

SK TRANSPORT PLANNING

TRAFFIC TRANSPORT HIGHWAYS



Al Sunnah Mosque

Transport Statement

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1.0 INTRODUCTION

- 1.1 SK Transport Planning Ltd (SKTP) has been commissioned by Al Sunnah Mosque to provide traffic and transport planning advice in support of an expanded mosque and community facility at 13 Winterford Road, Cheetham Hill.
- 1.2 The development proposals look to replace the existing mosque with an attractive new building, along with parking and landscaping to provide an enhanced facility that not only offers a space for weekly prayers, but continues to provide a building for educational use for the local community on a daily basis.
- 1.3 The proposals aim to improve conditions for those who currently worship at the building, as well as improving the site and adding a high-quality development to the local area.
- 1.4 The purpose of this Transport Statement (TS) is to provide information on the sustainable credentials of the site, and also consider the traffic and transport planning aspects of the development proposals. As part of the preparation of this TS, surveys have been undertaken of existing usage of the building and the number of visitors that currently visit in a typical week. This has helped shape the scheme design, and also the planned usage of the building.
- 1.5 As with other community and places of worship projects that SKTP has worked on, a TS and Travel Plan Framework have been prepared as supporting information for the planning applications. The content of this TS demonstrates that this level of detail is the most appropriate level of technical assessment, based on the site already accommodating a mosque, the travel characteristics of visitors to the facility, the sustainable location of the site, as well as the operational requirements of the mosque through a typical week.
- 1.6 Data collected by the mosque is also provided in this TS to confirm the typical trip-making behaviour from the existing facility. Site visits have also been undertaken in June 2023 to observe existing traffic conditions, parking demand and potential positive effects that the development proposals will have for the local community.
- 1.7 This report also includes an evaluation of the existing public transport, walking and cycling provision, consideration of Personal Injury Collision (PIC) statistics on the highway network adjacent to the site, as well as an assessment of the expected traffic flows resulting from the proposed development. The proposed access strategy has also been reviewed.
- 1.8 The report concludes that the development proposals will deliver a positive community focused place of prayer for the local area, and that the scheme's impact will not be 'severe', the test taken from the National Planning Policy Framework (NPPF).

Site Location

- 1.9 The development site location is shown in **figure 1.1** and in **appendix a**. It currently accommodates a single storey building, with off-street parking and a separate service access. Further commentary on the existing access arrangements to the site is provided later in this report.
- 1.10 As shown in **figure 1.1** the site is located within the Manchester City Council boundary, at the junction of the residential streets known as Winterford Road and Levenhurst Road. The site is located immediately to the west of the B6180 Waterloo Road, a strategic corridor that forms part of the classified road network. This corridor links with the A665 Cheetham Hill Road to the north with the A6010 to the south. Waterloo Road crosses the A6010 and continues south towards Manchester

City Centre, linking with the A56 Bury New Road circa 700m north of Trinity Way. The site is approximately 2.2km from the edge of the city centre.



Figure 1.1: Existing Al Sunnah Mosque Site Location

- 1.11 As shown in **figure 1.1** the site is located within the Manchester City Council boundary, at the junction of the residential streets known as Winterford Road and Levenhurst Road. The site is located immediately to the west of the B6180 Waterloo Road, a strategic corridor that forms part of the classified road network. This corridor links with the A665 Cheetham Hill Road to the north with the A6010 to the south. Waterloo Road crosses the A6010 and continues south towards Manchester City Centre, linking with the A56 Bury New Road circa 700m north of Trinity Way. The site is approximately 2.2km from the edge of the city centre.
- 1.12 The existing mosque is well located within a mainly residential area. It is prominently located within this area, being visible from Winterford Road to the north and Levenhurst Road to the east and south. Glimpses of the site can also be made from Waterloo Road to the south-east.

Planning History

- 1.13 The site has a detailed planning history, as summarised in **table 1.1** overleaf. The building that is currently used as a mosque was originally built as a public house for the local community. Planning permission was granted in February 1977 for the Penny Black public house, with the scheme incorporating a managers flat on the first floor level, with on-site parking for 10 vehicles.
- 1.14 Following the development of this local community facility a subsequent minor planning application was submitted in 1989 for an illuminated fascia sign for the public house, before Change of Use (CoU) applications were submitted to convert the building to either warehousing, a children's day nursery or hostel

accommodation for the homeless. The warehousing application was withdrawn by the applicant but the hostel accommodation and children's day nursery proposals were granted planning permission in May and July 1992. The children's day nursery scheme was the implemented scheme.

- 1.15 In 2016 an application to extend the car parking area and install new fencing/access gate was approved by the Council. In March 2000 a planning application was submitted to change the use of the building from a children's nursery to a mosque. This was granted planning approval, as permitted development.

Date	Description	Approved/Refused	Date Approved/Refused
September 1976	Erection of public house with managers flat at 1st floor level, and car park for 10 vehicles.	Approved	February 1977
February 1978	Reserved Matters Erection of Public House with Mangers flat at 1st floor level, and car park for 10 vehicles, arising out of the outline planning permission (Ref. F05481) granted on 2nd February, 1977	Approved	April 1978
October 1989	Public house - illuminated oval fascia sign	Approved	November 1989
September 1991	Change of use from public house to warehouse with ancillary office accommodation	Application withdrawn	November 1991
December 1991	Change of use from public house to day nursery	Approved	July 1992
December 1991	Change of use from public house to hostel accommodation for the homeless	Approved	May 1992
March 2016	Extension of car park and new fencing to site boundaries with associated access gate	Approved	June 2016
February 2000	Change of use from vacant children's nursery to Islamic Mosque and education centre	Approved (Permitted Development)	March 2000

Table 1.1: Site Planning History

- 1.16 The planning history confirms that this site has been used for a range of community uses since 1977. With the building originally constructed to provide a public house

for the local area, then a children's day nursery and latterly a mosque there is evidence that the site has provided important community uses for over 40 years.

- 1.17 The next section of this report considers the site location with respect to accessibility on foot, cycle and by public transport.

2.0 SITE ACCESSIBILITY

- 2.1 As confirmed earlier in this report the site is well located within an established residential area. To the west the site is bounded by residential properties, and to the south by landscaped grassed areas and residential properties. To the north the site is bounded by Winterford Road, which also serves residential properties via Overstone Drive and Newsholme Street. The site is 2,047 sqm in size.

Pedestrian Accessibility

- 2.2 As would be expected of a site in a residential area it is easily accessible on foot from the surrounding highway network. Continuous lit footways are provided throughout the residential area, and a number of the residential streets surrounding the site benefit from 20mph speed limits. Lanbury Drive, Winterford Road and the section of Levenhurst Road to the east of the site are all 30mph residential streets.
- 2.3 The quality of the pedestrian routes surrounding the site are of adequate quality. They are of a standard width and have street lighting present. There is a notable lack of tactile paving at dropped crossings on pedestrian desire lines and at junctions.
- 2.4 A network of ginnels and alleyways to the rear of the site provide access through the residential areas to the southeast of the site.
- 2.5 Although now superseded by the National Planning Policy Framework, PPG13 stated that walking offers the greatest potential for replacing short car trips, particularly for journeys under 2km.
- 2.6 The IHT document, *Guidelines for Providing for Journeys on Foot*, and DfT document, *PPG13 – Best Practice Guidance*, provides further details of accepted walking distances. These are presented in **table 2.1**.

	Town Centre (m)	Commuting/School (m)
Preferred Maximum	800 – 1250	2000

Table 2.1: IHT & DfT Acceptable Walking Distances

- 2.7 A pedestrian isochrone plan has been produced to demonstrate the accessibility of the site by foot. The isochrone is based on an average walk speed of 1.33 m/s up to a maximum journey time of 25 minutes (2km). The isochrone is shown in **figure 2.2** and on **plan 1**.

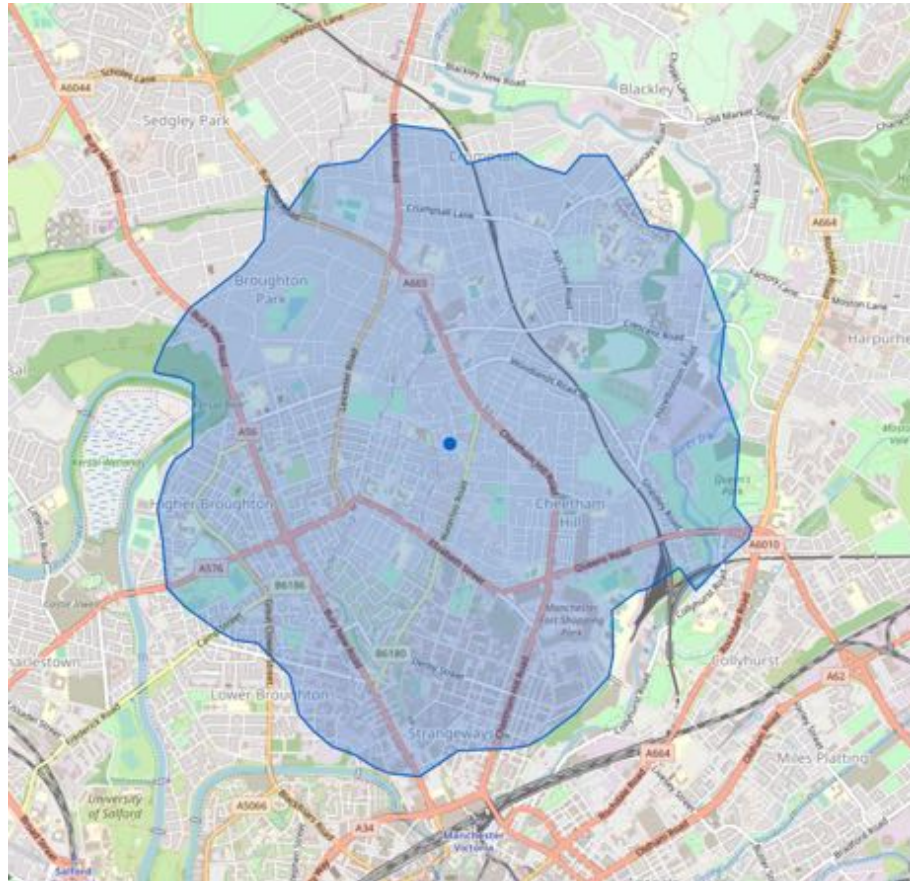


Figure 2.2: 2km Walking Isochrone Plan

- 2.8 **Figure 2.2** confirms that the majority of Cheetham Hill falls within a 2km walk of the site, along with parts of Higher and Lower Broughton. To the north part of Crumpsall falls within this walking catchment, and to the south the residential areas around Strangeways is also included in this catchment area.
- 2.9 The 2km isochrone also shows that Queens Road, Abraham Moss and Crumpsall Metrolink stops also fall within the 2km catchment. The Waterloo Road and Cheetham Hill Road bus corridors also fall within this walking catchment.

'Walkability' Assessment

- 2.10 With regard to direct connectivity to local transport nodes (such as the nearby bus and tram stops), the site performs well in terms of 'walkability'. As set out later in this report, with a range of public transport nodes falling within accepted walk distances and accessible by continuous, lit footways along Waterloo Road and Cheetham Hill Road, the 'walkability' characteristics of the pedestrian corridors to and from the site are considered to be good.
- 2.11 The only identified "gap" in pedestrian infrastructure is the lack of tactile paving at a number of pedestrian crossing points on the surrounding network. Tactile paving is important for those with sight loss being able to safely negotiate junctions and crossing points. It is hoped that highlighting these gaps in the pedestrian infrastructure will encourage the Council, as Highway Authority, to upgrade this pedestrian infrastructure.
- 2.12 This section of the TS and the isochrone plan shown in **figure 2.2** demonstrates that the site is well located for access on foot from the surrounding residential

areas, nearby bus and tram stops. This confirms that visitors to the mosque already have excellent opportunities to travel sustainably on foot to and from the site.

Accessibility by Cycle

- 2.13 The site visit confirmed that the vehicular routes surrounding the site are all considered suitable for cyclists to use, as they benefit from lower speed limits, being lit and the majority having active development fronting them.
- 2.14 The introduction of 20mph speed limits on a number of residential streets surrounding the site ensures that traffic speeds should remain low on these corridors. This gives visitors choice as to their preferred mode of travel across the local area.



Figure 2.3: 5km Cycling Isochrone Plan

- 2.15 With regard to accessibility by cycle, DfT guidance states that cycling has the potential to substitute for car trips under 5km, as well as having the potential to form part of a wider public transport trip. **Figure 2.3** shows a 5km cycle catchment from the site and confirms that a significant proportion of north Manchester falls within this cycle distance.
- 2.16 The Transport for Greater Manchester (TfGM) cycle map, an extract of which is provided below in **figure 2.4**, shows the location of the application site, and its

excellent location for sustainable access to surrounding residential areas. Alongside the surrounding residential streets Cheetham Hill Road, to the east of the site is also identified as a cycling corridor with other cycling facilities. To the south Bury New Road also provides a cycle corridor southwards towards Manchester city centre.

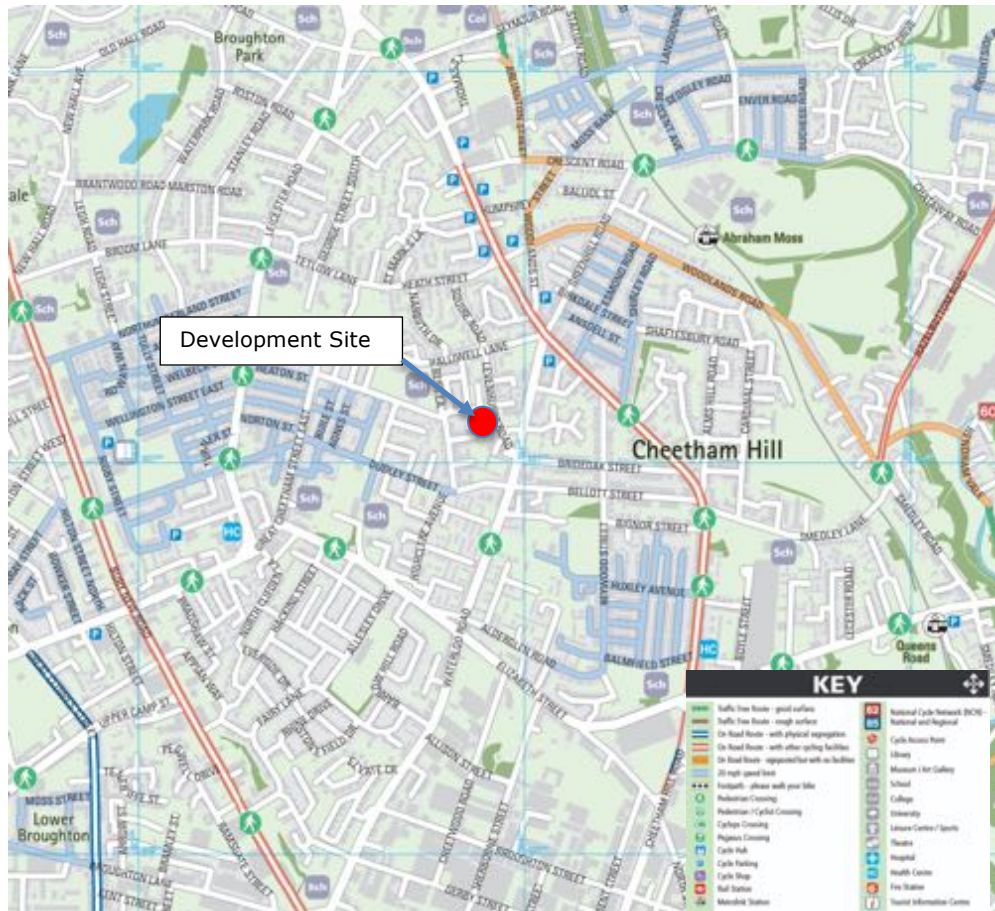


Figure 2.4: Extract from TfGM Cycle Map

- 2.17 This section of the TS confirms the site is easily accessible on foot and by cycle. Those visiting the existing mosque on the site have the opportunity to travel sustainably should they wish. The review confirms locating a community facility in the centre of a residential area maximises the opportunity to encourage sustainable travel.
- 2.18 The next section of this report considers the accessibility of the site by public transport.

Public Transport Accessibility

- 2.19 An assessment of the existing public transport provision surrounding the development site has been undertaken, to determine the accessibility of the site by bus and train. The Institution of Highways and Transportation document *Planning for Public Transport in Developments*, states that 400m is an acceptable walking distance to bus stops.
- 2.20 The site benefits from being located circa 275m from the nearest directional bus stops on Waterloo Road. This equates to a walk time of circa 3.5 minutes and

confirms that visitors visiting the mosque have the opportunity to use local bus services as a mode of travel. An extract from the TfGM bus map is provided in **figure 2.5**.



Figure 2.5: Extract from TfGM Bus Map

- 2.21 **Figure 2.5** confirms the Waterloo Road corridor is well served by bus, with the 59 service routing along this corridor from Manchester city centre via Cheetham Hill, Middleton, Chadderton and terminating in Oldham.
- 2.22 A summary of the 59-service weekday timetable is provided in **table 2.2**. The full timetable is provided in **appendix b**.

Service	Operator	First Weekday Bus (Waterloo Road)	Average Weekday Daytime Frequency	Last Weekday Bus (Waterloo Road)	Route
59	First Manchester	0452	Circa every 12 minutes	2355	Oldham Mumps – Oldham Bus Station – Chadderton Town Hall – Mills Hill Train Station – Middleton Bus Station – Heaton Park (Sainsburys) – Cheetham Hill (Half Way House) – Waterloo Road –

					Manchester Piccadilly Gardens
59		0521	Circa every 12 minutes	0020	Manchester Piccadilly Gardens - Waterloo Road - Cheetham Hill (Half Way House) - Heaton Park (Sainsburys) - Middleton Bus Station - Mills Hill Train Station - Chadderton Town Hall - Oldham Bus Station - Oldham Mumps

Table 2.2: Bus Service 59 - Weekdays (From 15th January 2023)

2.23 With respect to weekend service frequencies, these are summarised in **table 2.3 and 2.4**.

Service	Operator	First Saturday Bus (Waterloo Road)	Average Weekday Daytime Frequency	Last Saturday Bus (Waterloo Road)	Route
59	First Manchester	0537	Circa every 20 minutes	2355	Oldham Mumps – Oldham Bus Station – Chadderton Town Hall – Mills Hill Train Station – Middleton Bus Station – Heaton Park (Sainsburys) – Cheetham Hill (Half Way House) – Waterloo Road – Manchester Piccadilly Gardens
59		0612	Circa every 12 minutes	0020	Manchester Piccadilly Gardens - Waterloo Road - Cheetham Hill (Half Way House) - Heaton Park (Sainsburys) - Middleton Bus Station - Mills Hill Train Station - Chadderton Town Hall - Oldham Bus Station - Oldham Mumps

Table 2.3: Bus Service 59 – Saturday Service (From 15th January 2023)

Service	Operator	First Sunday Bus (Waterloo Road)	Average Weekday Daytime Frequency	Last Sunday Bus (Waterloo Road)	Route
59	First Manchester	0632	Circa every 20 minutes	2355	Oldham Mumps – Oldham Bus Station – Chadderton Town Hall – Mills Hill Train Station – Middleton Bus Station – Heaton Park (Sainsburys) – Cheetham Hill (Half Way House) – Waterloo Road – Manchester Piccadilly Gardens
59		0700	Circa every 12 minutes	0020	Manchester Piccadilly Gardens – Waterloo Road – Cheetham Hill (Half Way House) – Heaton Park (Sainsburys) – Middleton Bus Station – Mills Hill Train Station – Chadderton Town Hall – Oldham Bus Station – Oldham Mumps

Table 2.4: Bus Service 59 – Sunday Service (From 15th January 2023)

2.24 Earlier in this report it was confirmed that the site falls within a 2km, or a 25-minute walk from the Metrolink stops. A summary of the Metrolink services routing via Abraham Moss (the closest Metrolink stop) is provided below in **table 2.5**.

Metrolink Stop	Service Destination	First Weekday & Saturday Service	Average Weekday & Saturday Frequency	Last Weekday & Saturday Service	Route
Abraham Moss	Bury	0520	Every 12 minutes	2341	Abraham Moss – Crumpsall – Bowker Vale – Heaton Park – Prestwich – Besses o' th' Barn – Whitefield – Radcliffe – Bury
	Piccadilly Gardens	0609		2345	Abraham Moss – Queens Road – Victoria – Shudehill – Market Street – Piccadilly Gardens

Table 2.5: Abraham Moss Weekday and Saturday Services (July 2023)

Metrolink Stop	Service Destination	First Weekday & Saturday Service	Average Weekday & Saturday Frequency	Last Weekday & Saturday Service	Route
Abraham Moss	Bury	0620	Every 12 minutes	2341	Abraham Moss – Crumpsall – Bowker Vale – Heaton Park – Prestwich – Besses o’ th’ Barn – Whitefield – Radcliffe – Bury
	Piccadilly Gardens	0709		2345	Abraham Moss – Queens Road – Victoria – Shudehill – Market Street – Piccadilly Gardens

Table 2.6: Abraham Moss Sunday Services (July 2023)

- 2.25 **Tables 2.5 and 2.6** confirm that as with the existing bus service provision the site is well served by local tram services, providing visitors associated with the mosque to travel in from stops along the Metrolink network.
- 2.26 To conclude, the combination of the site’s sustainable location, coupled with good access to bus stops on Waterloo Road and Metrolink stops gives visitors to the mosque opportunities to travel sustainably to and from the community facility.
- 2.27 This section of the TS demonstrates that the site is well located for access by bus and Metrolink services.

Historic Collision Patterns

- 2.28 A review of the Personal Injury Collision (PIC) data for the highway network surrounding the development site going back to 2017 has been obtained. This has been sourced from the Crashmap database and is provided below.
- 2.29 The review confirms that no recorded PICs have been recorded on:
- Winterfield Road, Levenhurst Road and Lanbury Road surrounding the site
 - The residential streets to the north (Overstone Drive, Newsholme Street and Masboro Street
 - To the west of the development site
- 2.30 **Figure 2.5** confirms that there is a cluster of collisions at the B6180 Waterloo Road/Levenhurst Road junction. In addition a single ‘slight’ collision has been recorded at the B6180 Waterloo Road/Beckenham Road junction.



Figure 2.5: PIC Data for Highway Network Surrounding Al Sunnah Mosque (2017 – 2021)

2.31 The Accident Report Summaries (ARS) are provided in **appendix c** and a summary of the five PIC's within the above-mentioned study area is provided in **table 2.4**.

No	Location	Reference	Date & Time	Weather and Road Surface Conditions	Description	Severity	Casualties
1	Waterloo Road/Beckenham Road	201906A1 63576	23/10/19 @ 1100	Weather – Fine without High Winds Road Surface – Dry	Collision between private car turning right and pedestrian in carriageway	Slight	1 x pedestrian
2	Waterloo Road/Levenhurst Road	202106116 4718	15/11/21 @ 1604	Weather – Fine without High Winds Road Surface – Unknown	Collision between private car and other vehicle (description unknown)	Slight	1 x driver/rider of unknown vehicle
3	Waterloo Road/Levenhurst Road	201806A2 44214	26/05/18 @ 2320	Weather – Fine without High Winds Road Surface – Dry	Collision between 2 x private cars – V1 proceeding normally along carriageway and V2 in the act of turning right	Serious	1 x passenger of V1 1 x passenger of V2
4	Waterloo Road/Levenhurst Road	201906A2 56488	04/05/19 @ 1805	Weather – Fine without High Winds Road Surface – Dry	Collision between 2 x private cars – V1 is in the act of turning left	Slight	1 x passenger of V2

No	Location	Reference	Date & Time	Weather and Road Surface Conditions	Description	Severity	Casualties
					whilst V2 proceeding normally on the carriageway		
5	Waterloo Road/Levenhurst Road	202006A1 69448	15/01/20 @ 1755	Weather – Fine without High Winds Road Surface – Dry	Collision between 2 x private cars – V1 proceeding normally along the carriageway and V2 waiting to proceed normally but is held up	Slight	3 x passengers of V2

Table 2.4: Personal Injury Collision Data Review (2017 to 2021 Data)

- 2.32 Whilst all accidents are regrettable, the analysis of the PIC data for the public highway corridors surrounding the development site confirms that no PICs have been recorded on the surrounding residential streets and access routes immediately surrounding the site.
- 2.33 There is a cluster of PICs recorded at the Waterloo Road/Levenhurst Road junction, where the collision records confirm a pattern of private car turning movement collisions. These are noted to be some distance from the development site, and it is not expected that the development proposals will exacerbate traffic levels or turning movements in this location.
- 2.34 To summarise this section of the report, with regard to the overall sustainable credentials of the site, the combination of the development site being in a sustainable location, with good links to established bus and Metrolink services will ensure visitors to the mosque have appropriate opportunities to travel sustainably to and from the enhanced community facility.
- 2.35 The next section of this TS provides a summary of the development proposals and the access arrangements for all modes of travel.

3.0 DEVELOPMENT PROPOSALS

Proposed Site Uses and Access Arrangements

- 3.1 The development proposals will look to redevelop the existing mosque building and site to provide an enhanced community facility and place of worship in an easily accessible location for the local community.
- 3.2 The building will be available to every person who follows the Muslim faith and would like to be part of and support the community facility. The development proposals will provide all visitors a new mosque with greater, flexible floorspace for a range of faith-orientated events and activities. At the present time the existing building size and layout constrains the number and type of activities that can take place at the mosque. The development proposals are shown on plan in **appendix d**.

- 3.3 The existing building is currently in active use and has been for well over a decade. Visitors access the site from Winterford Road and can use the dedicated car park that is accessed via double gates onto this section of the public highway.
- 3.4 To the south of the site Lanbury Drive provides access as a service road and is used for collecting and dropping goods to the mosque. Parking for twelve vehicles is provided from the Winterford Road access, with an additional three spaces provided via Lanbury Drive.

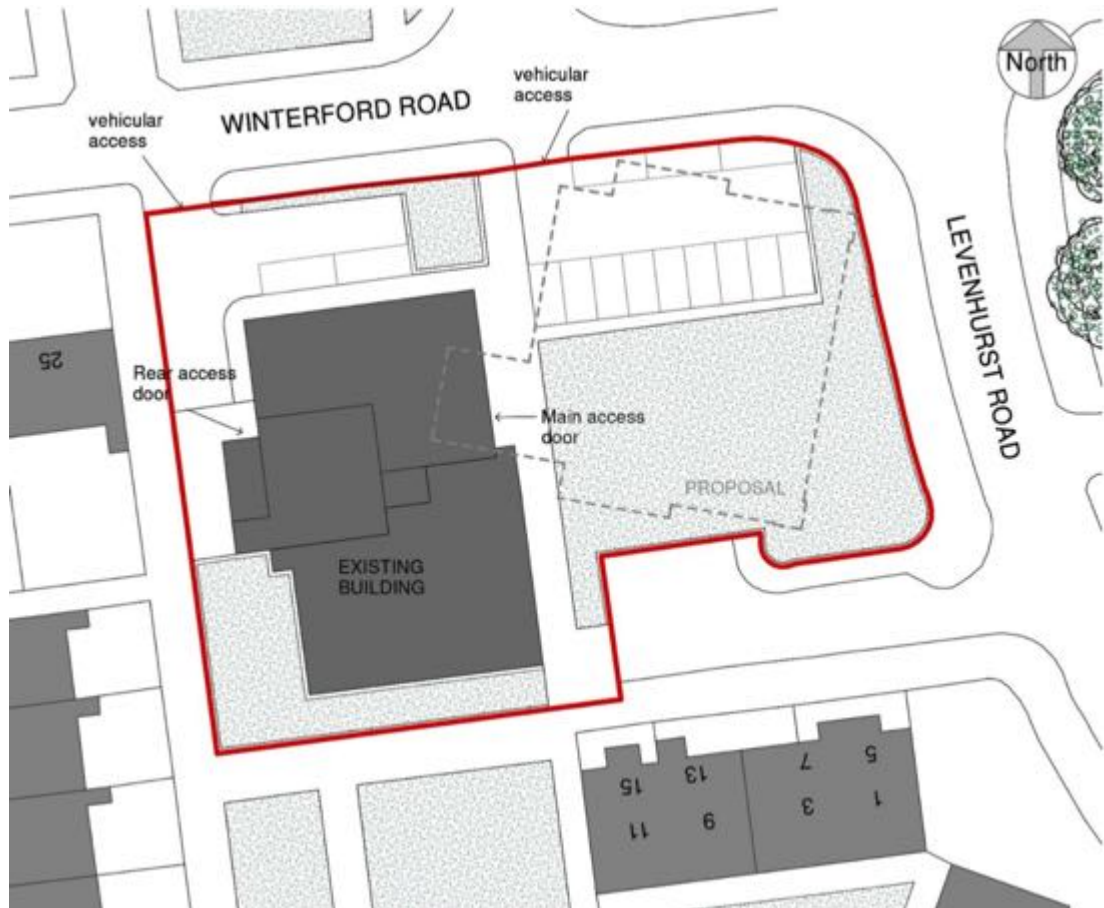


Figure 3.1: Existing Site Building/Open Space Layout

- 3.5 As shown in **figure 3.1** the eastern side of the development site is currently a grassed area. The site is secured with fencing around its perimeter. The existing building has a footprint of 560 sqm, within a site of 2,047sqm, taking up just 27% of the total site area.
- 3.6 The proposed building has been designed to provide additional, flexible space for all visitors. On arrival visitors will have the benefit of increased parking provision, with the existing 14 parking space provision increasing to 38 spaces, which will include two disabled spaces.
- 3.7 As shown on the development layout extract provided in **figure 3.2** all these parking spaces will be accessed via a new vehicular access onto Winterford Road. This access provides visibility splays of 2m x 25m in both the leading and trailing traffic directions. These splays are shown on plan in **appendix d**.

- 3.8 Servicing and delivery access will continue to be provided from Lanbury Drive. With all parking provided from Winterford Road this route will be kept permanently clear of parked vehicles.

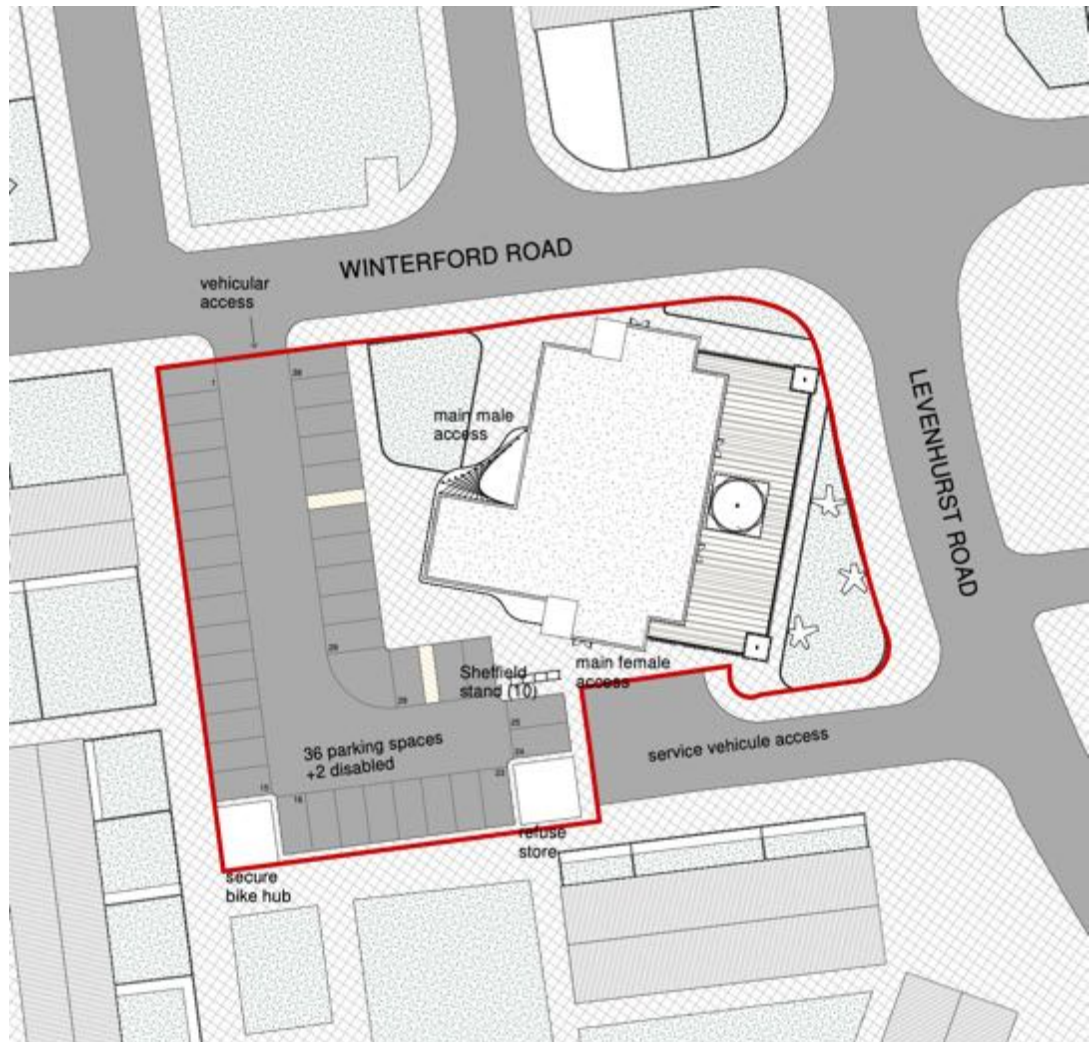


Figure 3.2: Proposed Development Layout

- 3.9 Alongside significantly increasing the on-curtilage parking provision, the development proposals will also include a secure cycle storage area, providing secure parking for up to 20 cycles. This cycle parking will be available for all visitors and staff at the mosque to use. An additional 10 Sheffield stands will be provided adjacent to the vehicular parking area for short term parking.
- 3.10 Pedestrian access to the building is shown in **figure 3.2** and will be via two communal entrances for male and female visitors. These separate entrances will lead to the male and female praying areas.
- 3.11 The main entrances have been designed to provide a level access threshold with a fully accessible door to provide access for all. At all access points non-slip surfacing will be provided and level surfacing delivered. Within the building all corridor widths, door widths and opening patterns comply with Part M of the Building Regulations.

Emergency and Service Vehicle Access

- 3.12 Access for emergency vehicles will continue to be provided to the site via Lanbury Drive. As this already provides emergency access to the existing building the proposals retain the same access strategy.
- 3.13 Lanbury Drive will also continue to provide service access to the mosque, as well as providing the main access point for various community activities and uses, including accessing the building for more formal events, such as funerals.

Development Scale and Layout

- 3.14 The proposed scheme layout is provided in **appendix d**. The gross internal floor area for the scheme is summarised in **table 3.1**.

	GIA Floor Area (sq.m)
Basement	518
Ground Floor	488
First Floor	377
Second Floor	375
Total Floor Area	1,758

Table 3.1: Summary of Building Floor Area

- 3.15 Whilst the development proposals indicate a three-fold increase in the mosque floor area this will not equate to the same increase in visitors to the community facility, as the proposals look to provide a range of varied and flexible space for visitors to use throughout the day and into the evenings. A summary of the various floorspace on each floor is summarised below.

Basement

- Main Hall – 315 sqm
- Plant Room – 32 sqm
- Storage – 15 sqm
- Janaza – 20 sqm
- Staff Room – 22 sqm
- Lockers/1st Aid – 12 sqm

Ground Floor

- Praying Area – 258 sqm
- Access Hall – 62 sqm
- Imam Office and Reception – 34 sqm
- Ablutions – 21 sqm
- Toilets – 35 sqm

First Floor

- Praying Area – 204 sqm
- Meeting Room – 25 sqm

- Staff Room/Waiting Area – 27 sqm
- Ablutions – 16 sqm
- Toilets – 35 sqm

Second Floor

- Multifunctional Area – 180 sqm
- Classroom – 34 sqm
- Kitchen – 16 sqm
- Office – 27 sqm
- Toilets – 35 sqm

- 3.16 As can be seen from the breakdown of floorspace on each level, a significant proportion of the additional floor space is made up of meeting, teaching, office, plant, toilets, lockers and washing space.
- 3.17 Of particular note is the overall change in space for prayers, which are normally the busiest time at the mosque. The existing floorspace for prayers is provided across two rooms, these being 175 sqm and 85 sqm in size. The proposed building will provide a 258 sqm prayer space for men on the ground floor and a 204 sqm prayer space for women on the first floor.

4.0 TRAFFIC & ROAD SAFETY IMPACT

Mosque Person Trips

- 4.1 To provide an accurate 'first principles' approach to the expected person trips to the proposed development, the mosque has undertaken a set of simple one-to-one travel surveys of visitors to the existing facility.
- 4.2 The surveys were undertaken by asking visitors to the community facility when they visited, how they travelled to the site on that particular day. A record of the number of people visiting the mosque was also recorded on an hour-by-hour basis.
- 4.3 The number of people visiting the mosque in a typical week are shown in **table 4.1** overleaf.

Hour	Number of People On Site (Total People in Each Hour)						
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
00:00-01:00	None	-	-	-	-	-	-
01:00-02:00	None	-	-	-	-	-	-
02:00-03:00	None	-	-	-	-	-	-
03:00-04:00	None	-	-	-	-	-	-
04:00-05:00	20-25	25-30	30-35	20-25	20-25	25-30	30-35
05:00-06:00	None	-	-	-	-	-	-
06:00-07:00	None	-	-	-	-	-	-
07:00-08:00	None	-	-	-	-	-	-
08:00-09:00	None	-	-	-	-	-	-
09:00-10:00	None	-	-	-	-	-	-
10:00-11:00	8-10	15-20	8-10	15-20	None	30-40	30-40
11:00-12:00	8-10	15-20	8-10	15-20	10-20	30-40	30-40
12:00-13:00	8-10	15-20	8-10	15-20	150-200	30-40	30-40
13:00-14:00	8-10	15-20	8-10	15-20	150-200	30-40	30-40
14:00-15:00	8-10	15-20	8-10	15-20	-	30-40	30-40
15:00-16:00	8-10	15-20	8-10	15-20	-	30-40	30-40
16:00-17:00	None	-	-	-	-	-	-
18:00-19:00	70-75	90-95	70-75	90-95	40-45	15-20	40-45
19:00-20:00	None	-	-	-	-	-	-
20:00-21:00	None	-	-	-	-	-	-
21:00-22:00	20-25	-	20-25	10-15	-	20-25	20-25
22:00-23:00	30-35	30-35	30-35	30-35	40-45	40-45	35-40
23:00-24:00	None	-	-	-	-	-	-

Table 4.1: Summary of Visitor Numbers to Existing Mosque

- 4.4 **Table 4.1** confirms that on a typical day the number of visits each hour are, on the whole, very low. During morning prayers (0400 to 0500) the number of visitors ranges between 20 and 35 people. The facility then is not used until 1000 hours, where visitor numbers range between 8 and 10 people (Mondays and Wednesdays) and between 15 to 20 people on Tuesdays and Thursdays.
- 4.5 At weekends the number of visitors to the mosque between 1000 and 1600 hours is between 30 and 40 visitors each day. The busiest day is Fridays when prayers take place between 1200 and 1400 hours. The mosque has between 150 and 200 people visiting the facility during this time.
- 4.6 As confirmed through a site visit during Friday prayers the mosque sees a significant number of people arrive and depart from the facility. As an important local community facility this is to be expected, but even then, the travel mode surveys confirm that visitors arrive and depart using a number of different ways.

The mosque travel mode surveys for the busiest time period (Friday prayers) are presented in **table 4.2** below. This data has been collated by the mosque and confirms, as expected, that the majority of visitors walk to the mosque. 35% of visitors drive or are driven to the facility.

Mode of Travel	Number of Visitors	Percentage of Visitors
Walk	100	50%
Cycle	20	10%
Public Transport	10	5%
Taxi	-	-
Private Minibus	-	-
Car Driver	20	10%
Car Passenger	50	25%
Total	200	100%

Table 4.2: Summary of Travel Mode Surveys (Existing Mosque)

- 4.7 The Design Team has confirmed that whilst the internal floor space will increase significantly the expected growth in the number of visitors to the site will be more modest. As set out earlier in this report the building redevelopment is mainly orientated to improve the current facilities for existing visitors to the mosque.
- 4.8 To this end, the team has advised that on the busiest day (Friday) there would be an expected 50% uplift in visitors to the new building. Applying this uplift to the travel mode surveys presented in **table 4.2** provides an estimate of future vehicle movements on the busiest day (Fridays).

Mode of Travel	Number of Visitors	Percentage of Visitors
Walk	150	50%
Cycle	30	10%
Public Transport	15	5%
Taxi	-	-
Private Minibus	-	-
Car Driver	30	10%
Car Passenger	75	25%
Total	300	100%

Table 4.3: Summary of Predicted Travel Patterns (Proposed Development)

- 4.9 **Table 4.3** confirms that even with a 50% uplift in visitors on the busiest day of the week, the actual parking demand is expected to be circa 30 vehicles, with a further 75 visitors being dropped off, either by those car drivers or other visitors to the site.
- 4.10 With the development proposals providing 38 parking spaces on the curtilage of the site, even at the busiest times the parking demand will be accommodated. For those visitors who are dropped off the surrounding highway network provides adequate levels of kerbside space to allow this to take place, without the need for any parking or waiting on the nearest strategic corridor, Waterloo Road.

Traffic Impact

- 4.11 Based on the survey data provided by the mosque it is concluded that visitor travel to the new community facility will remain focused on sustainable modes of travel, these being walking (50%), cycling (10%) and public transport (5%). The redevelopment of the site provides an opportunity to significantly increase the vehicular parking provision for the facility, along with providing dedicated disabled and cycle parking spaces. As confirmed above the increased parking provision is expected to accommodate the parking demand recorded by the mosque at the busiest time period.
- 4.12 In a location where public transport accessibility is considered to be good, it is expected that the mode split percentages will be maintained, or even improved on over time with the new facility.

Servicing Arrangements

- 4.13 As set out earlier in this TS, the servicing arrangements to the facility will broadly remain unchanged. The current service access is maintained from Lanbury Drive, and will be enhanced through the removal of the car parking on this route. This means the access route will be maintained for any servicing and delivery requirements to the new building.
- 4.14 The timing of deliveries to the mosque will take place at a time when the building is occupied, to ensure deliveries are signed for and stored in the correct place. Deliveries are low in number, and will take place from this cul-de-sac route.
- 4.15 Based on the number of deliveries in a typical week there will not be any conflict and the likelihood of duplicate deliveries occurring to the building at the same time is very small. The typical size and type of vehicle delivering to the facility will be car-sized vans, transit type vehicles up to a maximum of 7.5t vehicles. This size and type of vehicle will already access the surrounding streets for deliveries to residential properties and local businesses.
- 4.16 The actual time spent delivering to the facility is expected to be less than ten minutes, unless the delivery is related to a planned event or function, which may take longer, but is always within a one-hour period.
- 4.17 Based on this review of servicing and delivery arrangements, it is confirmed that the redevelopment proposals will operate in the same manner as the existing operational mosque.

Road Safety Impact

- 4.18 The accident analysis outlined in **section 2.0** has provided a comprehensive review of the PIC data for the last five years on the highway network surrounding the site.

- 4.19 The scheme makes minimal changes to the highway to provide safe and appropriate access to the proposed development. The existing vehicular access onto Winterford Road has been relocated further west to provide direct and safe access to the 38 space car parking area.
- 4.20 No changes are proposed to the service access on Lanbury Drive, other than the removal of the mosque car parking to ensure this route is available at all times for servicing and deliveries to the building.
- 4.21 With the scheme predicted to generate a modest increase in vehicle movements, and with the majority people visiting the site continuing to travel by sustainable modes of transport, there is no expectation that there will be any changes to highway safety on the surrounding highway network, other than the positive intervention of providing more off-street parking for visitors to use at the busiest time periods.
- 4.22 Based on this position there is no indication that the development proposals will materially affect collision rates in the vicinity of the site.
- 4.23 The mosque is fully committed to providing the cycle parking shown on the scheme drawings, to encourage travel by this mode. This cycle parking provision will be reviewed and increased should there be a higher take-up of cycling to/from the site. The scheme also includes the provision of lockers for visitors and staff, to provide them with a safe and secure place to store their possessions.
- 4.24 Perhaps the most significant infrastructure measure to encourage sustainable travel is the level of on-site parking provision proposed. The control of parking supply is accepted as one of the most effective methods of encouraging sustainable trip making and reducing single occupancy car trips. The car parking provision has been carefully prepared to ensure it meets the core operational needs of the building, whilst avoiding delivering an over-provision on the site which could in turn erode the existing visitor sustainable trip-making patterns that take place.

5.0 CONCLUSIONS

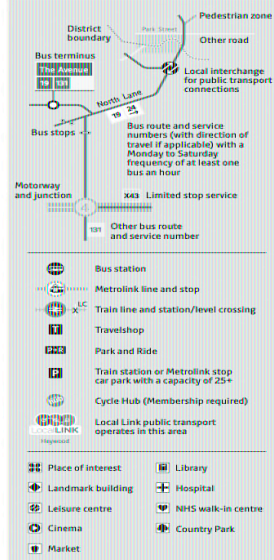
- 5.1 SKTP has been commissioned by Al Sunnah Mosque to provide traffic and transport planning advice in support of an expanded mosque and community facility at 13 Winterford Road, Cheetham Hill.
- 5.2 The development proposals look to replace the existing mosque with an attractive new building, along with parking and landscaping to provide an enhanced facility that not only offers a space for weekly prayers, but continues to provide a building for educational use for the local community on a daily basis.
- 5.3 The proposals aim to improve conditions for those who currently worship at the building, as well as improving the site and adding a high-quality development to the local area.
- 5.4 This TS provides information on the sustainable credentials of the site, and also considers the traffic and transport planning aspects of the development proposals. As part of the preparation of this TS surveys have been undertaken by the mosque of the existing usage of the building, the number of visitors that currently visit in a typical week and how they travel to and from the facility. This has helped shape the scheme design, the parking provision and the sustainable access strategy for the site.
- 5.5 This TS provides a comprehensive review of the site location, accessibility by all modes of transport and the impact of the proposed development. The statement confirms that the proposed development site is sustainably located, being located

- in a residential area, with established pedestrian routes surrounding the site. The site is also close to existing bus routes, and also a walkable distance from a Metrolink stop.
- 5.6 A site visit has also been undertaken, to consider all traffic and transport matters associated with the proposals, and also shape the design of the development.
- 5.7 This report includes an evaluation of the existing public transport, walking and cycling provision, consideration of Personal Injury Collision (PIC) statistics in the local area and assesses the expected development trips resulting from the proposed development, based on the survey data provided by the mosque.
- 5.8 With regard to the PIC statistics it has been shown that there is no pattern or causation of collisions immediately adjacent to the development site. There is a cluster of turning movement collisions on Waterloo Road, but this is some distance from the site and there is no expectation that the development proposals will generate or exacerbate any collision patterns on the surrounding highway network.
- 5.9 In terms of the development proposals, the surveys provided by the mosque have been uplifted by 50% to reflect the increase in visitors on the busiest days. Table 4.3 confirms that even at its busiest time (Friday) the increased 38-space parking provision will accommodate the predicted parking demand. There is no expectation that the existing sustainable trip-making behaviour to the mosque will change, other than in a positive direction.
- 5.10 Based on the findings in this TS there are no traffic or transport reasons why the redevelopment proposals for an existing well-attended mosque should not proceed in this location. The report concludes that the development will be sustainably located and will not have any material impact on the surrounding highway network, over and above existing recorded conditions.
- 5.11 The provision of an enhanced mosque for the local area has been shown not to have a material or 'severe' impact in this location, the latter being the test taken from the National Planning Policy Framework (NPPF).

APPENDIX A

APPENDIX B

Public transport network Manchester North





From 15 January

59

Route is changed to run direct via St Mary's Way and Yorkshire Street, on journeys from Manchester, no longer serving Lord Street

Bus

59



Easy access on all buses

Oldham
Chadderton
Mills Hill
Middleton
Rhodes
Crumpsall
Cheetham Hill
Strangeways
Manchester

From 15 January 2023

For public transport information
phone **0161 244 1000**

7am – 8pm Mon to Fri

8am – 8pm Sat, Sun & public holidays

This timetable is available online at
www.tfgm.com

Operated by
First Manchester

Additional information

Alternative format

To ask for leaflets to be sent to you, or to request large print, Braille or recorded information phone 0161 244 1000 or visit www.tfgm.com

Easy access on buses



Journeys run with low floor buses have no steps at the entrance, making getting on and off easier. Where shown, low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. The bus operator will always try to provide easy access services where these services are scheduled to run.

Using this timetable

Timetables show the direction of travel, bus numbers and the days of the week. Main stops on the route are listed on the left. Where no time is shown against a particular stop, the bus does not stop there on that journey. Check any letters which are shown in the timetable against the key at the bottom of the page.

Where to find information about service changes

www.tfgm.com

Bus station posters

Leaflets from outlets.

Tickets and information

Bus companies offer a range of tickets for use on their own buses. For travel on any service in the County, use System One tickets, including DaySaver. Travelshops provide tickets, information and journey planning advice on buses, trains and trams for work and pleasure.

Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am

1953 is 53 minutes past 7pm



Operator details

First Manchester

Wallshaw Street

Oldham

OL1 3TR

Telephone 03456 460707

Travelshops

Manchester Shudehill Interchange

Mon to Sat 7am to 6pm

Sunday 8am to 1.15pm and 2pm to 4pm

Public hols 8am to 5.20pm

Middleton Bus Station

Mon to Sat 8.30am to 1.15pm and 2pm to 4pm

Sunday* Closed

Oldham Bus Station

Mon to Fri 7am to 5.30pm

Saturday 8am to 5.30pm

Sunday* Closed

*Including public holidays

Mondays to Fridays

Oldham, Mumps	0409	0447	0517	0534	0544	0552	0559	0612	0624		1048	1100	1112		1248	1300	1312		1736
Oldham, Bus Station arr	0414	0454	0524	0541	0551	0559	0606	0619	0632		1056	1110	1120		1256	1310	1320		1744
Oldham, Bus Station dep	0414	0454	0524	0541	0551	0559	0606	0619	0634		1058	1110	1122		1258	1310	1322		1746
Chadderton, Town Hall	0419	0500	0530	0547	0557	0605	0612	0625	0642	and	1106	1118	1130	and	1306	1318	1330	and	1754
Mills Hill, Train Station	0426	0507	0537	0554	0604	0612	0619	0632	0651	every	1115	1127	1139	every	1315	1327	1339	every	1803
Middleton, Bus Station arr	0433	0513	0543	0600	0610	0618	0625	0638	0658	12	1122	1134	1146	12	1322	1334	1346	12	1810
Middleton, Bus Station dep	0434	0515	0545	0602	0612	0620	0627	0640	0700	mins	1124	1136	1148	mins	1324	1336	1348	mins	1812
Heaton Park, Sainsbury's	0441	0521	0551	0608	0618	0627	0634	0647	0707	until	1131	1143	1155	until	1331	1343	1355	until	1819
Cheetham Hill, Half Way House	0447	0527	0557	0614	0624	0634	0642	0655	0715		1139	1151	1203		1339	1351	1403		1827
Waterloo Road/Derby Street	0452	0537	0607	0624	0634	0645	0655	0708	0727		1151	1203	1215		1351	1403	1415		1839
Manchester, Piccadilly Gardens	0501	0552	0622	0639	0649	0701	0712	0725	0743		1207	1219	1231		1407	1419	1431		1855



Oldham, Mumps	1804	1834																	
Oldham, Bus Station arr	1811	1841																	
Oldham, Bus Station dep	1813	1843	1917	2017	2117	2217	2317												
Chadderton, Town Hall	1819	1849	1922	2022	2122	2222	2322												
Mills Hill, Train Station	1826	1856	1929	2029	2129	2229	2329												
Middleton, Bus Station arr	1833	1903	1936	2036	2136	2236	2336												
Middleton, Bus Station dep	1833	1903	1937	2037	2137	2237	2337												
Heaton Park, Sainsbury's	1839	1909	1944	2044	2144	2244	2344												
Cheetham Hill, Half Way House	1847	1917	1950	2050	2150	2250	2350												
Waterloo Road/Derby Street	1855	1925	1955	2055	2155	2255	2355												
Manchester, Piccadilly Gardens	1908	1938	2005	2105	2205	2305	0005												

– Journey provided with the financial support of Transport for Greater Manchester

– All bus 59 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check www.tfgm.com for details

Saturdays



Oldham, Mumps	0447	0517	0544	0606	0624		0804	0814		1714	1734	1804	1834					
Oldham, Bus Station arr	0454	0524	0551	0613	0632		0812	0822		1722	1742	1811	1841					
Oldham, Bus Station dep	0454	0524	0551	0613	0634		0814	0824	and at	1724	1744	1813	1843	1917	2017	2117	2217	2317
Chadderton, Town Hall	0500	0530	0557	0619	0642	and	0822	0832	frequent	1732	1752	1819	1849	1922	2022	2122	2222	2322
Mills Hill, Train Station	0507	0537	0604	0626	0651	every	0831	0841	intervals	1741	1801	1826	1856	1929	2029	2129	2229	2329
Middleton, Bus Station arr	0513	0543	0610	0632	0658	20	0838	0848	of not	1748	1808	1833	1903	1936	2036	2136	2236	2336
Middleton, Bus Station dep	0515	0545	0612	0634	0700	mins	0840	0850	more than	1750	1810	1833	1903	1937	2037	2137	2237	2337
Heaton Park, Sainsbury's	0521	0551	0618	0641	0707	until	0847	0857	10 minutes	1757	1817	1839	1909	1944	2044	2144	2244	2344
Cheetham Hill, Half Way House	0527	0557	0624	0649	0715		0855	0905	until	1805	1825	1847	1917	1950	2050	2150	2250	2350
Waterloo Road/Derby Street	0537	0607	0634	0702	0727		0907	0917		1817	1837	1855	1925	1955	2055	2155	2255	2355
Manchester, Piccadilly Gardens	0552	0622	0649	0719	0743		0923	0933		1833	1853	1908	1938	2005	2105	2205	2305	0005

Sundays and public holidays (except Christmas and New Year period)

Oldham, Mumps	0550	0650	0711		0811							1908	2008	2108				
Oldham, Bus Station	0555	0655	0720	0750	0820	0850	0920		1740	1810	1840	1917	2017	2117	2217	2317		
Chadderton, Town Hall	0600	0700	0726	0756	0826	0856	0926		1746	1816	1846	1922	2022	2122	2222	2322		
Mills Hill, Train Station	0607	0707	0733	0803	0833	0903	0933	and	1753	1823	1853	1929	2029	2129	2229	2329		
Middleton, Bus Station arr	0614	0714	0740	0810	0840	0910	0940	every	1800	1830	1900	1936	2036	2136	2236	2336		
Middleton, Bus Station dep	0615	0715	0740	0810	0840	0910	0940	20	1800	1830	1900	1937	2037	2137	2237	2337		
Heaton Park, Sainsbury's	0622	0722	0750	0820	0850	0920	0950	mins	1810	1840	1910	1944	2044	2144	2244	2344		
Cheetham Hill, Half Way House	0627	0727	0758	0828	0858	0928	0958	until	1818	1848	1918	1950	2050	2150	2250	2350		
Waterloo Road/Derby Street	0632	0732	0806	0836	0906	0936	1006		1826	1856	1926	1955	2055	2155	2255	2355		
Manchester, Piccadilly Gardens	0642	0742	0819	0849	0919	0949	1019		1839	1909	1939	2005	2105	2205	2305	0005		

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

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Mondays to Fridays

Manchester, Piccadilly Gardens	0511		0557	0627		0647	0700		1748	1800	1812	1824	1836	1904	1925	1952	2022	2122	2222
Waterloo Road/Derby Street	0521		0607	0639		0659	0712		1800	1813	1825	1837	1849	1917	1938	2005	2032	2132	2232
Cheetham Hill, Half Way House	0529		0615	0650		0710	0723		1811	1822	1834	1846	1858	1926	1947	2014	2038	2138	2238
Heaton Park, Sainsbury's	0534		0620	0657		0717	0730	and	1818	1830	1842	1854	1906	1934	1955	2022	2043	2143	2243
Middleton, Bus Station arr	0540		0626	0709		0729	0742	every	1830	1843	1855	1907	1919	1947	2008	2035	2051	2151	2251
Middleton, Bus Station dep	0540	0610	0626	0711	0720	0731	0744	12	1832	1843	1855	1907	1919	1947	2008	2035	2051	2151	2251
Mills Hill, Train Station	0546	0616	0632	0718	0727	0738	0751	mins	1839	1850	1902	1914	1926	1954	2015	2042	2058	2158	2258
Chadderton, Town Hall	0553	0623	0639	0726	0735	0746	0759	until	1847	1857	1909	1921	1933	2001	2022	2049	2105	2205	2305
Oldham, Bus Station arr	0559	0629	0645	0734	0743	0754	0807		1855	1902	1914	1926	1938	2006	2027	2054	2110	2210	2310
Oldham, Bus Station dep	0600	0630	0646	0736	0745	0756	0809		1857	1902	1914	1926	1938		2027	2054			
Oldham, Mumps	0607	0637	0653	0743	0752	0803	0816		1904	1906	1918	1930	1942		2031	2058			



Manchester, Piccadilly Gardens	2322	0010
Waterloo Road/Derby Street	2332	0020
Cheetham Hill, Half Way House	2338	0026
Heaton Park, Sainsbury's	2343	0031
Middleton, Bus Station arr	2351	0039
Middleton, Bus Station dep	2351	0039
Mills Hill, Train Station	2358	0046
Chadderton, Town Hall	0005	0053
Oldham, Bus Station arr	0010	0058
Oldham, Bus Station dep		0058
Oldham, Mumps		0102

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Saturdays

Manchester, Piccadilly Gardens	0600	0630	0700	0730		0930	0940		1750	1800	1810	1820	1832	1842	1904	1925	1952	2022
Waterloo Road/Derby Street	0612	0642	0712	0742		0942	0952		1802	1813	1823	1833	1845	1855	1917	1938	2005	2032
Cheetham Hill, Half Way House	0623	0653	0723	0753		0953	1003	and at	1813	1822	1832	1842	1854	1904	1926	1947	2014	2038
Heaton Park, Sainsbury's	0630	0700	0730	0800	and	1000	1010	frequent	1820	1830	1840	1850	1902	1912	1934	1955	2022	2043
Middleton, Bus Station arr	0642	0712	0742	0812	every	1012	1022	intervals	1832	1843	1853	1903	1915	1925	1947	2008	2035	2051
Middleton, Bus Station dep	0644	0714	0744	0814	20	1014	1024	of not	1834	1843	1853	1903	1915	1925	1947	2008	2035	2051
Mills Hill, Train Station	0651	0721	0751	0821	mins	1021	1031	more than	1841	1850	1900	1910	1922	1932	1954	2015	2042	2058
Chadderton, Town Hall	0659	0729	0759	0829	until	1029	1039	10 minutes	1849	1857	1907	1917	1929	1939	2001	2022	2049	2105
Oldham, Bus Station arr	0707	0737	0807	0837		1037	1047	until	1857	1902	1912	1922	1934	1944	2006	2027	2054	2110
Oldham, Bus Station dep	0709	0739	0809	0839		1039	1049		1859	1902		1922	1934	1944		2027	2054	
Oldham, Mumps	0716	0746	0816	0846		1046	1056		1906	1906		1926	1938	1948		2031	2058	



Manchester, Piccadilly Gardens	2122	2222	2322	0010														
Waterloo Road/Derby Street	2132	2232	2332	0020														
Cheetham Hill, Half Way House	2138	2238	2338	0026														
Heaton Park, Sainsbury's	2143	2243	2343	0031														
Middleton, Bus Station	2151	2251	2351	0039														
Mills Hill, Train Station	2158	2258	2358	0046														
Chadderton, Town Hall	2205	2305	0005	0053														
Oldham, Bus Station	2210	2310	0010	0058														
Oldham, Mumps				0102														

Sundays and public holidays (except Christmas and New Year period)



Manchester, Piccadilly Gardens	0650	0750	0830		1030		1730	1750	1810	1830	1850	1922	1952	2022	2122	2222	2322	0010
Waterloo Road/Derby Street	0700	0800	0843	and	1043	and	1743	1803	1823	1843	1903	1935	2005	2032	2132	2232	2332	0020
Cheetham Hill, Half Way House	0706	0806	0852	every	1052	every	1752	1812	1832	1852	1912	1944	2014	2038	2138	2238	2338	0026
Heaton Park, Sainsbury's	0711	0811	0900	30	1100	20	1800	1820	1840	1900	1920	1952	2022	2043	2143	2243	2343	0031
Middleton, Bus Station	0719	0819	0913	mins	1113	mins	1813	1833	1853	1913	1933	2005	2035	2051	2151	2251	2351	0039
Mills Hill, Train Station	0726	0826	0920	until	1120	until	1820	1840	1900	1920	1940	2012	2042	2058	2158	2258	2358	0046
Chadderton, Town Hall	0733	0833	0927		1127		1827	1847	1907	1927	1947	2019	2049	2105	2205	2305	0005	0053
Oldham, Bus Station	0738	0838	0932		1132		1832	1852	1912	1932	1952	2024	2054	2110	2210	2310	0010	0058
Oldham, Mumps							1856				1956	2028	2058					0102

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APPENDIX C



crashmap.co.uk

Validated Data

Crash Date: Saturday, May 26, 2018

Time of Crash: 11:20:00 PM

Crash Reference: 201806A244214

Highest Injury Severity: Serious

Road Number: B6180

Number of Casualties: 2

Highway Authority: Manchester

Number of Vehicles: 2

Local Authority: Manchester City

OS Grid Reference: 383997 401083

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Darkness: street lighting unknown

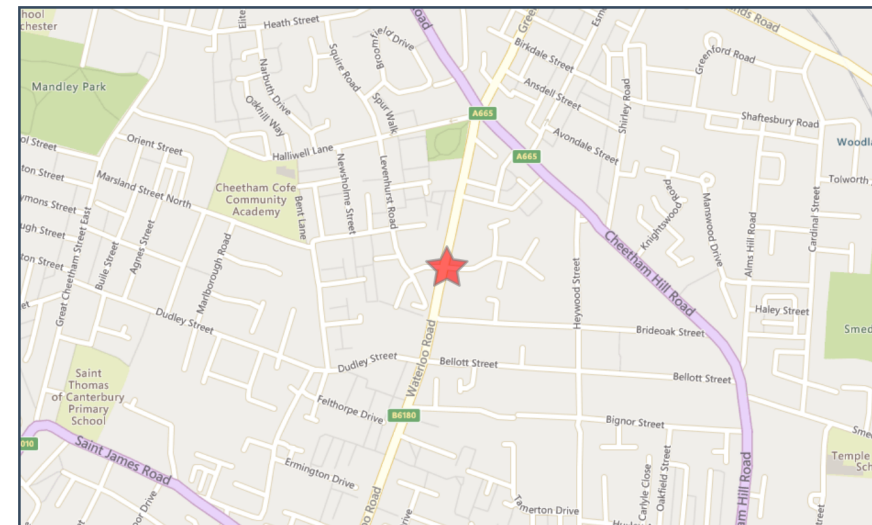
Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	1	Male	26 - 35	Vehicle is in the act of turning right	Offside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other
2	2	Serious	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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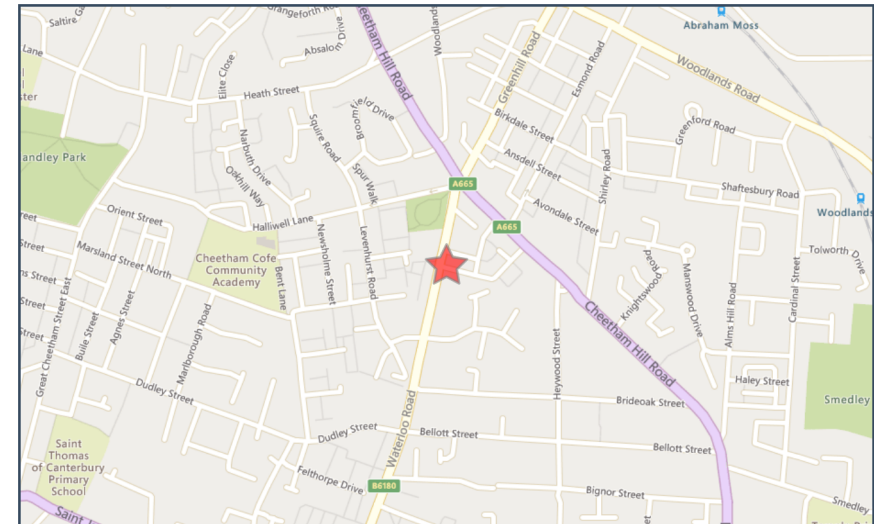


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Validated Data

Crash Date: Wednesday, October 23, 2019 **Time of Crash:** 11:00:00 AM **Crash Reference:** 201906A163576

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Manchester	Number of Vehicles:	1	OS Grid Reference:	384027 401189
Local Authority:	Manchester City				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Male	36 - 45	Vehicle is in the act of turning right	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Female	36 - 45	In carriageway, crossing elsewhere	Crossing from driver's nearside

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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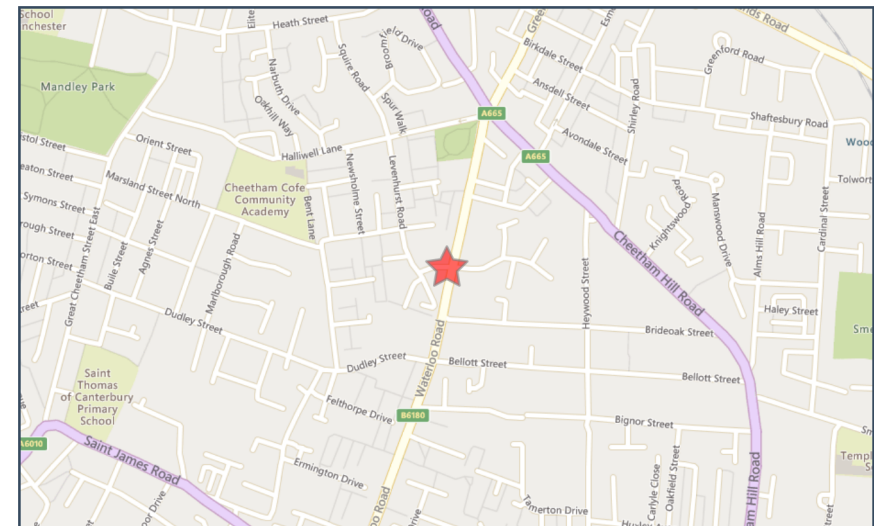


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Validated Data

Crash Date: Saturday, May 04, 2019 **Time of Crash:** 6:05:00 PM **Crash Reference:** 201906A256488

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Manchester	Number of Vehicles:	2	OS Grid Reference:	383984 401083
Local Authority:	Manchester City				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	21 - 25	Vehicle is in the act of turning left	Front	Unknown	None	None
2	Car (excluding private hire)	6	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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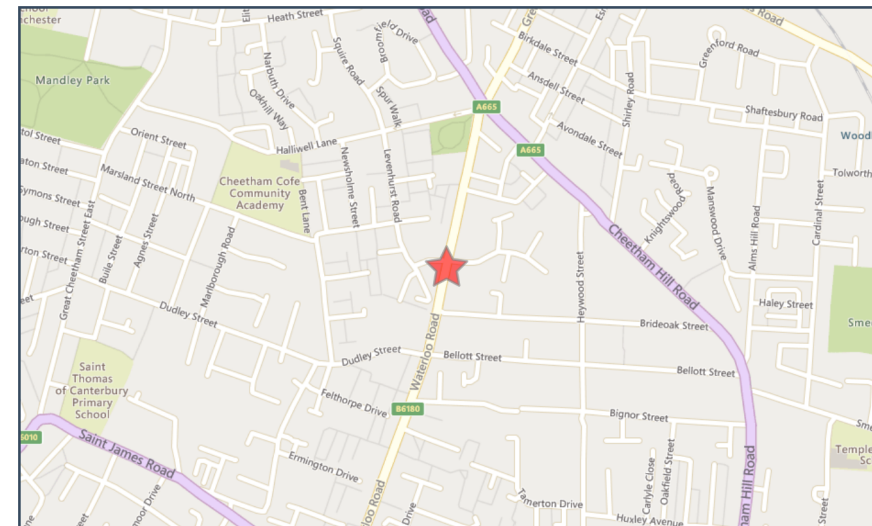


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Validated Data

Crash Date: Wednesday, January 15, 2020 **Time of Crash:** 5:55:00 PM **Crash Reference:** 202006A169448

Highest Injury Severity:	Slight	Road Number:	B6180	Number of Casualties:	3
Highway Authority:	Manchester	Number of Vehicles:	2	OS Grid Reference:	383990 401071
Local Authority:	Manchester City				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Authorised person				



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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	12	Female	46 - 55	Vehicle is waiting to proceed normally but is held up	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	46 - 55	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Male	56 - 65	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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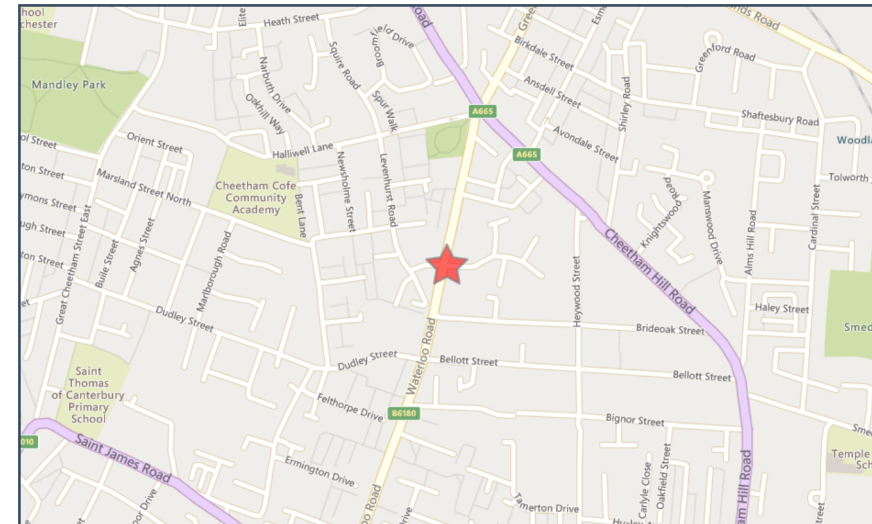


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Validated Data

Crash Date: Monday, November 15, 2021 **Time of Crash:** 4:04:00 PM **Crash Reference:** 2021061164718

Highest Injury Severity:	Slight	Road Number:	B6180	Number of Casualties:	1
Highway Authority:	Manchester	Number of Vehicles:	2	OS Grid Reference:	383997 401081
Local Authority:	Manchester City				
Weather Description:	Fine without high winds				
Road Surface Description:	Unknown				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	Unknown				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Unknown				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	Unknown	Unknown	Unknown (2005 onwards)	Unknown	Unknown	None
2	Other vehicle, whether motorised or not	-1	Male	16 - 20	Unknown	Unknown (2005 onwards)	Other	Unknown	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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APPENDIX D



NOTES:

Project no. 3283	Cont. -	Seed drawing no. SP01	Rev.
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