces	No. of cars parked	Parking Stress (%)	Length of kerb (m)	Parking Available (m)	Parked on road	Parked fully on pavement	Half on / off pavement	Illegally parked	No. of parking spaces	No. of cars parked	Parking Stress (%)
OLD HALL ROAD NORTH	252	92	9	0	3	0	18	12	65%	252	92	10	0	2	0	18	12	65%	252	92	20	0	0	0	18	20	109%	252	92	8	0	0	1	18	9	49%
OLD HALL ROAD SOUTH	253	61	4	0	1	0	12	5	41%	253	61	7	0	0	0	12	7	57%	253	61	8	0	0	0	12	8	66%	253	61	1	0	0	0	12	1	8%
RIGA ROAD WEST	198	149	0	0	17	0	30	17	57%	198	149	1	0	15	0	30	16	54%	198	149	1	0	14	0	30	15	50%	198	149	0	0	17	0	30	17	57%
RIGA ROAD EAST	198	141	0	0	19	0	28	19	67%	198	141	0	0	15	0	28	15	53%	198	141	0	0	17	0	28	17	60%	198	141	0	0	21	0	28	21	75%
CARHILL DRIVE NORTH	132	96	0	0	6	0	19	6	31%	132	96	0	0	4	0	19	4	21%	132	96	5	0	0	0	19	5	26%	132	96	9	0	0	0	19	9	47%
CARHILL DRIVE SOUTH	130	86	12	0	1	0	17	13	75%	130	86	8	0	0	0	17	8	46%	130	86	10	0	0	0	17	10	58%	130	86	10	0	0	0	17	10	58%
LANDCROSS ROAD NORTH	259	206	9	0	23	0	41	32	78%	259	206	5	0	22	0	41	27	65%	259	206	7	0	21	0	41	28	68%	259	206	12	0	24	0	41	36	87%
LANDCROSS ROAD SOUTH	257	200	1	0	24	0	40	25	63%	257	200	4	0	19	0	40	23	58%	257	200	0	0	25	0	40	25	63%	257	200	2	0	29	0	40	31	78%
ALBION ROAD WEST	163	145	1	0	9	0	29	10	35%	163	145	2	0	15	0	29	17	59%	163	145	2	0	13	0	29	15	52%	163	145	2	0	11	0	29	13	45%
ALBION ROAD EAST	164	133	0	0	17	0	27	17	64%	164	133	1	0	15	0	27	16	60%	164	133	0	0	15	0	27	15	56%	164	133	0	0	13	0	27	13	49%
MOSLEY ROAD NORTH	403	73	5	0	0	0	15	5	34%	403	73	7	0	0	0	15	7	48%	403	73	3	0	2	0	15	5	34%	403	73	4	0	0	0	15	4	28%
MOSLEY ROAD SOUTH	400	217	15	0	0	1	43	16	37%	400	217	18	0	0	1	43	19	44%	400	217	18	0	0	0	43	18	41%	400	217	17	0	0	0	43	17	39%
MABFIELD ROAD NORTH	261	215	2	0	24	0	43	26	61%	261	215	2	0	22	0	43	24	56%	261	215	1	0	21	0	43	22	51%	261	215	3	0	19	0	43	22	51%
MABFIELD ROAD SOUTH	257	203	5	0	16	1	41	22	54%	257	203	3	0	16	0	41	19	47%	257	203	2	0	20	0	41	22	54%	257	203	7	0	19	0	41	26	64%
LANGLEY ROAD NORTH	199	126	0	0	2	0	25	2	8%	199	126	0	0	10	0	25	10	40%	199	126	0	0	6	0	25	6	24%	199	126	1	0	4	0	25	5	20%
LANGLEY ROAD SOUTH	197	153	0	0	11	0	31	11	36%	197	153	0	0	9	0	31	9	29%	197	153	0	0	8	0	31	8	26%	197	153	0	0	14	0	31	14	46%
WILBRAHAM ROAD NORTH	87	11	0	0	0	0	2	0	0%	87	11	0	0	0	0	2	0	0%	87	11	0	0	0	0	2	0	0%	87	11	0	0	1	0	2	1	44%
WILBRAHAM ROAD SOUTH	89	0	0	0	3	0	0	3	#DIV/0!	89	0	0	0	0	0	0	0	#DIV/0!	89	0	0	0	3	0	0	3	#DIV/0!	89	0	0	0	6	0	0	6	#DIV/0!
WILMSLOW ROAD EAST	161	0	0	0	0	0	0	0	#DIV/0!	161	0	0	0	0	0	0	0	#DIV/0!	161	0	0	0	0	0	0	0	#DIV/0!	161	0	0	0	0	0	0	0	#DIV/0!
WILMSLOW ROAD WEST	156	0	0	0	0	0	0	0	#DIV/0!	156	0	0	0	0	0	0	0	#DIV/0!	156	0	0	0	0	0	0	0	#DIV/0!	156	0	0	0	0	0	0	0	#DIV/0!
COWDOR ROAD NORTH	235	198	6	0	27	1	40	34	86%	235	198	2	0	24	0	40	26	66%	235	198	4	0	23	0	40	27	68%	235	198	2	0	28	0	40	30	76%
COWDOR ROAD SOUTH	238	199	0	0	25	0	40	25	63%	238	199	0	0	22	0	40	22	55%	238	199	1	0	25	0	40	26	65%	238	199	0	0	28	2	40	30	76%
LADYBARN ROAD NORTH	291	118	6	0	9	0	24	15	64%	291	118	11	0	3	1	24	15	64%	291	118	17	0	11	0	24	28	119%	291	118	4	0	7	0	24	11	47%
LADYBARN ROAD SOUTH	288	224	3	0	10	0	45	13	29%	288	224	4	0	7	0	45	11	25%	288	224	2	0	12	0	45	14	31%	288	224	4	0	12	0	45	16	36%
STANDISH ROAD EAST	85	78	0	0	8	0	16	8	51%	85	78	0	0	8	0	16	8	51%	85	78	0	0	13	0	16	13	83%	85	78	8	0	13	0	16	21	134%
STANDISH ROAD WEST	84	79	0	0	10	0	16	10	64%	84	79	0	0	11	0	16	11	70%	84	79	0	0	13	0	16	13	83%	84	79	0	0	9	0	16	9	57%
WILMSLOW ROAD EAST	441	12	0	0	0	0	2	0	0%	441	12	0	0	0	0	2	0	0%	441	12	0	0	0	0	2	0	0%	441	12	0	0	0	0	2	0	0%
WILMSLOW ROAD WEST	443	32	4	0	0	0	6	4	63%	443	32	6	0	0	0	6	6	100%	443	32	6	0	0	0	6	6	100%	443	32	7	0	0	2	6	9	141%
FURNESS ROAD NORTH	234	196	2	0	21	0	39	23	59%	234	196	2	0	22	0	39	24	61%	234	196	4	0	20	0	39	24	61%	234	196	2	0	24	0	39	26	66%
FURNESS ROAD SOUTH	233	194	2	0	22	0	39	24	62%	233	194	4	0	20	0	39	24	62%	233	194	3	0	19	0	39	22	57%	233	194	4	0	22	0	39	26	67%

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Appendix G Bus Stop Survey Data

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Bus Stop Survey, Manchester

DATE: THURSDAY 10th OCTOBER 2024

LOCATION: NORTHBOUND BUS STOP

NV:NOT VISIBLE

SAMPLE	ARRIVAL	DEPARTURE	BUS NUMBER	Duration (mm:ss)	ALIGHTING	BOARDING	QUEUE BEFORE ARRIVAL	QUEUE AFTER ARRIVAL
1	07:03:52	07:04:02	NV	00:10	1	0	1	0
2	07:04:13	07:04:25	43	00:12	1	1	1	0
3	07:05:02	07:05:48	142	00:46	0	3	3	0
4	07:14:17	07:15:53	143	01:36	0	10	10	0
5	07:15:18	07:15:29	43	00:11	2	0	0	0
6	07:21:41	07:22:06	43	00:25	0	3	3	2
7	07:25:04	07:25:56	147	00:52	1	3	3	1
8	07:26:06	07:26:24	41	00:18	1	1	2	1
9	07:26:38	07:26:56	142	00:18	0	1	1	0
10	07:28:08	07:28:36	143	00:28	0	0	0	0
11	07:32:29	07:33:17	43	00:48	0	5	4	0
12	07:33:30	07:34:24	142	00:54	0	1	0	0
13	07:36:17	07:36:33	143	00:16	1	0	1	1
14	07:39:12	07:39:47	41	00:35	0	2	1	1
15	07:51:34	07:53:14	142	01:40	0	15	15	1
16	07:58:23	07:58:56	143	00:33	1	5	6	1
17	07:59:38	07:59:48	142	00:10	0	1	2	1
18	08:01:34	08:01:55	147	00:21	1	1	1	0
19	08:01:50	08:02:11	41	00:21	6	1	1	0
20	08:06:16	08:06:44	42	00:28	0	5	4	0
21	08:07:44	08:08:12	43	00:28	3	4	1	0
22	08:13:58	08:19:16	143	05:18	1	37	15	4
23	08:15:07	08:15:23	42B	00:16	4	0	0	0
24	08:19:34	08:19:45	43	00:11	3	0	0	0
25	08:19:54	08:27:07	143	07:13	4	70	16	10
26	08:23:33	08:29:54	143	06:21	1	73	0	0
27	08:23:53	08:24:12	NV	00:19	2	0	0	0
28	08:27:44	08:28:09	42A	00:25	2	0	0	0
29	08:27:15	08:33:42	143	06:27	4	72	0	41
30	08:30:16	08:30:29	41	00:13	11	0	0	0
31	08:33:54	08:37:21	142	03:27	1	84	41	0
32	08:34:27	08:34:58	147	00:31	0	19	5	0
33	08:34:29	08:34:38	143	00:09	3	0	0	0
34	08:35:09	08:35:21	143	00:12	3	2	0	0
35	08:35:54	08:36:15	42C	00:21	6	0	0	0
36	08:36:18	08:40:35	142	04:17	0	95	0	42
37	08:39:45	08:40:05	43	00:20	4	0	0	0
38	08:43:53	08:48:46	142	04:53	1	96	0	70
39	08:47:16	08:47:30	142	00:14	1	2	20	20
40	08:48:56	08:50:23	143	01:27	0	18	26	0
41	08:49:48	08:50:17	42B	00:29	3	1	0	0
42	08:50:13	08:50:20	41	00:07	1	0	0	0
43	08:50:40	08:54:36	142	03:56	1	16	2	0
44	08:52:58	08:53:13	43	00:15	2	1	0	0
45	08:58:40	08:59:33	142	00:53	1	18	18	1
46	08:59:11	08:59:43	142	00:32	0	4	0	0
47	08:59:59	09:00:31	143	00:32	4	2	2	0
48	09:00:18	09:00:32	147	00:14	0	2	0	0
49	09:02:19	09:03:11	42	00:52	2	10	8	2
50	09:03:42	09:04:21	143	00:39	0	5	2	4
51	09:05:32	09:06:00	41	00:28	3	2	2	0
52	09:17:44	09:19:42	41	01:58	0	18	30	0
53	09:18:14	09:19:24	143	01:10	0	21	0	0
54	09:20:02	09:25:58	143	05:56	2	51	6	3
55	09:26:20	09:27:06	142	00:46	0	6	0	0
56	09:26:26	09:30:42	143	04:16	0	41	0	0
57	09:26:33	09:26:40	42	00:07	2	0	0	0
58	09:26:58	09:27:28	43	00:30	1	1	0	0
59	09:29:42	09:35:00	142	05:18	0	73	0	1
60	09:31:32	09:37:21	143	05:49	0	97	1	0
61	09:36:03	09:41:06	143	05:03	1	84	1	0
62	09:37:34	09:41:52	142	04:18	0	98	1	2
63	09:40:57	09:41:08	147	00:11	0	1	0	0
64	09:42:05	09:44:59	142	02:54	2	32	2	0
65	09:42:05	09:47:47	143	05:42	1	64	1	0
66	09:48:13	09:49:34	143	01:21	0	11	5	2
67	09:49:18	09:49:26	143	00:08	1	0	0	0
68	09:49:55	09:57:17	142	07:22	1	28	2	2
69	09:54:50	09:55:01	43	00:11	2	0	0	0
70	09:59:30	10:00:31	147	01:01	0	8	4	0
71	10:00:51	10:01:16	143	00:25	0	2	0	0
72	10:02:31	10:02:50	143	00:19	0	5	5	0
73	10:02:46	10:04:32	142	01:46	1	8	0	0
74	10:03:30	10:04:36	142	01:06	0	5	0	0
75	10:07:34	10:08:42	43	01:08	0	21	16	3
76	10:08:56	10:09:24	143	00:28	1	3	3	2
77	10:10:09	10:10:25	42B	00:16	0	3	4	1
78	10:10:47	10:11:08	143	00:21	1	3	0	0
79	10:11:20	10:12:14	41	00:54	0	8	6	2
80	10:15:00	10:16:34	142	01:34	0	15	15	0
81	10:15:40	10:15:48	43	00:08	1	0	0	0

SAMPLE	ARRIVAL	DEPARTURE	BUS NUMBER	Duration (mm:ss)	ALIGHTING	BOARDING	QUEUE BEFORE ARRIVAL	QUEUE AFTER ARRIVAL
82	10:16:47	10:17:15	143	00:28	0	7	4	1
83	10:20:36	10:23:21	143	02:45	0	27	15	5
84	10:23:33	10:29:26	143	05:53	2	61	6	15
85	10:25:50	10:26:02	42a	00:12	0	0	0	0
86	10:29:43	10:33:58	142	04:15	0	61	15	0
87	10:30:58	10:35:35	142	04:37	2	41	0	0
88	10:35:19	10:40:11	143	04:52	0	90	0	15
89	10:40:31	10:43:29	143	02:58	0	34	15	0
90	10:42:20	10:45:49	143	03:29	1	33	1	0
91	10:44:09	10:48:11	142	04:02	0	22	0	1
92	10:48:35	10:51:05	142	02:30	0	16	6	0
93	10:49:13	10:49:22	41	00:09	1	0	0	0
94	10:53:54	10:55:19	43	01:25	0	20	13	2
95	10:55:28	10:56:45	143	01:17	0	6	4	1
96	11:02:59	11:04:59	142	02:00	2	24	20	1
97	11:03:30	11:04:00	147	00:30	1	2	1	1
98	11:05:33	11:05:56	143	00:23	3	2	1	1
99	11:05:45	11:05:53	43	00:08	1	0	0	0
100	11:06:49	11:07:54	142	01:05	0	6	5	0
101	11:09:54	11:10:17	41	00:23	0	3	3	1
102	11:11:16	11:11:35	143	00:19	0	3	3	0
103	11:14:21	11:16:10	142	01:49	1	17	14	0
104	11:14:59	11:15:22	142	00:23	1	1	0	0
105	11:17:50	11:19:44	143	01:54	0	9	4	2
106	11:19:33	11:19:43	42C	00:10	0	2	0	0
107	11:21:11	11:21:35	42	00:24	1	10	5	1
108	11:22:44	11:23:58	43	01:14	1	15	8	2
109	11:24:28	11:26:19	142	01:51	0	18	8	0
110	11:25:34	11:28:04	143	02:30	0	18	0	0
111	11:26:35	11:29:47	143	03:12	0	15	0	2
112	11:28:33	11:31:36	142	03:03	0	27	0	0
113	11:30:20	11:35:24	142	05:04	1	44	3	4
114	11:32:01	11:36:58	143	04:57	1	43	0	0
115	11:35:38	11:42:23	143	06:45	0	84	7	9
116	11:41:57	11:43:01	147	01:04	1	2	2	0
117	11:42:32	11:43:20	142	00:48	0	15	10	2
118	11:43:55	11:45:58	43	02:03	0	18	13	0
119	11:45:31	11:46:04	143	00:33	2	5	0	0
120	11:44:42	11:50:14	142	05:32	0	29	0	0
121	11:51:34	11:52:01	42	00:27	0	5	4	0
122	11:53:27	11:53:42	142	00:15	0	3	1	0
123	11:54:39	11:56:02	142	01:23	0	5	1	0
124	11:59:39	12:03:33	142	03:54	1	23	16	0
125	12:00:22	12:00:52	143	00:30	0	2	0	0
126	12:03:40	12:04:00	42A	00:20	0	1	0	0
127	12:05:24	12:06:35	143	01:11	1	9	6	1
128	12:07:57	12:08:51	143	00:54	0	8	7	1
129	12:09:36	12:10:00	142	00:24	0	3	2	0
130	12:11:21	12:11:45	41	00:24	0	3	3	1
131	12:13:20	12:13:25	42C	00:05	1	0	0	0
132	12:13:07	12:14:11	143	01:04	0	10	5	0
133	12:16:35	12:17:36	142	01:01	0	10	8	0
134	12:17:05	12:18:31	143	01:26	2	6	0	1
135	12:20:40	12:21:25	43	00:45	0	11	10	0
136	12:20:57	12:21:06	43	00:09	2	0	0	0
137	12:23:59	12:27:23	143	03:24	1	41	15	5
138	12:28:26	12:31:09	142	02:43	0	43	22	3
139	12:29:17	12:33:15	142	03:58	1	29	0	1
140	12:33:36	12:33:44	42A	00:08	1	0	0	0
141	12:33:29	12:34:30	142	01:01	0	10	1	12
142	12:33:48	12:34:05	41	00:17	1	2	2	0
143	12:34:42	12:41:48	143	07:06	1	77	6	11
144	12:34:46	12:36:23	142	01:37	0	37	0	0
145	12:34:45	12:35:04	143	00:19	1	3	3	0
146	12:35:41	12:36:53	143	01:12	0	19	11	0
147	12:37:11	12:37:39	143	00:28	0	9	4	0
148	12:42:08	12:43:15	42B	01:07	0	17	12	8
149	12:45:22	12:46:44	143	01:22	0	19	16	3
150	12:45:24	12:46:29	142	01:05	1	18	16	4
151	12:49:36	12:50:51	43	01:15	0	13	12	1
152	12:50:04	12:51:08	143	01:04	0	6	3	0
153	12:52:59	12:54:28	41	01:29	0	11	8	1
154	12:54:39	12:55:24	143	00:45	0	5	3	0
155	12:56:15	12:56:31	142	00:16	0	2	2	0
156	12:56:43	12:58:31	143	01:48	1	10	2	0
157	13:04:04	13:05:22	143	01:18	0	17	20	3
158	13:04:30	13:05:23	147	00:53	0	11	0	0
159	13:05:59	13:06:16	42A	00:17	0	3	3	1
160	13:07:07	13:07:38	143	00:31	0	2	2	1
161	13:13:20	13:16:38	142	03:18	0	42	21	2
162	13:24:55	13:26:33	43	01:38	0	29	24	4
163	13:25:55	13:26:33	143	00:38	0	14	5	0
164	13:26:48	13:26:56	43	00:08	1	0	0	0
165	13:27:44	13:32:56	143	05:12	1	66	8	0
166	13:31:05	13:40:11	142	09:06	0	72	0	0
167	13:33:59	13:42:12	143	08:13	0	58	0	0
168	13:34:33	13:34:50	42A	00:17	1	0	0	0
169	13:42:39	13:43:05	143	00:26	0	6	6	0

SAMPLE	ARRIVAL	DEPARTURE	BUS NUMBER	Duration (mm:ss)	ALIGHTING	BOARDING	QUEUE BEFORE ARRIVAL	QUEUE AFTER ARRIVAL
170	13:44:13	13:45:03	43	00:50	2	11	6	0
171	13:45:34	13:46:08	142	00:34	0	6	6	0
172	13:47:28	13:48:02	42B	00:34	0	6	2	0
173	13:53:04	13:53:53	143	00:49	0	30	28	0
174	13:55:02	13:55:13	42	00:11	0	5	5	0
175	13:55:30	13:55:39	143	00:09	2	0	0	0
176	13:55:55	13:56:24	142	00:29	1	3	3	0
177	13:59:35	13:59:59	42A	00:24	0	5	5	0
178	14:00:12	14:00:28	143	00:16	0	2	0	0
179	14:02:55	14:03:34	147	00:39	0	10	7	3
180	14:04:26	14:04:55	143	00:29	0	9	5	3
181	14:07:22	14:08:48	43	01:26	0	24	18	0
182	14:09:23	14:09:34	42C	00:11	1	0	0	0
183	14:12:18	14:12:47	41	00:29	0	2	5	3
184	14:14:01	14:14:58	143	00:57	0	13	9	1
185	14:16:25	14:16:44	142	00:19	0	5	4	0
186	14:17:18	14:17:35	143	00:17	0	2	0	0
187	14:19:03	14:19:29	42	00:26	0	6	5	2
188	14:20:45	14:21:00	143	00:15	0	4	3	0
189	14:23:21	14:24:49	143	01:28	0	30	20	0
190	14:25:22	14:26:30	143	01:08	0	18	4	1
191	14:30:18	14:32:30	147	02:12	0	33	27	16
192	14:32:45	14:33:26	147	00:41	0	11	20	8
193	14:35:17	14:37:03	143	01:46	0	48	30	1
194	14:36:44	14:37:13	142	00:29	0	10	0	8
195	14:42:27	14:45:52	143	03:25	1	50	60	3
196	14:43:26	14:43:55	42A	00:29	0	5	1	0
197	14:43:37	14:44:04	143	00:27	0	12	6	0
198	14:48:07	14:49:05	143	00:58	0	24	21	1
199	14:50:42	14:50:56	42	00:14	1	4	0	0
200	14:52:21	14:53:21	41	01:00	0	6	4	0
201	14:57:46	14:58:24	143	00:38	1	10	10	1
202	15:01:21	15:01:53	42A	00:32	1	5	6	1
203	15:07:52	15:10:14	143	02:22	1	14	11	3
204	15:09:19	15:09:59	42C	00:40	1	5	0	0
205	15:10:46	15:11:02	41	00:16	0	3	4	3
206	15:12:18	15:12:39	142	00:21	1	5	4	0
207	15:13:51	15:15:04	43	01:13	0	11	3	0
208	15:21:55	15:22:50	143	00:55	2	11	9	0
209	15:22:38	15:23:27	143	00:49	0	12	0	2
210	15:26:44	15:27:18	43	00:34	3	11	3	1
211	15:26:58	15:27:46	142	00:48	0	16	15	3
212	15:28:22	15:28:27	143	00:05	0	7	9	0
213	15:28:22	15:28:25	143	00:03	0	7	7	0
214	15:30:01	15:31:50	142	01:49	0	23	19	0
215	15:33:04	15:35:59	143	02:55	0	44	15	15
216	15:40:13	15:41:22	41	01:09	1	36	41	3
217	15:40:42	15:43:22	147	02:40	2	28	18	8
218	15:46:35	15:47:51	142	01:16	2	26	20	0
219	15:47:14	15:47:42	143	00:28	0	5	0	0
220	15:47:58	15:48:18	43	00:20	0	3	0	0
221	15:50:42	15:51:24	142	00:42	2	10	7	2
222	15:51:53	15:52:04	143	00:11	0	1	5	4
223	15:54:00	15:54:35	142	00:35	0	6	4	0
224	15:56:20	15:59:28	NV	03:08	0	2	0	0
225	15:57:32	15:57:59	42B	00:27	0	6	6	1
226	16:00:07	16:00:54	143	00:47	0	11	10	1
227	16:02:12	16:02:23	41	00:11	1	2	2	1
228	16:05:15	16:05:33	143	00:18	1	7	9	3
229	16:05:45	16:06:05	142	00:20	0	4	3	0
230	16:08:14	16:08:35	147	00:21	0	4	7	3
231	16:11:48	16:12:21	143	00:33	0	10	11	0
232	16:13:35	16:14:24	43	00:49	0	5	3	0
233	16:15:07	16:15:14	41	00:07	1	0	0	0
234	16:16:13	16:16:59	143	00:46	0	7	7	0
235	16:24:30	16:25:31	42A	01:01	0	20	22	0
236	16:25:13	16:25:38	142	00:25	1	2	0	0
237	16:27:29	16:27:54	142	00:25	2	9	9	0
238	16:27:53	16:27:54	143	00:01	1	0	0	0
239	16:32:15	16:32:59	143	00:44	1	15	15	0
240	16:33:42	16:34:08	143	00:26	1	7	7	0
241	16:35:25	16:36:14	43	00:49	0	10	10	0
242	16:39:37	16:41:05	143	01:28	0	28	24	0
243	16:41:19	16:41:39	142	00:20	2	2	1	0
244	16:42:02	16:42:14	147	00:12	0	1	1	0
245	16:47:01	16:48:14	143	01:13	0	19	14	0
246	16:51:38	16:52:45	142	01:07	0	8	6	0
247	16:55:04	16:55:28	143	00:24	0	5	5	0
248	16:59:39	17:00:13	43	00:34	4	6	6	0
249	17:00:14	17:00:36	142	00:22	4	0	0	0
250	17:00:15	17:00:35	142	00:20	4	0	0	0
251	17:09:51	17:11:03	41	01:12	0	11	10	2
252	17:10:16	17:10:49	143	00:33	0	9	0	0
253	17:14:02	17:14:23	41	00:21	0	1	0	0
254	17:15:44	17:17:09	143	01:25	0	12	9	0
255	17:16:05	17:16:15	43	00:10	1	0	0	0
256	17:17:25	17:17:37	147	00:12	0	1	0	0
257	17:17:40	17:18:00	42B	00:20	0	3	0	0

SAMPLE	ARRIVAL	DEPARTURE	BUS NUMBER	Duration (mm:ss)	ALIGHTING	BOARDING	QUEUE BEFORE ARRIVAL	QUEUE AFTER ARRIVAL
258	17:20:55	17:21:28	143	00:33	0	2	2	0
259	17:24:05	17:25:39	43	01:34	0	13	10	2
260	17:33:49	17:36:36	143	02:47	5	19	15	0
261	17:35:56	17:36:44	142	00:48	0	8	1	1
262	17:35:50	17:36:23	41	00:33	4	3	1	0
263	17:36:45	17:37:05	142	00:20	2	3	0	0
264	17:37:25	17:37:30	42C	00:05	1	0	0	0
265	17:43:17	17:44:56	43	01:39	0	16	14	0
266	17:43:54	17:44:42	142	00:48	2	9	0	0
267	17:45:36	17:49:04	143	03:28	0	9	1	0
268	17:49:10	17:49:31	143	00:21	0	1	0	0
269	17:50:14	17:50:59	42A	00:45	0	3	2	0
270	17:54:31	17:55:04	42	00:33	0	7	7	0
271	18:00:51	18:01:00	43	00:09	1	0	0	0
272	18:01:02	18:01:51	42	00:49	0	10	10	0
273	18:06:56	18:07:45	143	00:49	0	15	10	0
274	18:11:47	18:12:51	143	01:04	0	8	5	0
275	18:13:38	18:14:17	142	00:39	0	9	6	0
276	18:15:11	18:15:36	43	00:25	0	3	2	0
277	18:16:49	18:17:16	142	00:27	0	6	6	2
278	18:21:31	18:22:08	147	00:37	0	9	10	5
279	18:24:59	18:25:53	43	00:54	1	10	10	0
280	18:34:45	18:35:35	142	00:50	4	11	10	0
281	18:35:11	18:35:28	42C	00:17	1	3	0	0
282	18:35:00	18:35:05	143	00:05	1	0	0	0
283	18:36:17	18:36:32	42	00:15	0	2	2	0
284	18:36:34	18:36:43	143	00:09	1	0	0	0
285	18:38:00	18:38:12	41	00:12	0	1	2	3
286	18:42:22	18:42:47	142	00:25	0	8	9	1
287	18:44:49	18:45:25	43	00:36	0	6	5	1
288	18:46:56	18:51:16	NV	04:20	0	0	0	0
289	18:47:15	18:47:54	143	00:39	0	8	7	1
290	18:52:48	18:53:51	147	01:03	0	10	9	0
291	18:54:09	18:54:21	42A	00:12	3	0	0	0
292	18:54:16	18:54:47	142	00:31	6	2	1	0
293	18:55:37	18:55:51	142	00:14	1	0	0	0
294	18:57:41	18:58:15	42	00:34	0	7	0	1
295	18:58:47	18:59:21	143	00:34	0	5	2	0

Bus Stop Survey, Manchester

DATE: THURSDAY 10th OCTOBER 2024

LOCATION: SOUTHBOUND BUS STOP

NV:NOT VISIBLE

SAMPLE	ARRIVAL	DEPARTURE	BUS NUMBER	Duration (mm:ss)	ALIGHTING	BOARDING	QUEUE BEFORE ARRIVAL	QUEUE AFTER ARRIVAL
1	07:04:15	07:04:25	43	00:10	1	0	0	0
2	07:09:00	07:09:10	41	00:10	1	0	0	0
3	07:19:24	07:19:51	43	00:27	1	1	2	1
4	07:25:38	07:25:57	41	00:19	0	1	2	1
5	07:29:55	07:30:11	42C	00:16	0	1	1	0
6	07:34:21	07:34:31	43	00:10	1	0	0	0
7	07:40:41	07:40:52	143	00:11	3	0	0	0
8	07:43:08	07:43:17	143	00:09	2	0	0	0
9	07:47:01	07:47:16	142	00:15	0	2	2	0
10	07:51:22	07:51:32	43	00:10	1	0	0	0
11	07:59:15	07:59:31	142	00:16	2	1	1	0
12	07:59:26	07:59:38	42A	00:12	1	0	0	0
13	07:59:49	08:00:00	143	00:11	1	0	0	0
14	08:05:50	08:06:54	142	01:04	0	1	1	0
15	08:13:22	08:13:32	143	00:10	4	0	0	0
16	08:20:35	08:20:56	43	00:21	1	1	1	0
17	08:21:40	08:22:45	NV	01:05	27	0	0	1
18	08:22:56	08:23:06	42C	00:10	2	0	1	1
19	08:27:26	08:27:36	147	00:10	0	1	3	2
20	08:33:03	08:33:20	41	00:17	2	1	2	2
21	08:33:06	08:33:31	142	00:25	3	2	2	0
22	08:35:23	08:35:32	143	00:09	1	0	1	0
23	08:37:19	08:37:25	41	00:06	1	0	0	0
24	08:38:06	08:38:19	142	00:13	1	0	1	1
25	08:42:47	08:43:15	43	00:28	0	1	1	0
26	08:47:44	08:48:30	142	00:46	1	1	1	0
27	08:48:21	08:48:31	143	00:10	2	0	0	0
28	08:59:27	08:59:43	42	00:16	1	1	1	0
29	09:00:07	09:00:21	147	00:14	2	0	0	0
30	09:00:16	09:00:22	143	00:06	1	0	0	0
31	09:08:25	09:08:39	142	00:14	1	0	1	1
32	09:11:22	09:11:31	43	00:09	1	0	1	1
33	09:26:05	09:26:17	42C	00:12	0	1	2	1
34	09:27:56	09:28:03	147	00:07	1	0	1	1
35	09:28:31	09:28:55	41	00:24	0	1	1	0
36	09:37:59	09:38:04	143	00:05	1	0	0	0
37	09:43:12	09:43:42	43	00:30	0	1	1	0
38	09:44:56	09:45:06	41	00:10	1	0	0	0
39	09:49:22	09:49:34	143	00:12	2	0	0	0
40	10:00:51	10:01:07	142	00:16	2	0	0	0
41	10:05:54	10:06:03	142	00:09	2	0	0	0
42	10:08:40	10:08:53	143	00:13	2	0	0	0
43	10:11:08	10:11:15	143	00:07	2	0	0	0
44	10:15:30	10:15:43	43	00:13	1	0	0	0
45	10:17:44	10:17:56	43	00:12	1	0	0	0
46	10:23:41	10:23:49	143	00:08	2	0	0	0
47	10:27:17	10:27:28	147	00:11	1	0	0	0
48	10:31:42	10:31:50	43	00:08	0	1	1	0
49	10:36:47	10:36:58	42	00:11	2	0	0	0
50	10:41:25	10:41:33	143	00:08	1	0	0	0
51	10:49:52	10:50:03	43	00:11	1	1	1	0
52	10:54:47	10:55:13	143	00:26	0	3	3	0
53	10:55:41	10:55:53	42A	00:12	1	0	0	0
54	10:56:08	10:56:23	142	00:15	3	0	0	0
55	11:06:13	11:06:34	42	00:21	8	0	0	0
56	11:09:59	11:10:15	142	00:16	10	0	2	2
57	11:11:05	11:11:17	143	00:12	3	0	2	2
58	11:13:37	11:14:05	41	00:28	2	2	2	0
59	11:15:06	11:15:22	43	00:16	4	0	0	0
60	11:16:25	11:16:35	143	00:10	1	0	0	0
61	11:19:20	11:19:35	143	00:15	1	1	1	0
62	11:22:05	11:22:19	143	00:14	3	0	0	0
63	11:27:01	11:27:13	142	00:12	3	0	0	0
64	11:27:21	11:27:39	43	00:18	4	0	0	0
65	11:28:34	11:28:47	42A	00:13	2	0	0	0
66	11:31:02	11:31:18	143	00:16	2	0	1	1
67	11:36:33	11:36:42	142	00:09	1	0	2	2
68	11:38:01	11:38:11	143	00:10	2	0	2	2
69	11:38:53	11:39:28	43	00:35	3	1	2	1
70	11:41:53	11:42:03	43	00:10	1	0	1	1
71	11:44:13	11:44:19	142	00:06	0	1	2	1
72	11:45:59	11:46:09	42B	00:10	1	1	1	0
73	11:46:23	11:46:30	143	00:07	1	0	0	0
74	11:52:32	11:52:47	43	00:15	4	0	0	0
75	12:03:31	12:04:07	143	00:36	1	1	2	1
76	12:05:54	12:06:08	143	00:14	0	1	2	1
77	12:07:34	12:07:46	43	00:12	2	0	1	1
78	12:13:28	12:13:48	43	00:20	5	1	1	0
79	12:19:07	12:19:18	143	00:11	5	0	0	0
80	12:19:28	12:19:39	42C	00:11	2	0	0	0
81	12:19:44	12:20:00	142	00:16	6	0	0	0

SAMPLE	ARRIVAL	DEPARTURE	BUS NUMBER	Duration (mm:ss)	ALIGHTING	BOARDING	QUEUE BEFORE ARRIVAL	QUEUE AFTER ARRIVAL
82	12:20:41	12:20:46	41	00:05	0	0	0	0
83	12:25:01	12:25:11	143	00:10	3	0	0	0
84	12:30:14	12:30:35	142	00:21	2	0	1	1
85	12:30:17	12:30:27	42A	00:10	0	0	1	1
86	12:32:48	12:32:56	43	00:08	0	1	1	0
87	12:33:23	12:33:35	143	00:12	2	0	0	0
88	12:39:15	12:39:22	143	00:07	2	0	0	0
89	12:40:05	12:40:17	143	00:12	2	0	0	0
90	12:43:58	12:44:11	43	00:13	1	0	0	0
91	12:46:23	12:46:30	143	00:07	1	0	0	0
92	12:53:15	12:53:30	42B	00:15	2	1	1	0
93	12:57:58	12:58:13	143	00:15	2	0	1	1
94	12:58:11	12:58:18	147	00:07	1	0	1	1
95	12:59:24	12:59:36	142	00:12	0	1	1	0
96	13:02:49	13:03:14	143	00:25	0	1	1	0
97	13:08:12	13:08:26	41	00:14	2	0	0	0
98	13:10:35	13:10:48	42	00:13	6	0	0	0
99	13:12:10	13:12:42	142	00:32	11	2	1	0
100	13:12:12	13:12:35	143	00:23	3	0	0	0
101	13:13:18	13:13:26	43	00:08	1	0	0	0
102	13:15:28	13:15:51	143	00:23	4	2	2	0
103	13:25:01	13:25:14	142	00:13	4	0	1	1
104	13:25:07	13:25:22	42C	00:15	2	0	1	1
105	13:27:12	13:27:26	143	00:14	6	0	0	0
106	13:29:57	13:30:07	147	00:10	1	0	0	0
107	13:34:12	13:34:32	143	00:20	4	1	0	0
108	13:39:30	13:39:38	41	00:08	2	0	1	1
109	13:41:33	13:41:46	142	00:13	0	1	1	0
110	13:46:03	13:46:27	142	00:24	0	1	1	0
111	13:50:07	13:50:21	143	00:14	2	0	3	3
112	13:56:16	13:56:24	147	00:08	0	1	5	4
113	13:56:34	13:56:53	143	00:19	2	0	4	4
114	13:58:06	13:58:30	142	00:24	0	3	4	0
115	13:58:21	13:58:39	42A	00:18	2	1	0	0
116	14:08:54	14:09:16	143	00:22	5	1	1	0
117	14:11:54	14:12:09	143	00:15	2	0	0	0
118	14:14:33	14:14:58	43	00:25	5	1	0	0
119	14:14:51	14:15:08	42	00:17	2	0	1	2
120	14:15:36	14:15:43	41	00:07	1	0	2	2
121	14:18:41	14:18:53	142	00:12	1	0	1	1
122	14:20:28	14:20:38	143	00:10	1	0	1	1
123	14:22:29	14:22:37	42A	00:08	1	0	0	0
124	14:22:34	14:22:49	143	00:15	2	0	0	0
125	14:26:49	14:27:08	142	00:19	2	0	0	0
126	14:26:55	14:27:11	147	00:16	1	0	0	1
127	14:28:06	14:28:19	143	00:13	5	0	1	1
128	14:32:08	14:32:28	43	00:20	3	0	1	1
129	14:32:51	14:33:02	43	00:11	2	0	1	1
130	14:38:05	14:38:30	42	00:25	1	0	1	1
131	14:39:12	14:39:21	143	00:09	2	0	1	1
132	14:40:19	14:40:39	142	00:20	4	0	1	1
133	14:43:02	14:43:13	41	00:11	5	0	1	1
134	14:51:16	14:51:30	143	00:14	2	1	1	1
135	14:55:26	14:55:35	142	00:09	1	0	1	1
136	14:56:16	14:56:29	43	00:13	2	0	0	0
137	14:56:41	14:56:50	147	00:09	2	0	0	0
138	14:59:23	14:59:30	42B	00:07	2	0	0	0
139	15:01:47	15:02:01	142	00:14	3	0	1	1
140	15:01:58	15:02:08	43	00:10	2	0	1	1
141	15:07:23	15:07:58	143	00:35	7	0	0	0
142	15:09:59	15:10:12	142	00:13	3	0	0	0
143	15:11:46	15:11:59	42	00:13	3	0	0	0
144	15:11:47	15:12:00	43	00:13	2	0	0	0
145	15:12:10	15:12:26	143	00:16	2	0	0	0
146	15:12:13	15:12:29	143	00:16	3	0	0	1
147	15:14:18	15:14:25	143	00:07	4	0	1	1
148	15:14:23	15:14:32	143	00:09	1	0	1	1
149	15:18:03	15:18:22	143	00:19	4	0	2	2
150	15:19:25	15:20:02	143	00:37	1	1	3	2
151	15:24:13	15:24:41	41	00:28	3	1	2	1
152	15:24:47	15:24:56	43	00:09	1	0	1	1
153	15:26:54	15:27:35	42C	00:41	7	1	1	0
154	15:27:43	15:27:54	142	00:11	3	0	0	0
155	15:27:46	15:27:55	147	00:09	1	0	0	0
156	15:29:37	15:29:49	42A	00:12	2	0	0	0
157	15:30:36	15:30:47	142	00:11	2	0	0	0
158	15:38:59	15:39:19	143	00:20	2	3	0	0
159	15:42:25	15:42:38	143	00:13	0	1	1	0
160	15:42:54	15:43:08	143	00:14	3	0	0	0
161	15:43:30	15:43:38	143	00:08	1	0	0	0
162	15:45:58	15:46:08	41	00:10	1	1	1	0
163	15:47:28	15:47:39	43	00:11	5	0	0	0
164	15:47:58	15:48:20	143	00:22	4	1	1	0
165	15:48:10	15:48:27	142	00:17	1	2	0	0
166	15:54:50	15:55:07	143	00:17	2	3	17	14
167	15:54:51	15:55:35	43	00:44	6	6	14	11
168	15:58:03	16:00:16	142	02:13	0	30	40	10
169	15:58:34	15:58:51	143	00:17	2	1	10	10

SAMPLE	ARRIVAL	DEPARTURE	BUS NUMBER	Duration (mm:ss)	ALIGHTING	BOARDING	QUEUE BEFORE ARRIVAL	QUEUE AFTER ARRIVAL
170	16:00:25	16:00:41	42A	00:16	5	0	27	27
171	16:01:27	16:02:29	41	01:02	0	29	37	8
172	16:02:37	16:02:55	143	00:18	2	3	3	0
173	16:02:38	16:03:06	43	00:28	0	5	5	0
174	16:05:40	16:06:00	143	00:20	6	1	1	3
175	16:13:03	16:13:41	143	00:38	4	2	6	5
176	16:16:06	16:16:52	42	00:46	4	1	8	7
177	16:17:11	16:17:49	142	00:38	4	3	7	1
178	16:18:15	16:18:52	143	00:37	5	0	0	0
179	16:20:55	16:21:25	42	00:30	6	2	2	0
180	16:21:14	16:21:29	143	00:15	3	0	0	0
181	16:21:43	16:21:52	143	00:09	1	0	0	0
182	16:28:07	16:28:17	143	00:10	1	0	2	2
183	16:28:24	16:28:52	143	00:28	7	0	2	3
184	16:30:44	16:31:20	42C	00:36	4	2	2	0
185	16:32:36	16:32:41	143	00:05	1	0	0	0
186	16:32:50	16:33:11	43	00:21	5	0	0	0
187	16:36:03	16:36:16	143	00:13	4	0	1	1
188	16:36:10	16:36:37	142	00:27	4	0	1	1
189	16:38:56	16:39:21	42A	00:25	6	0	2	1
190	16:38:57	16:39:32	147	00:35	2	3	2	1
191	16:39:47	16:40:04	142	00:17	6	0	1	1
192	16:41:44	16:41:59	143	00:15	3	0	1	1
193	16:42:33	16:43:02	41	00:29	1	1	3	2
194	16:47:28	16:47:37	142	00:09	1	0	2	2
195	16:47:44	16:48:01	143	00:17	3	1	3	0
196	16:48:09	16:48:34	143	00:25	6	0	0	0
197	16:50:30	16:50:35	142	00:05	3	0	1	1
198	16:51:57	16:52:08	42B	00:11	1	0	1	1
199	16:53:31	16:53:48	143	00:17	3	1	1	1
200	16:54:46	16:55:04	42	00:18	1	2	2	0
201	16:54:49	16:55:05	143	00:16	2	0	0	0
202	16:55:13	16:55:24	143	00:11	1	0	0	0
203	16:56:34	16:56:47	43	00:13	1	0	0	0
204	16:57:19	16:57:31	42B	00:12	1	0	0	0
205	17:02:12	17:02:37	143	00:25	8	0	0	0
206	17:02:22	17:02:38	143	00:16	2	1	1	0
207	17:03:48	17:04:02	43	00:14	1	0	0	0
208	17:09:08	17:09:44	143	00:36	8	3	6	3
209	17:13:06	17:13:36	143	00:30	8	2	5	10
210	17:15:59	17:16:15	43	00:16	2	2	10	8
211	17:16:32	17:16:48	143	00:16	4	0	8	8
212	17:17:41	17:18:50	142	01:09	3	7	8	1
213	17:18:02	17:18:24	142	00:22	3	0	1	1
214	17:19:11	17:19:32	142	00:21	4	0	1	1
215	17:22:35	17:22:53	143	00:18	5	1	2	1
216	17:23:10	17:24:00	43	00:50	14	1	0	0
217	17:24:09	17:24:33	143	00:24	8	0	0	0
218	17:24:47	17:25:25	147	00:38	13	0	0	3
219	17:26:03	17:27:17	42	01:14	5	4	5	3
220	17:26:55	17:27:25	143	00:30	6	0	3	4
221	17:27:48	17:28:11	143	00:23	6	0	4	4
222	17:28:06	17:28:18	142	00:12	1	0	4	4
223	17:30:28	17:30:59	41	00:31	3	4	4	2
224	17:30:43	17:30:58	43	00:15	2	0	2	2
225	17:34:20	17:34:38	143	00:18	6	1	2	2
226	17:39:27	17:39:49	42C	00:22	2	0	1	1
227	17:41:11	17:41:38	143	00:27	5	0	1	1
228	17:41:30	17:41:41	143	00:11	1	0	1	1
229	17:42:08	17:42:32	43	00:24	1	5	6	1
230	17:42:54	17:43:13	42A	00:19	0	1	1	0
231	17:43:43	17:43:52	142	00:09	1	0	0	0
232	17:44:36	17:44:47	142	00:11	1	0	0	0
233	17:45:25	17:45:37	143	00:12	2	0	0	0
234	17:53:34	17:53:53	42B	00:19	2	1	2	1
235	17:57:59	17:58:43	142	00:44	3	4	4	0
236	17:59:11	17:59:22	143	00:11	4	0	0	0
237	17:59:51	18:00:16	43	00:25	2	0	0	2
238	18:01:43	18:02:03	142	00:20	4	0	3	3
239	18:03:28	18:04:05	143	00:37	10	0	3	2
240	18:03:29	18:03:50	43	00:21	4	0	2	2
241	18:05:33	18:05:50	41	00:17	4	1	2	2
242	18:08:39	18:08:51	42	00:12	1	0	1	2
243	18:09:54	18:10:17	143	00:23	6	1	2	2
244	18:19:21	18:19:41	147	00:20	3	0	3	2
245	18:20:06	18:20:38	41	00:32	4	1	2	2
246	18:25:37	18:25:48	43	00:11	2	0	3	3
247	18:25:37	18:26:03	143	00:26	2	3	3	2
248	18:26:15	18:26:42	143	00:27	5	1	2	4
249	18:27:54	18:29:02	43	01:08	2	4	4	2
250	18:28:37	18:29:07	143	00:30	6	0	2	4
251	18:29:25	18:29:43	142	00:18	3	3	4	2
252	18:31:13	18:31:59	143	00:46	7	1	2	1
253	18:33:57	18:34:13	42A	00:16	4	1	1	0
254	18:34:07	18:34:14	42C	00:07	1	0	0	0
255	18:35:08	18:35:20	142	00:12	4	0	0	0
256	18:35:35	18:35:44	143	00:09	1	0	0	0
257	18:40:31	18:40:42	142	00:11	2	0	0	0

SAMPLE	ARRIVAL	DEPARTURE	BUS NUMBER	Duration (mm:ss)	ALIGHTING	BOARDING	QUEUE BEFORE ARRIVAL	QUEUE AFTER ARRIVAL
258	18:44:51	18:45:02	142	00:11	4	0	0	0
259	18:46:05	18:46:17	147	00:12	5	0	0	0
260	18:47:52	18:48:07	43	00:15	2	0	0	0
261	18:49:43	18:49:53	143	00:10	2	0	0	0
262	18:51:19	18:51:30	143	00:11	3	0	0	0

Appendix H Streets for All Design Checks

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Greater Manchester Streets for All Design Check - FOOTWAY ASSESSMENT: Wilmslow Road (Moseley Road to Old Hall Lane)

Metric	Benchmark	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	<1.2m at any point on a pedestrian route.	1.2m – 1.9m	2m - 2.4m	>=2.5m	1	Footways generally >2m but frequent street furniture reduces effective width
Surface defects	Trip hazards and surface quality	Any defect presenting a level difference of >=13mm.	Many defects presenting a level difference of between 13mm and 7mm.	Some defects presenting a level difference of between 13mm and 7mm.	No defects more than 6mm.	1	Not formally measured and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	Ramp section of >1:10 for more than 0.6m and/or >1:12 for more than 2m and/or >1:20 for more than 3m.	Score not applicable for this metric.	Score not applicable for this metric.	Gradient over a specified distance on a ramps and structures exceeds Critical criteria.	2	Gradients not formally measured but believed to not be critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	No tonal contrast between tactiles and adjacent surface material, either on footway and carriageway. (e.g. buff tactile adjacent to buff paving; red tactile and red overlay surface on crossing). Clearly misleading / confusing paving patterns.	Tonal contrast between materials but clear pedestrian route is not obvious. Complex, disorientating or potentially misleading paving patterns.	Score not applicable for this metric.	Clear pedestrian route which is detectable and obvious. Paving patterns serve to improve legibility of the street and pedestrian routes.	2	Pedestrian routes generally clear and obvious and minimal use of paving patterns (predominantly asphalt)
Public seating	Walking distance between resting points	Score not applicable for this metric.	>150m	50m to 150m without cluttering the street environment.	<50m without cluttering the street environment.	0	No public seating except at bus stops (c.180m apart)
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	Score not applicable for this metric.	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings.	Some cycle and pedestrian specific direction signing.	Consistent signing of range of routes and destinations at decision points.	1	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	<3.0m effective width OR <4m effective width with ped or cycle flows >300 per hour.	3.0m effective width at ped or cycle flows <300 per hour, or 4.0m effective width with ped or cycle flows >300 per hour.	Above specified minimum provision for flows.	Above specified minimum provision for flows with suggested route for cyclists.	1	Segregated cycle route generally so minimal shared use

Greater Manchester Streets for All Design Check – CYCLING PROVISION: Wilmslow Road (Moseley Road to Old Hall Lane)

Metric	Benchmark	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	85th percentile >30mph.	85th percentile >25mph.	85th percentile 20-25mph.	85th percentile <20mph or protected cycle facility.	**2**	85th percentile c.27mph (2023 ATC data) but protected cycle facility mitigates
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	>4,000 a day >400 in peak hour And cyclists are not protected.	>2,000 - 4,000 a day >200 - 400 in peak hour And cyclists are not protected	1,000 - 2,000 a day 100 - 200 in peak hour And cyclists are not protected	<1,000 a day <100 in peak hour Or protected cycle facility	**2**	Traffic volume >4,000 a day but protected cycle facility (light segregation) for most of the street
Composition of traffic	Percentage of large vehicles in peak hour	>5%	2-5%	<2%	Cycles do not interact with large vehicles.	**2**	Cycles do not generally interact with large vehicles due to segregated cycle lanes for most of the street [but >5% large vehicles]
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	Secondary position: <1.5m clear space. Primary position: high motor vehicle flow (>4,000 PCU's a day)	Secondary: 1.5-1.8m (1.5m if physically protected) Primary: >2,000-4,000 PCU's a day	Secondary: 1.8-2.0m (or 1.5-2m if physically protected) Primary: >1,000-2,000 PCU's a day	Secondary: >2m Primary: <1,000 PCU's a day	**1**	Secondary position, 1.5-2m, segregated generally
Likelihood of close passes	Nearside lane width and configuration	3.25 to 3.9m (to lane marking for multi-lane roads, or centre line for single-lane two-way roads).	<3.25 or >3.9m but there are speed cushions.	<3.25 or >3.9m but there are no speed cushions.	<3.25 or >3.9m, there are no speed cushions, and the street is designed to mitigate likelihood of close passes (see guidance notes).	**1**	<3.25 or >3.9m but there are no speed cushions; cycles generally in segregated lane
Kerbside activity	Effect of kerbside activity on cyclists	Cycle facility alongside parking/loading with no buffer, or buffer <0.5m. Or, a cycle lane runs between a frequently used bus layby and nearside traffic lane.	Frequent kerbside activity / effective width for cyclists of 1.5m.	Less frequent kerbside activity / effective width for cyclists of 2m.	No kerbside activity / no interaction between cyclists and vehicles parking or loading.	**1**	Some kerbside activity but mainly to one side of street
Route deviation	Deviation of route end-end vs shortest road alternative	Score not applicable for this metric.	Deviation factor against shortest road alternative > 1.4	Deviation factor against shortest road alternative 1.2 - 1.4	Deviation factor against shortest road alternative < 1.2	**2**	Minimal deviation as route follows street
Width of cycle facility	Cyclist's ability to pass other users	Score not applicable for this metric.	Cyclists cannot pass other users.	Cyclists can usually pass other users.	Cyclists can always pass other users.	**1**	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	Score not applicable for this metric.	Cyclists cannot connect to other routes without dismounting.	Cyclists share connections with motor traffic.	Cyclists have dedicated connections to other routes.	**1**	Cyclists generally share connections with motor traffic.
Carriageway or cycle track defects	Surface condition and general maintenance	Major defects or maintenance issues. Inadequate slip resistance.	Many minor defects or maintenance issues.	Few minor defects or maintenance issues.	No defects or maintenance issues.	**1**	Few minor defects or maintenance issues.
Cycle track construction	Surface type	Score not applicable for this metric.	Hand-laid asphalt, unstable blockwork/sets or poorly laid uneven surface.	Machine laid asphalt concrete or HRA; even blockwork/paving.	Machine laid asphalt concrete; even blockwork/paving with suitable slip resistance, evenly laid permeable surface.	**1**	Machine laid asphalt concrete, generally without additional slip resistant finish

Greater Manchester Streets for All Design Check - FOOTWAY ASSESSMENT: Wilmslow Road (Moseley Road to Ladybarn Road)

Metric	Benchmark	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	<1.2m at any point on a pedestrian route.	1.2m – 1.9m	2m - 2.4m	>=2.5m	2	Footways generally >2.5m but sometimes reduced by shop signage/spill-out
Surface defects	Trip hazards and surface quality	Any defect presenting a level difference of >=13mm.	Many defects presenting a level difference of between 13mm and 7mm.	Some defects presenting a level difference of between 13mm and 7mm.	No defects more than 6mm.	1	Not formally measured and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	Ramp section of >1:10 for more than 0.6m and/or >1:12 for more than 2m and/or >1:20 for more than 3m.	Score not applicable for this metric.	Score not applicable for this metric.	Gradient over a specified distance on a ramps and structures exceeds Critical criteria.	2	Gradients not formally measured but believed to not be critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	No tonal contrast between tactiles and adjacent surface material, either on footway and carriageway. (e.g. buff tactile adjacent to buff paving; red tactile and red overlay surface on crossing). Clearly misleading / confusing paving patterns.	Tonal contrast between materials but clear pedestrian route is not obvious. Complex, disorientating or potentially misleading paving patterns.	Score not applicable for this metric.	Clear pedestrian route which is detectable and obvious. Paving patterns serve to improve legibility of the street and pedestrian routes.	2	Pedestrian routes generally clear and obvious and minimal use of paving patterns (predominantly asphalt)
Public seating	Walking distance between resting points	Score not applicable for this metric.	>150m	50m to 150m without cluttering the street environment.	<50m without cluttering the street environment.	0	No public seating aside from shop/café spill-out seating
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	Score not applicable for this metric.	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings.	Some cycle and pedestrian specific direction signing.	Consistent signing of range of routes and destinations at decision points.	1	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	<3.0m effective width OR <4m effective width with ped or cycle flows >300 per hour.	3.0m effective width at ped or cycle flows <300 per hour, or 4.0m effective width with ped or cycle flows >300 per hour.	Above specified minimum provision for flows.	Above specified minimum provision for flows with suggested route for cyclists.	1	Segregated cycle route generally so minimal shared use

Greater Manchester Streets for All Design Check – CYCLING PROVISION: Wilmslow Road (Moseley Road to Ladybarn Road)

Metric	Benchmark	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	85th percentile >30mph.	85th percentile >25mph.	85th percentile 20-25mph.	85th percentile <20mph or protected cycle facility.	**2**	85th percentile c.25-26mph (2023 ATC data) but protected cycle facility mitigates
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	>4,000 a day >400 in peak hour And cyclists are not protected.	>2,000 - 4,000 a day >200 - 400 in peak hour And cyclists are not protected	1,000 - 2,000 a day 100 - 200 in peak hour And cyclists are not protected	<1,000 a day <100 in peak hour Or protected cycle facility	**2**	Traffic volume >4,000 a day but protected cycle facility (light segregation) for most of the street
Composition of traffic	Percentage of large vehicles in peak hour	>5%	2-5%	<2%	Cycles do not interact with large vehicles.	**2**	Cycles do not generally interact with large vehicles due to segregated cycle lanes for most of the street [but c.4% large vehicles]
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	Secondary position: <1.5m clear space. Primary position: high motor vehicle flow (>4,000 PCU's a day)	Secondary: 1.5-1.8m (1.5m if physically protected) Primary: >2,000-4,000 PCU's a day	Secondary: 1.8-2.0m (or 1.5-2m if physically protected) Primary: >1,000-2,000 PCU's a day	Secondary: >2m Primary: <1,000 PCU's a day	**1**	Secondary position, 1.5-2m, segregated generally
Likelihood of close passes	Nearside lane width and configuration	3.25 to 3.9m (to lane marking for multi-lane roads, or centre line for single-lane two-way roads).	<3.25 or >3.9m but there are speed cushions.	<3.25 or >3.9m but there are no speed cushions.	<3.25 or >3.9m, there are no speed cushions, and the street is designed to mitigate likelihood of close passes (see guidance notes).	**1**	<3.25 or >3.9m but there are no speed cushions; cycles generally in segregated lane
Kerbside activity	Effect of kerbside activity on cyclists	Cycle facility alongside parking/loading with no buffer, or buffer <0.5m. Or, a cycle lane runs between a frequently used bus layby and nearside traffic lane.	Frequent kerbside activity / effective width for cyclists of 1.5m.	Less frequent kerbside activity / effective width for cyclists of 2m.	No kerbside activity / no interaction between cyclists and vehicles parking or loading.	**2**	No kerbside activity (parking and loading restrictions)
Route deviation	Deviation of route end-end vs shortest road alternative	Score not applicable for this metric.	Deviation factor against shortest road alternative > 1.4	Deviation factor against shortest road alternative 1.2 - 1.4	Deviation factor against shortest road alternative < 1.2	**2**	Minimal deviation as route follows street
Width of cycle facility	Cyclist's ability to pass other users	Score not applicable for this metric.	Cyclists cannot pass other users.	Cyclists can usually pass other users.	Cyclists can always pass other users.	**1**	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	Score not applicable for this metric.	Cyclists cannot connect to other routes without dismounting.	Cyclists share connections with motor traffic.	Cyclists have dedicated connections to other routes.	**1**	Cyclists generally share connections with motor traffic.
Carriageway or cycle track defects	Surface condition and general maintenance	Major defects or maintenance issues. Inadequate slip resistance.	Many minor defects or maintenance issues.	Few minor defects or maintenance issues.	No defects or maintenance issues.	**1**	Few minor defects or maintenance issues.
Cycle track construction	Surface type	Score not applicable for this metric.	Hand-laid asphalt, unstable blockwork/sets or poorly laid uneven surface.	Machine laid asphalt concrete or HRA; even blockwork/paving.	Machine laid asphalt concrete; even blockwork/paving with suitable slip resistance, evenly laid permeable surface.	**1**	Machine laid asphalt concrete, generally without additional slip resistant finish

Greater Manchester Streets for All Design Check - FOOTWAY ASSESSMENT: Moseley Road (Wilmslow Road to Whitworth Lane)

Metric	Benchmark	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	<1.2m at any point on a pedestrian route.	1.2m – 1.9m	2m - 2.4m	>=2.5m	**1**	Footways generally >2m but substantial street trees in some locations, along with street furniture
Surface defects	Trip hazards and surface quality	Any defect presenting a level difference of >=13mm.	Many defects presenting a level difference of between 13mm and 7mm.	Some defects presenting a level difference of between 13mm and 7mm.	No defects more than 6mm.	**1**	Not formally measured and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	Ramp section of >1:10 for more than 0.6m and/or >1:12 for more than 2m and/or >1:20 for more than 3m.	Score not applicable for this metric.	Score not applicable for this metric.	Gradient over a specified distance on a ramps and structures exceeds Critical criteria.	**2**	Gradients not formally measured but believed to not be critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	No tonal contrast between tactiles and adjacent surface material, either on footway and carriageway. (e.g. buff tactile adjacent to buff paving; red tactile and red overlay surface on crossing). Clearly misleading / confusing paving patterns.	Tonal contrast between materials but clear pedestrian route is not obvious. Complex, disorientating or potentially misleading paving patterns.	Score not applicable for this metric.	Clear pedestrian route which is detectable and obvious. Paving patterns serve to improve legibility of the street and pedestrian routes.	**2**	Pedestrian routes generally clear and obvious and minimal use of paving patterns (predominantly asphalt)
Public seating	Walking distance between resting points	Score not applicable for this metric.	>150m	50m to 150m without cluttering the street environment.	<50m without cluttering the street environment.	**0**	No public seating except at bus stops (c.180m apart)
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	Score not applicable for this metric.	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings.	Some cycle and pedestrian specific direction signing.	Consistent signing of range of routes and destinations at decision points.	**1**	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	<3.0m effective width OR <4m effective width with ped or cycle flows >300 per hour.	3.0m effective width at ped or cycle flows <300 per hour, or 4.0m effective width with ped or cycle flows >300 per hour.	Above specified minimum provision for flows.	Above specified minimum provision for flows with suggested route for cyclists.	**1**	Segregated cycle route generally so minimal shared use

Greater Manchester Streets for All Design Check – CYCLING PROVISION: Moseley Road (Wilmslow Road to Whitworth Lane)

Metric	Benchmark	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	85th percentile >30mph.	85th percentile >25mph.	85th percentile 20-25mph.	85th percentile <20mph or protected cycle facility.	**0 / C ***	* 85th percentile c.28mph westbound and c.32mph eastbound (2023 ATC data) Unprotected cycle lanes.
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	>4,000 a day >400 in peak hour And cyclists are not protected.	>2,000 - 4,000 a day >200 - 400 in peak hour And cyclists are not protected	1,000 - 2,000 a day 100 - 200 in peak hour And cyclists are not protected	<1,000 a day <100 in peak hour Or protected cycle facility	**C**	Traffic volume >4,000 a day Unprotected cycle lanes
Composition of traffic	Percentage of large vehicles in peak hour	>5%	2-5%	<2%	Cycles do not interact with large vehicles.	**2**	Cycles do not generally interact with large vehicles due to segregated cycle lanes for most of the street [but >5% large vehicles]
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	Secondary position: <1.5m clear space. Primary position: high motor vehicle flow (>4,000 PCU's a day)	Secondary: 1.5-1.8m (1.5m if physically protected) Primary: >2,000-4,000 PCU's a day	Secondary: 1.8-2.0m (or 1.5-2m if physically protected) Primary: >1,000-2,000 PCU's a day	Secondary: >2m Primary: <1,000 PCU's a day	**1**	Secondary position, 1.5-2m, segregated (but unprotected) lane
Likelihood of close passes	Nearside lane width and configuration	3.25 to 3.9m (to lane marking for multi-lane roads, or centre line for single-lane two-way roads).	<3.25 or >3.9m but there are speed cushions.	<3.25 or >3.9m but there are no speed cushions.	<3.25 or >3.9m, there are no speed cushions, and the street is designed to mitigate likelihood of close passes (see guidance notes).	**1**	<3.25 or >3.9m but there are no speed cushions; cycles generally in segregated lane
Kerbside activity	Effect of kerbside activity on cyclists	Cycle facility alongside parking/loading with no buffer, or buffer <0.5m. Or, a cycle lane runs between a frequently used bus layby and nearside traffic lane.	Frequent kerbside activity / effective width for cyclists of 1.5m.	Less frequent kerbside activity / effective width for cyclists of 2m.	No kerbside activity / no interaction between cyclists and vehicles parking or loading.	**0**	Frequent kerbside parking with marked cycle lane outside of parking zone
Route deviation	Deviation of route end-end vs shortest road alternative	Score not applicable for this metric.	Deviation factor against shortest road alternative > 1.4	Deviation factor against shortest road alternative 1.2 - 1.4	Deviation factor against shortest road alternative < 1.2	**2**	Minimal deviation as route follows street
Width of cycle facility	Cyclist's ability to pass other users	Score not applicable for this metric.	Cyclists cannot pass other users.	Cyclists can usually pass other users.	Cyclists can always pass other users.	**1**	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	Score not applicable for this metric.	Cyclists cannot connect to other routes without dismounting.	Cyclists share connections with motor traffic.	Cyclists have dedicated connections to other routes.	**1**	Cyclists generally share connections with motor traffic.
Carriageway or cycle track defects	Surface condition and general maintenance	Major defects or maintenance issues. Inadequate slip resistance.	Many minor defects or maintenance issues.	Few minor defects or maintenance issues.	No defects or maintenance issues.	**1**	Few minor defects or maintenance issues.
Cycle track construction	Surface type	Score not applicable for this metric.	Hand-laid asphalt, unstable blockwork/sets or poorly laid uneven surface.	Machine laid asphalt concrete or HRA; even blockwork/paving.	Machine laid asphalt concrete; even blockwork/paving with suitable slip resistance, evenly laid permeable surface.	**1**	Machine laid asphalt concrete, generally without additional slip resistant finish

Greater Manchester Streets for All Design Check - FOOTWAY ASSESSMENT: Whitworth Lane (north – Redshaw Close to the Limes)

Metric	Benchmark	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	<1.2m at any point on a pedestrian route.	1.2m – 1.9m	2m - 2.4m	>=2.5m	**C**	Footpath less than 1.2m in several locations, and entirely absent in some sections
Surface defects	Trip hazards and surface quality	Any defect presenting a level difference of >=13mm.	Many defects presenting a level difference of between 13mm and 7mm.	Some defects presenting a level difference of between 13mm and 7mm.	No defects more than 6mm.	**1**	Not formally measured and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	Ramp section of >1:10 for more than 0.6m and/or >1:12 for more than 2m and/or >1:20 for more than 3m.	Score not applicable for this metric.	Score not applicable for this metric.	Gradient over a specified distance on a ramps and structures exceeds Critical criteria.	**2**	Gradients not formally measured but believed to not be critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	No tonal contrast between tactiles and adjacent surface material, either on footway and carriageway. (e.g. buff tactile adjacent to buff paving; red tactile and red overlay surface on crossing). Clearly misleading / confusing paving patterns.	Tonal contrast between materials but clear pedestrian route is not obvious. Complex, disorientating or potentially misleading paving patterns.	Score not applicable for this metric.	Clear pedestrian route which is detectable and obvious. Paving patterns serve to improve legibility of the street and pedestrian routes.	**0**	Tonal contrast between materials but clear pedestrian route is not obvious.
Public seating	Walking distance between resting points	Score not applicable for this metric.	>150m	50m to 150m without cluttering the street environment.	<50m without cluttering the street environment.	**0**	No public seating
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	Score not applicable for this metric.	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings.	Some cycle and pedestrian specific direction signing.	Consistent signing of range of routes and destinations at decision points.	**1**	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	<3.0m effective width OR <4m effective width with ped or cycle flows >300 per hour.	3.0m effective width at ped or cycle flows <300 per hour, or 4.0m effective width with ped or cycle flows >300 per hour.	Above specified minimum provision for flows.	Above specified minimum provision for flows with suggested route for cyclists.	**1**	Above specified minimum provision for flows.

Greater Manchester Streets for All Design Check – CYCLING PROVISION: Whitworth Lane (north – Redshaw Close to the Limes)

Metric	Benchmark	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	85th percentile >30mph.	85th percentile >25mph.	85th percentile 20-25mph.	85th percentile <20mph or protected cycle facility.	**2**	No survey data, but reasonable to assume 20-25mph. No protected cycle facility
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	>4,000 a day >400 in peak hour And cyclists are not protected.	>2,000 - 4,000 a day >200 - 400 in peak hour And cyclists are not protected	1,000 - 2,000 a day 100 - 200 in peak hour And cyclists are not protected	<1,000 a day <100 in peak hour Or protected cycle facility	**1**	No survey data, but conservative assumption of 1,000-2,000 a day
Composition of traffic	Percentage of large vehicles in peak hour	>5%	2-5%	<2%	Cycles do not interact with large vehicles.	**0**	No data; conservatively assume 2-5%
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	Secondary position: <1.5m clear space. Primary position: high motor vehicle flow (>4,000 PCU's a day)	Secondary: 1.5-1.8m (1.5m if physically protected) Primary: >2,000-4,000 PCU's a day	Secondary: 1.8-2.0m (or 1.5-2m if physically protected) Primary: >1,000-2,000 PCU's a day	Secondary: >2m Primary: <1,000 PCU's a day	**1**	Assuming 1,000-2,000 a day riding in primary position
Likelihood of close passes	Nearside lane width and configuration	3.25 to 3.9m (to lane marking for multi-lane roads, or centre line for single-lane two-way roads).	<3.25 or >3.9m but there are speed cushions.	<3.25 or >3.9m but there are no speed cushions.	<3.25 or >3.9m, there are no speed cushions, and the street is designed to mitigate likelihood of close passes (see guidance notes).	**0**	Lane width <3m but with some speed cushions/tables
Kerbside activity	Effect of kerbside activity on cyclists	Cycle facility alongside parking/loading with no buffer, or buffer <0.5m. Or, a cycle lane runs between a frequently used bus layby and nearside traffic lane.	Frequent kerbside activity / effective width for cyclists of 1.5m.	Less frequent kerbside activity / effective width for cyclists of 2m.	No kerbside activity / no interaction between cyclists and vehicles parking or loading.	**2**	No kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	Score not applicable for this metric.	Deviation factor against shortest road alternative > 1.4	Deviation factor against shortest road alternative 1.2 - 1.4	Deviation factor against shortest road alternative < 1.2	**2**	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	Score not applicable for this metric.	Cyclists cannot pass other users.	Cyclists can usually pass other users.	Cyclists can always pass other users.	**1**	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	Score not applicable for this metric.	Cyclists cannot connect to other routes without dismounting.	Cyclists share connections with motor traffic.	Cyclists have dedicated connections to other routes.	**1**	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	Major defects or maintenance issues. Inadequate slip resistance.	Many minor defects or maintenance issues.	Few minor defects or maintenance issues.	No defects or maintenance issues.	**1**	Few minor defects or maintenance issues.
Cycle track construction	Surface type	Score not applicable for this metric.	Hand-laid asphalt, unstable blockwork/sets or poorly laid uneven surface.	Machine laid asphalt concrete or HRA; even blockwork/paving.	Machine laid asphalt concrete; even blockwork/paving with suitable slip resistance, evenly laid permeable surface.	**1**	Machine laid asphalt concrete, generally without additional slip resistant finish

Greater Manchester Streets for All Design Check - FOOTWAY ASSESSMENT: Whitworth Lane (south – Moseley Rd to the Limes)

Metric	Benchmark	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Footway width	Clear pedestrian routes that maintain minimum unobstructed width throughout	<1.2m at any point on a pedestrian route.	1.2m – 1.9m	2m - 2.4m	>=2.5m	1	Footpath generally 2.2-2.4m wide
Surface defects	Trip hazards and surface quality	Any defect presenting a level difference of >=13mm.	Many defects presenting a level difference of between 13mm and 7mm.	Some defects presenting a level difference of between 13mm and 7mm.	No defects more than 6mm.	1	Not formally measured and therefore intermediate score assumed
Gradient on ramps and structures	Gradient over a specified distance	Ramp section of >1:10 for more than 0.6m and/or >1:12 for more than 2m and/or >1:20 for more than 3m.	Score not applicable for this metric.	Score not applicable for this metric.	Gradient over a specified distance on a ramps and structures exceeds Critical criteria.	2	Gradients not formally measured but believed to not be critical
Choice of materials and design of street environment	Legibility and tonal contrast of surfacing	No tonal contrast between tactiles and adjacent surface material, either on footway and carriageway. (e.g. buff tactile adjacent to buff paving; red tactile and red overlay surface on crossing). Clearly misleading / confusing paving patterns.	Tonal contrast between materials but clear pedestrian route is not obvious. Complex, disorientating or potentially misleading paving patterns.	Score not applicable for this metric.	Clear pedestrian route which is detectable and obvious. Paving patterns serve to improve legibility of the street and pedestrian routes.	2	Pedestrian routes generally clear and obvious and minimal use of paving patterns (predominantly asphalt)
Public seating	Walking distance between resting points	Score not applicable for this metric.	>150m	50m to 150m without cluttering the street environment.	<50m without cluttering the street environment.	0	No public seating
Wayfinding for pedestrians and cyclists	Provision, quality and continuity of wayfinding	Score not applicable for this metric.	Basic direction signing e.g. pedestrians and cyclists follow road signs and markings.	Some cycle and pedestrian specific direction signing.	Consistent signing of range of routes and destinations at decision points.	1	Some cycle and pedestrian specific direction signing.
Shared use with cyclists	Appropriateness and width of shared use with cycles	<3.0m effective width OR <4m effective width with ped or cycle flows >300 per hour.	3.0m effective width at ped or cycle flows <300 per hour, or 4.0m effective width with ped or cycle flows >300 per hour.	Above specified minimum provision for flows.	Above specified minimum provision for flows with suggested route for cyclists.	1	Segregated cycle route generally so minimal shared use aside from each end of link

Greater Manchester Streets for All Design Check – CYCLING PROVISION: Whitworth Lane (south – Moseley Rd to the Limes)

Metric	Benchmark	Critical item	0	1	2	Existing Scoring	Comments/Rationale
Provision of protected cycle facilities	Speed at which drivers travel	85th percentile >30mph.	85th percentile >25mph.	85th percentile 20-25mph.	85th percentile <20mph or protected cycle facility.	**2**	No motor traffic
Traffic volume on two-way single-carriageway streets	Total volume of traffic (PCU's)	>4,000 a day >400 in peak hour And cyclists are not protected.	>2,000 - 4,000 a day >200 - 400 in peak hour And cyclists are not protected	1,000 - 2,000 a day 100 - 200 in peak hour And cyclists are not protected	<1,000 a day <100 in peak hour Or protected cycle facility	**2**	No motor traffic
Composition of traffic	Percentage of large vehicles in peak hour	>5%	2-5%	<2%	Cycles do not interact with large vehicles.	**2**	No motor traffic
Space for cycling within the carriageway	Clear nearside space in secondary position or motor vehicle volume in primary position	Secondary position: <1.5m clear space. Primary position: high motor vehicle flow (>4,000 PCU's a day)	Secondary: 1.5-1.8m (1.5m if physically protected) Primary: >2,000-4,000 PCU's a day	Secondary: 1.8-2.0m (or 1.5-2m if physically protected) Primary: >1,000-2,000 PCU's a day	Secondary: >2m Primary: <1,000 PCU's a day	**0**	No motor traffic; bikes therefore ride in primary position. However, as width is very limited, scored as zero.
Likelihood of close passes	Nearside lane width and configuration	3.25 to 3.9m (to lane marking for multi-lane roads, or centre line for single-lane two-way roads).	<3.25 or >3.9m but there are speed cushions.	<3.25 or >3.9m but there are no speed cushions.	<3.25 or >3.9m, there are no speed cushions, and the street is designed to mitigate likelihood of close passes (see guidance notes).	**0**	No motor traffic; bikes therefore ride in primary position. However, as width is very limited, scored as zero.
Kerbside activity	Effect of kerbside activity on cyclists	Cycle facility alongside parking/loading with no buffer, or buffer <0.5m. Or, a cycle lane runs between a frequently used bus layby and nearside traffic lane.	Frequent kerbside activity / effective width for cyclists of 1.5m.	Less frequent kerbside activity / effective width for cyclists of 2m.	No kerbside activity / no interaction between cyclists and vehicles parking or loading.	**2**	No kerbside activity
Route deviation	Deviation of route end-end vs shortest road alternative	Score not applicable for this metric.	Deviation factor against shortest road alternative > 1.4	Deviation factor against shortest road alternative 1.2 - 1.4	Deviation factor against shortest road alternative < 1.2	**2**	Minimal deviation
Width of cycle facility	Cyclist's ability to pass other users	Score not applicable for this metric.	Cyclists cannot pass other users.	Cyclists can usually pass other users.	Cyclists can always pass other users.	**1**	Cyclists can usually pass other users.
Connectivity of the route to surrounding street and offroad network	Ability to join/leave route safely and easily	Score not applicable for this metric.	Cyclists cannot connect to other routes without dismounting.	Cyclists share connections with motor traffic.	Cyclists have dedicated connections to other routes.	**1**	Some sharing of connections with pedestrians and/or traffic – do not generally need to dismount
Carriageway or cycle track defects	Surface condition and general maintenance	Major defects or maintenance issues. Inadequate slip resistance.	Many minor defects or maintenance issues.	Few minor defects or maintenance issues.	No defects or maintenance issues.	**1**	Few minor defects or maintenance issues.
Cycle track construction	Surface type	Score not applicable for this metric.	Hand-laid asphalt, unstable blockwork/sets or poorly laid uneven surface.	Machine laid asphalt concrete or HRA; even blockwork/paving.	Machine laid asphalt concrete; even blockwork/paving with suitable slip resistance, evenly laid permeable surface.	**1**	Machine laid asphalt concrete, generally without additional slip resistant finish

Appendix I Landscape Architecture Drawings

UMRF-LAP-XX-00-DR-L-00002-P5 Landscape GA

UMRF-LAP-XX-00-DR-L-10000-P2 Neighbourhood 1 GA

UMRF-LAP-XX-00-DR-L-20000-P2 Neighbourhood 2 GA

UMRF-LAP-XX-00-DR-L-30000-P2 Neighbourhood 3 GA

UMRF-LAP-XX-00-DR-L-40000-P2 Neighbourhood 4 GA

UMRF-LAP-XX-00-DR-L-50000-P2 Neighbourhood 5 GA

UMRF-LAP-XX-00-DR-L-60000-P2 Neighbourhood Central Hub & Open Space GA

UMRF-LAP-XX-00-DR-L-00022-P6 Cycle Parking Strategy

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Sheavyn House
Ashburne Hall
Hilltop Court
Elmton House
WILMSLOW ROAD
FALLOWFIELD BROW
MOSELEY ROAD
GUNNERY LANE
CARILL DRIVE
Ladybarn House
Revolution (PH)
POND
ENTRANCE 1
ENTRANCE 2
ENTRANCE 3
ENTRANCE 4
ENTRANCE 5
ENTRANCE 6
ENTRANCE 7
ENTRANCE 8

LANDSCAPE KEY

HARD LANDSCAPE
See drawing UMRF-LAP-XX-00-DR-L-00008

STREET FURNITURE
Seating and benches. See drawing UMRF-LAP-00-DR-L-00012

Cycle stores.

Cycle racks. See drawing UMRF-LAP-XX-00-DR-L-00022

LIGHTING
Feature lighting columns to Concourse
Other lighting fittings. See drawing UMRF-LAP-XX-00-DR-L-00011

BOUNDARIES
See drawing UMRF-LAP-XX-00-DR-L-00014

SIGNAGE AND WAYFINDING
See drawing UMRF-LAP-XX-00-DR-L-00019

SOFT LANDSCAPING
TREES
Existing trees retained. See drawing UMRF-LAP-XX-00-DR-L-00003 for removals

Proposed trees. See drawing UMRF-LAP-XX-00-DR-L-00016

PLANTING
See soft landscaping drawings UMRF-LAP-XX-00-DR-L-10001-60001
Ornamental planting beds

Mixed scrub

Grass, mown and wildflower lawn

REV P5	RD	2025-02-19	Landscape layout updates.
REV P4	RD	2025-02-12	Entrance 6 updated
REV P3	RD	2025-02-06	Final GA updates, key added
REV P2	RD	2025-02-04	Building GA plans updated
REV P1	RD	2025-01-20	Draft planning issue

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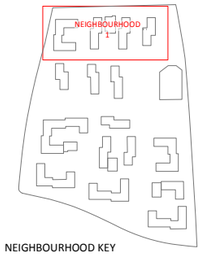
JOB TITLE	UoM Residences DBFO
CLIENT	University of Manchester
TITLE	Proposed Landscape GA
SCALE	1:600 @ A1
DATE	2025-01-20
STATUS	S3
PURPOSE	Planning
DRAWN	RCD
CHECKED	NS
REFERENCE	UMRF-LAP-XX-00-DR-L-00002
REV	P5



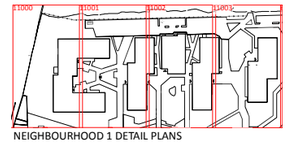
FOR ADJACENT SHEET SEE DRAWING UMRF-LAP-XX-00-DR-L-20000

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NEIGHBOURHOOD KEY



NEIGHBOURHOOD 1 DETAIL PLANS

HARD LANDSCAPING

P1	Buff coloured asphalt to existing vehicular circulation route.
P2	Standard asphalt
P3	Concrete block pavers with granitic aggregate top layer. % of porous paving to be determined at detail design stage. Assumed 50%
P3v	- to new shared route through site.
P3a	- to access paths around site, maintenance vans intermittently
P3g	- to courtyard gardens, maintenance vans intermittently
P3c	- to the Concourse, with areas of complimentary slab paving
P4	Porous resin bonded gravel to tree pits in hard landscaping
P5	Bound gravel paving (porous)
P6	Grasscrete paving infilled with grass/forb mixure
P6	As above filled with gravel (porous)
P7	200mm wide loose gravel strip with timber edging where planting abuts building facades
P8	Tactile paving, blister to crossings, corduroy to steps

KERBS AND EDGINGS

K1	Standard HB road kerbs
K2	Conservation type kerbs 255 wide
K3	Conservation type kerb 145mm wide
K4	Tegula type block flush edgings
K5	Flush steel edgings
K6	Concrete edgings

BOUNDARIES

B-A	Mesh panel fence. 1.2m high within planting bed (A1) and 2m high to protect pond (A2)
B-B	Existing bin store wall on line of Whitworth Lane taken down to level of adjacent wall. New concrete coping to match adjacent.
B-C	New wall 1m high using reclaimed bricks and coping to close gap left by gate removal
B-D	Flat top railings on low masonry plinth to match those adjacent tio close pedestrian access
B-E	Retaining walls to match adjacent building masonry
B-F	2m high railings, flat top painted black
B-G	Feature wall to public realm to be developed at detailed design stage

STREET FURNITURE

- Feature benches associated with the Concourse
- Feature benches associated with Hub Spaces
- Seating to residential entrances
- Trim trail seating
- Pic-nic benches

All seating to have accessible options within each grouping.

F1	Lockable drop bollards, 1100mm high
F2	Canopy/shelters to Concourse to be developed at detailed design stage
	Sheffield type cycle stands
	Cycle shelters see drawing UMRF-LAP-XX-00-DR-L-00022
F5	Totem wayfinding signage to be developed at detail design stage
F6	Feature signage to be developed at detail design stage

LIGHTING

For lighting strategy see drawing UMRF-LAP-XX-00-DR-L-00011. Specification by others.

ANNOTATIONS

- 6 Block numbers
- Building entrances
- *+43.190* Existing retained levels
- +43.380 Proposed levels

FOR ADJACENT SHEET SEE DRAWING UMRF-LAP-XX-00-DR-L-20000

REV P2	RD 2025-02-19	Landscape layout updated with tracking info.
REV P1	RD 2025-02-13	First issue

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JOB TITLE	UoM Residences DBFO
CLIENT	University of Manchester
TITLE	Neighbourhood 1 GA
SCALE	1:250 @ A1
DATE	2024-11-25
STATUS	S3
PURPOSE	Planning
DRAWN	RCD
CHECKED	NS
REFERENCE	UMRF-LAP-XX-00-DR-L-10000 REV P2

FOR ADJACENT SHEET SEE DRAWING UMRF-LAP-XX-00-DR-L-10000

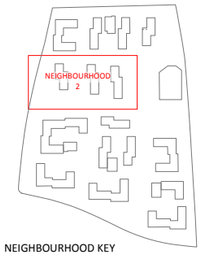


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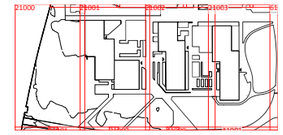
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NEIGHBOURHOOD KEY



NEIGHBOURHOOD 2

FOR ADJACENT SHEET SEE DRAWING UMRF-LAP-XX-00-DR-L-60000

HARD LANDSCAPING

- P1 Buff coloured asphalt to existing vehicular circulation route.
- P2 Standard asphalt
- P3 Concrete block pavers with granitic aggregate top layer. % of porous paving to be determined at detail design stage. Assumed 50%
- P3v - to new shared route through site.
- P3a - to access paths around site, maintenance vans intermittently
- P3g - to courtyard gardens, maintenance vans intermittently
- P3c - to the Concourse, with areas of complimentary slab paving
- P4 Porous resin bonded gravel to tree pits in hard landscaping
- P5 Bound gravel paving (porous)
- P6 Grasscrete paving infilled with grass/forb mixure
- P6 As above filled with gravel (porous)
- P7 200mm wide loose gravel strip with timber edging where planting abuts building facades
- P8 Tactile paving, blister to crossings, corduroy to steps

KERBS AND EDGINGS

- K1 Standard HB road kerbs
- K2 Conservation type kerbs 255 wide
- K3 Conservation type kerb 145mm wide
- K4 Tegula type block flush edgings
- K5 Flush steel edgings

BOUNDARIES

- B-A Mesh panel fence. 1.2m high within planting bed (A1) and 2m high to protect pond (A2)
- B-B Existing bin store wall on line of Whitworth Lane taken down to level of adjacent wall. New concrete coping to match adjacent.
- B-C New wall 1m high using reclaimed bricks and coping to close gap left by gate removal
- B-D Flat top railings on low masonry plinth to match those adjacent tio close pedestrian access
- B-E Retaining walls to match adjacent building masonry
- B-F 2m high railings, flat top painted black
- B-G Feature wall to public realm to be developed at detailed design stage

STREET FURNITURE

- Feature benches associated with the Concourse
- Feature benches associated with Hub Spaces
- Seating to residential entrances
- Trim trail seating
- Pic-nic benches

All seating to have accessible options within each grouping.

- F1 Lockable drop bollards, 1100mm high
- F2 Canopy/shelters to Concourse to be developed at detailed design stage
- Sheffield type cycle stands
- Cycle shelters see drawing UMRF-LAP-XX-00-DR-L-00022
- F5 Totem wayfinding signage to be developed at detail design stage
- F6 Feature signage to be developed at detail design stage

LIGHTING

For lighting strategy see drawing UMRF-LAP-XX-00-DR-L-00011. Specification by others.

ANNOTATIONS

- 6 Block numbers
- Building entrances
- +43.190 Existing retained levels
- +43.380 Proposed levels

REV P2	RD 2025-02-19	Landscape layout updated with tracking info.	
REV P1	RD 2025-02-13	First issue	

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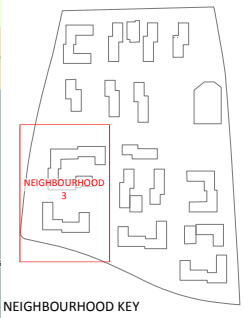
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CLIENT	University of Manchester
TITLE	Neighbourhood 2 GA
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DATE	2024-11-25
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DRAWN	RCD
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REV	P2

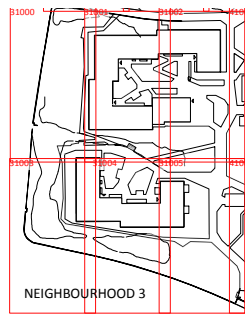
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NEIGHBOURHOOD KEY



NEIGHBOURHOOD 3

HARD LANDSCAPING

- P1 Buff coloured asphalt to existing vehicular circulation route.
- P2 Standard asphalt
- P3 Concrete block pavers with granitic aggregate top layer. % of porous paving to be determined at detail design stage. Assumed 50%
- P3v - to new shared route through site.
- P3a - to access paths around site, maintenance vans intermittently
- P3g - to courtyard gardens, maintenance vans intermittently
- P3c - to the Concourse, with areas of complimentary slab paving
- P4 Porous resin bonded gravel to tree pits in hard landscaping
- P5 Bound gravel paving (porous)
- P6 Grasscrete paving infilled with grass/forb mixure
- P6 As above filled with gravel (porous)
- P7 200mm wide loose gravel strip with timber edging where planting abuts building facades
- P8 Tactile paving, blister to crossings, corduroy to steps

KERBS AND EDGINGS

- K1 Standard HB road kerbs
- K2 Conservation type kerbs 255 wide
- K3 Conservation type kerb 145mm wide
- K4 Tegula type block flush edgings
- K5 Flush steel edgings
- K6 Concrete edgings

BOUNDARIES

- B-A Mesh panel fence. 1.2m high within planting bed (A1) and 2m high to protect pond (A2)
- B-B Existing bin store wall on line of Whitworth Lane taken down to level of adjacent wall. New concrete coping to match adjacent.
- B-C New wall 1m high using reclaimed bricks and coping to close gap left by gate removal
- B-D Flat top railings on low masonry plinth to match those adjacent tio close pedestrian access
- B-E Retaining walls to match adjacent building masonry
- B-F 2m high railings, flat top painted black
- B-G Feature wall to public realm to be developed at detailed design stage

STREET FURNITURE

- Feature benches associated with the Concourse
- Feature benches associated with Hub Spaces
- Seating to residential entrances
- Trim trail seating
- Pic-nic benches

All seating to have accessible options within each grouping.

- F1 Lockable drop bollards, 1100mm high
- F2 Canopy/shelters to Concourse to be developed at detailed design stage
- Sheffield type cycle stands
- Cycle shelters see drawing UMRF-LAP-XX-00-DR-L-00022
- F5 Totem wayfinding signage to be developed at detail design stage
- F6 Feature signage to be developed at detail design stage

LIGHTING

For lighting strategy see drawing UMRF-LAP-XX-00-DR-L-00011. Specification by others.

ANNOTATIONS

- 6 Block numbers
- Building entrances
- +43.190 Existing retained levels
- +43.380 Proposed levels

FOR ADJACENT SHEET SEE DRAWING UMRF-LAP-XX-00-DR-L-50000

REV P2	RD	2025-02-19	Landscape layout updated with tracking info.
REV P1	RD	2025-02-13	First issue

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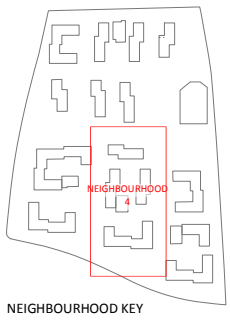
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CLIENT	University of Manchester
TITLE	Neighbourhood 3 GA
SCALE	1:250 @ A1
DATE	2024-11-25
STATUS	S3
PURPOSE	Planning
DRAWN	RCD
CHECKED	NS
REFERENCE	UMRF-LAP-XX-00-DR-L-30000
REV	P2

FOR ADJACENT SHEET SEE DRAWING UMRF-LAP-XX-00-DR-L-20000

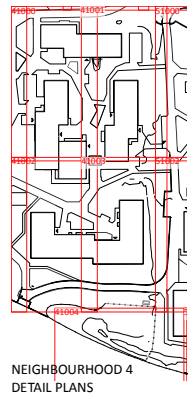
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NEIGHBOURHOOD KEY



NEIGHBOURHOOD 4
DETAIL PLANS

HARD LANDSCAPING

P1	Buff coloured asphalt to existing vehicular circulation route.
P2	Standard asphalt
P3	Concrete block pavers with granitic aggregate top layer. % of porous paving to be determined at detail design stage. Assumed 50%
P3v	- to new shared route through site.
P3a	- to access paths around site, maintenance vans intermittently
P3g	- to courtyard gardens, maintenance vans intermittently
P3c	- to the Concourse, with areas of complimentary slab paving
P4	Porous resin bonded gravel to tree pits in hard landscaping
P5	Bound gravel paving (porous)
P6	Grasscrete paving infilled with grass/forb mixure
P6	As above filled with gravel (porous)
P7	200mm wide loose gravel strip with timber edging where planting abuts building facades
P8	Tactile paving, blister to crossings, corduroy to steps

KERBS AND EDGINGS

K1	Standard HB road kerbs
K2	Conservation type kerbs 255 wide
K3	Conservation type kerb 145mm wide
K4	Tegula type block flush edgings
K5	Flush steel edgings
K6	Concrete edgings

BOUNDARIES

B-A	Mesh panel fence. 1.2m high within planting bed (A1) and 2m high to protect pond (A2)
B-B	Existing bin store wall on line of Whitworth Lane taken down to level of adjacent wall. New concrete coping to match adjacent.
B-C	New wall 1m high using reclaimed bricks and coping to close gap left by gate removal
B-D	Flat top railings on low masonry plinth to match those adjacent tio close pedestrian access
B-E	Retaining walls to match adjacent building masonry
B-F	2m high railings, flat top painted black
B-G	Feature wall to public realm to be developed at detailed design stage

STREET FURNITURE

- Feature benches associated with the Concourse
- Feature benches associated with Hub Spaces
- Seating to residential entrances
- Trim trail seating
- Pic-nic benches

All seating to have accessible options within each grouping.

F1	Lockable drop bollards, 1100mm high
F2	Canopy/shelters to Concourse to be developed at detailed design stage
	Sheffield type cycle stands
	Cycle shelters see drawing UMRF-LAP-XX-00-DR-L-00022
F5	Totem wayfinding signage to be developed at detail design stage
F6	Feature signage to be developed at detail design stage

LIGHTING

For lighting strategy see drawing UMRF-LAP-XX-00-DR-L-00011. Specification by others.

ANNOTATIONS

6	Block numbers
	Building entrances
+43.190	Existing retained levels
+43.380	Proposed levels

REV P2	RD 2025-02-19	Landscape layout updated with tracking info.
REV P1	RD 2025-02-13	First issue

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JOB TITLE	UoM Residences DBFO
CLIENT	University of Manchester
TITLE	Neighbourhood 4 GA
SCALE	1:250 @ A1
DATE	2024-11-25
STATUS	S3
PURPOSE	Planning
DRAWN	RCD
CHECKED	NS
REFERENCE	UMRF-LAP-XX-00-DR-L-40000
REV	P2

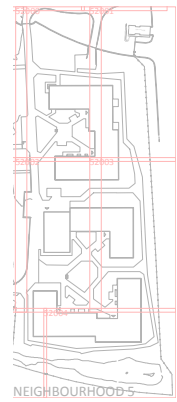
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NEIGHBOURHOOD KEY



NEIGHBOURHOOD 5 DETAIL PLANS

HARD LANDSCAPING

- P1 Buff coloured asphalt to existing vehicular circulation route.
- P2 Standard asphalt
- P3 Concrete block pavers with granitic aggregate top layer. % of porous paving to be determined at detail design stage. Assumed 50%
- P3v - to new shared route through site.
- P3a - to access paths around site, maintenance vans intermittently
- P3g - to courtyard gardens, maintenance vans intermittently
- P3c - to the Concourse, with areas of complimentary slab paving
- P4 Porous resin bonded gravel to tree pits in hard landscaping
- P5 Bound gravel paving (porous)
- P6 Grasscrete paving infilled with grass/forb mixure
- P6 As above filled with gravel (porous)
- P7 200mm wide loose gravel strip with timber edging where planting abuts building facades
- P8 Tactile paving, blister to crossings, corduroy to steps

KERBS AND EDGINGS

- K1 Standard HB road kerbs
- K2 Conservation type kerbs 255 wide
- K3 Conservation type kerb 145mm wide
- K4 Tegula type block flush edgings
- K5 Flush steel edgings
- K6 Concrete edgings

BOUNDARIES

- B-A Mesh panel fence. 1.2m high within planting bed (A1) and 2m high to protect pond (A2)
- B-B Existing bin store wall on line of Whitworth Lane taken down to level of adjacent wall. New concrete coping to match adjacent.
- B-C New wall 1m high using reclaimed bricks and coping to close gap left by gate removal
- B-D Flat top railings on low masonry plinth to match those adjacent tio close pedestrian access
- B-E Retaining walls to match adjacent building masonry
- B-F 2m high railings, flat top painted black
- B-G Feature wall to public realm to be developed at detailed design stage

STREET FURNITURE

- Feature benches associated with the Concourse
- Feature benches associated with Hub Spaces
- Seating to residential entrances
- Trim trail seating
- Pic-nic benches

All seating to have accessible options within each grouping.

- F1 Lockable drop bollards, 1100mm high
- F2 Canopy/shelters to Concourse to be developed at detailed design stage
- Sheffield type cycle stands
- Cycle shelters see drawing UMRF-LAP-XX-00-DR-L-00022
- F5 Totem wayfinding signage to be developed at detail design stage
- F6 Feature signage to be developed at detail design stage

LIGHTING

For lighting strategy see drawing UMRF-LAP-XX-00-DR-L-00011. Specification by others.

ANNOTATIONS

- 6 Block numbers
- Building entrances
- +43.190 Existing retained levels
- +43.380 Proposed levels

REV P2	RD	2025-02-19	Landscape layout updated with tracking info.
REV P1	RD	2025-02-13	First issue

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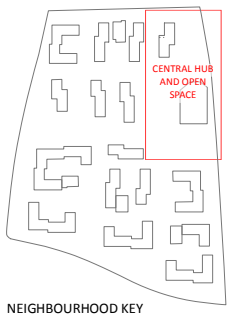
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JOB TITLE	UoM Residences DBFO
CLIENT	Graham
TITLE	Neighbourhood 5 GA
SCALE	1:250 @ A1
DATE	2024-11-25
STATUS	S3
PURPOSE	Planning
DRAWN	RCD
CHECKED	NS
REFERENCE	UMRF-LPL-XX-00-DR-L-5000
REV	P2

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NEIGHBOURHOOD KEY

CENTRAL HUB AND OPEN SPACE DETAIL PLANS

HARD LANDSCAPING

- P1 Buff coloured asphalt to existing vehicular circulation route.
- P2 Standard asphalt
- P3 Concrete block pavers with granitic aggregate top layer. % of porous paving to be determined at detail design stage. Assumed 50%
- P3v - to new shared route through site.
- P3a - to access paths around site, maintenance vans intermittently
- P3g - to courtyard gardens, maintenance vans intermittently
- P3c - to the Concourse, with areas of complimentary slab paving
- P4 Porous resin bonded gravel to tree pits in hard landscaping
- P5 Bound gravel paving (porous)
- P6 Grasscrete paving infilled with grass/forb mixure
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- P8 Tactile paving, blister to crossings, corduroy to steps

KERBS AND EDGINGS

- K1 Standard HB road kerbs
- K2 Conservation type kerbs 255 wide
- K3 Conservation type kerb 145mm wide
- K4 Tegula type block flush edgings
- K5 Flush steel edgings
- K6 Concrete edgings

BOUNDARIES

- B-A Mesh panel fence. 1.2m high within planting bed (A1) and 2m high to protect pond (A2)
- B-B Existing bin store wall on line of Whitworth Lane taken down to level of adjacent wall. New concrete coping to match adjacent.
- B-C New wall 1m high using reclaimed bricks and coping to close gap left by gate removal
- B-D Flat top railings on low masonry plinth to match those adjacent tio close pedestrian access
- B-E Retaining walls to match adjacent building masonry
- B-F 2m high railings, flat top painted black
- B-G Feature wall to public realm to be developed at detailed design stage

STREET FURNITURE

- Feature benches associated with the Concourse
- Feature benches associated with Hub Spaces
- Seating to residential entrances
- Trim trail seating
- Pic-nic benches

All seating to have accessible options within each grouping.

- F1 Lockable drop bollards, 1100mm high
- F2 Canopy/shelters to Concourse to be developed at detailed design stage
- Sheffield type cycle stands
- Cycle shelters see drawing UMRF-LAP-XX-00-DR-L-00022
- F5 Totem wayfinding signage to be developed at detail design stage
- F6 Feature signage to be developed at detail design stage

LIGHTING

For lighting strategy see drawing UMRF-LAP-XX-00-DR-L-00011. Specification by others.

ANNOTATIONS

- 6 Block numbers
- Building entrances
- +43.190 Existing retained levels
- +43.380 Proposed levels

Upstand kerbs installed to replace crossover. Footway level lifted to rear.

Drop kerbs installed. Existing narrow footpath retained past this point

Zebra crossing markings installed

Flush K1 kerb joining existing flush kerb on Whitworth Lane at this point.

FOR ADJACENT SHEET SEE DRAWING UMRF-LAP-XX-00-DR-L-20000

FOR ADJACENT SHEET SEE DRAWING UMRF-LAP-XX-00-DR-L-50000

REV P2	RD 2025-02-19	Landscape layout updated with tracking info.
REV P1	RD 2025-02-13	First issue

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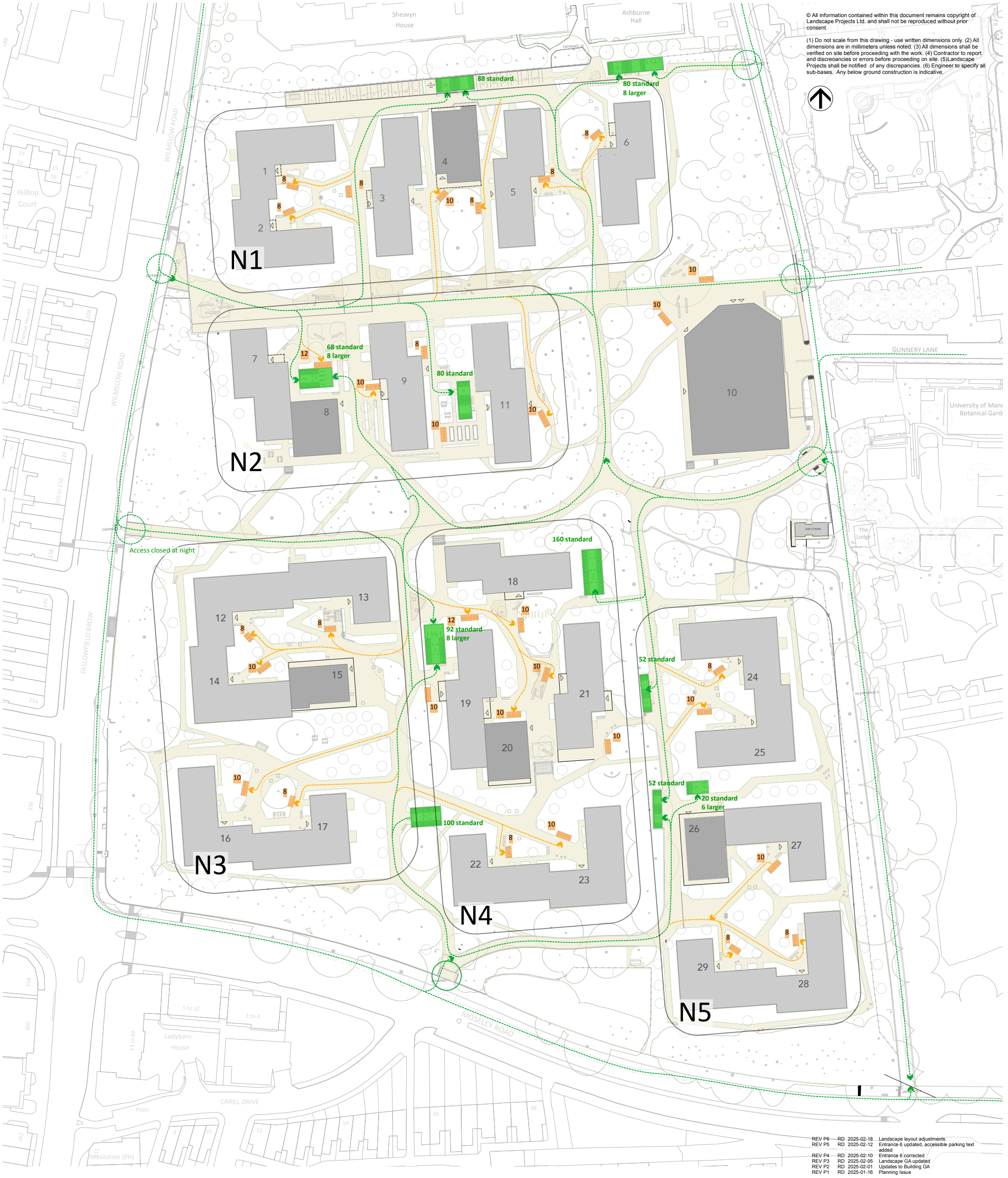
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JOB TITLE	UoM Residences DBFO
CLIENT	University of Manchester
TITLE	Central Hub & Open Space GA
SCALE	1:250 @ A1
DATE	2024-11-25
STATUS	S3
PURPOSE	Planning
DRAWN	RCD
CHECKED	NS
REFERENCE	UMRF-LAP-XX-00-DR-L-60000
REV	P2

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KEY

Cycle routes into and through site

Open (non-gated) cycle entrance points into site

Gated cycle entrance point into site

BREEAM STANDARD SECURE CYCLE STORES.
3m high steel framed, timber/steel mesh clad with biodiverse roof. Double height racks with longer/lower Sheffield stands for accessible bikes.
Capacity as indicated

1 space per 4 students
5% of overall provision for larger bikes/trikes/recumbent
Ducting for future E-Bike charging points to be accomodated.

(NOTE: Cycle parking for ResLife and ancillary staff to be accommodated within student capacity above and the usage monitored over the phased development and beyond with a view to adjusting provision as required)

VISITOR CYCLE PARKING
1 per 12 student, Sheffield type stands
Plus 20 spaces at Central Hub
Locations for larger accessible spaces to be reviewed during detailed design. These will be on the ends of rows and configured not to interfere with pedestrian traffic adjacent.

UoM Residencies Fallowfield
External Cycle Storage Schedule

	N1	N2	N3	N4	N5	TOTAL	
Student beds	697	599	520	959	525	3300	
ResLife apartments (2b/3p)	6		6		6	18	
TOTAL STUDENTS	703	599	526	959	531	**3318**	
SECURE SPACES REQUIRED							
1 space per 4 beds	174	150	130	240	132	**826**	
2 space per apartment	2		2		2	**6**	
TOTAL SPACES	176	150	132	240	134	**832**	
Accessible spaces (as 5% of total)	8	8	8	12	6	**42**	
Cycle stores	88	76	70	30	52	Split within a 100 bike store between N3 & N4	
	88	80	62	50	52	Split within a 112 bike store between N3 & N4	
				160	26		
Cycle store capacity total	**176**	**156**	**132**	**240**	**130**	**834**	
Under/over provision per neighbourhood	*0*	*6*	*0*	*0*	*-4*	*2*	

VISITOR SPACES REQUIRED	N1	N2	N3	N4	N5	TOTAL
1 space per 12 beds	58	50	44	80	44	**276**

REV P6	RD	2025-02-18	Landscape layout adjustments.
REV P5	RD	2025-02-12	Entrance 6 updated, accessible parking text added
REV P4	RD	2025-02-10	Entrance 6 corrected
REV P3	RD	2025-02-05	Landscape GA updated
REV P2	RD	2025-02-01	Updates to Building GA
REV P1	RD	2025-01-16	Planning Issue

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JOB TITLE UoM Residences DBFO

CLIENT University of Manchester

TITLE Cycle Parking Strategy

SCALE 1:600 @ A1 DATE 2025-01-16

STATUS S3 PURPOSE Planning

DRAWN RCD CHECKED NS

REFERENCE UMRF-LAP-XX-00-DR-L-00022 REV P6

Appendix J Highways Layout Drawings

0062342-BHE-XX-XX-DR-C-2100 Roadworks Plan - Site Location Plan

0062342-BHE-XX-XX-DR-C-2101 Roadworks Plan - Entrance 1

0062342-BHE-XX-XX-DR-C-2102 Roadworks Plan - Entrance 2

0062342-BHE-XX-XX-DR-C-2103 Roadworks Plan - Entrance 3

0062342-BHE-XX-XX-DR-C-2104 Vehicle Tracking and Visibility Splay Drawing 1 of 2

0062342-BHE-XX-XX-DR-C-2105 Vehicle Tracking and Visibility Splay Drawing 2 of 2

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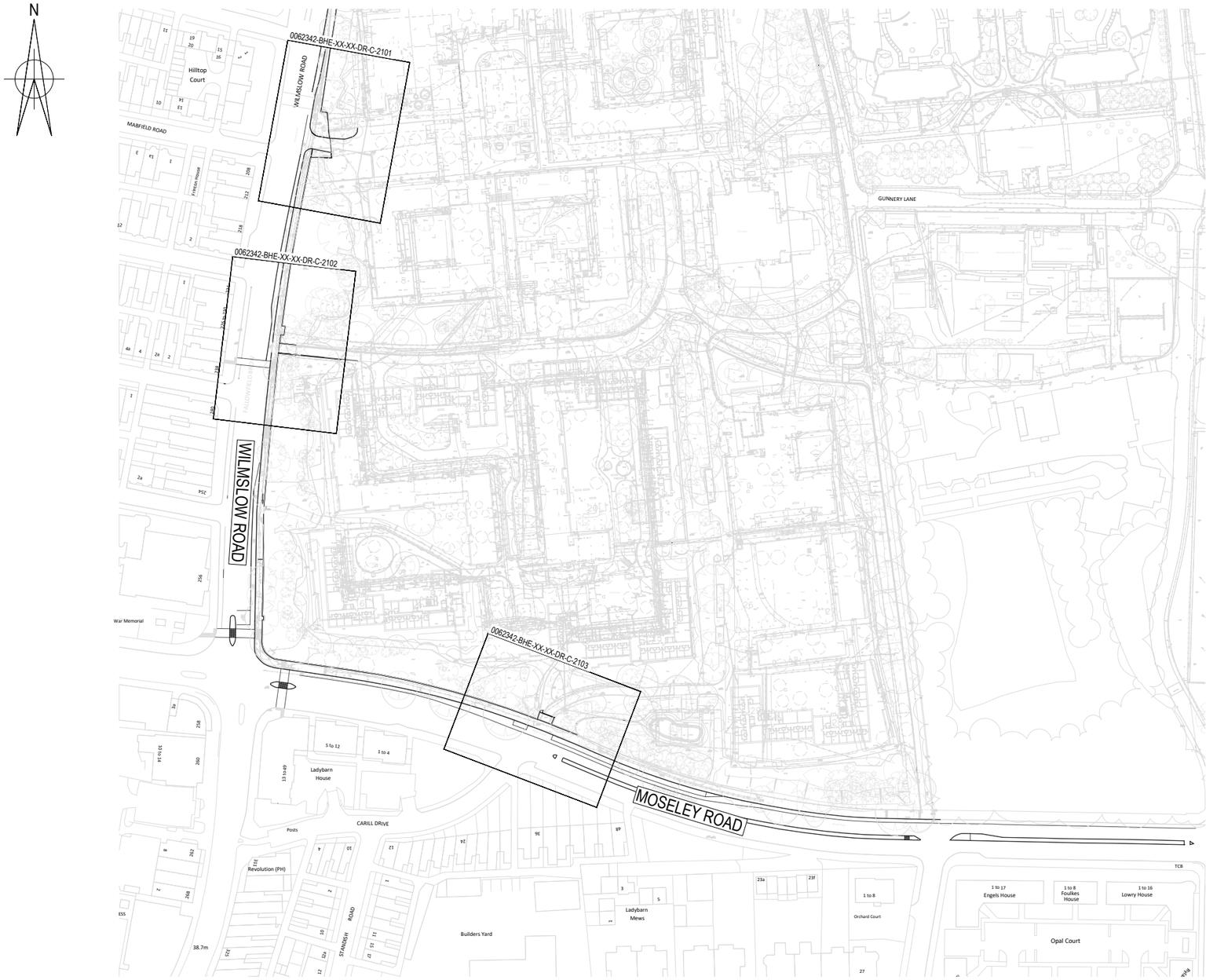
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MAINTENANCE/CLEANING/OPERATION.

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5. THE CONTRACTOR SHALL ALLOW FOR ALL RELEVANT APPROVALS FROM THE RELEVANT AUTHORITIES WHEN WORKING WITHIN THE PUBLIC HIGHWAY



SITE LOCATION PLAN
SCALE 1:1000

20 10 0 20 40 60 80
1 : 1000
SCALE BEFORE REDUCTION

Rev	Description	Date	Iss'd	Rev'd	App'd
P01	ISSUED FOR INFORMATION	27.01.25	D.L.	F.R.	F.R.

PLANNING
Project Stage

DRAFT
Status of Drawing

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Email: 0062342@burohappold.com
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Client *Graham Group*
Architect *Landscape Projects Ltd.*
Project **UoM - FALLOWFIELD**
Drg Title ROADWORKS PLAN
SITE LOCATION PLAN

Job No. 0062342
Scale@A1 1:1000
Drawn/Designed By. D.LONG
Checked By. F.RODRIGUEZ
Approved By. F.RODRIGUEZ
Drawing No. 0062342-BHE-XX-XX-DR-C-2100
Revision P01

Saved: Long, Lynn <lynn.long@burohappold.com> Project: cad/0062342 UoM Fallowfield Owens Park - Enr/02 Cities - 1st/01 - Sheet/0062342-BHE-XX-XX-DR-C-2100.dwg

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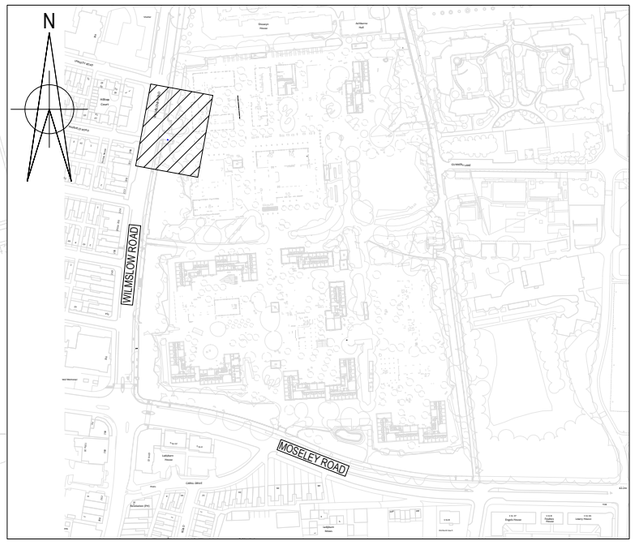
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KEY PLAN
SCALE 1:2500

LEGEND:

- PROPOSED SITE ENTRANCE WORKS BOUNDARY
- MCC HIGHWAYS BOUNDARY
- PROPOSED S278 BOUNDARY
- G — PROPOSED GULLY
- GROUND LEVELS TO BE RAISED

PROPOSED ENTRANCE PLAN
SCALE 1:100

2 1 0 2 4 6 8
1 : 100
SCALE BEFORE REDUCTION

Rev	Description	Date	Iss'd	Rev'd	App'd
P01	ISSUED FOR INFORMATION	27.01.25	D.L.	F.R.	F.R.

PLANNING
Project Stage

DRAFT
Status of Drawing

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Fax: +44 (0)870 787 4144
Email: 0062342@burohappold.com
Web: www.burohappold.com

Client *Graham Group*
Architect *Landscape Projects Ltd.*
Project **UoM - FALLOWFIELD**
Drg Title ROADWORKS PLAN ENTRANCE 1

Job No. 0062342
Scale@A1 1:100
Drawn/Designed By. D.LONG
Checked By. F.RODRIGUEZ
Approved By. F.RODRIGUEZ
Drawing No. 0062342-BHE-XX-XX-DR-C-2101
Revision P01

Daniel.Long:\\nm-mm03.burohappold.com\project data\0062342\Land Fallowfield Owens Park - Env\03 Data - Int\01 - Shared\0062342-BHE-XX-XX-DR-C-2101.dwg

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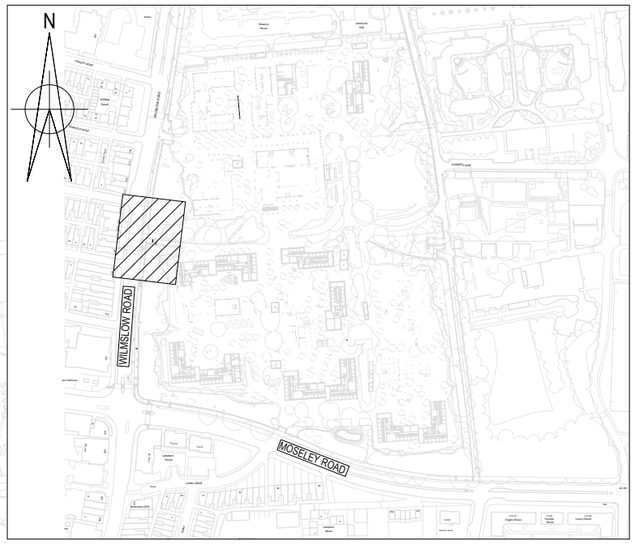
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NOTES:

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5. THE CONTRACTOR SHALL ALLOW FOR ALL RELEVANT APPROVALS FROM THE RELEVANT AUTHORITIES WHEN WORKING WITHIN THE PUBLIC HIGHWAY

LEGEND:

MCC HIGHWAYS BOUNDARY



KEY PLAN
SCALE 1:2500

PROPOSED ENTRANCE PLAN
SCALE 1:100

2 1 0 2 4 6 8
1 : 100
SCALE BEFORE REDUCTION

Rev	Description	Date	Iss'd	Rev'd	App'd
P01	ISSUED FOR INFORMATION	27.01.25	D.L.	F.R.	F.R.

PLANNING
Project Stage

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Status of Drawing

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Leeds
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UK

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Email: 0062342@burohappold.com
Web: www.burohappold.com

Client *Graham Group*
Architect *Landscape Projects Ltd.*
Project **UoM - FALLOWFIELD**
Drg Title ROADWORKS PLAN ENTRANCE 2

Job No. 0062342
Scale@A1 1:100
Drawn/Designed By. D.LONG
Checked By. F.RODRIGUEZ
Approved By. F.RODRIGUEZ
Drawing No. 0062342-BHE-XX-XX-DR-C-2102
Revision P01

Daniel.Long (anvmedia2)c:\burohappold\compiled cad\0062342 UoM Fallowfield Cinema Park - Ent\05 Cities - Infra\01 Sheets\0062342-BHE-XX-XX-DR-C-2102.dwg

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CONSTRUCTION.

MAINTENANCE/CLEANING/OPERATION.

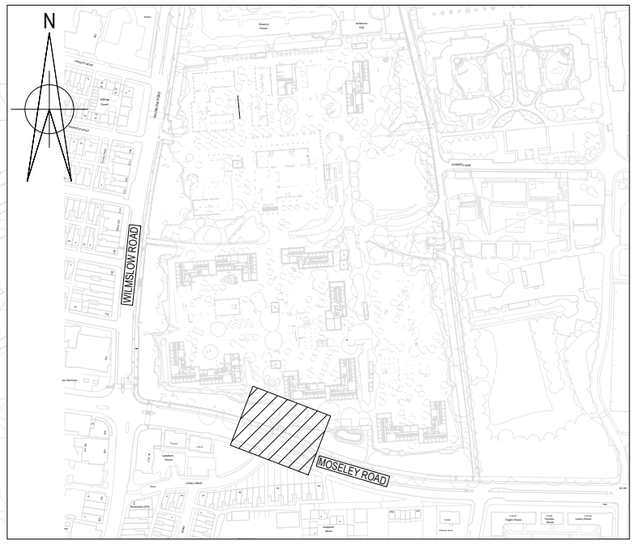
DECOMMISSIONING/DEMOLITION.

NOTES:

1. THIS DRAWING IS BASED ON:
   1.1. LANDSCAPE ARCHITECT LAYOUT DRAWING 520-LAP-SK-005-P5-LandscapeGA REV P5 RECEIVED 23.10.24 BY LANDSCAPE PROJECTS
   1.2 GPR/TOPO SURVEY 12650G UNDERTAKEN IN 2015
2. ALL EXISTING UTILITIES ARE TO BE CONFIRMED ON SITE AND SAFE WORKING PRACTIVES TO BE USED PRIOR TO EXCAVATION.
3. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS, DETAILS AND SPECIFICATIONS.
4. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
5. THE CONTRACTOR SHALL ALLOW FOR ALL RELEVANT APPROVALS FROM THE RELEVANT AUTHORITIES WHEN WORKING WITHIN THE PUBLIC HIGHWAY

LEGEND:

MCC HIGHWAYS BOUNDARY



KEY PLAN
SCALE 1:2500

PROPOSED ENTRANCE PLAN
SCALE 1:100

2 1 0 2 4 6 8 1 : 100

SCALE BEFORE REDUCTION

Rev	Description	Date	Iss'd	Rev'd	App'd
P01	ISSUED FOR INFORMATION	27.01.25	D.L.	F.R.	F.R.

PLANNING

Project Stage

DRAFT

Status of Drawing

BURO HAPPOLD

3 Wellington Place
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Email: 0062342@burohappold.com
Web: www.burohappold.com

Client *Graham Group*

Architect *Landscape Projects Ltd.*

Project **UoM - FALLOWFIELD**

Drg Title ROADWORKS PLAN ENTRANCE 3

Job No. 0062342

Scale@A1 1:100

Drawn/Designed By. D.LONG

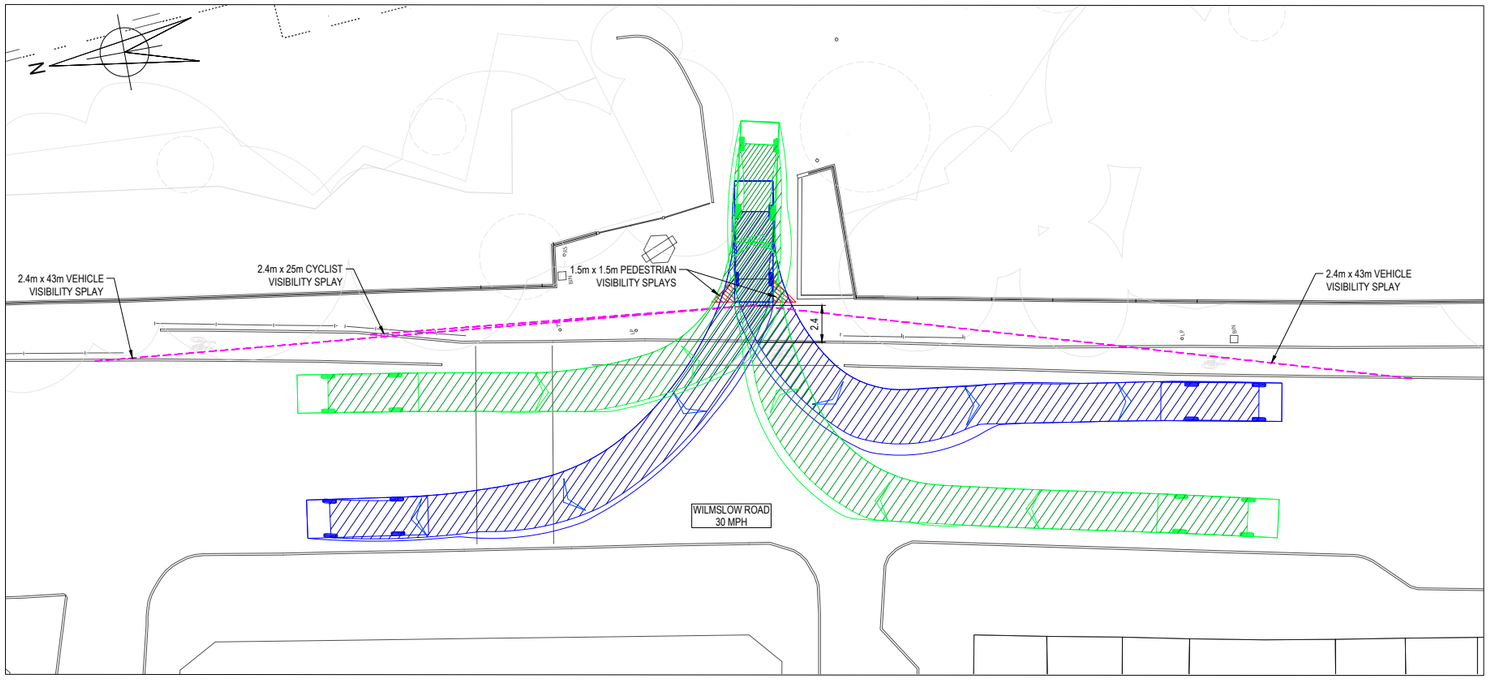
Checked By. F.RODRIGUEZ

Approved By. F.RODRIGUEZ

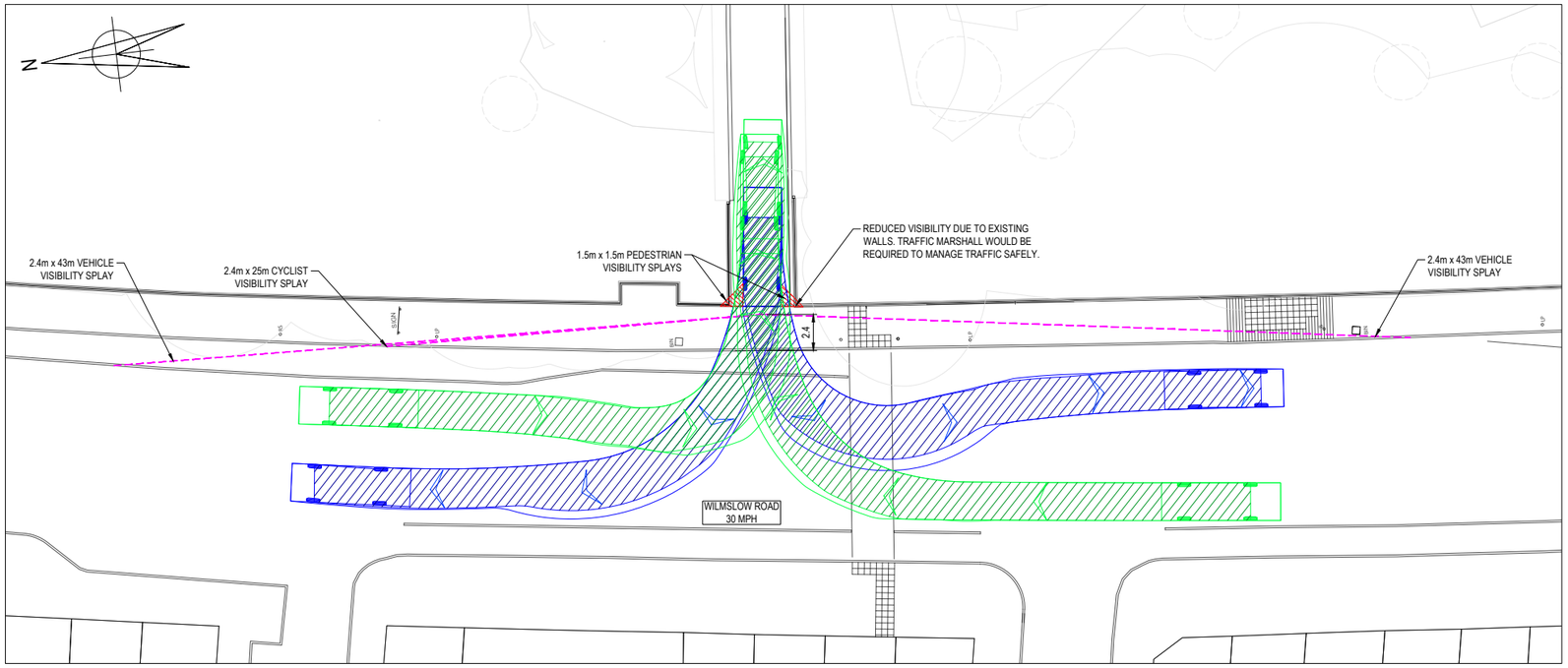
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Revision P01

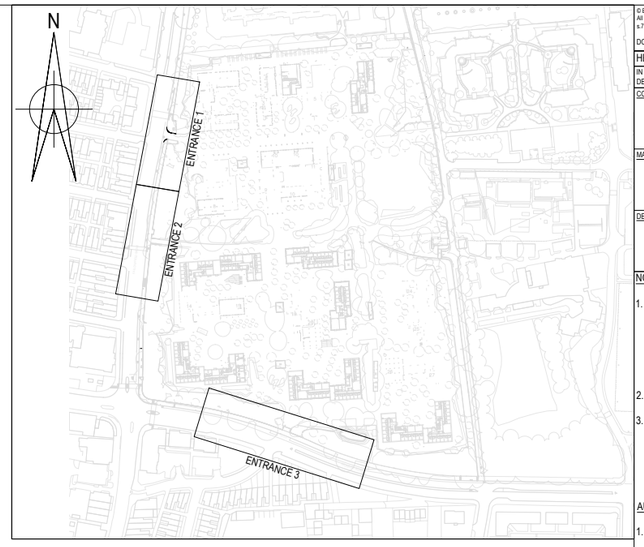
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ENTRANCE 1
SCALE 1:200



ENTRANCE 2
SCALE 1:200



KEY PLAN
SCALE 1:2500

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MAINTENANCE/CLEANING/OPERATION.

DECOMMISSIONING/DEMOLITION.

NOTES:

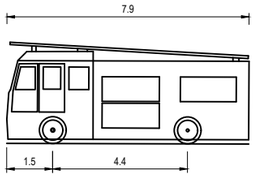
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   - GPR/TOPO SURVEY 12650G UNDERTAKEN IN 2015 BY LOCATE SURVEYS LTD
2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
3. FOR THE VEHICLE VISIBILITY SPLAY, IT HAS BEEN ASSUMED
   X= 2.4m AND
   Y= 25m (20MPH ROAD)
   Y= 43m (30MPH ROAD)
   Y= 65m (40MPH ROAD)
   PEDESTRIAN INTERVISIBILITY = 1.5m X 1.5m

AUTOTRACK ASSESSMENT NOTES:

1. THE ASSESSMENT ILLUSTRATED HERE IS BASED ON THE FIRE BRIGADE PUMPING APPLIANCE, WHICH IS UNDERSTOOD TO BE WORST CASE.
2. THE ROUTES SHOWN ARE GENERATED USING AUTOTRACK SOFTWARE AND ARE SUBJECT TO THE LIMITATIONS OF THE SOFTWARE AND THE IN-BUILT VEHICLE PARAMETERS. AS SUCH THE ROUTING SHOWN SHOULD BE CONSIDERED INDICATIVE ONLY.

LEGEND:

- VEHICLE TRACKING SWEPT PATH - EXITING SITE
- VEHICLE TRACKING SWEPT PATH - ENTERING SITE
- PEDESTRIAN INTERVISIBILITY SPLAYS
- VEHICLE / CYCLIST VISIBILITY SPLAYS



PUMPING APPLIANCE

OVERALL LENGTH	7.900m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	3.300m
MIN BODY GROUND CLEARANCE	0.140m
MAX TRACK WIDTH	2.500m
LOCK TO LOCK TIME	4.00s
KERB TO KERB TURNING RADIUS	7.750m
DESIGN FORWARD SPEED	5 km/h

FIRE BRIGADE PUMPING APPLIANCE

10 5 0 10 1 : 200

SCALE BEFORE REDUCTION

Rev.	Description	Date	Iss'd	Rev'd	Appr'd
P01	ISSUED FOR INFORMATION	27.01.25	D.L.	F.R.	F.R.

PLANNING
Project Stage

DRAFT
Status of Drawing

BURO HAPPOLD

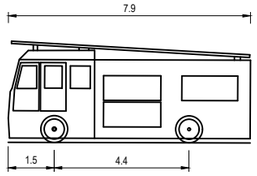
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Web: www.burohappold.com

Client: *Graham Group*
Architect: *Landscape Projects Ltd.*
Project: **UoM - FALLOWFIELD**
Drg Title: VEHICLE TRACKING AND VISIBILITY SPLAY DRAWING 1 OF 2

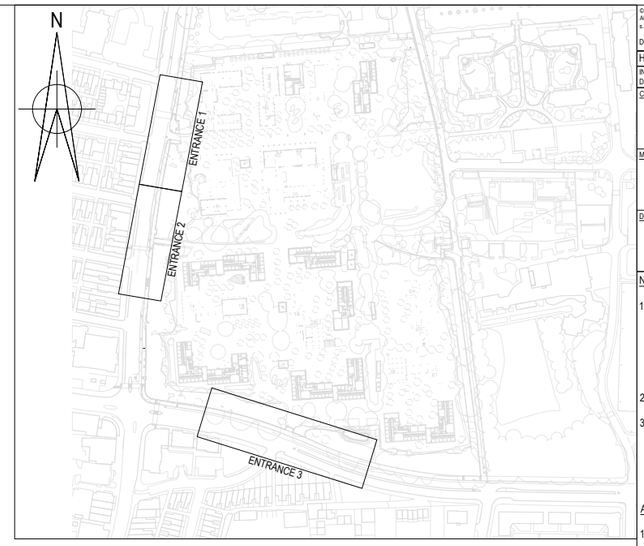
Job No.: 0062343
Scale@A1: 1:200
Drawn/Designed By.: D.LONG
Checked By.: F.RODRIGUEZ
Approved By.: F.RODRIGUEZ
Drawing No.: 0062342-BHE-XX-XX-DR-C-2104
Revision: P01

Daniel.Long:\\emea\02\burohappold.com\project.cen\0062343\Uof Fallowfield Owens Park - Ex\02\Cden - Ithm\21_Sheet\Burro\Cpen\0062343HE-XX-XX-DR-C-2104.rvg

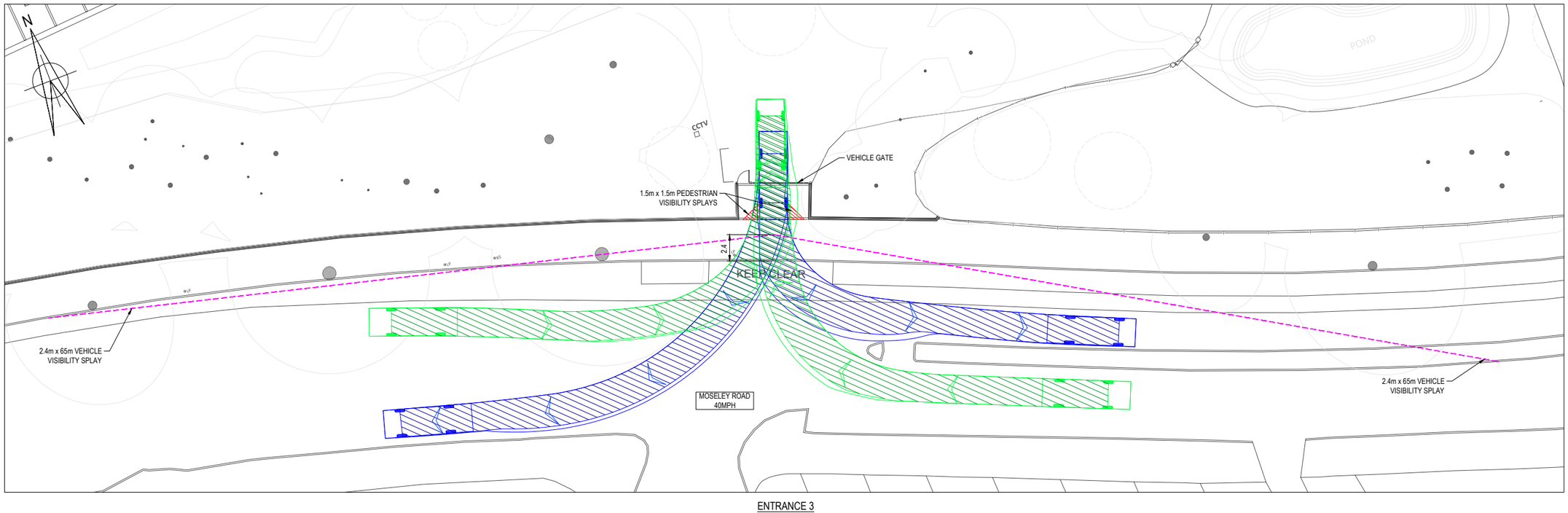


PUMPING APPLIANCE	
OVERALL LENGTH	7.900m
OVERALL WIDTH	2.500m
OVERALL BODY HEIGHT	3.300m
MIN BODY GROUND CLEARANCE	0.140m
MAX TRACK WIDTH	2.500m
LOCK TO LOCK TIME	4.00s
KERB TO KERB TURNING RADIUS	7.750m
DESIGN FORWARD SPEED	5 km/h

FIRE BRIGADE PUMPING APPLIANCE



KEY PLAN
SCALE 1:2500



ENTRANCE 3
SCALE 1:200

10 5 0 10
SCALE BEFORE REDUCTION
1 : 200

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CONSTRUCTION.

MAINTENANCE/CLEANING/OPERATION.

DECOMMISSIONING/DEMOLITION.

NOTES:

1. THIS DRAWING IS BASED ON:
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   - GPR/TOPO SURVEY 12650G UNDERTAKEN IN 2015 BY LOCATE SURVEYS LTD
2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
3. FOR THE VEHICLE VISIBILITY SPLAY, IT HAS BEEN ASSUMED
   X= 2.4m AND
   Y= 25m (20MPH ROAD)
   Y= 43m (30MPH ROAD)
   Y= 65m (40MPH ROAD)
   PEDESTRIAN INTERVISIBILITY = 1.5m X 1.5m

AUTOTRACK ASSESSMENT NOTES:

1. THE ASSESSMENT ILLUSTRATED HERE IS BASED ON THE FIRE BRIGADE PUMPING APPLIANCE, WHICH IS UNDERSTOOD TO BE WORST CASE.
2. THE ROUTES SHOWN ARE GENERATED USING AUTOTRACK SOFTWARE AND ARE SUBJECT TO THE LIMITATIONS OF THE SOFTWARE AND THE IN-BUILT VEHICLE PARAMETERS. AS SUCH THE ROUTING SHOWN SHOULD BE CONSIDERED INDICATIVE ONLY.

LEGEND:

- VEHICLE TRACKING SWEPT PATH - EXITING SITE
- VEHICLE TRACKING SWEPT PATH - ENTERING SITE
- PEDESTRIAN INTERVISIBILITY SPLAYS
- VEHICLE / CYCLISTVISIBILITY SPLAYS
- EXISTING TREE TRUNK

Rev	Description	Date	Iss'd	Rev'd	App'd
P01	ISSUED FOR INFORMATION	27.01.25	D.L.	F.R.	F.R.

PLANNING
Project Stage

DRAFT
Status of Drawing

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Web: www.burohappold.com

Client: *Graham Group*
Architect: *Landscape Projects Ltd.*
Project: **UoM - FALLOWFIELD**
Drg Title: VEHICLE TRACKING AND VISIBILITY SPLAY DRAWING 2 OF 2

Job No.	Scale@A1
0062343	1:200

Drawn/Designed By.	Checked By.	Approved By.
D.LONG	F.RODRIGUEZ	F.RODRIGUEZ

Drawing No. 0062342-BHE-XX-XX-DR-C-2105
Revision P01

Saved Using: \\am-nas02.burohappold.com\project-cad\0062342\Civil Fallowfield Owens Park - Enrolll Cribs - 1st ph\1 - Shared\0062342-BHE-XX-XX-DR-C-2104.dwg

Appendix K Swept Path Analysis

UMRF-KRD-XX-XX-DR-C-00151 -Tracking (Waste)

UMRF-KRD-XX-XX-DR-C-00150 - Tracking (Fire)

UMRF-KRD-XX-XX-DR-C-00152 - Tracking (Maintenance)

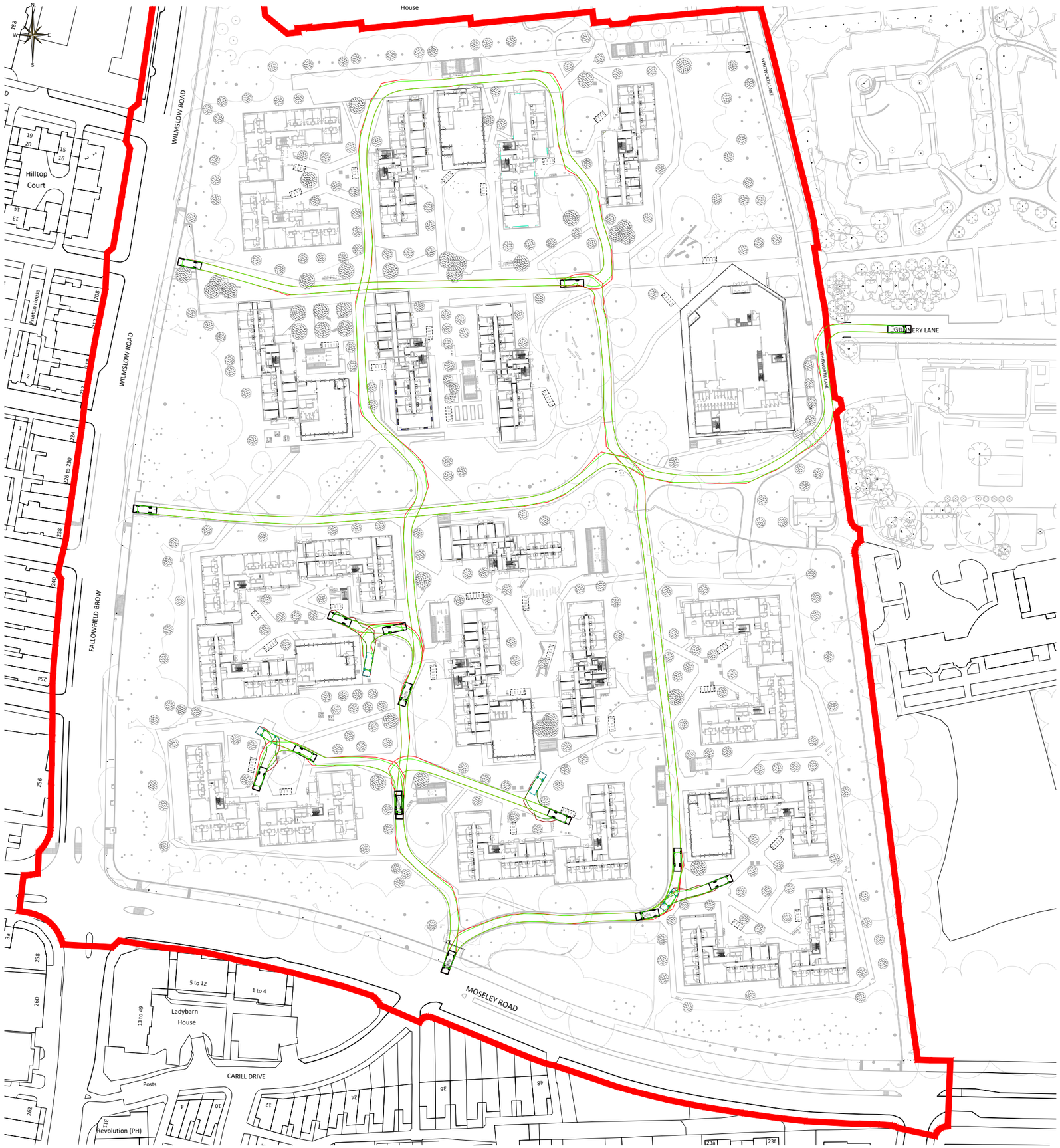
SK-CH-TP-0010 Central Hub – Large (18t) delivery truck

SK-CH-TP-0020 Central Hub – Medium (7.5t) delivery truck

SK-CH-TP-0030 Central Hub – Large refuse truck

SK-CH-TP-0040 Central Hub – Rear-steer refuse truck

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TRACKING ROUTE - FIRE TENDER
(SCALE 1:500)

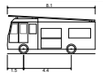
NOTES

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LEGEND

- VEHICLE BODY - FORWARD DIRECTION
- VEHICLE BODY - REVERSE DIRECTION
- VEHICLE CHASSIS - FORWARD DIRECTION
- VEHICLE CHASSIS - REVERSE DIRECTION

VEHICLE PROFILE



UoM Type B Pump

Overall Length	8.100m
Overall Width	2.500m
Overall Body Height	3.533m
Min Body Ground Clearance	0.418m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	8.200m

THE ROUTE TESTED ON THIS DRAWING IS TAKEN FROM SKETCH TITLED "FIRE ACCESS" RECEIVED BY EMAIL FROM GRAHAM DATED 14-02-25.

REV	DATE	DESCRIPTION	ORN	CHK	APP
P05	19.02.25	AMENDED TO SUIT LAYOUT	A W	J H	P V
P04	17.02.25	AMENDED TO SUIT LAYOUT	A W	J H	P V
P03	05.11.24	DRAWING NUMBER AMENDED (PREVIOUS NUMBER - 6005)	A W	J H	P V
P02	24.05.24	AMENDED TO SUIT LAYOUT	A W	P V	D. B
P01	08.03.24	FIRST ISSUE	A W	P V	D. B

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Kennedy Redford

CLIENT: GRAHAM

PROJECT NAME: UoM STUDENT RESIDENCES FALLOWFIELD

DRAWING TITLE: PROPOSED TRACKING FIRE TENDER

DATE	SCALE	SHEET SIZE	REV
08.03.24	1:500	A0	P05

DRAWING STATUS: S3 - FOR REVIEW / COMMENT

DRAWING NUMBER: UMRF - KRD - XX - XX - DR - C - 00150



TRACKING ROUTE - REFUSE VEHICLE
(SCALE 1:500)

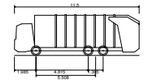
NOTES

1. THIS DRAWING IS PRELIMINARY AND IS SUBJECT TO CHANGE DEPENDING ON FURTHER DEVELOPMENT OF THE G.A. AND SITE LAYOUT.
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3. TO BE READ IN CONJUNCTION WITH EXTERNAL ARCHITECTURAL, MEP, AND LANDSCAPE DESIGN DRAWINGS.
4. ANY DISCREPANCIES IN THE DESIGN INFORMATION SHOULD BE RAISED TO THE ENGINEER IMMEDIATELY.

LEGEND

- VEHICLE BODY - FORWARD DIRECTION
- VEHICLE BODY - REVERSE DIRECTION
- VEHICLE CHASSIS - FORWARD DIRECTION
- VEHICLE CHASSIS - REVERSE DIRECTION

VEHICLE PROFILE



UoM - Manchester Council	
Overall Length	11.500m
Overall Width	2.550m
Overall Body Height	3.760m
Min Body Ground Clearance	0.312m
Track Width	2.550m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	8.940m

VEHICLE SPECIFICATION BASED ON:
GD 04 WASTE STORAGE AND COLLECTION GUIDANCE FOR NEW DEVELOPMENTS, MANCHESTER CITY COUNCIL, VERSION 7.00

THE ROUTE TESTED ON THIS DRAWING IS TAKEN FROM SKETCH TITLED "WASTE COLLECTION" RECEIVED BY EMAIL FROM GRAHAM DATED 14-02-25.

REV	DATE	DESCRIPTION	DRN	CHK	APR
P02	19.02.25	AMENDED TO SUIT LAYOUT	A.W	J.H	P.V
P01	17.02.25	FIRST ISSUE	A.W	J.H	P.V

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CLIENT: GRAHAM

PROJECT NAME: UoM STUDENT RESIDENCES FALLOWFIELD

DRAWING TITLE: VEHICLE TRACKING REFUSE VEHICLE

DATE	SCALE	SHEET SIZE	REV
17/02/25	1:500	A0	P02

DRAWING STATUS: S3 - FOR REVIEW / COMMENT

DRAWING NUMBER: UMRF -KRD - XX - XX -DR - C - 0151



TRACKING ROUTE - MAINTENANCE VEHICLE
(SCALE 1:500)

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4. ANY DISCREPANCIES IN THE DESIGN INFORMATION SHOULD BE RAISED TO THE ENGINEER IMMEDIATELY.

LEGEND

- VEHICLE BODY - FORWARD DIRECTION
- VEHICLE BODY - REVERSE DIRECTION
- VEHICLE CHASSIS - FORWARD DIRECTION
- VEHICLE CHASSIS - REVERSE DIRECTION

VEHICLE PROFILE



3.5t Panel Van	
Overall Length	5.339m
Overall Width	1.986m
Overall Body Height	2.565m
Min Body Ground Clearance	0.338m
Track Width	1.986m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.400m

THE ROUTE TESTED ON THIS DRAWING IS TAKEN FROM SKETCH TITLED "DAY TO DAY" RECEIVED BY EMAIL FROM GRAHAM DATED 14-02-25.

REV	DATE	DESCRIPTION	ORIG	CHK	APP
P02	19.02.25	AMENDED TO SUIT LAYOUT	A.W	J.H	P.V
P01	17.02.25	FIRST ISSUE	A.W	J.H	P.V

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CLIENT
GRAHAM

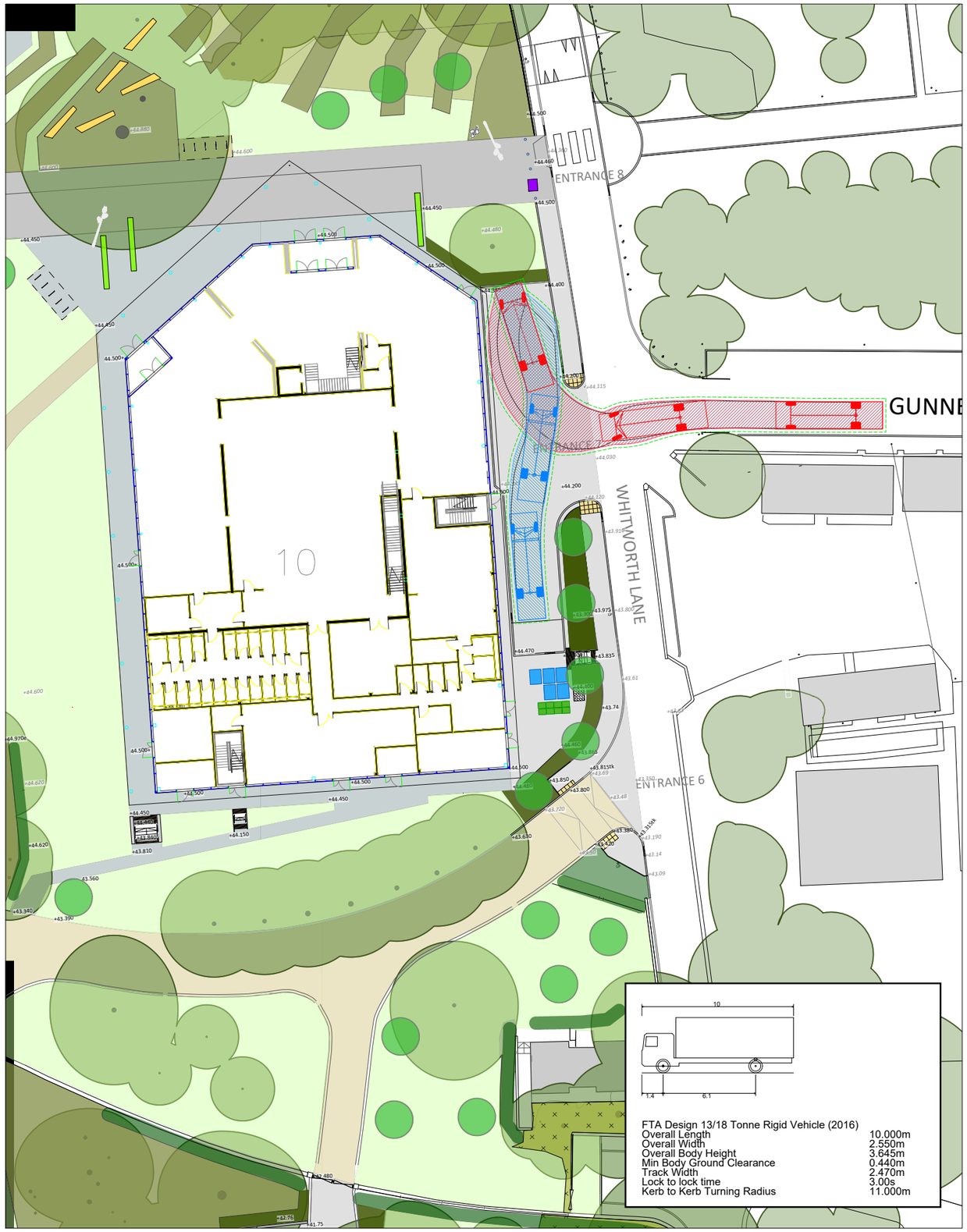
PROJECT NAME
UoM STUDENT RESIDENCES FALLOWFIELD

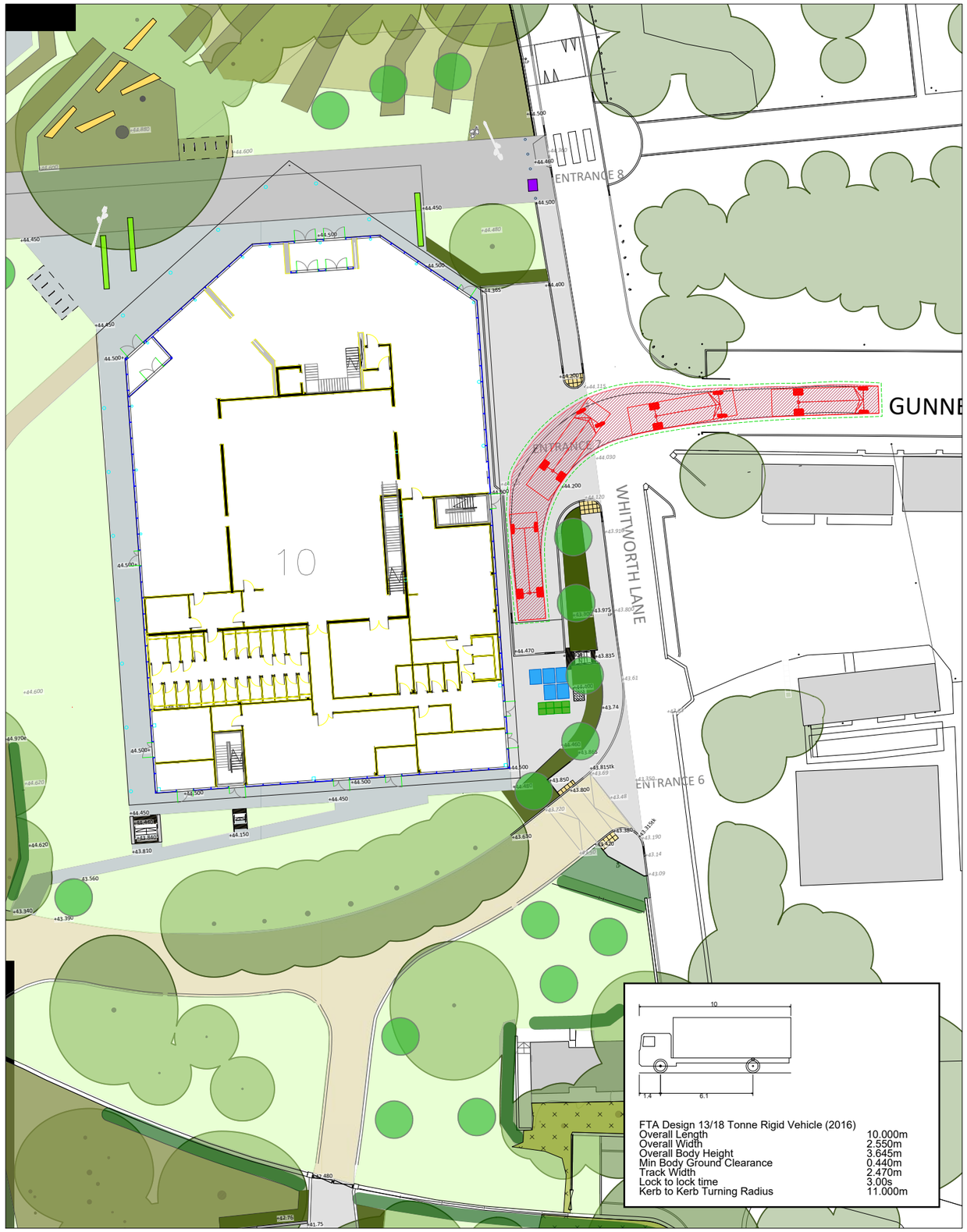
DRAWING TITLE
VEHICLE TRACKING MAINTENANCE VEHICLE

DATE	SCALE	SHEET SIZE	REV
17/02/25	1:500	A0	P02

DRAWING STATUS
S3 - FOR REVIEW / COMMENT

DRAWING NUMBER
UMRF - KRD - XX - XX - DR - C - 0152

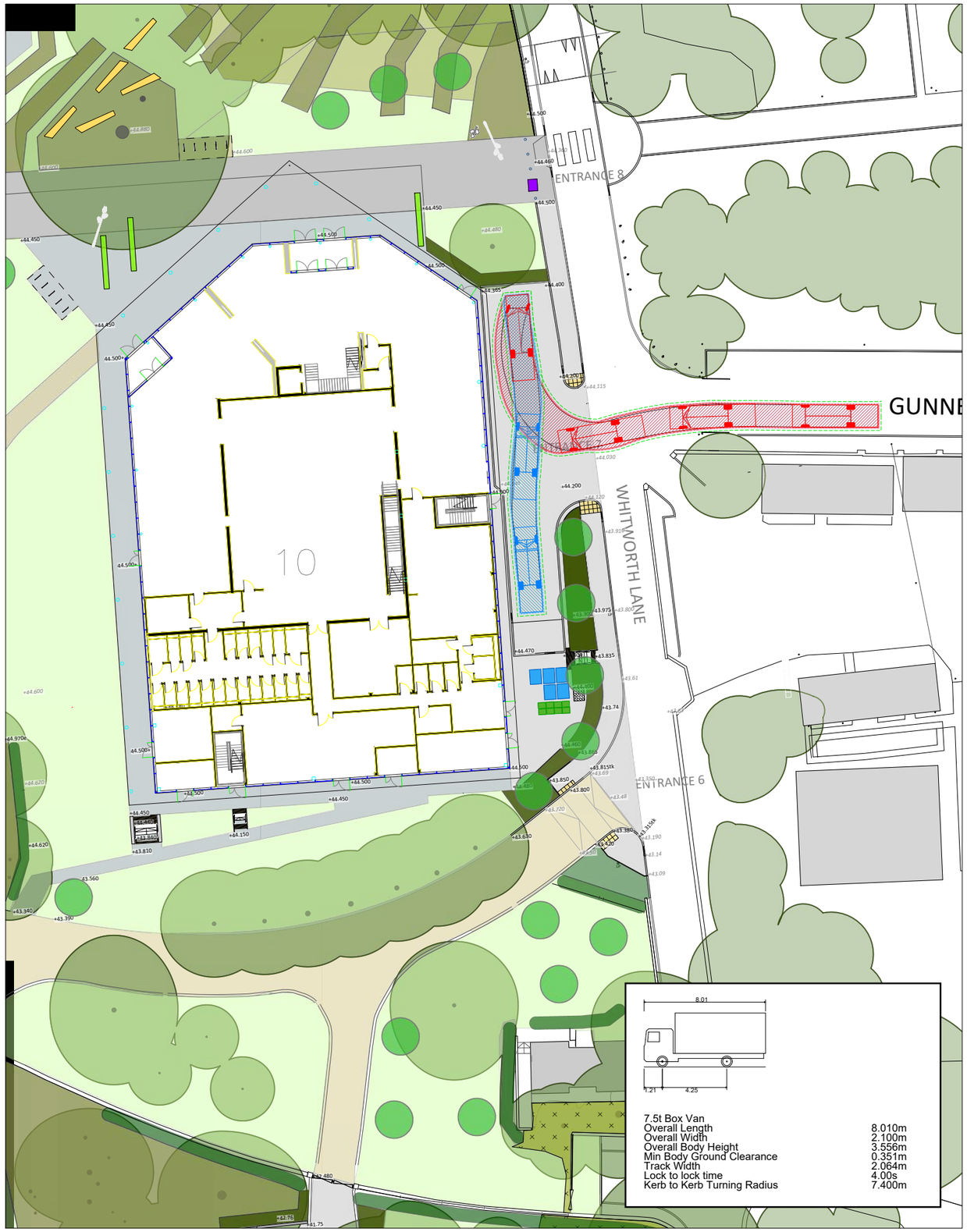


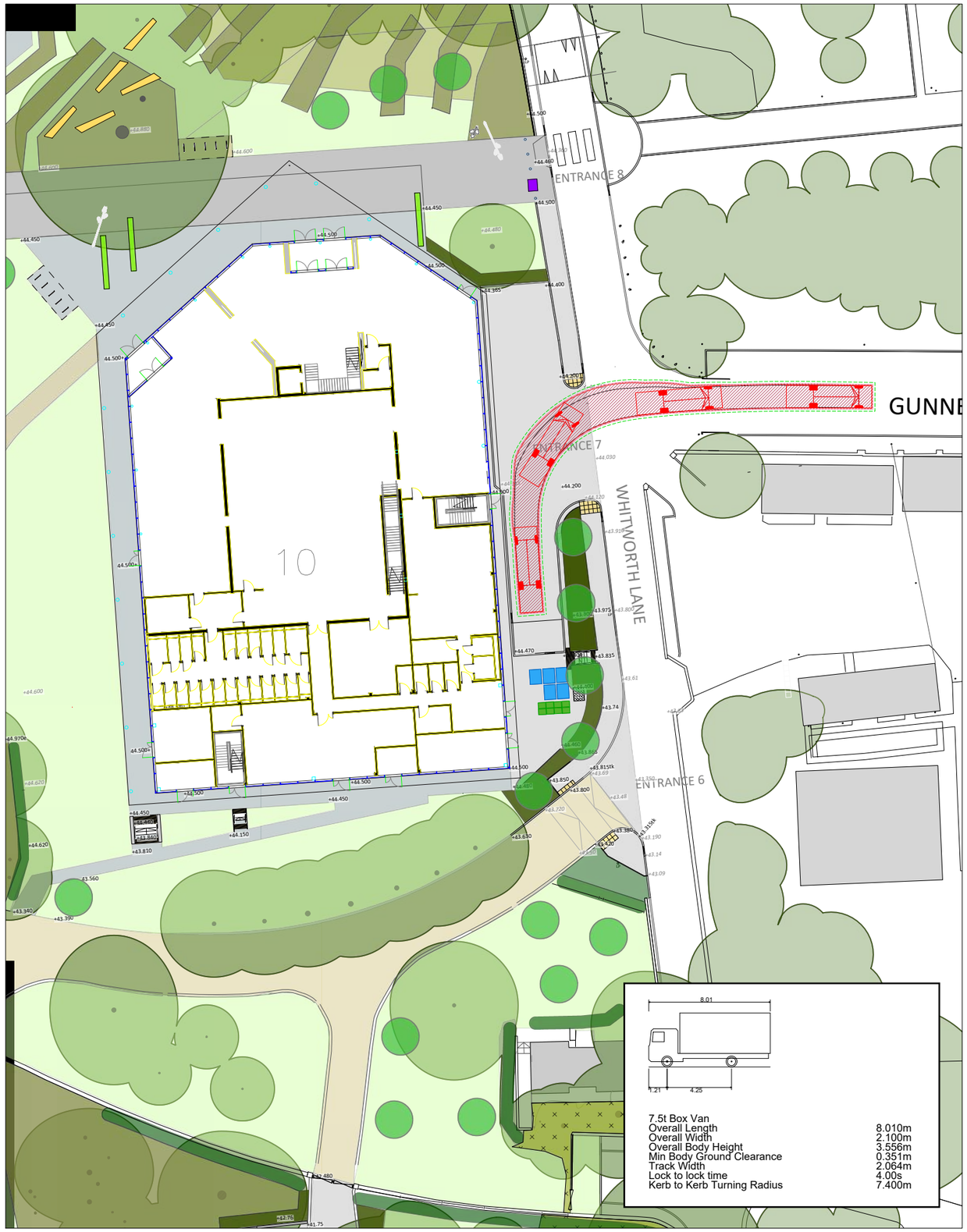


BURO HAPPOLD

Project:	Project Number:	Status:		
UoM Fallowfield Campus Redevelopment	0062342	For information		
Sketch Title:	Sketch Number:	Date:	Initials:	Revision:
Central Hub - Large (18t) delivery truck	SK-CH-TP-0010	14/02/25	NJH	P01

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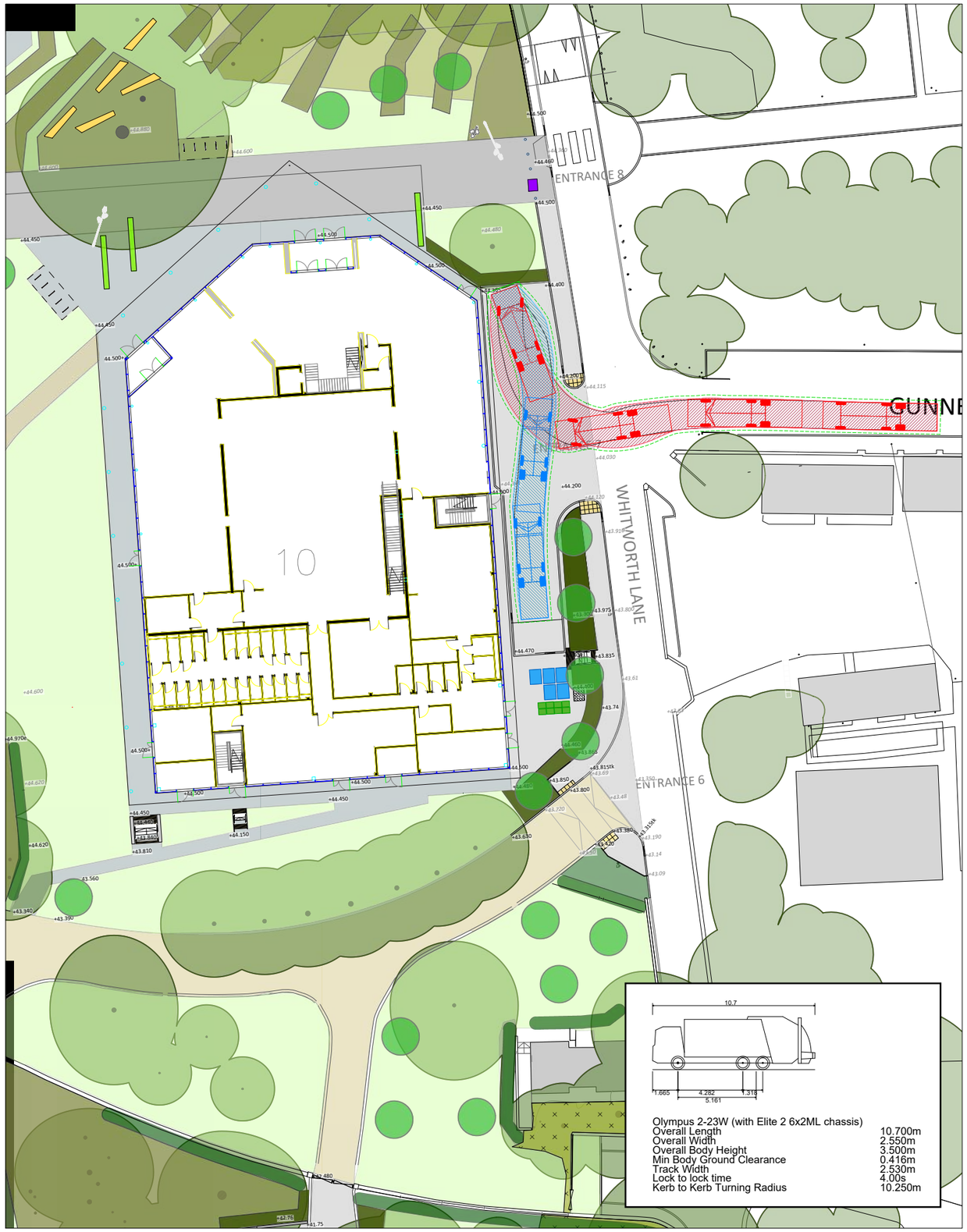


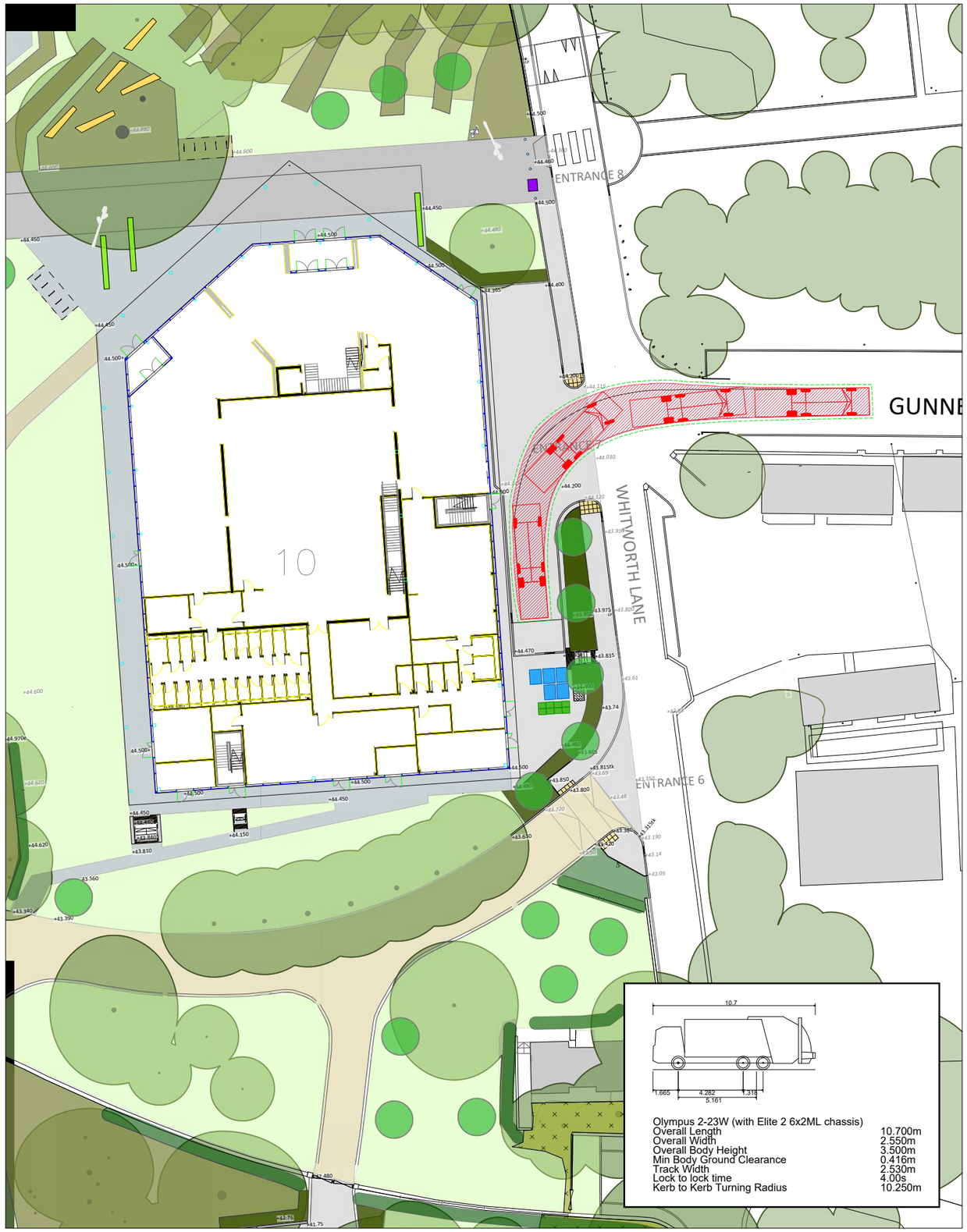


BURO HAPPOLD

Project:	Project Number:	Status:		
UoM Fallowfield Campus Redevelopment	0062342	For information		
Sketch Title:	Sketch Number:	Date:	Initials:	Revision:
Central Hub - Medium (7.5t) delivery truck	SK-CH-TP-0020	14/02/25	NJH	P01

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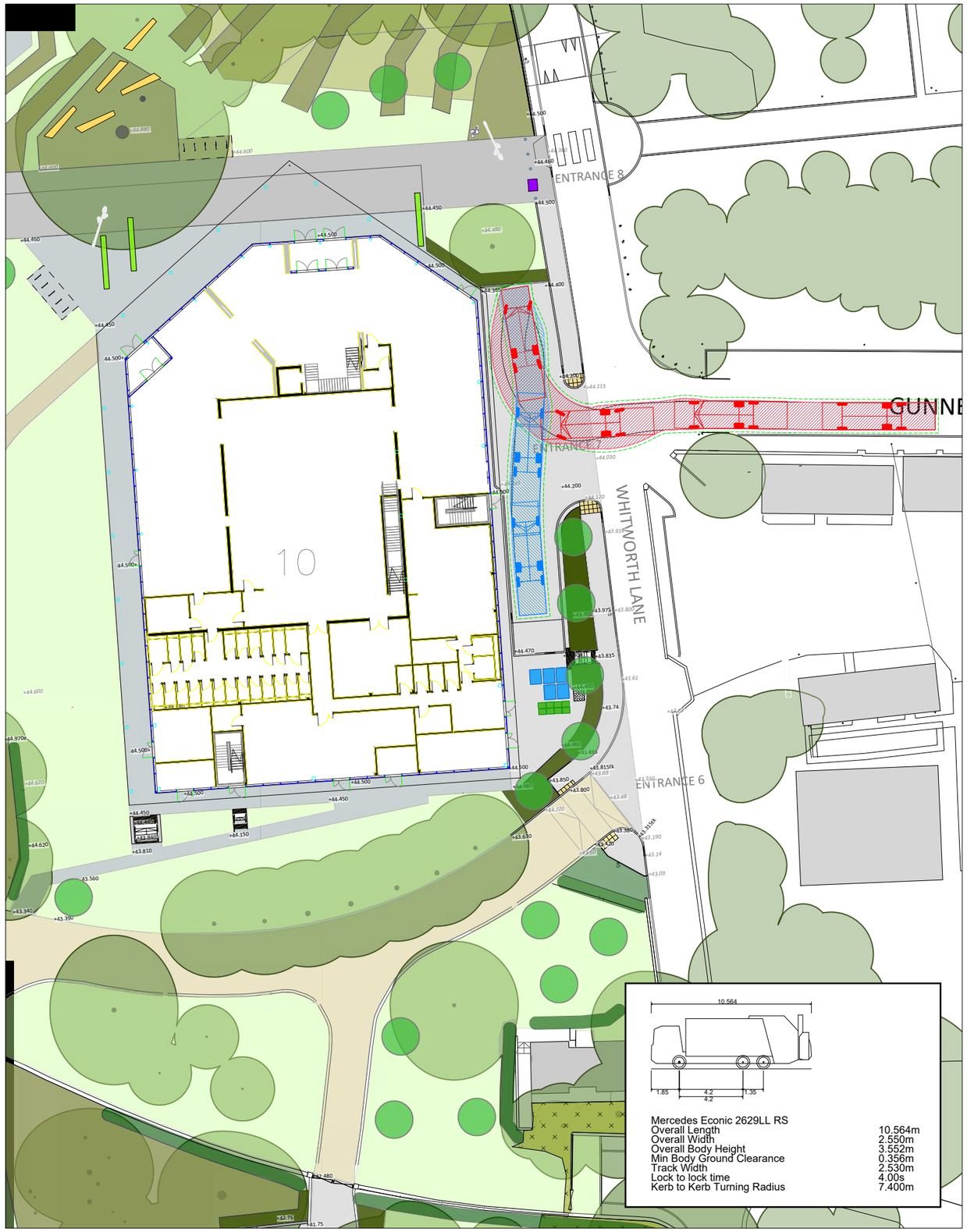


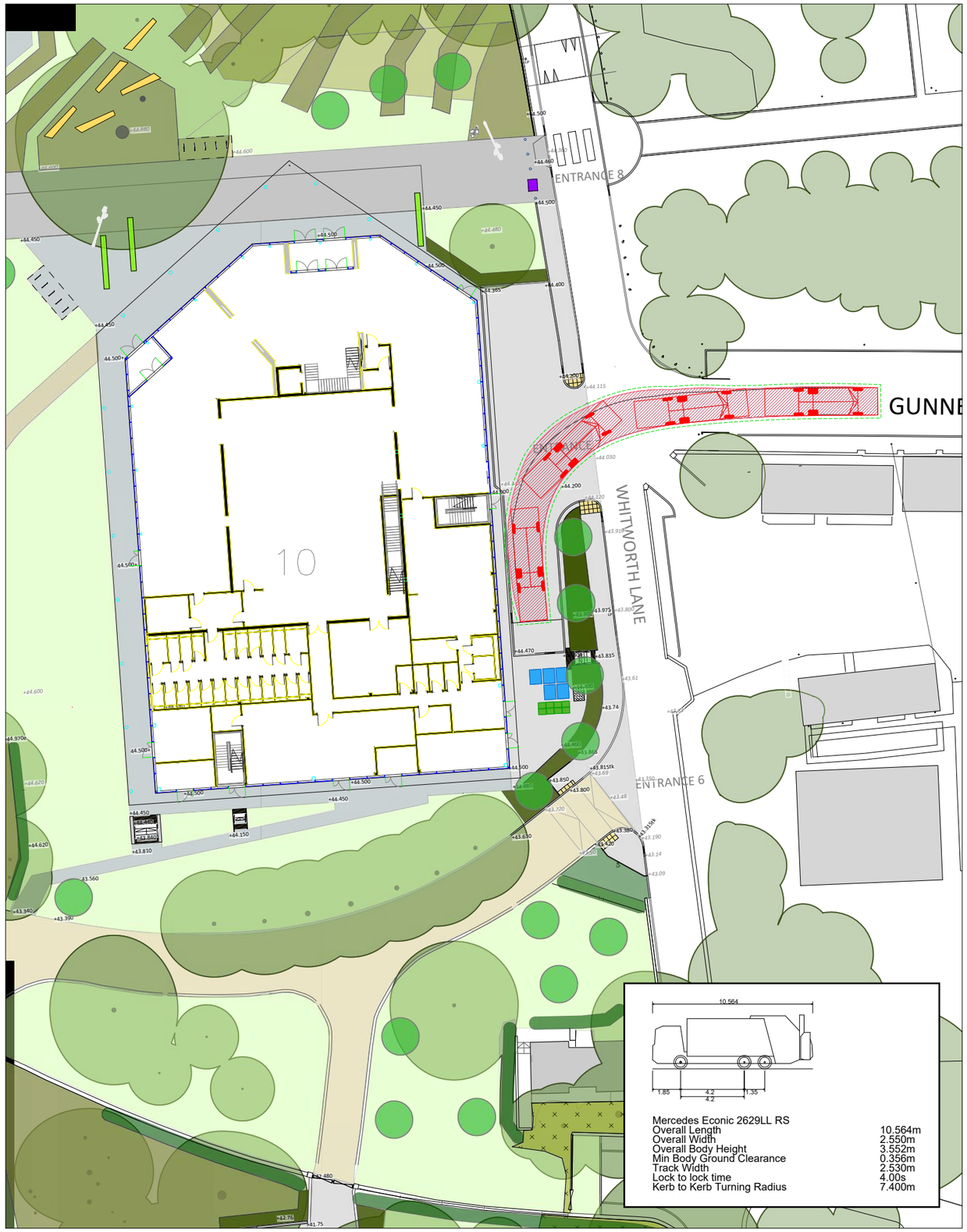


BURO HAPPOLD

Project:	Project Number:	Status:		
UoM Fallowfield Campus Redevelopment	0062342	For information		
Sketch Title:	Sketch Number:	Date:	Initials:	Revision:
Central Hub - Large refuse truck	SK-CH-TP-0010	14/02/25	NJH	P01

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Project:	Project Number:	Status:		
UoM Fallowfield Campus Redevelopment	0062342	For information		
Sketch Title:	Sketch Number:	Date:	Initials:	Revision:
Central Hub - Rear-steer refuse truck	SK-CH-TP-0040	14/02/25	NJH	P01

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Appendix L TRICS Data

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Design Note

Project	Fallowfield Campus Redevelopment Project
Subject	TRICS Trip Rates Sensitivity Test
Project no	0062342
Date	2 January 2025

Revision	Description	Issued by	Date	Approved
01	For information	NJH	02/01/25	RE

1 Introduction

The August 2023 Transport Assessment (TA) for the Outline application included trip generation forecast based on survey data taken from the TRICS database. However, the regional site selection considered resulted in only two survey locations matching the criteria, which is not ideal for ensuring a robust statistical dataset.

To ensure that the trip rates agreed with MCC and adopted for the forecasts are robust, an additional 'sensitivity test' assessment has been undertaken, using survey data from a wider geographic area, so that the trip rates can be compared.

2 Outline Application

Site selection from TRICS was made using Student Residences sites within the database, based on the following criteria:

- North and North-West regions;
- Surveys undertaken from 2004 onwards;
- Sites with vehicular access and off-street parking; and
- Sites with good accessibility to public transport.

Based on these criteria, two applicable sites were selected from the TRCIS database to calculate the trip rates per person.

TRICS site selection for Outline application

Site reference	Area	Location	Date
DH-03-G-01	Durham	Ashwood, Gilesgate, Durham	18/10/18
GM-03-G-02	Greater Manchester	Thynne Street, Rose Hill, Bolton	04/10/04

The full TRICS outputs are appended in Annex 1. The person trip rates calculated are summarised below, along with the net additional trips calculated based on an increase of 996 student bedrooms, as calculated for the August 2023 TA.

Trip rates used for Outline application with net additional peak hour/daily trips

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Sum	In	Out	Sum	In	Out	Sum
Trip Rate	0.012	0.232	0.244	0.208	0.132	0.34	1.871	1.986	3.857
Net additional trips (996 beds)	12	231	243	207	131	339	1,864	1,978	3,842

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3 Sensitivity Test

As a sensitivity test, alternative trip rates were evaluated using a wider selection of TRICS survey data from UK-wide locations over the same date range. Based on these criteria, 13 sites were identified, with one subsequently discounted as the survey was carried out during Covid restrictions. The remaining 12 sites selected are summarised below (TRICS outputs appended in Annex 2).

TRICS site selection for sensitivity tests

Site reference	Area	Location	Date
BA-03-G-01	Bath & North East Somerset	Lower Bristol Road, Bath	04/10/18
BH-03-G-02	Brighton & Hove	Lewes Road, Moulescoomb, Brighton	23/04/24
DE-03-G-01	Derry	Strand Road, Londonderry	17/10/12
DH-03-G-01	Durham	Ashwood, Gilesgate, Durham	18/10/18
DY-03-G-01	Derby	Ashbourne Road, Derby	12/10/04
GM-03-G-02	Greater Manchester	Thynne Street, Rose Hill, Bolton	04/10/04
HK-03-G-01	Hackney	Green Lanes, Stoke Newington	19/03/20
KI-03-G-02	Kingston	Cambridge Road, Norbiton	26/06/19
KS-03-G-01	Kirklees	Kings Mill Lane, Aspley, Huddersfield	13/09/06
KS-03-G-02	Kirklees	Bankfiled Road, Folly Hall, Huddersfield	03/11/06
TH-03-G-01	Tower Hamlets	King David Lane, Shadwell	07/12/12
WM-03-G-02	West Midlands	Raglan Street, Coventry	17/10/13

The person trip rates calculated are summarised below, along with the net additional trips calculated based on the same increase of 996 student bedrooms.

Sensitivity test trip rates with net additional peak hour/daily trips

	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily		
	In	Out	Sum	In	Out	Sum	In	Out	Sum
Trip Rate	0.022	0.133	0.155	0.17	0.127	0.297	1.546	1.567	3.113
Net additional trips (996 beds)	22	132	154	169	126	296	1,540	1,561	3,101

The peak hour and total daily trip rates were found to be lower than those used in the outline application, and result in a lower net increase in travel when applied to the equivalent net increase in student bedrooms.

On this basis, the trip rates used for the Outline application are considered to be more robust and have been used for the Reserved Matters Application.

Annex 1 TRICS Outputs – Outline Application Site Selection

Buro Happold Lower Bristol Road Bath Licence No: 730101

Calculation Reference: AUDIT-730101-250121-0124

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	DH	DURHAM	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Number of residents
Actual Range:	168 to 250 (units:)
Range Selected by User:	100 to 4000 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/04 to 18/10/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Thursday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	2 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	1
Suburban Area (PPS6 Out of Centre)	1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	1
Built-Up Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

15,001 to 20,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	1 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	2 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	DH-03-G-01	STUDENT FLATS		DURHAM
	ASHWOOD			
	DURHAM			
	GILESGATE			
	Suburban Area (PPS6 Out of Centre)			
	Residential Zone			
	Total Number of residents:		168	
	Survey date: THURSDAY		*18/10/18*	*Survey Type: MANUAL*
2	GM-03-G-02	STUDENT FLATS		GREATER MANCHESTER
	THYNNE STREET			
	BOLTON			
	ROSE HILL			
	Edge of Town Centre			
	Built-Up Zone			
	Total Number of residents:		250	
	Survey date: MONDAY		*04/10/04*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 5.55

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	209	0.045	2	209	0.033	2	209	0.078
08:00 - 09:00	2	209	0.012	2	209	0.232	2	209	0.244
09:00 - 10:00	2	209	0.041	2	209	0.237	2	209	0.278
10:00 - 11:00	2	209	0.062	2	209	0.124	2	209	0.186
11:00 - 12:00	2	209	0.122	2	209	0.112	2	209	0.234
12:00 - 13:00	2	209	0.146	2	209	0.184	2	209	0.330
13:00 - 14:00	2	209	0.165	2	209	0.230	2	209	0.395
14:00 - 15:00	2	209	0.124	2	209	0.163	2	209	0.287
15:00 - 16:00	2	209	0.215	2	209	0.144	2	209	0.359
16:00 - 17:00	2	209	0.282	2	209	0.127	2	209	0.409
17:00 - 18:00	2	209	0.208	2	209	0.132	2	209	0.340
18:00 - 19:00	2	209	0.146	2	209	0.096	2	209	0.242
19:00 - 20:00	1	168	0.083	1	168	0.071	1	168	0.154
20:00 - 21:00	1	168	0.131	1	168	0.077	1	168	0.208
21:00 - 22:00	1	168	0.089	1	168	0.024	1	168	0.113
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.871			1.986			3.857

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Annex 2 TRICS Outputs – Sensitivity Test Site Selection

Calculation Reference: AUDIT-730101-250121-0148

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

01	GREATER LONDON		
	HK	HACKNEY	1 days
	KI	KINGSTON	1 days
	TH	TOWER HAMLETS	1 days
02	SOUTH EAST		
	BH	BRIGHTON & HOVE	1 days
03	SOUTH WEST		
	BA	BATH & NORTH EAST SOMERSET	1 days
05	EAST MIDLANDS		
	DY	DERBY	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	KS	KIRKLEES	2 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	1 days
09	NORTH		
	DH	DURHAM	1 days
17	ULSTER (NORTHERN IRELAND)		
	DE	DERRY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	Number of residents
Actual Range:	15 to 555 (units:)
Range Selected by User:	15 to 1100 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/04 to 02/05/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	2 days
Wednesday	3 days
Thursday	3 days
Friday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	12 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	5
Suburban Area (PPS6 Out of Centre)	7

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	4
Built-Up Zone	6
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	8 days - Selected
Servicing vehicles Excluded	12 days - Selected

Secondary Filtering selection:

Use Class:

C3	12 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:
All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	7 days
100,001 or More	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	2 days
125,001 to 250,000	4 days
250,001 to 500,000	4 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	6 days
1.1 to 1.5	5 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	11 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	9 days
2 Poor	1 days
3 Moderate	1 days
4 Good	1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 BA-03-G-01 STUDENT FLATS BATH & NORTH EAST SOMERSET
LOWER BRISTOL ROAD
BATH

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of residents: 291
Survey date: THURSDAY *04/10/18* *Survey Type: MANUAL*

2 BH-03-G-02 STUDENT ACCOMMODATION BRIGHTON & HOVE
LEWES ROAD
BRIGHTON
MOULSECOOMB
Suburban Area (PPS6 Out of Centre)
Built-Up Zone
Total Number of residents: 555
Survey date: TUESDAY *23/04/24* *Survey Type: MANUAL*

3 DE-03-G-01 HALLS OF RESIDENCE DERRY
STRAND ROAD
LONDONDERRY

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total Number of residents: 72
Survey date: WEDNESDAY *17/10/12* *Survey Type: MANUAL*

4 DH-03-G-01 STUDENT FLATS DURHAM
ASHWOOD
DURHAM
GILESGATE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 168
Survey date: THURSDAY *18/10/18* *Survey Type: MANUAL*

5 DY-03-G-01 HALLS OF RESIDENCE DERBY
ASHBOURNE ROAD
DERBY

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 335
Survey date: TUESDAY *12/10/04* *Survey Type: MANUAL*

6 GM-03-G-02 STUDENT FLATS GREATER MANCHESTER
THYNNE STREET
BOLTON
ROSE HILL
Edge of Town Centre
Built-Up Zone
Total Number of residents: 250
Survey date: MONDAY *04/10/04* *Survey Type: MANUAL*

7 HK-03-G-01 STUDENT FLATS HACKNEY
GREEN LANES
STOKE NEWINGTON

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total Number of residents: 103
Survey date: MONDAY *09/03/20* *Survey Type: MANUAL*

8 KI-03-G-02 STUDENT FLATS KINGSTON
CAMBRIDGE ROAD
KINGSTON UPON THAMES
NORBITON
Edge of Town Centre
Residential Zone
Total Number of residents: 300
Survey date: WEDNESDAY *26/06/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9	KS-03-G-01 KINGS MILL LANE HUDDERSFIELD ASPLEY Edge of Town Centre Built-Up Zone	STUDENT FLATS		KIRKLEES
	Total Number of residents:		370	
	Survey date: WEDNESDAY		*13/09/06*	*Survey Type: MANUAL*
10	KS-03-G-02 BANKFIELD ROAD HUDDERSFIELD FOLLY HALL Edge of Town Centre Built-Up Zone	STUDENT FLATS		KIRKLEES
	Total Number of residents:		15	
	Survey date: FRIDAY		*03/11/06*	*Survey Type: MANUAL*
11	TH-03-G-01 KING DAVID LANE SHADWELL Suburban Area (PPS6 Out of Centre) Built-Up Zone	STUDENT FLATS		TOWER HAMLETS
	Total Number of residents:		100	
	Survey date: FRIDAY		*07/12/12*	*Survey Type: MANUAL*
12	WM-03-G-02 RAGLAN STREET COVENTRY Edge of Town Centre Built-Up Zone	STUDENT FLATS		WEST MIDLANDS
	Total Number of residents:		197	
	Survey date: THURSDAY		*17/10/13*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HM-03-G-02	Covid restrictions

TRIP RATE for Land Use 03 - RESIDENTIAL/G - STUDENT ACCOMMODATION
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 9.52

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	12	230	0.009	12	230	0.032	12	230	0.041
08:00 - 09:00	12	230	0.022	12	230	0.133	12	230	0.155
09:00 - 10:00	12	230	0.033	12	230	0.146	12	230	0.179
10:00 - 11:00	12	230	0.048	12	230	0.103	12	230	0.151
11:00 - 12:00	12	230	0.085	12	230	0.090	12	230	0.175
12:00 - 13:00	12	230	0.103	12	230	0.131	12	230	0.234
13:00 - 14:00	12	230	0.102	12	230	0.131	12	230	0.233
14:00 - 15:00	12	230	0.125	12	230	0.126	12	230	0.251
15:00 - 16:00	12	230	0.157	12	230	0.111	12	230	0.268
16:00 - 17:00	12	230	0.225	12	230	0.119	12	230	0.344
17:00 - 18:00	12	230	0.170	12	230	0.127	12	230	0.297
18:00 - 19:00	12	230	0.150	12	230	0.107	12	230	0.257
19:00 - 20:00	7	245	0.089	7	245	0.069	7	245	0.158
20:00 - 21:00	6	269	0.116	6	269	0.089	6	269	0.205
21:00 - 22:00	3	307	0.112	3	307	0.053	3	307	0.165
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.546			1.567			3.113

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Appendix M Pedestrian Comfort Level Assessment

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FOOTWAY PEDESTRIAN COMFORT LEVEL

Baseline

	Location Name	Location Type	Area Type	Average Flow	Peak Hour Flow	Ave of Max Activity	Total Width	Building Edge?	Kerb Edge?	Any unusable width (<0.6m)	Total Unusable Width (Street Furniture, Building and Kerb Edge)	Clear Footway Width	Average Flow Crowding (ppmm)	Peak Hour Flow Crowding (ppmm)	Ave of Max Activity Crowding	Pedestrian Comfort Level (For Average Flows)			Pedestrian Comfort Level (For Peak Hour Flows)			Pedestrian Comfort Level (Average of Max Activity)		
																Average PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+	Peak Hour PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+	Ave of Max PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+
1	Moseley Road F1	Full Footway Width	Residential	48	92	204	3.67	Yes	Yes	1.28	1.68	1.99	0	1	2	A+	3.18	1.50	A+	3.18	1.50	A+	3.18	1.50
2	Moseley Road F2	Full Footway Width	Residential	72	127	306	3.8	Yes	Yes		0.4	3.4	0	1	2	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
3	Wilmslow Road F3	Full Footway Width	Residential	218	440	926.5	2.81	Yes	Yes		0.4	2.41	2	3	6	A+	1.90	1.50	A	1.90	1.50	A-	1.90	1.50
4	Wilmslow Road F4	Full Footway Width	Residential	302	438	1283.5	2.92	Yes	Yes		0.4	2.52	2	3	8	A+	1.90	1.50	A	1.90	1.50	A-	2.19	1.79
5	Wilmslow Road F5	Full Footway Width	Residential	183	320	777.75	2.59	Yes	Yes	0.4	0.8	1.79	2	3	7	A+	2.30	1.50	A	2.30	1.50	A-	2.30	1.50
6	Wilmslow Road F6	Full Footway Width	Residential	389	595	1653.25	5.6	Yes	Yes	0.8	1.2	4.4	1	2	6	A+	2.70	1.50	A+	2.70	1.50	A-	3.50	2.30

Future Baseline

	Location Name	Location Type	Area Type	Average Flow	Peak Hour Flow	Ave of Max Activity	Total Width	Building Edge?	Kerb Edge?	Any unusable width (<0.6m)	Total Unusable Width (Street Furniture, Building and Kerb Edge)	Clear Footway Width	Average Flow Crowding (ppmm)	Peak Hour Flow Crowding (ppmm)	Ave of Max Activity Crowding	Pedestrian Comfort Level (For Average Flows)			Pedestrian Comfort Level (For Peak Hour Flows)			Pedestrian Comfort Level (Average of Max Activity)		
																Average PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+	Peak Hour PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+	Ave of Max PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+
1	Moseley Road F1	Full Footway Width	Residential	48	92	204	3.67	Yes	Yes	1.28	1.68	1.99	0	1	2	A+	3.18	1.50	A+	3.18	1.50	A+	3.18	1.50
2	Moseley Road F2	Full Footway Width	Residential	72	127	306	3.8	Yes	Yes		0.4	3.4	0	1	2	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
3	Wilmslow Road F3	Full Footway Width	Residential	219	441	930.75	2.81	Yes	Yes		0.4	2.41	2	3	6	A+	1.90	1.50	A	1.90	1.50	A-	1.90	1.50
4	Wilmslow Road F4	Full Footway Width	Residential	303	439	1287.75	2.92	Yes	Yes		0.4	2.52	2	3	9	A+	1.90	1.50	A	1.90	1.50	B+	2.19	1.79
5	Wilmslow Road F5	Full Footway Width	Residential	184	321	782	2.59	Yes	Yes	0.4	0.8	1.79	2	3	7	A+	2.30	1.50	A	2.30	1.50	A-	2.30	1.50
6	Wilmslow Road F6	Full Footway Width	Residential	390	597	1657.5	5.6	Yes	Yes	0.8	1.2	4.4	1	2	6	A+	2.70	1.50	A+	2.70	1.50	A-	3.51	2.31

Future Baseline + Development

	Location Name	Location Type	Area Type	Average Flow	Peak Hour Flow	Ave of Max Activity	Total Width	Building Edge?	Kerb Edge?	Any unusable width (<0.6m)	Total Unusable Width (Street Furniture, Building and Kerb Edge)	Clear Footway Width	Average Flow Crowding (ppmm)	Peak Hour Flow Crowding (ppmm)	Ave of Max Activity Crowding	Pedestrian Comfort Level (For Average Flows)			Pedestrian Comfort Level (For Peak Hour Flows)			Pedestrian Comfort Level (Average of Max Activity)		
																Average PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+	Peak Hour PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+	Ave of Max PCL	Total Width Required for PCL B+	Clear Width Required For PCL B+
1	Moseley Road F1	Full Footway Width	Residential	58	106	246.5	3.67	Yes	Yes	1.28	1.68	1.99	0	1	2	A+	3.18	1.50	A+	3.18	1.50	A+	3.18	1.50
2	Moseley Road F2	Full Footway Width	Residential	94	153	399.5	3.8	Yes	Yes		0.4	3.4	0	1	2	A+	1.90	1.50	A+	1.90	1.50	A+	1.90	1.50
3	Wilmslow Road F3	Full Footway Width	Residential	233	452	990.25	2.81	Yes	Yes		0.4	2.41	2	3	7	A+	1.90	1.50	A	1.90	1.50	A-	1.90	1.50
4	Wilmslow Road F4	Full Footway Width	Residential	372	504	1581	2.92	Yes	Yes		0.4	2.52	2	3	10	A+	1.90	1.50	A	1.90	1.50	B+	2.60	2.20
5	Wilmslow Road F5	Full Footway Width	Residential	237	401	1007.25	2.59	Yes	Yes	0.4	0.8	1.79	2	4	9	A+	2.30	1.50	A	2.30	1.50	B+	2.30	1.50
6	Wilmslow Road F6	Full Footway Width	Residential	462	699	1963.5	5.6	Yes	Yes	0.8	1.2	4.4	2	3	7	A+	2.70	1.50	A	2.70	1.50	A-	3.93	2.73

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