Proposed Residential Development
Pitsford Road, Manchester

June 2024

TRANSPORT STATEMENT

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REPORT

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1 INTRODUCTION

1.1 Preamble

1.1.1 Eddisons has been instructed by Bellway Homes to advise on the traffic and transport issues relating to a planning application for 88 dwellings on a parcel of land off Pitsford Road in Manchester.

1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals and assist the local planning authority in the positive determination of the forthcoming planning application.

1.2 Format of Report

1.2.1 Following this introduction, Section 2 of the report details the existing site conditions and sets out the development proposals.

1.2.2 Section 3 considers the accessibility of the site by non-car modes, including walking, cycling and public transport, whilst Section 4 considers the Travel Plan.

1.2.3 Section 5 considers the trip generation and traffic impact assessment of the local highway network and Section 6 provides a collision investigation study.

1.2.4 Finally, Section 7 draws together the report's findings and conclusions.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

2.1.1 The site comprises 2.87 hectares of land to the north-east of Miles Platting. It is currently undeveloped and is occupied by vegetation. The location of the site is shown on **Plan 1**.

2.1.2 The A6010 Queens Road abuts the site's western edge, while Pitsford Road lies to the north of the site. A small business park, Wilson Park Business Centre, is situated directly to the east, whilst to the south lies an operational train line. In wider terms, the surrounding area is predominantly residential and employment in nature.

2.2 Local Highway Network

2.2.1 The A6010 Queens Road extends in a broadly north-south direction.

2.2.2 Around 650m to the north of the site, it forms a signal-controlled junction with the A664 Rochdale Road. From here, it continues westwards towards Cheetham Hill, whilst the A664 Rochdale Road runs northwards, through Harpurhey and Blackley, before forming Junction 20 of the M60 and continuing towards Middleton, and southwards through Miles Platting before connecting to the Manchester Inner Ring Road.

2.2.3 Around 250 metres to the south of the site, the A6010 Queens Road forms a signal-controlled junction with Oldham Road. From here, the A6010 extends eastwards towards Junction 22 of the M60 and then onwards towards Oldham town centre, and westwards towards Manchester city centre where it connects with the Inner Ring Road.

2.2.4 The M60 provides access throughout the whole of Greater Manchester. Therefore, the site is easily accessible to a range of areas throughout Manchester and beyond.

2.3 Proposed Development

2.3.1 The proposals would provide a total of 88 residential dwellings, with associated car parking and landscaping. Comprising of the following:

- 4-bedroom units - 17 dwellings;
- 3 bedroom units - 59 dwellings; and
- 2-bedroom units - 12 dwellings.

2.3.2 The introduction of a 20mph zone within the residential development will be considered to promote walking and cycling and create a pedestrian friendly environment. This will negate the need for segregated cycle facilities within site.

2.3.3 The proposed site layout is shown in **Plan 2**.

2.3.4 Car parking across the site will comply with the Council's current car parking standards.

2.3.5 As will be detailed in the following section of the report, the site is accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car. This will clearly reduce the reliance on the private car.

2.4 Vehicular Access

2.4.1 The site will be accessed through a proposed access junction off Queens Road. Visibility splays of 2.4 x 43m have been taken either side of the proposed junction.

2.5 Servicing

2.5.1 The internal layout will be designed to facilitate service vehicles and allow them to enter the site, turn around and exit in a forward gear. A swept path analysis of a refuse vehicle is included at **Appendix 1**.

3 ACCESSIBILITY BY NON-CAR MODES

3.1 Introduction

3.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives.

3.1.3 The NPPF confirms that '*Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes*' though it is recognised that '*opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making*.'

3.1.4 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

3.1.5 The accessibility of the proposed site has been considered by the following modes of transport:

- access on foot;
- access by cycle;
- access by bus;
- access by tram; and
- access by rail.

3.2 Access on Foot

3.2.1 It is important to create a choice of direct, safe, and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

3.2.2 Existing footways are located along Pitsford Road, Trimley Avenue, Emmett Street, Queens Road, and Monsall Road which are located around the site and measure between 1.5 and 2.9 metres in width. These link to the wider pedestrian network along with the local transport network and local amenities. The footways are in good condition with street lighting available.

3.2.3 The DFT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.

3.2.4 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in Table 3.1.

Suggested Preferred Maximum Walk		
Town Centre	**Commuting/School**	**Elsewhere**
800m	2,000m	1,200m

Table 3.1 IHT 'Providing for Journeys on Foot' Walk Distances

3.2.5 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*

3.2.6 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that '*walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km*'.

3.2.7 Table 3.2 below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 3.2 Manual for Streets Walk Distances

3.2.8 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far Do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres;
- Personal business – 1,600 metres.

3.2.9 Overall, in Table 5.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. Table 3.4 below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 3.3 WYG Report/NTS Data Walk Distances

3.2.10 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.

3.2.11 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'

3.2.12 A 20-minute walk equates to a walking distance of around 1,600 metres.

3.2.13 In light of the above, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 3**.

3.2.14 The 2,000-metre pedestrian catchment illustrates that the site is located within walking distance of amenities, for example, bus stops, tram stops, pharmacies, GP's and convenience stores. Clearly, this represents a key destination for potential employment, retail and leisure trips.

3.2.15 In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15 minute walk of their home. The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in Table 3.5 below:

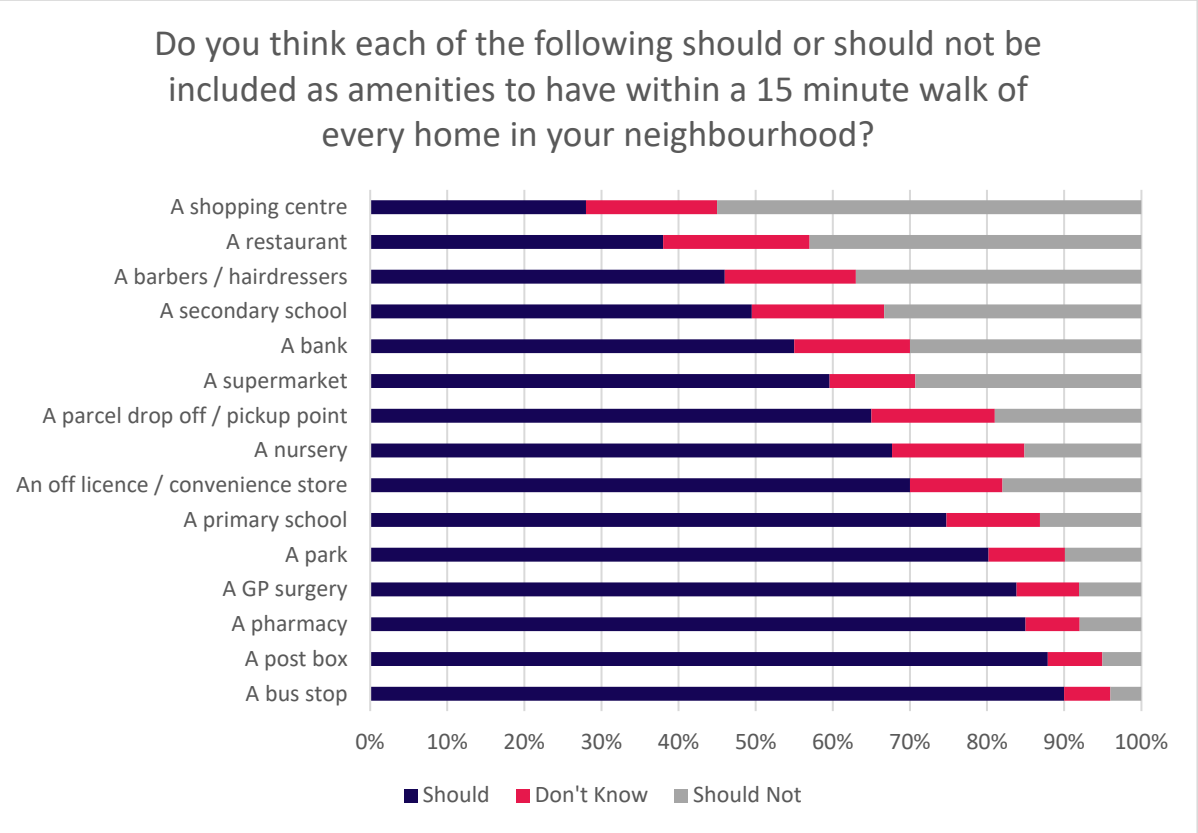


Table 3.4 YouGov Poll Results (Source YouGov)

3.2.16 Table 3.5 shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.

3.2.17 Plan 3 provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site. The plan also displays nearby local amenities, as per those identified within the findings of the YouGov poll.

3.2.18 As can be seen in Plan 3 the site is located in close proximity to a number of a local amenities, including a bus stop, a post box, a pharmacy / GP surgery, and a local convenience store.

3.2.19 Table 3.6 below, shows the walking distance from the centre point of site 1 and 2 to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Sedgeford Road Bus Stop	270m	1,950m	**YES**
The Clarendon Public House	300m	1,950m	**YES**
Monsall Tram Stop	450m	1,950m	**YES**
Miles Platting Post Office	500m	1,950m	**YES**
Collyhurst Park	550m	1,950m	**YES**
Select and Save Convenience Store	600m	1,950m	**YES**
Cohens Chemist	650m	1950m	**YES**
St Edmund's RC Primary School	700m	1,950m	**YES**
Whitley Road Medical Centre	1100m	1,950m	**YES**
Lidl Supermarket	1950m	1,950m	**YES**
Eden Boys/Girls Leadership Academy	1,195m	1,950m	**YES**

Table 3.5 Distance from Site to Local Facilities

3.2.20 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

3.3 Access by Cycle

3.3.1 An alternative mode of travel to the site could be achieved by bicycle.

3.3.2 The new advice contained within the Highway Code, which was updated on 29th January 2022, will improve the safety of vulnerable road users including cyclists, pedestrians and horse-riders. Most of the new advice relates to where cyclists should position themselves within the lane in various traffic conditions and motorists being required to give cyclists priority in slow moving traffic and locations where there is insufficient room for vehicles to overtake cyclists safely, allowing 1.5-metres for cyclists when overtaking them.

3.3.3 The Cycling England document 'Integrating Cycling Into Development Proposals' advises that:

'For short trips, [cycle links] *can give cyclists significant advantages over car users in terms of convenience and journey time… Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.*'

3.3.4 A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kph and would encompass areas including Manchester, Ashton Under Lyne, Salford, Trafford, and Middleton.

3.3.5 National Cycle Route 66 runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley, and Kingston upon Hull. From here it runs east through Fallowfield and Levenshulme. It is both an on and off-road cycle route and is located approximately 850m from the centre of the site.

3.3.6 Route 60 of the National Cycle Network runs between North and East Manchester, with its furthest south segment forming part of the Fallowfield Loop line. The route passes through the southern and eastern parts of the city and is mainly traffic-free. The route is located around 150 metres west of the site.

3.3.7 These routes contribute to Greater Manchester's cycling and walking infrastructure, and Transport for Greater Manchester's (TfGM) 'The Bee Network'. A section of the Manchester cycle network map provided by TfGM is shown in Image 3.1 below:

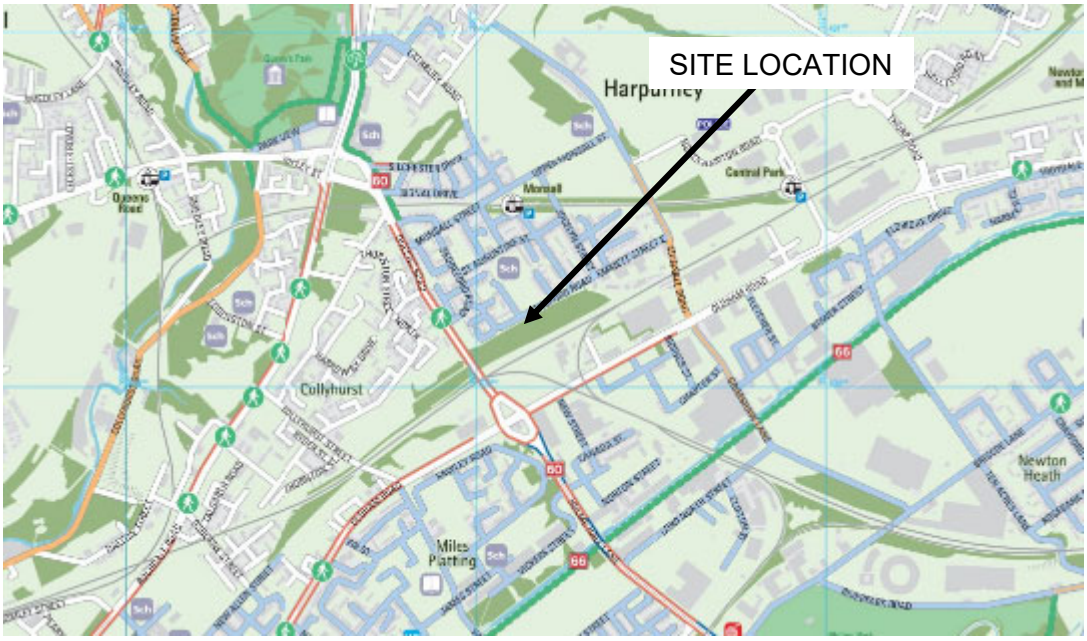


Image 3.1 TfGM Manchester Cycle Map

3.3.8 As can be seen in Image 3.1 above, a number of Traffic Free Routes (Green dotted), On Road Route – with other cycling facilities (Red) and On Road Route – signposted but with no facilities (Orange) within the vicinity of the site.

3.3.9 The existing traffic-free cycle infrastructure along the riverbank allows for direct access to Manchester city centre, Salford, Rochdale, and Route 66 of the National Cycle Network beyond.

3.3.10 The site can, therefore, be considered as being accessible by cycle.

3.4 Access by Bus

3.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

3.4.2 The nearest bus stop to the site is located 250 metres west of the site on Queens Road. This stop consists of a bus stop pole, shelter, and timetable. All the nearest bus stops to the site are shown on Plan 3.

3.4.3 Additional bus stops are located along Emmet Street, a short distance eastward. These services provide frequent access to additional larger transport interchanges across the town (such as Metrolink and train stations).

3.4.4 A summary of the services available from the nearest bus stops from the development site is provided in Table 3.6 below.

Servic No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
53	Cheetham Hill-Pendleton	7 Services	Every 30 mins	Every 60 mins	1	20 mins	Every 60 mins	Every 60 mins
114	Alkrington-Manchester	4 Services	Every 20 mins	Every 60 mins	2 Services	Every 30 mins	5 Services	Every 60 mins
151	Ashton Under Lyne- Higher Crumpsall	2 Service	Every 60 mins	2 Services	1 service	Every 60 mins	1 service	-
702	Harpuphey- St Peter's High School	1 Service	1 Service	-	-	-	-	-
703	Monsall- Wright Robinson Sports College	1 Service	1 Service	-	-	-	-	-
722	Monsall- Co-op Academy North Manchester	1 Service	1 Service	-	-	-	-	-
733	Cheetham-Whalley Range	1 Service	1 Service	-	-	-	-	-

Table 3.6 Existing Bus Services Operating in the Vicinity of the Site

3.4.5 As can be seen from Table 3.6, the nearest bus stops to the site provides various services throughout the day to destinations such as Cheetham Hill, Pendleton, Alkrigton, Manchester, Ashton Under Lyne and Higher Crumpsall.

3.4.6 It is noted that the above services provide a choice of how people travel with the bus services operating from around 05:00am to around 01:00am, making travel by public transport a real alternative to travelling by car for commuting trips.

3.4.7 In order to demonstrate the level of accessibility some example journey times by bus are presented below Table 3.7 below.

Destination	Duration
Cheetham Hill	11 mins
Manchester	28 mins
Ashton Under Lyne	66 mins

Table 3.7 Example Bus Journey Times from the Site

3.4.8 The above table demonstrates that Cheetham Hill is an 11 minute bus journey, Manchester is 28 minutes and Ashton Under Lyne is 66 minutes.

3.4.9 It is therefore concluded that the proposed development site is accessible by bus.

3.5 Access by Tram

3.5.1 The nearest tram stop to the site is Monsal station, which is 450m north of the site, this station can be accessed by a 6-minute walk. This stop is manged by Transport for Greater Manchester (TfGM) and has 2 platforms. Cycle facilities (cycle lockers and stands) are located at this tram stop making it ideal for a multi modal trip.

3.5.2 This station is located on the pink line with services every 12 minutes to destinations such as East Didsbury and Rochdale. This service provides access to further transport hubs like Manchester Victoria Station and Manchester Piccadilly.

3.6 Access by Rail

3.6.1 The nearest train station located to the site is Manchester Victoria, despite being located outside of the 2km pedestrian catchment it can be accessed via an 5-minute tram journey on the pink line from Monsall station, just an 8 minute walk from the centre of the site. The station can also be accessed via a 10 minute cycle.

3.6.2 This train station is managed by Northern and has 6 platforms, offering 18 services per hour to destinations such as Manchester Airport, Liverpool Lime Street, Leeds, Headbolt Lane, Rochdale, Clitheroe, Newcastle, Stalybridge and Wigan Wallgate.

3.6.3 This provides opportunities for commuting/leisure opportunities from the site via rail.

3.7 Accessibility Summary

3.7.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development.

3.7.2 The following conclusions can be drawn from this section of the report:

- the site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area;
- it has been demonstrated that the site is accessible by cycle, with a number of national cycle routes being located within close proximity of the site;
- The services from the bus stops on Queens Road and Emmet Street, travelling to destinations such as Cheetham Hill Manchester and Ashton Under Lyne, shows that the proposed development can be considered as accessible by bus;
- The site is accessible via tram with Monsal Metrolink stop being located 450 metres north of the site; and
- The site is accessible via rail with Manchester Oxford Road station located just a short tram journey away.

3.7.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

4 PROMOTING SMARTER CHOICES VIA TRAVEL PLANS

4.1 Introduction

4.1.1 To encourage resident and visitor travel to the site by non-car modes, a Travel Plan is proposed.

4.2 Travel Plan

4.2.1 A Framework Travel Plan is included at **Appendix 2**. The objective of the Travel Plan is the delivery of the objectives of National Planning Policy, i.e. to encourage residents to travel by non-car modes of travel. The Travel Plan outlines physical and management measures that are designed to achieve this objective.

4.2.2 The effectiveness of Travel Plans in assisting the use of non-car modes for journeys is intrinsically linked to the accessibility of a given site by means other than the private car.

4.2.3 The proposed development has been demonstrated to benefit from good non-car accessibility and it should, therefore, be expected that the adoption of a Travel Plan would be effective.

5 TRAFFIC IMPACT ANALYSIS

5.1 Introduction

5.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car and would be in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

5.2 Assessment Criteria

5.2.1 Given the proposed land use, it is assumed reasonable to consider the AM and PM weekday peak hours as being those with the greatest impact on the local highway network.

5.3 Surveyed Traffic Flows

5.3.1 Before considering the potential changes in traffic that would occur on the local highway as a result of development proposals, the existing levels of traffic on the highway network in the vicinity of the site must first be established.

5.3.2 In this regard, traffic surveys were undertaken between 0700-0930 hours and 1530-1830 hours on Tuesday, 14th March 2024, at the following locations:

- A6010 Queens Road, adjacent to the proposed site access.

5.3.3 The survey data is included at **Appendix 3**.

5.3.4 From the analysis, the weekday AM peak occurred between 0830 and 0930 hours, whilst the weekday PM peak occurred between 1530 and 1630 hours.

5.3.5 As will be established later in the report, the peak periods associated with residential development are 0800-0900 hours and 1700-1800 hours, which do not precisely coincide with the surveyed traffic peak.

5.3.6 Further reference to the traffic survey data confirms that there is little difference in traffic flows that occurred between the 0800-0900 and 0830-0930 periods; as such, it is considered appropriate to base the AM peak analysis using the flows that occurred between 0800-0900 hours.

5.3.7 However, there is significant difference between the flows that occurred between the 1530-1630 and 1700-1800 periods. The PM peak analysis has been carried out using the 1530-1630 flows, though clearly this will add robustness to the assessment.

5.3.8 **Figures 1** and **2** show the 2024 surveyed traffic flows in lights, HGVs and total vehicles, for the weekday AM and weekday PM peak periods respectively. Similarly, **Figures 3** and **4** show the 2024 surveyed flows converted into passenger car units (PCUs), the unit of analysis, for the weekday AM and weekday PM peak periods respectively.

5.4 Growthed Flows

5.4.1 It is anticipated that the proposed development will have an opening year of 2026, and a completion year of 2029.

5.4.2 The future year traffic flow factors have been derived using TEMPro version 8.1. The application site falls with the Middle Super Output Area (MSOA) Manchester 009.

5.4.3 The resulting growth factors are as follows:

- 2024 to 2029 AM Peak – 1.0763; and
- 2024 to 2029 PM Peak – 1.0779;

5.4.4 The resultant 2029 growthed traffic flows are shown in **Figures 5** and **6** for the weekday AM and PM peak periods respectively.

5.5 Proposed Development

5.5.1 As previously stated, the proposals would provide a total of 88 dwellings.

Proposed Houses

5.5.2 In order to establish the vehicular trip rates for the proposed houses, reference has been made to the TRICS database. The parameters used to ascertain the vehicular trip rates for the proposed development are as follows:

- Residential, Houses Privately Owned;
- Greater London and Republic of Ireland sites excluded;
- Range 50 to 150 units;
- Edge of Town Centre and Suburban Area locations; and
- Weekday surveys only.

5.5.3 A summary of the resulting trip rates and the likely level of trips that would occur as a result of the proposed houses is included in Table 5.1, below, with the TRICS output being provided at **Appendix 4**.

Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicle	**AM Peak Hour**	0.148	0.358	13	32
	PM Peak Hour	0.341	0.159	30	14

Table 5.1 Proposed Houses Trip Rates and Trips

5.5.4 As can be seen from the above table, the proposed houses are predicted to result in 45 two-way vehicular trips during the weekday AM peak and 44 two-way trips during the weekday PM peak period.

5.6 Trip Distribution and Assignment

5.6.1 In order to assign the proposed residential development trips to the local highway network, reference has been made to the 'Location of Usual Residence and Place of Work' data available from the 2011 census.

5.6.2 As previously advised, the application site falls with the MSOA Manchester 009. The census data identifies the destination of residents travelling by car and, by using route planning software, the likely routes residents would take when travelling to the various destinations has been determined.

5.6.3 The census data and route assumptions are included at **Appendix 5**.

5.6.4 The resulting trip distribution is shown in **Figures 7** and **8**.

5.6.5 **Figures 9** and **10** shows the proposed development trips for the weekday AM and PM peak periods respectively.

5.6.6 The proposed development trips have been added to the growthed flows to produce 'with development' flows.

5.6.7 **Figures 11** and **12** show the 2029 'With Development' Flows for the weekday AM and PM peaks respectively.

5.7 Changes in Traffic

5.7.1 Having determined the levels of traffic that could occur as a result of the proposed development proposals, the changes in traffic that would occur on the local highway network can be determined.

5.7.2 Reference to the proposed development trips shown in Figures 9 and 10 indicates that, during the AM peak, 18 two-way trips travel to/from the north of the proposed site access and 27 two-way trips travel to/from the south.

5.7.3 Similarly, during the PM peak, 18 two-way trips travel to/from the north and 26 two-way trips travel to/from the south.

5.7.4 The DfT document 'Guidance on Transport Assessment' provided some suggested thresholds in respect to traffic impact and, at Appendix B, advised that the formal assessment of a junction may not be required for developments that would typically generate fewer than 30 two-way additional trips. Whilst this guidance was withdrawn in 2014, the document still represents good practice when assessing the transport impacts of a development.

5.7.5 On this basis, capacity assessments of the A6010 Queens Road/Site Access priority junction only have been undertaken.

5.8 Capacity Assessments

A6010 Queens Road/Site Access Priority Junction

5.8.1 To assess the operation of the A6010 Queen Road/Site Access priority junction, reference has been made to the ARCADY program within Junctions 9.

5.8.2 The results of the analysis are summarised within Table 5.2, below, with the full results contained within **Appendix 6**.

Movement	2029 'With Dev' Flows			
	Weekday AM		Weekday PM	
	Max RFC	Max Queue	Max RFC	Max Queue
Site Access	0.10	0.1	0.05	0.1
A6010 Queens Road Right Turn	0.03	0.0	0.11	0.2

Table 5.2 Summary of JUNCTIONS9 Output for the A6010 Queens Road/Site Access Priority Junction

5.8.3 As can be seen from the above, the A6010 Queens Road/Site Access junction is predicted to operate well within capacity for all assessment scenarios.

6 ACCIDENT ANALYSIS

6.1 Introduction

6.1.1 In order to consider the potential impact of the development on road safety, a brief review of the Crashmap website (www.crashmap.co.uk) has been undertaken.

6.1.2 The study area was analysed from the Metrolink track to the north of the site, to the railway track to the south. The information provided on the website covered the five-year period 2018 to 2022 in the vicinity of the development site.

6.1.3 According to the data provided there have been a total of 4 recorded accidents within the study area, which is shown below.

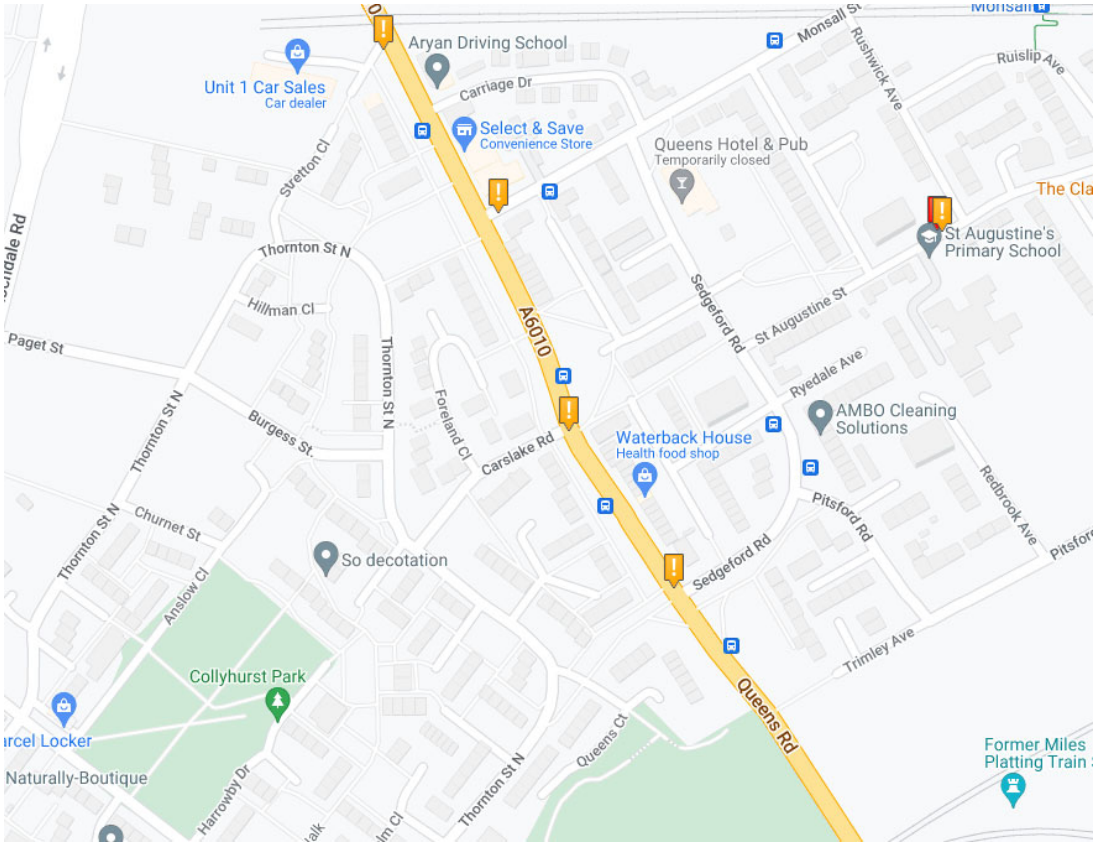


Image 6.1 Accidents in the Vicinity of the Site

6.1.4 The corresponding accident data is provided at **Appendix 7**.

6.1.5 All recorded accidents identified in the data are detailed below in Table 6.1.

Date	Severity	Light Conditions	Weather	Road Conditions	Manoeuvre
22/10/2018	Slight	Daylight	Fine	Dry	Car and motorcycle collision
05/12/2018	Slight	Daylight	Rain	Wet/Damp	Three vehicle collision
24/12/2019	Slight	Darkness/ Streetlights	Rain	Wet/Damp	Two vehicle collision
02/11/2022	Slight	Daylight	Fine	Wet/Damp	Car struck pedestrian

Table 6.1 Accident Summary

6.1.6 The data reviewed has not identified any untypical accidents.

6.1.7 While no further detail is available, such incidents would suggest that the drivers (or other road users) were not paying sufficient attention to other road users or drivers were travelling in excess of the speed limit or road conditions and failed to react in time to the situation.

6.1.8 The evidence shows that there are no particular engineering issues or problems with the road network or junction layouts.

6.1.9 It is considered that the proposals for a residential development will not have a detrimental impact on the characteristics and nature of the surrounding highway network or give rise to any road safety issues.

7 CONCLUSIONS

7.1.1 Eddisons has been instructed by Bellway Homes to advise on the traffic and transport issues relating to a planning application for a residential development on land off Pitsford Road, Manchester.

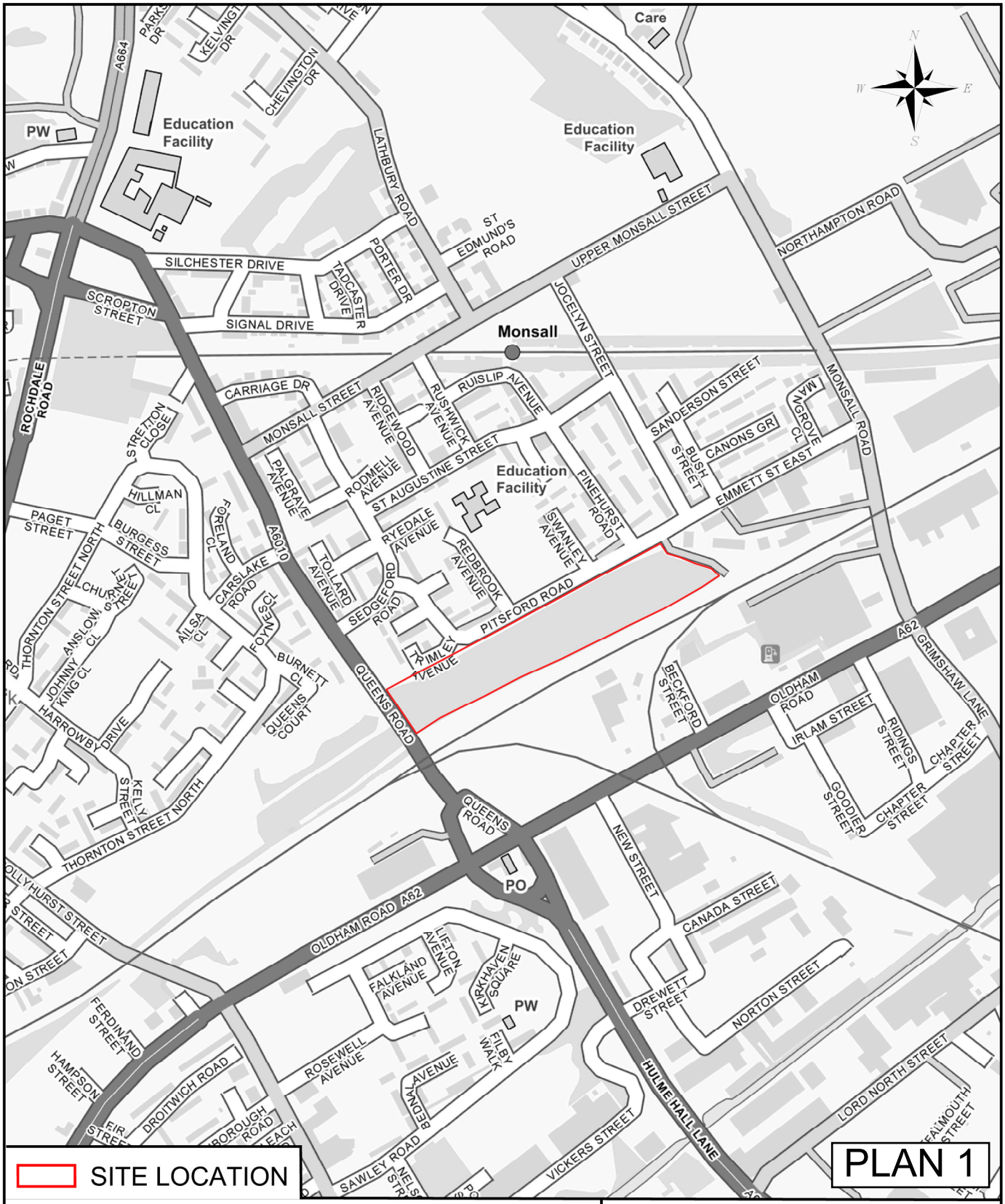
7.1.2 The proposals would provide a total of 88 dwellings with relevant landscaping and car parking.

7.1.3 A number of conclusions can be drawn from the report, namely:

- The proposed development will be accessed by safe and efficient vehicular access arrangements;
- The report has demonstrated that the proposed development would be highly accessible by non-car travel modes of such as walking, cycling and public transport;
- The traffic impact of the proposals would not be material;
- Car parking provision is appropriate.

7.1.4 It can therefore be concluded that the proposals are acceptable in highway terms.

PLANS



SITE LOCATION

PLAN 1

CLIENT:

BELLWAY

DRAWING TITLE:

PITSFORD ROAD, MANCHESTER: SITE LOCATION

DRAWN:	DATE:	CHECKED:	DATE:	SCALES:
RC	29.02.24	LG	29.02.24	NTS @ A4

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DRAWING NUMBER:	REVISION:
4240-01	-

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All construction information should be taken from figured dimensions only.
Any discrepancies between drawings, specifications and site conditions must be brought to the attention of the supervising officer.

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1:500 0 5 10 15 25m

PITSFORD ROAD, MANCHESTER

ACCOMMODATION SCHEDULE

Name	Ref	Bed	Storey	Unit No's	Unit ft²	ft² Total
Open Market Dwellings						
Cartwright	CW 4B	4	2	14	1248	17472
Scrivener	SC 4B	4	2	3	1214	3642
Mason	MA 3B	3	2	19	1056	20064
Lymner	LY 3B	3	2	21	985	20685
Tenterer	TE 3B	3	2	1	985	985
Tailor(Manc V)	TA 3B	3	2	18	937	16866
Salter	SA 2B	2	2	12	767	9204
Total:		**88 Units**				**88918 ft²**

Gross Site Area:	**2.87 ha**	**7.09 ac**
Site Statistics:		
SSR	0.16 ha	0.40 ac
POS inc SS	0.53 ha	1.31 ac
Nett Site Area:	**2.18 ha**	**5.39 ac**
Gross Density:	30.66 Un/ha	12.41 Un/ac
Nett Density:	**40.37 Un/ha**	**16.34 Un/ac**
Gross Footage:	2878.31 m²/ha	12537.92 m2/ac
Nett Footage:	**3789.34 m²/ha**	**16506.35 ft²/ac**

*Note - All Areas Approx.
Abbreviations
Ac = Acres | ha = Hectares | ft² = Square Feet | m² = square | Un = units Metres | SSR = Single Sided Road | POS = Public Open Space | Det = Detached | Apt = Apartment | Int = Intergral | Sgl = Single | Dbl = Double



DRAFT

Rev	Date	Description	By	Chkd
S	19.04.24	Amended to clients comments	RH	
R	19.04.24	Amended to clients comments	MP	
Q	19.04.24	Amended to clients comments	MP	
P	03.04.24	Roof configurations amended to match house type pack	RH	APE
N	02.04.24	Garages omitted from Masons along southern boundary	RH	APE
M	27.03.24	Minor amends	MP	-
L	29.02.24	Amended to clients comments, Lymners amended	RH	MP
K	09.02.24	Affordable units shown	RH	MP
J	05.02.24	Plots 73-77 amended	RH	MP
H	25.01.24	Number of Tailors reduced	MP	-
G	05.01.24	Shared private drives reduced where possible and number of Carteright reduced	MP	-
F	30.11.23	Amended to clients comments	MP	-
E	21.09.23	Amended to clients comments	MP	-
D	12.05.23	Replanned with larger types to ashere to Manchester Space Standards	MP	-
C	05.05.23	Access amended, street deflection added and additional plot added on plot 42.	MP	-
B	03.05.23	Amended to clients comments	MP	RH
A	12.04.23	Amended to clients comments	RH	MP

Client
Bellway

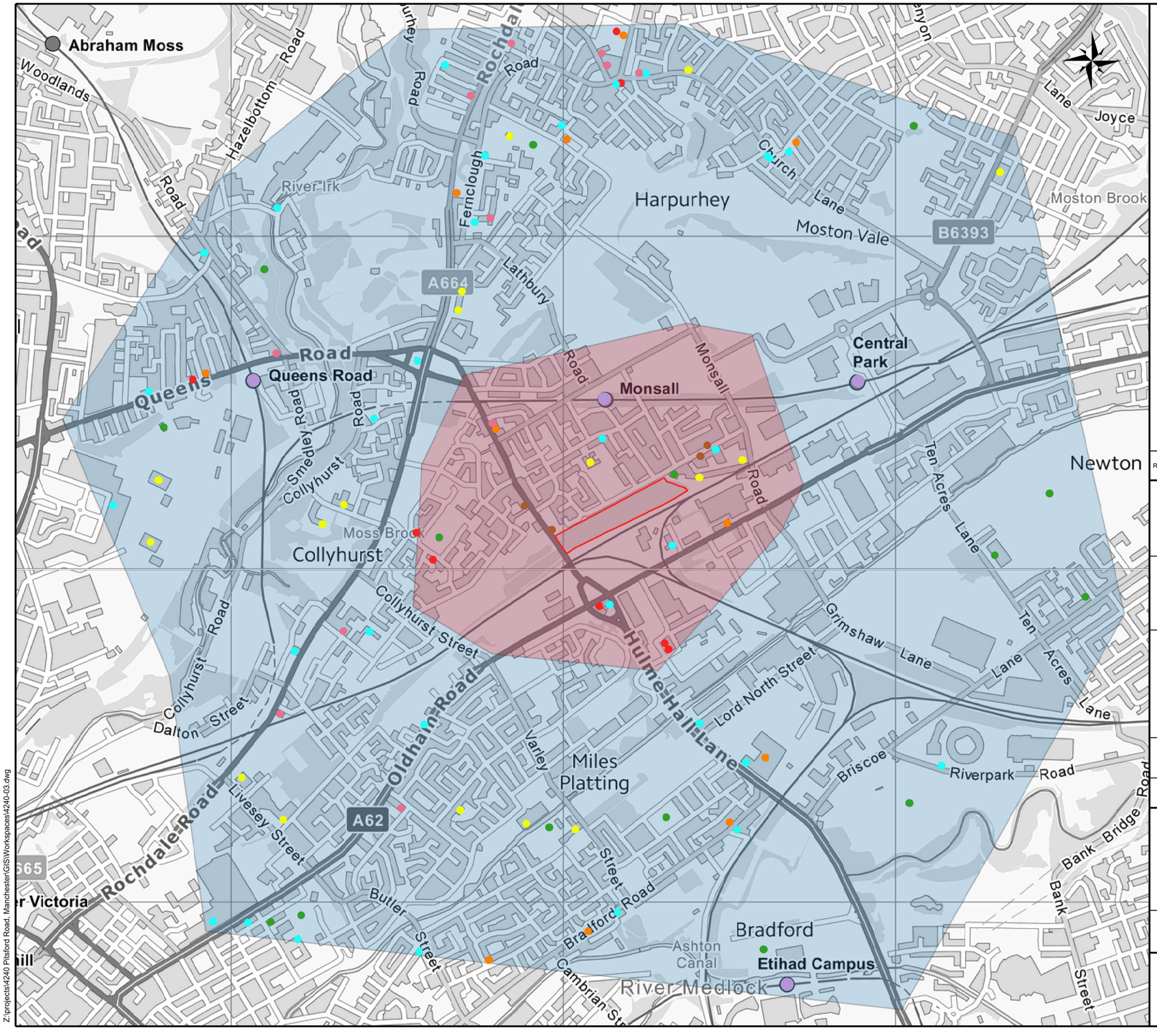
Project
PITSFORD ROAD MANCHETER

Drawing Title
Sketch Layout

Drawn by	MP	Checked by	-
Date	12.04.23		
Status	PRELIMINARY	Scale @ A0	1:500
Job no.	BHM282	Dwg no.	SK01
Rev.	S		

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NOTES

PLAN 3

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Tram Stop
- Nearest Bus Stops
- Cafe/Public house/Takeaway
- Education
- Medical/Healthcare
- Post Box/Post Office
- Retail
- Sport/Leisure/Park

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

BELLWAY

PROJECT:

PITSFORD ROAD, MANCHESTER

DRAWING TITLE:

800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES:

NTS @ A3

DRAWN:	CHECKED:	DATE:
RC	LG	FEB 24

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DRAWING NUMBER: 4240-03

REVISION: -

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FIGURES

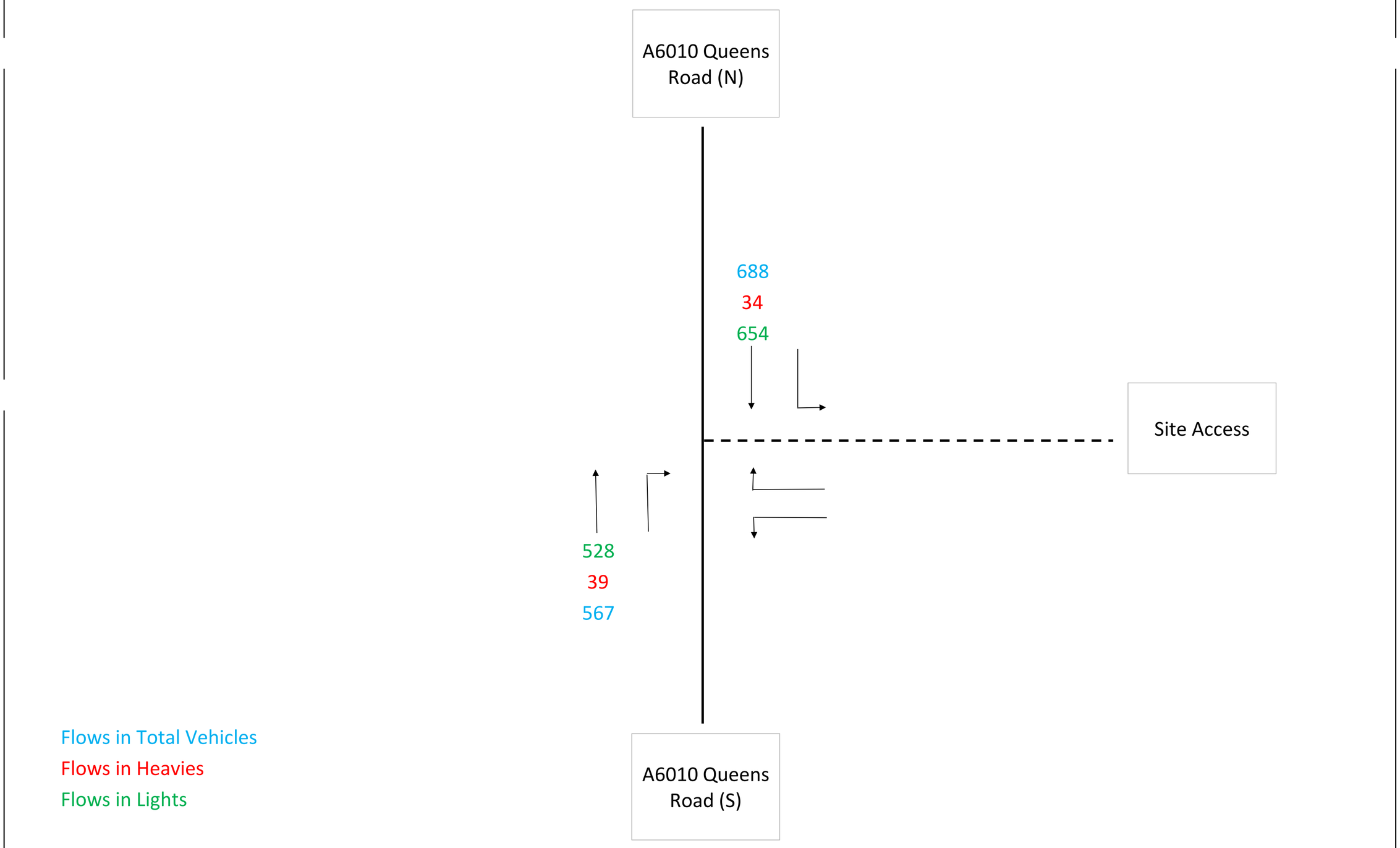


Figure 1 2024 Surveyed Flows - AM Peak (0800-0900 hours)

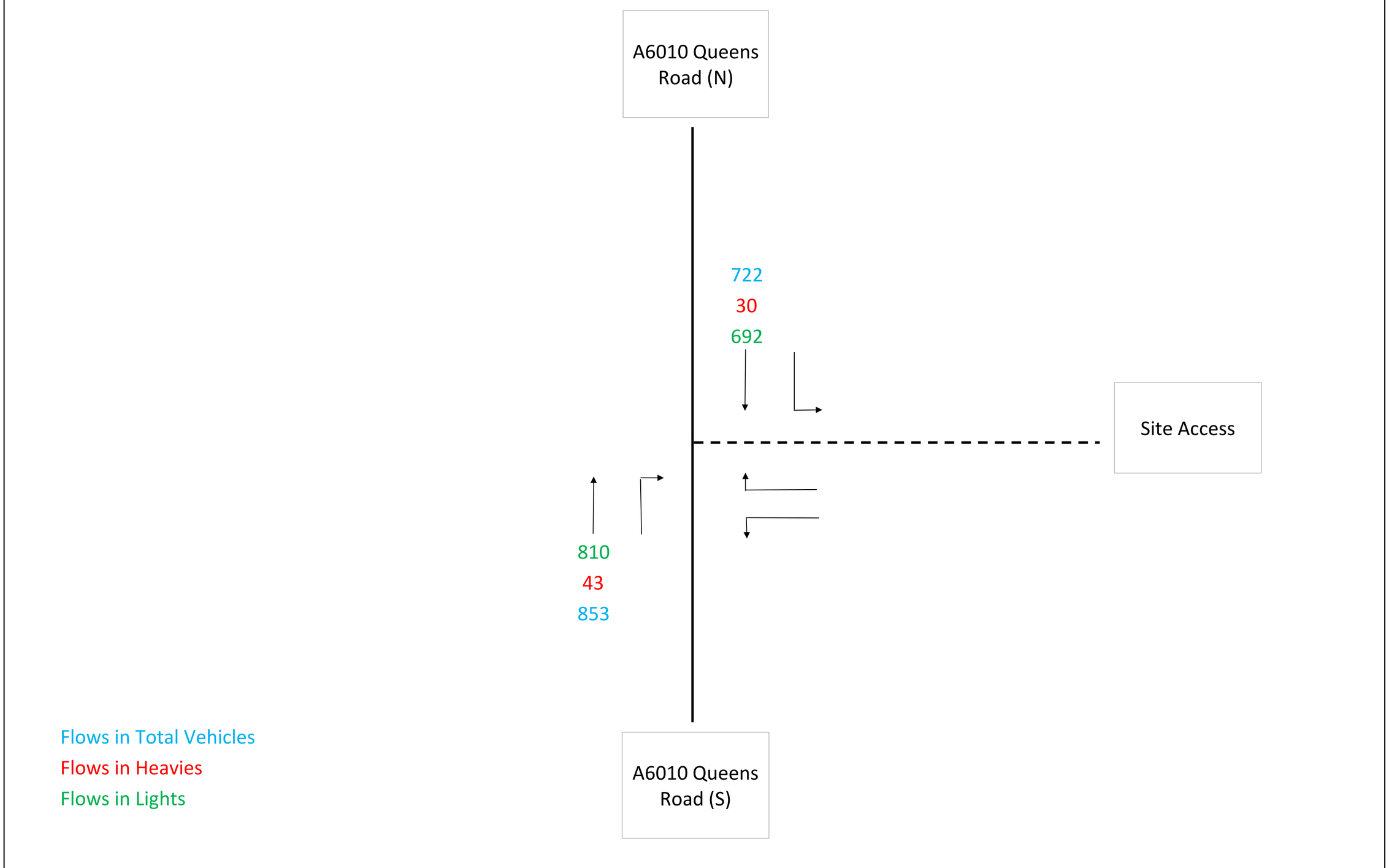


Figure 2 2024 Surveyed Flows - PM Peak (1530-1630 hours)

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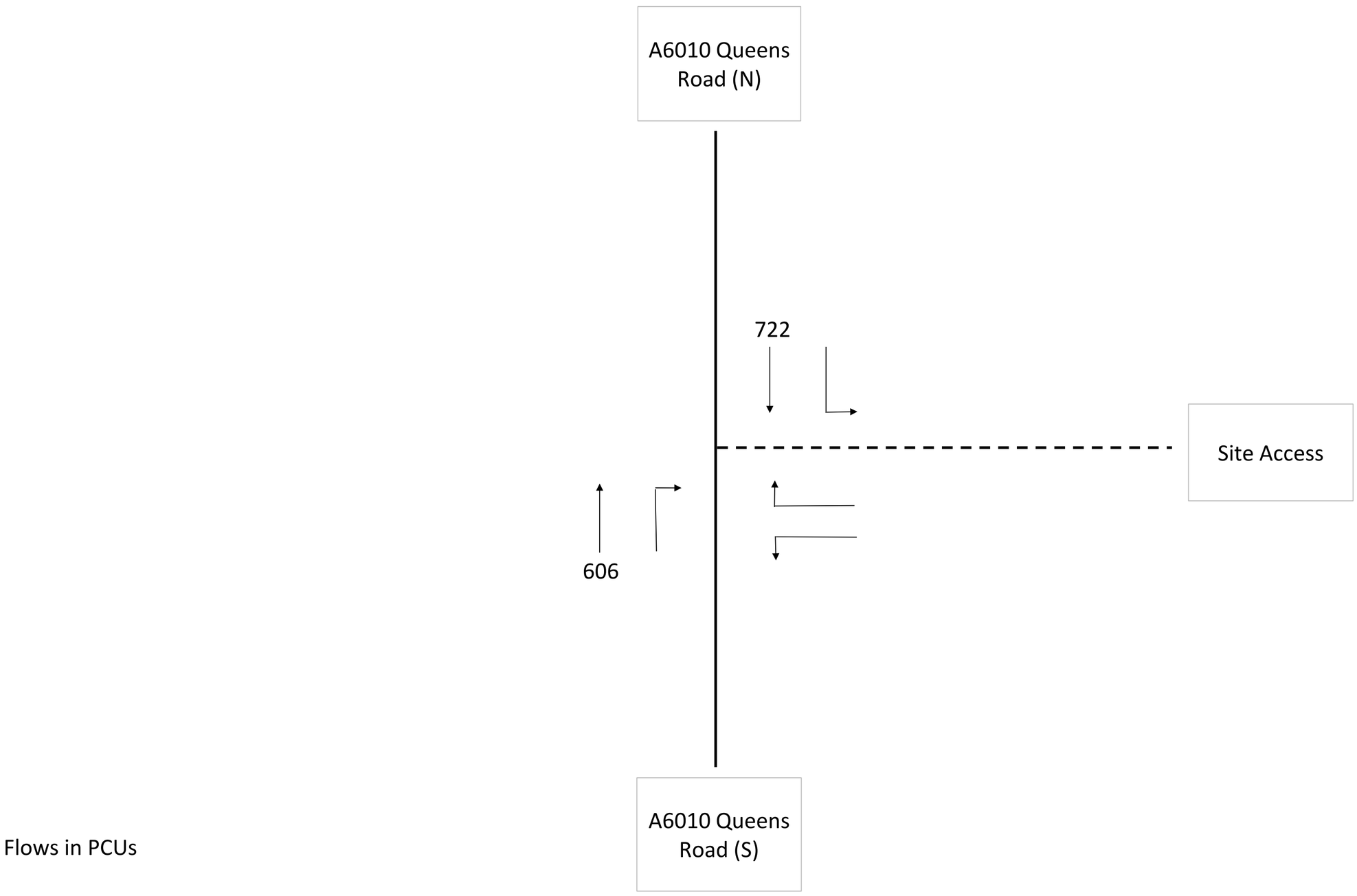


Figure 3 2024 Surveyed Flows - AM Peak (0800-0900 hours)

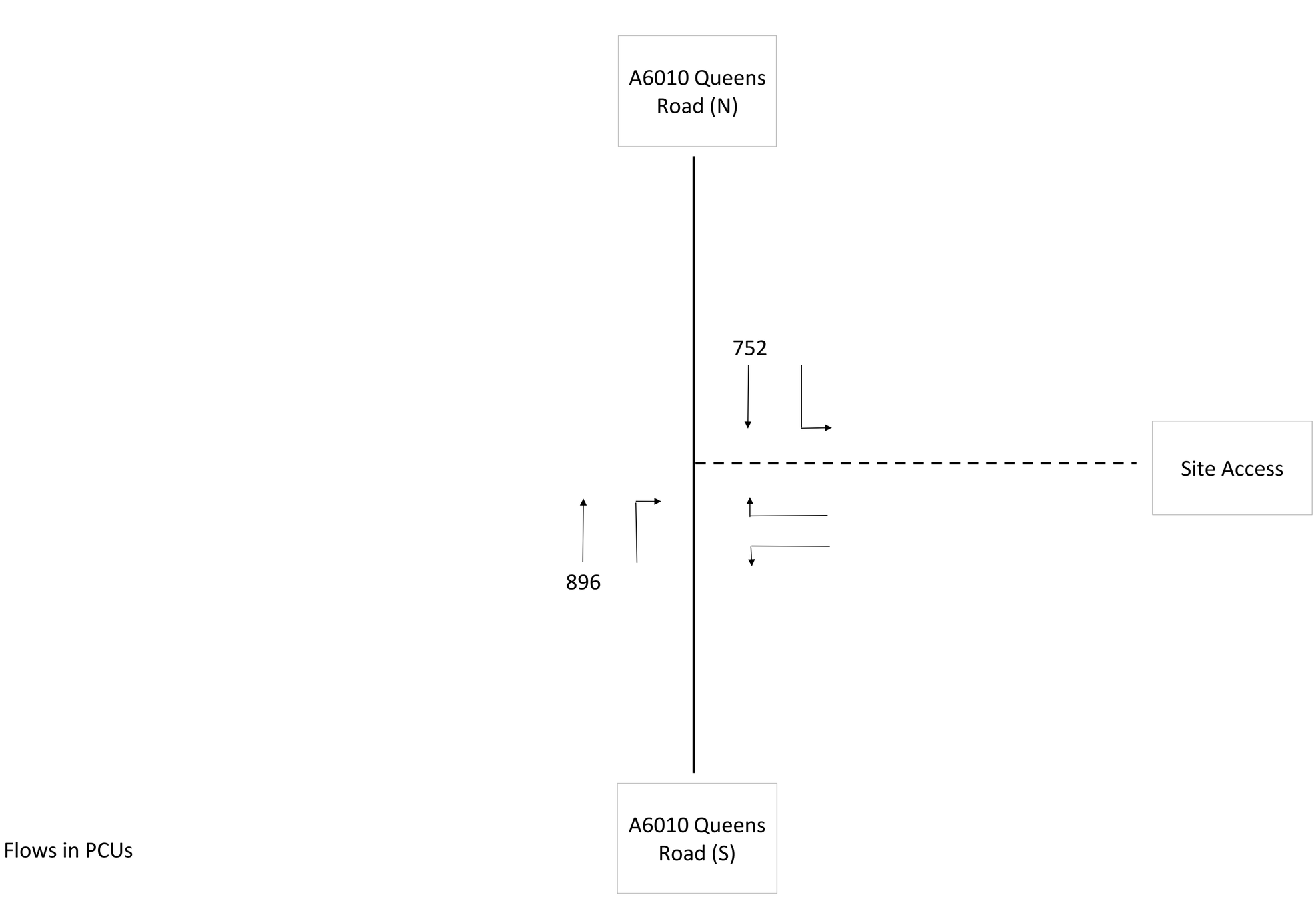
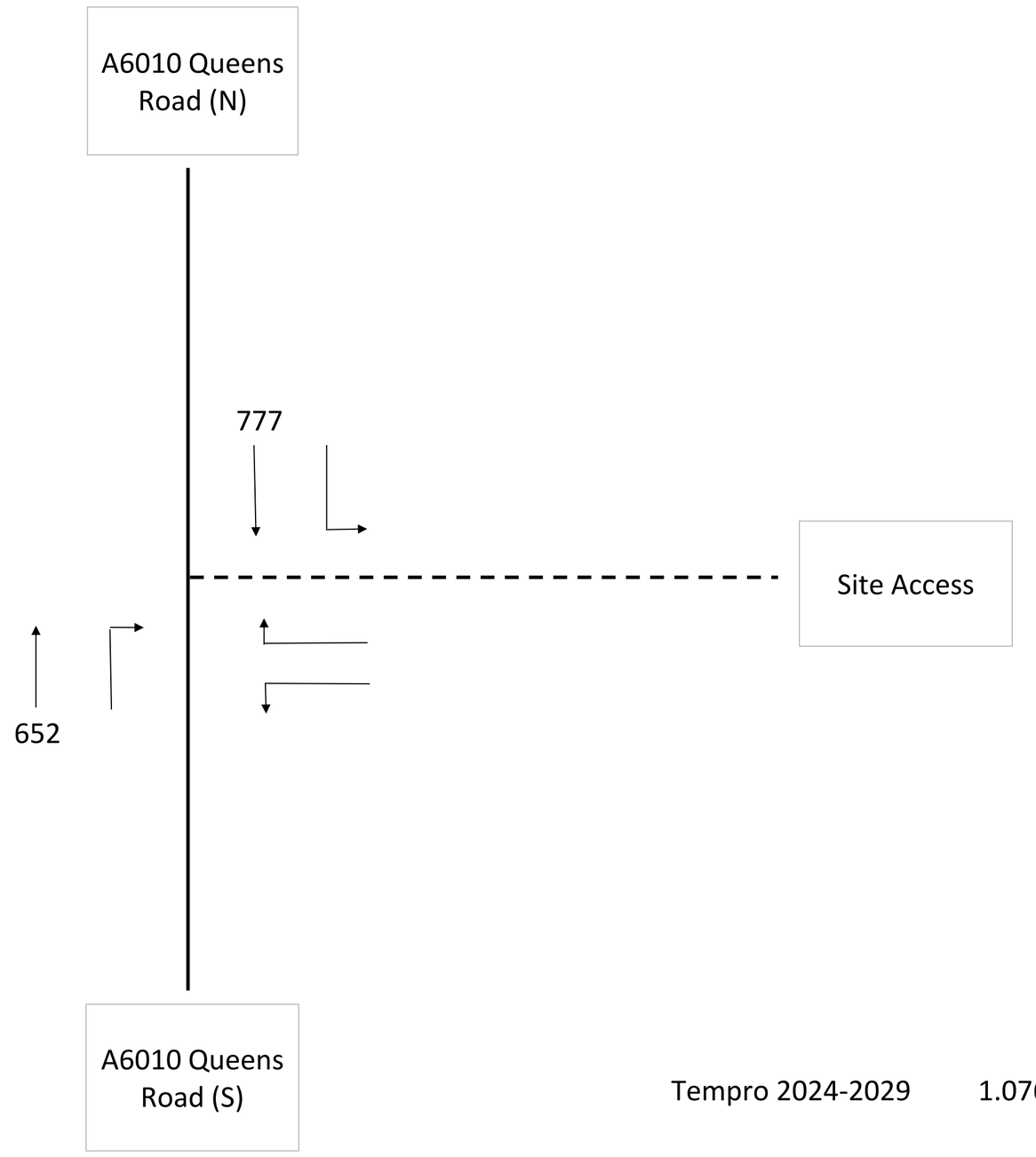


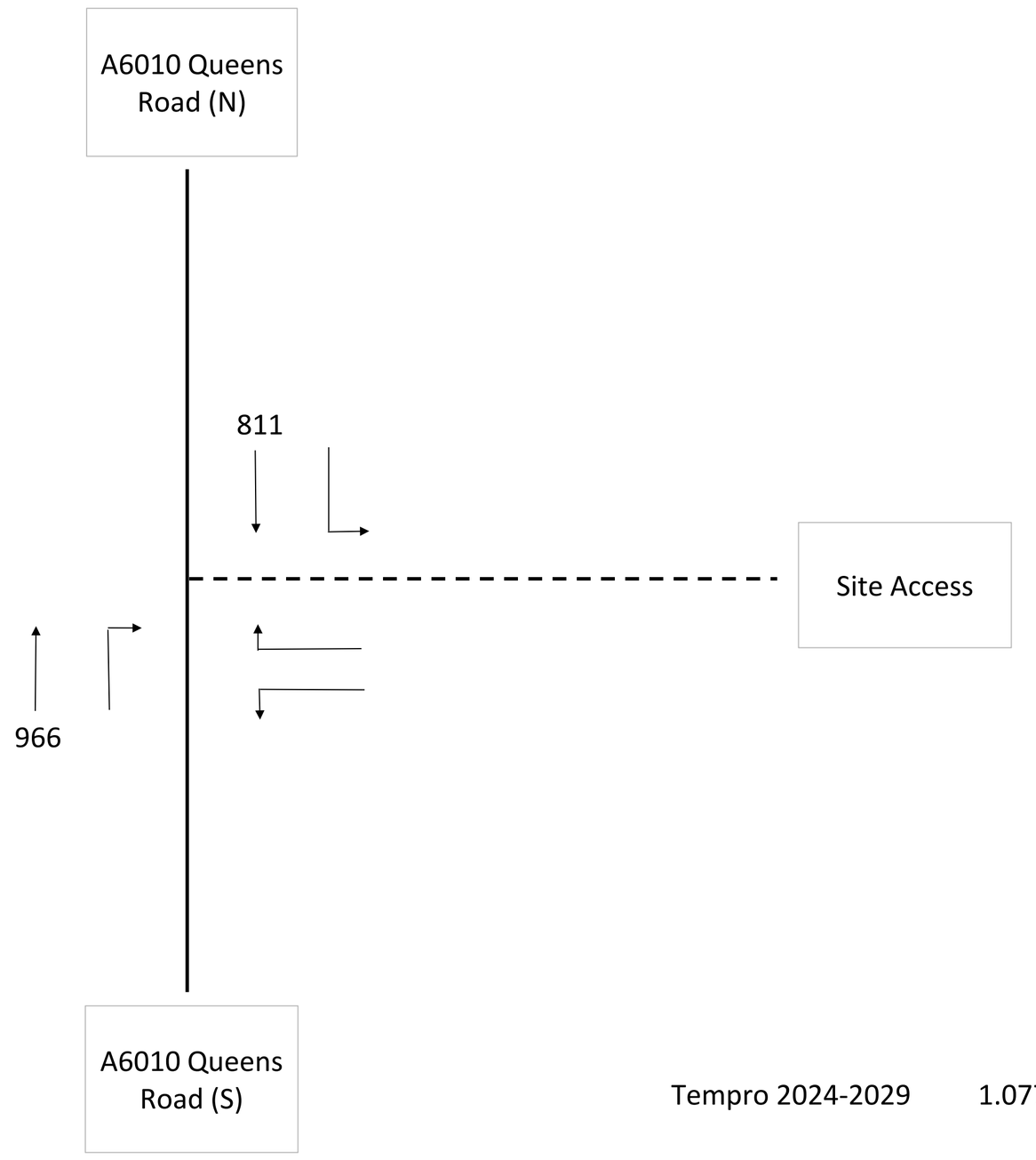
Figure 4 2024 Surveyed Flows - PM Peak (1530-1630 hours)

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Flows in PCUs Tempro 2024-2029 1.0763

Figure 5 2029 Growthed Flows - AM Peak



Flows in PCUs Tempro 2024-2029 1.0779

Figure 6 2029 Growthed Flows - PM Peak

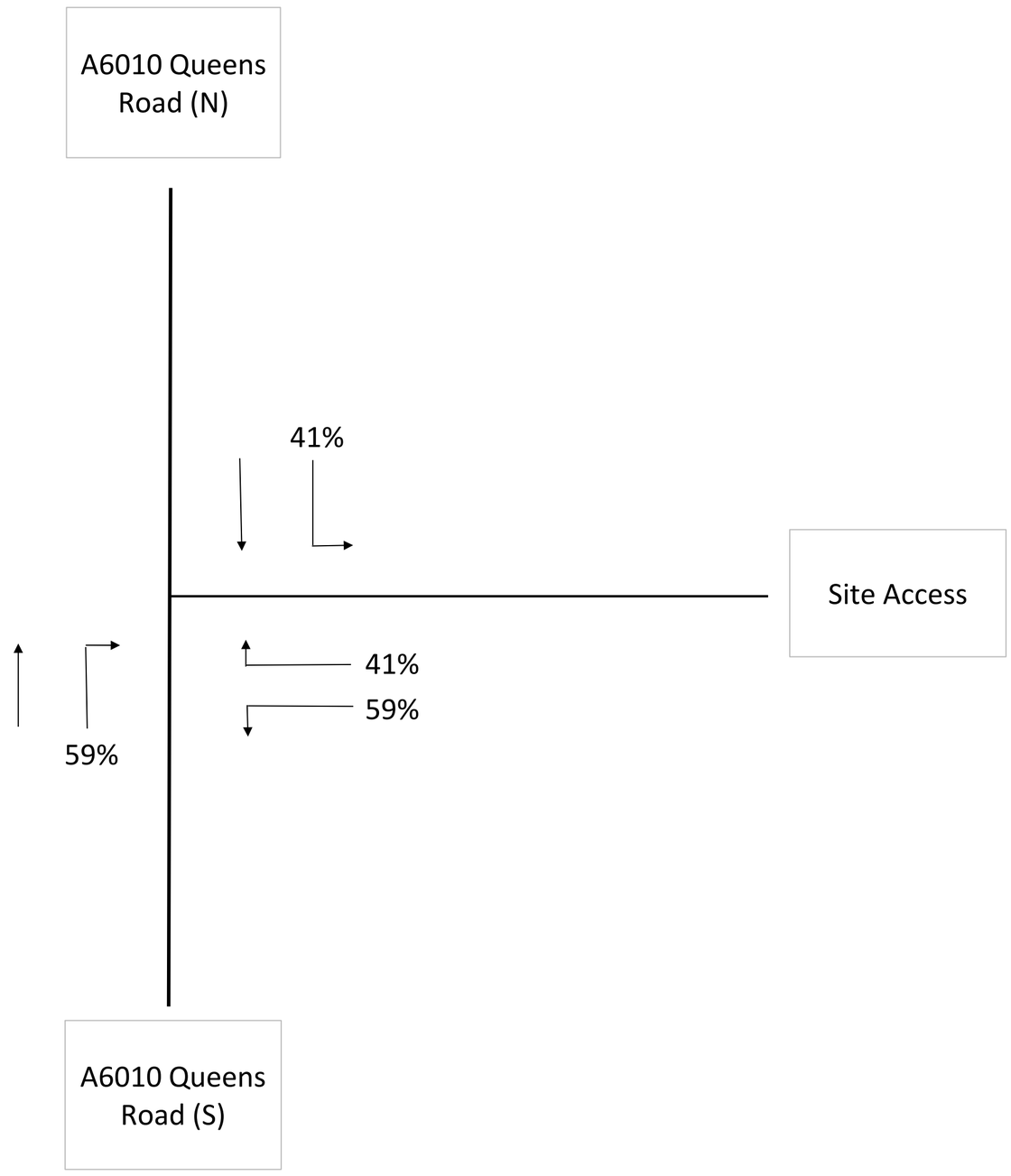


Figure 7 Trip Distribution - AM Peak

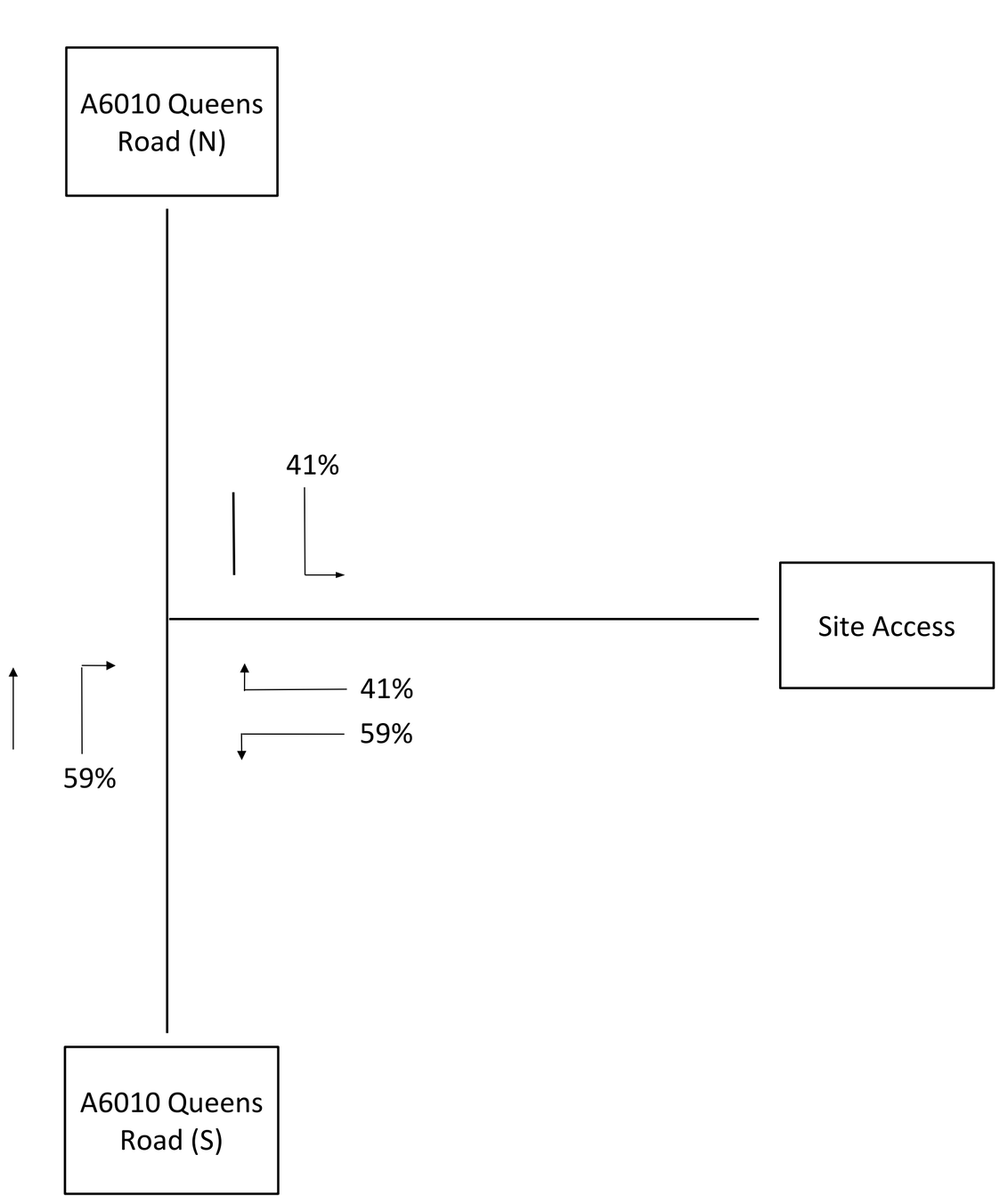


Figure 8 Trip Distribution - PM Peak

Eddisons

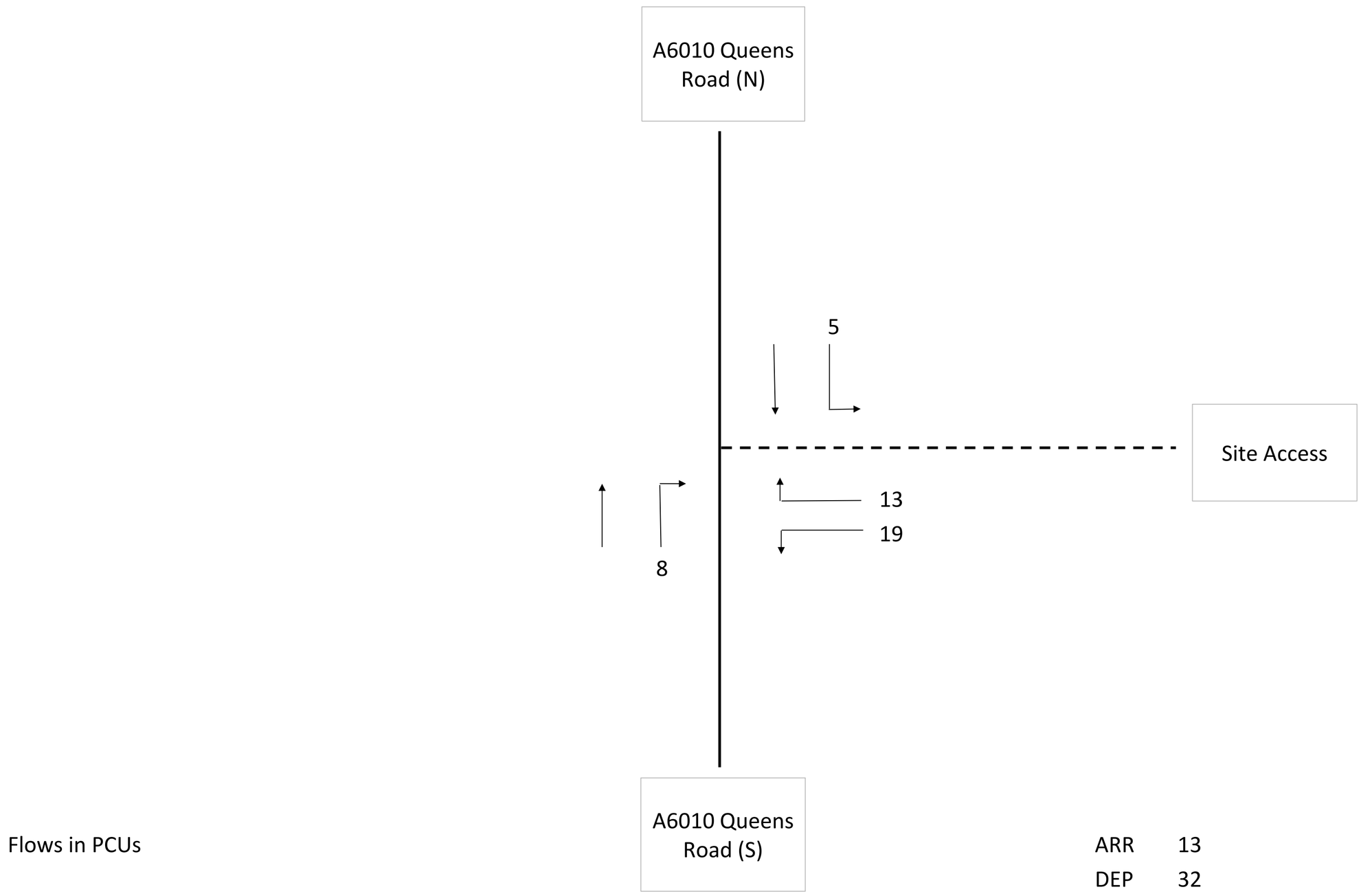


Figure 9 Proposed Development Flows - AM Peak

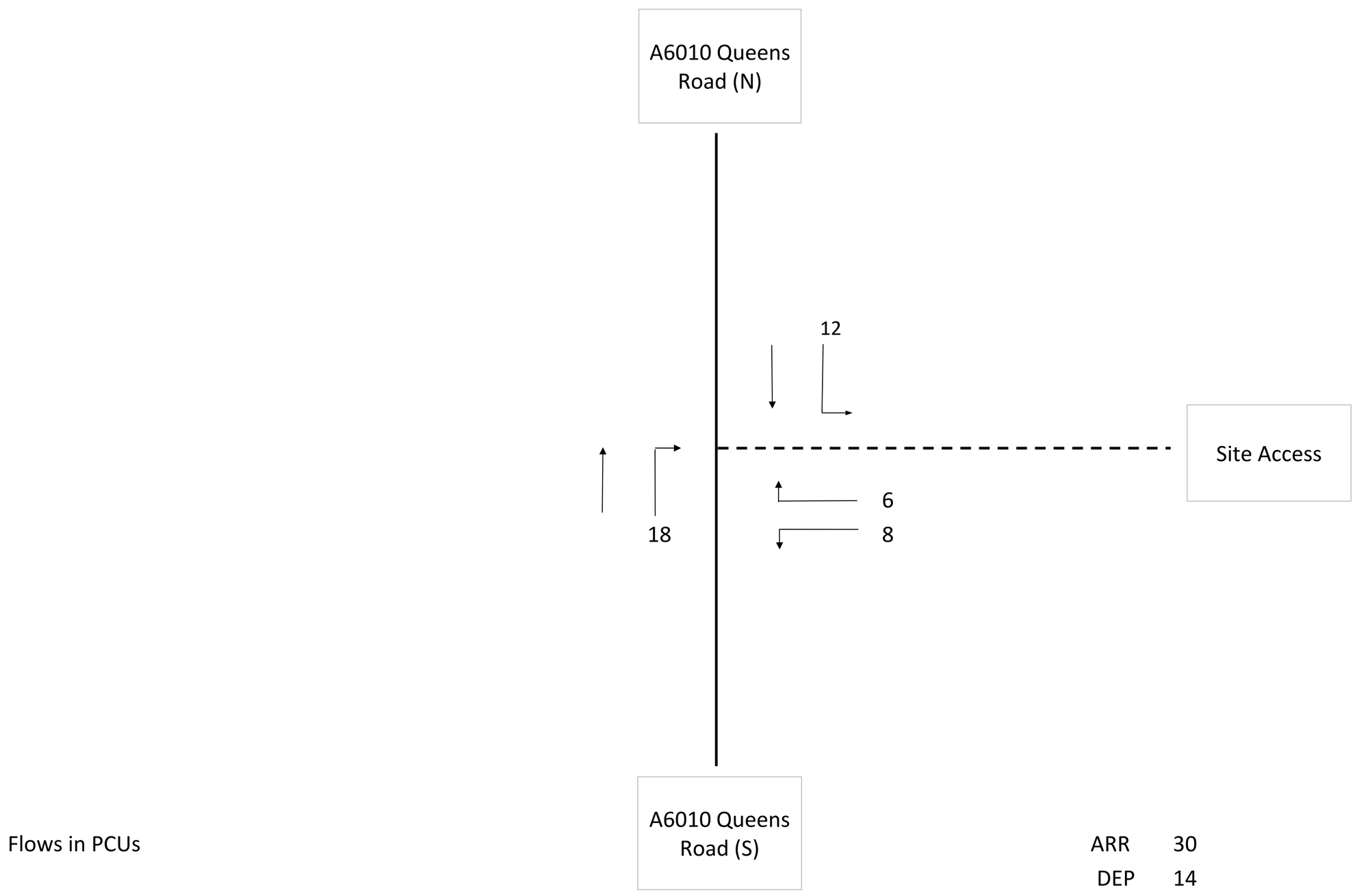


Figure 10 Proposed Development Flows - PM Peak

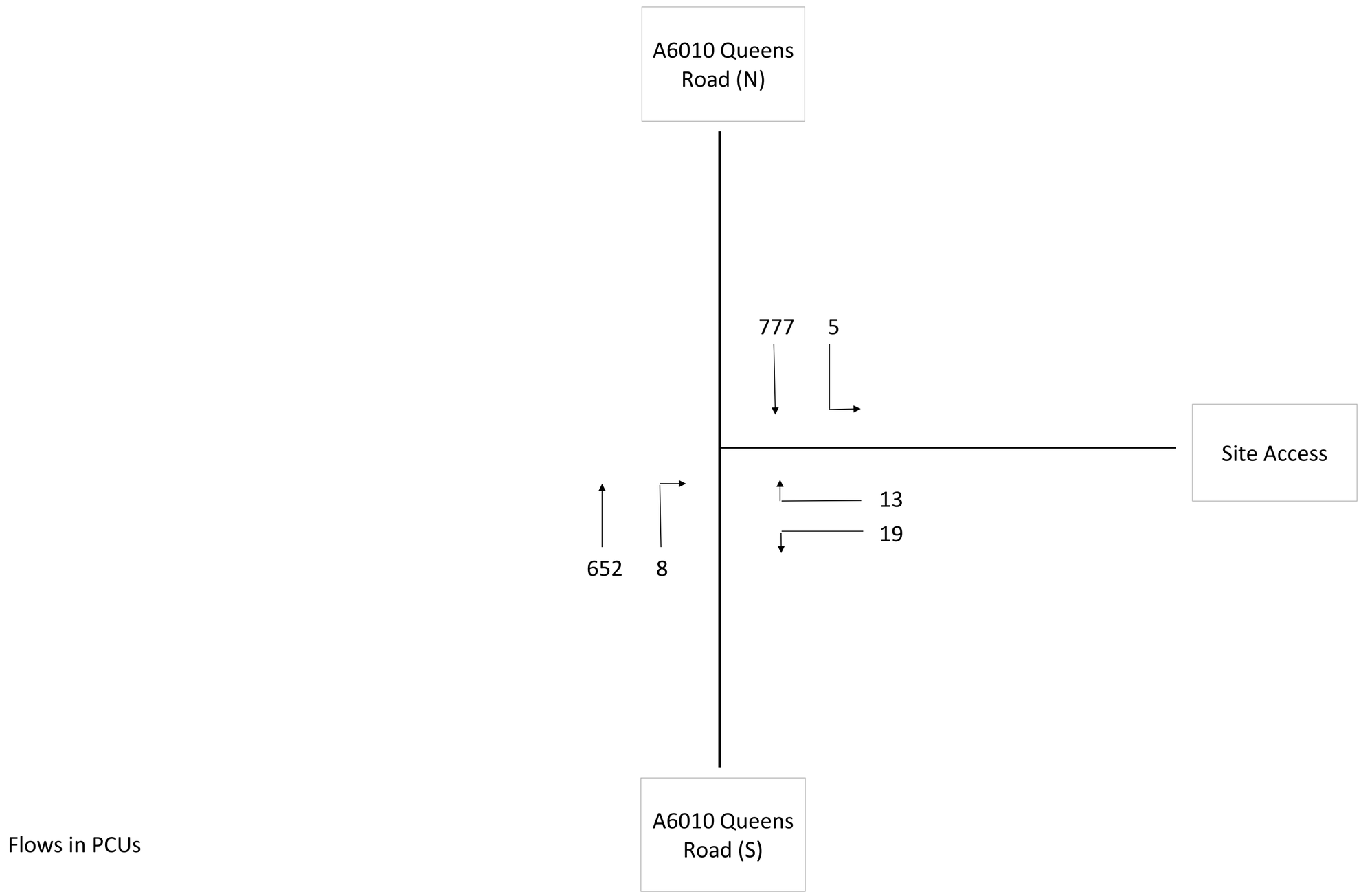


Figure 11 2029 'With Development' Flows - AM Peak

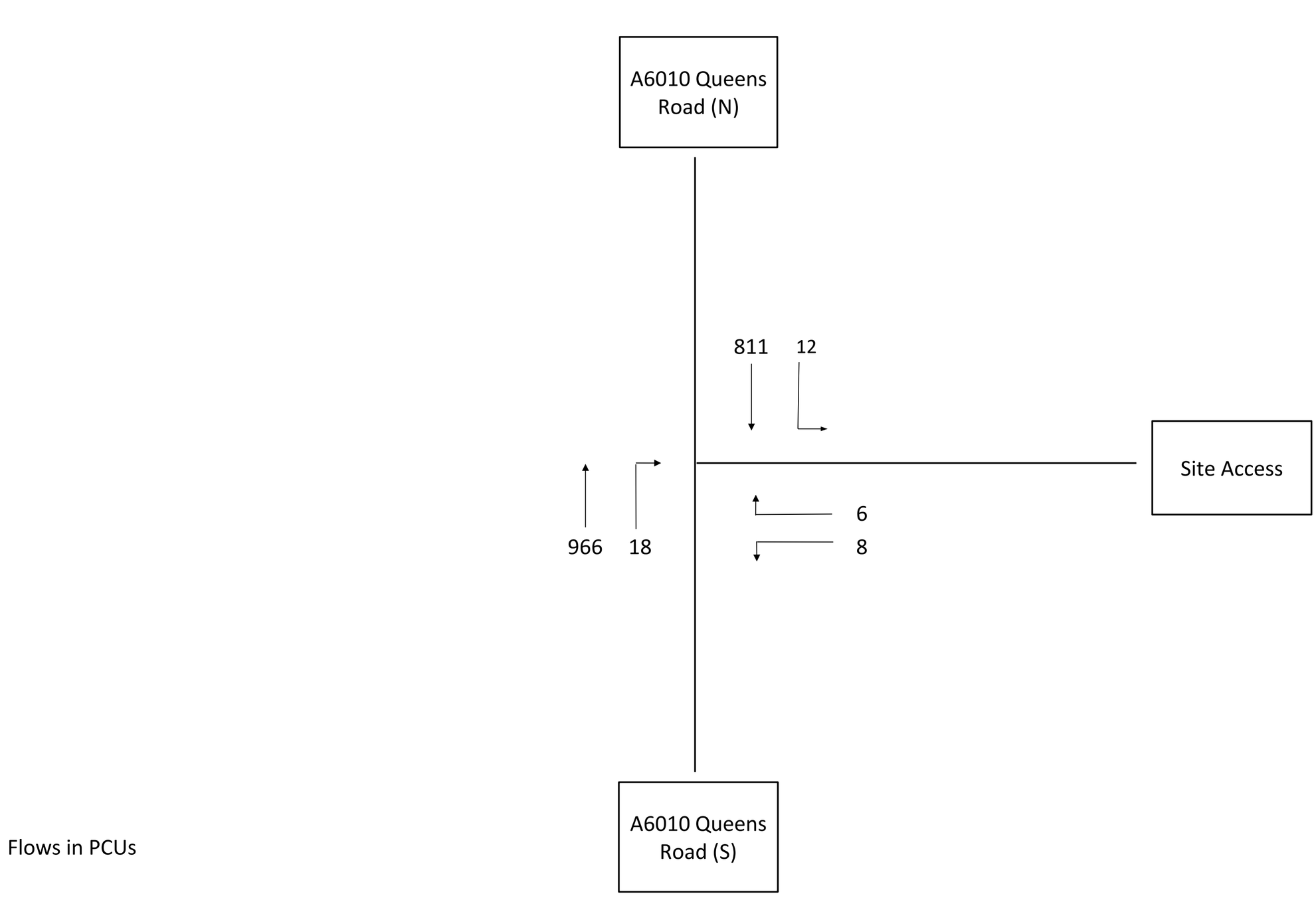


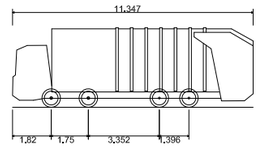
Figure 11 2029 'With Development' Flows - PM Peak

APPENDICES

APPENDIX 1

Swept Path Analysis

NOTES



Manchester CC Refuse Vehicle	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m



REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

BELLWAY

PROJECT:

PITSFORD ROAD,
MILES PLATTING

DRAWING TITLE:

SWEPT PATH ANALYSIS

SCALES:

1:1250 @ A3

DRAWN:	CHECKED:	DATE:
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DRAWING NUMBER:	REVISION:
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APPENDIX 2

Framework Travel Plan

Proposed Residential Development
Pitsford Road, Manchester

June 2024

FRAMEWORK TRAVEL PLAN

eddisons.com

Eddisons

REPORT

DOCUMENT:	Framework Travel Plan
PROJECT:	Proposed Residential Development, Pitsford Road, Manchester
CLIENT:	Bellway
JOB NUMBER:	4240
FILE ORIGIN:	Z:\projects\4240 Pitsford Road, Manchester\Docs\Reports\4240FTP.02.docx

DOCUMENT CHECKING:

Primary Author:	TR	**Initialled:**	MR
Contributor	LG	**Initialled:**	LG
Review By:	TR	**Initialled:**	PJW

Issue	Date	Status	Checked for Issue
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2	18-04-24	Final Draft	
3			
4			

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1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons has been instructed by Bellway Homes to advise on the traffic and transport issues relating to a planning application for 88 dwellings on a parcel of land off Pitsford Road in Manchester.

1.1.2 This Framework Travel Plan will accompany a Transport Statement that will form supplementary information to assist in the determination of the planning application.

1.2 Background

1.2.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments.

1.2.2 The Government has produced the National Planning Practice Guidance (NPPG) on the preparation of travel plans. Within the NPPG, there is specific section clarifying the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. There are also sections advising further on each of the three documents discussed.

1.2.3 The NPPG guidance on Travel Plans reinforces the requirement for a Travel Plan, the scope of the document, and need for monitoring to continue the strategy into the future. The NPPG has been considered in the production of this Framework Travel Plan.

1.2.4 The Department for Transport has also issued two separate guides on the preparation of travel plans which, although now superseded, still provides good practice guidance which is of relevance to this proposed development. These documents are as follows:

- Making Residential Travel Plans Work - Published in September 2005;
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process – Published in April 2009.

1.2.5 This document will set out the principal strategies that will be put in place once the development is open and residents are occupying the units, to encourage sustainable travel.

1.2.6 It will evolve into a formally agreed full Travel Plan and its formulation is on-going and dynamic, in accordance with the above Travel Plan guidance and best practice.

1.2.7 The key objectives of the Travel Plan are to:

- Contribute to traffic reduction and other sustainable transport objectives set out in national, regional and local policies;
- Improve accessibility of the site by sustainable modes of transport and address traffic and parking issues;
- Widen choice of travel mode for all those travelling to/from the site; and
- Provide a timetable for implementation.

1.3 Site Location

1.3.1 The site comprises 2.87 hectares of land to the north-east of Miles Platting. It is currently undeveloped and is occupied by vegetation.

1.3.2 The A6010 Queens Road abuts the site's western edge, while Pitsford Road lies to the north of the site. A small business park, Wilson Park Business Centre, is situated directly to the east, whilst to the south lies an operational train line. In wider terms, the surrounding area is predominantly residential and employment in nature.

1.4 Development Proposals

1.4.1 The proposals would provide a total of 88 residential dwellings, with associated car parking and landscaping. Comprising of the following:

- 4-bedroom units - 17 dwellings;
- 3 bedroom units - 59 dwellings; and
- 2-bedroom units – 12 dwellings.

1.4.2 The introduction of a 20mph zone within the residential development will be considered to promote walking and cycling and create a pedestrian friendly environment. This will negate the need for segregated cycle facilities within site.

1.4.3 Car parking across the site will comply with the Council's current car parking standards.

1.5 The Travel Plan

1.5.1 The aims of the Travel Plans are as follows:

- to encourage residents and visitors to use alternatives to the private car,
- to increase the awareness of the advantages and potential for travel by more environmentally friendly modes, and
- to introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

1.6 Residents Travel Pack

1.6.1 The principal measure will consist of a Residents Travel Pack containing relevant material to promote non-car modes of travel and the provision of certain physical measures. This will be discussed further in Section 3.

1.7 Plan Administration

1.7.1 The developer will be required to designate a Travel Plan Co-ordinator prior to occupation of the site. Initially, the role is likely to be undertaken by a person employed by Bellway Homes. Essentially this Co-ordinator will act as a main point of contact and liaison in implementing the Travel Plan with the local authority.

1.7.2 The name and contact details of the Travel Plan Co-ordinator will be provided to the Sustainable Travel Plan Officer at Manchester City Council (MCC).

2 ACCESSIBILITY BY NON-CAR MODES

2.1 Introduction

2.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

2.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives.

2.1.3 The NPPF confirms that 'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes' though it is recognised that 'opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'

2.1.4 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

2.1.5 The accessibility of the proposed site has been considered by the following modes of transport:

- access on foot;
- access by cycle;
- access by bus;
- access by tram; and
- access by rail.

2.2 Access on Foot

2.2.1 It is important to create a choice of direct, safe, and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

2.2.2 Existing footways are located along Pitsford Road, Trimley Avenue, Emmett Street, Queens Road, and Monsall Road which are located around the site and measure between 1.5 and 2.9 metres in width. These link to the wider pedestrian network along with the local transport network and local amenities. The footways are in good condition with street lighting available.

2.2.3 The DFT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.

2.2.4 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in Table 2.1.

Suggested Preferred Maximum Walk		
Town Centre	**Commuting/School**	**Elsewhere**
800m	2,000m	1,200m

Table 2.1 IHT 'Providing for Journeys on Foot' Walk Distances

2.2.5 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*

2.2.6 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that '*walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km*'.

2.2.7 Table 2.2 below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 2.2 Manual for Streets Walk Distances

2.2.8 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far Do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres;

- Personal business – 1,600 metres.

2.2.9 Overall, in Table 5.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. Table 2.3 below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 2.3 WYG Report/NTS Data Walk Distances

2.2.10 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.

2.2.11 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'

2.2.12 A 20-minute walk equates to a walking distance of around 1,600 metres.

2.2.13 In light of the above review, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.

2.2.14 The 2km pedestrian catchment illustrates that the site is located within walking distance of amenities, for example, bus stops, tram stops, pharmacies, GP's and convenience stores. Clearly, this represents a key destination for potential employment, retail and leisure trips.

2.2.15 In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15 minute walk of their home. The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in Table 3.4 below:

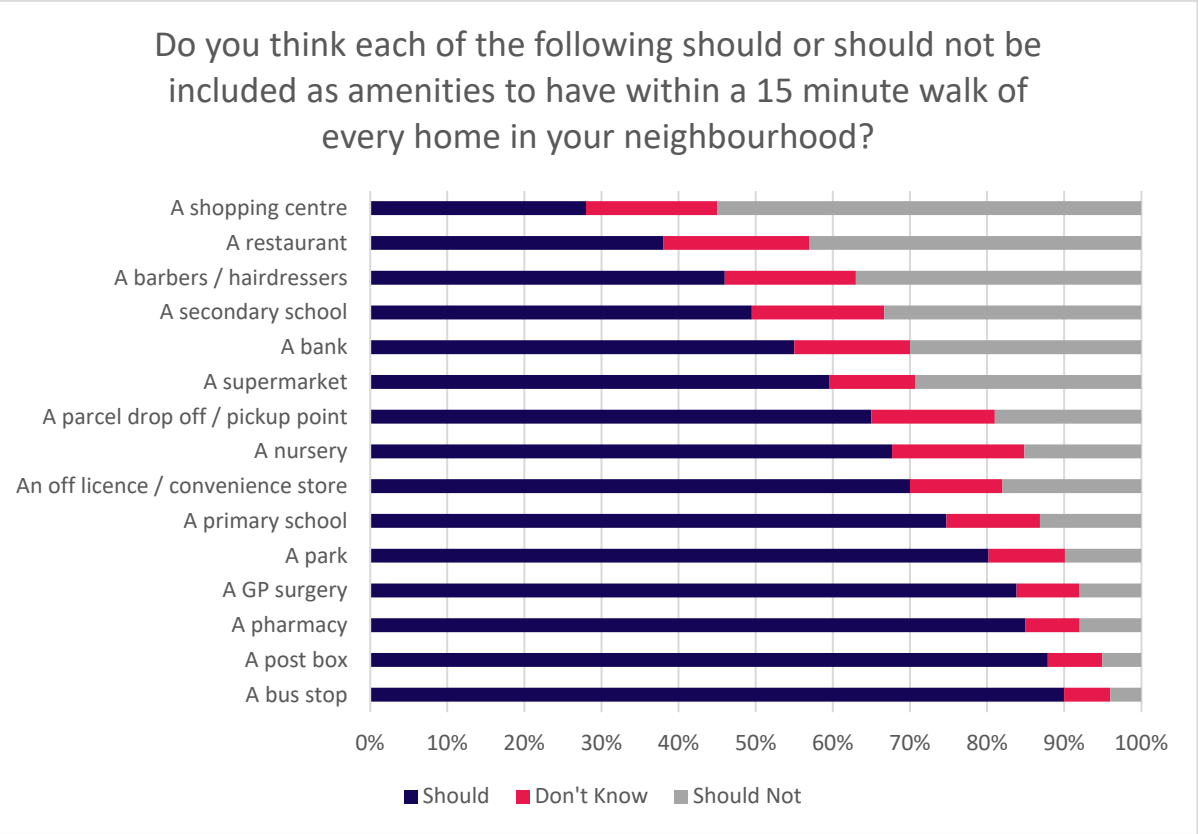


Table 2.4 YouGov Poll Results (Source YouGov)

2.2.16 Table 2.4 shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.

2.2.17 The site is located in close proximity to a number of a local amenities, including a bus stop, a post box, a pharmacy / GP surgery, and a local convenience store.

2.2.18 Table 2.5 below, shows the walking distance from the centre of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Sedgeford Road Bus Stop	270m	1,950m	**YES**
The Clarendon Public House	300m	1,950m	**YES**
Monsall Tram Stop	450m	1,950m	**YES**
Miles Platting Post Office	500m	1,950m	**YES**
Collyhurst Park	550m	1,950m	**YES**
Select and Save Convenience Store	600m	1,950m	**YES**
Cohens Chemist	650m	1950m	**YES**
St Edmund's RC Primary School	700m	1,950m	**YES**
Whitley Road Medical Centre	1100m	1,950m	**YES**
Lidl Supermarket	1950m	1,950m	**YES**
Eden Boys/Girls Leadership Academy	1,195m	1,950m	**YES**

Table 2.5 Distance from Site to Local Facilities

2.2.19 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

2.3 Access by Cycle

2.3.1 An alternative mode of travel to the site could be achieved by bicycle.

2.3.2 The advice contained within the most recent Highway Code will improve the safety of vulnerable road users including cyclists, pedestrians and horse-riders. Most of the recent advice relates to where cyclists should position themselves within the lane in various traffic conditions and motorists being required to give cyclists priority in slow moving traffic and locations where there is insufficient room for vehicles to overtake cyclists safely, allowing 1.5-metres for cyclists when overtaking them.

2.3.3 The Cycling England document 'Integrating Cycling Into Development Proposals' advises that:

'For short trips, [cycle links] *can give cyclists significant advantages over car users in terms of convenience and journey time… Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed.*'

2.3.4 A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kph and would encompass areas including Manchester, Ashton Under Lyne, Salford, Trafford, and Middleton.

2.3.5 National Cycle Route 66 runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley, and Kingston upon Hull. From here it runs east through Fallowfield and Levenshulme. It is both an on and off-road cycle route and is located approximately 850m from the centre of the site.

2.3.6 Route 60 of the National Cycle Network runs between North and East Manchester, with its furthest south segment forming part of the Fallowfield Loop line. The route passes through the southern and eastern parts of the city and is mainly traffic-free. The route is located around 150 metres west of the site.

2.3.7 These routes contribute to Greater Manchester's cycling and walking infrastructure, and Transport for Greater Manchester's (TfGM) 'The Bee Network'. A section of the Manchester cycle network map provided by TfGM is shown in Image 2.1 below:

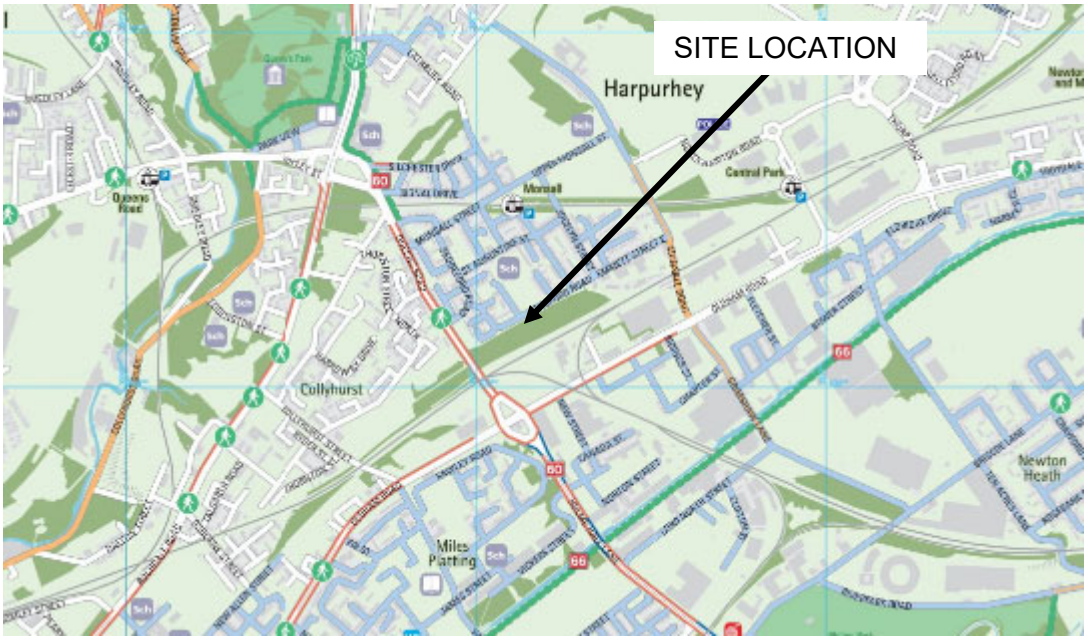


Image 2.1 TfGM Manchester Cycle Map

2.3.8 As can be seen in Image 2.1 above, a number of Traffic Free Routes (Green dotted), On Road Route – with other cycling facilities (Red) and On Road Route – signposted but with no facilities (Orange) within the vicinity of the site.

2.3.9 The existing traffic-free cycle infrastructure along the riverbank allows for direct access to Manchester city centre, Salford, Rochdale, and Route 66 of the National Cycle Network beyond.

2.3.10 The site can, therefore, be considered as being accessible by cycle.

2.4 Access by Bus

2.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

2.4.2 The nearest bus stop to the site is located 250 metres west of the site on Queens Road. This stop consists of a bus stop pole, shelter, and timetable.

2.4.3 Additional bus stops are located along Emmet Street, a short distance eastward. These services provide frequent access to additional larger transport interchanges across the town (such as Metrolink and train stations).

2.4.4 A summary of the services available from the nearest bus stops from the development site is provided in Table 2.6 below.

Servic No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
53	Cheetham Hill-Pendleton	7 Services	Every 30 mins	Every 60 mins	1	20 mins	Every 60 mins	Every 60 mins
114	Alkrington-Manchester	4 Services	Every 20 mins	Every 60 mins	2 Services	Every 30 mins	5 Services	Every 60 mins
151	Ashton Under Lyne- Higher Crumpsall	2 Service	Every 60 mins	2 Services	1 service	Every 60 mins	1 service	-
702	Harpuphey- St Peter's High School	1 Service	1 Service	-	-	-	-	-
703	Monsall- Wright Robinson Sports College	1 Service	1 Service	-	-	-	-	-
722	Monsall- Co-op Academy North Manchester	1 Service	1 Service	-	-	-	-	-
733	Cheetham-Whalley Range	1 Service	1 Service	-	-	-	-	-

Table 2.6 Existing Bus Services Operating in the Vicinity of the Site

2.4.5 As can be seen from Table 2.6, the nearest bus stops to the site provides various services throughout the day to destinations such as Cheetham Hill, Pendleton, Alkrigton, Manchester, Ashton Under Lyne and Higher Crumpsall.

2.4.6 It is noted that the above services provide a choice of how people travel with the bus services operating from around 05:00am to around 01:00am, making travel by public transport a real alternative to travelling by car for commuting trips.

2.4.7 In order to demonstrate the level of accessibility some example journey times by bus are presented below Table 2.7 below.

Destination	Duration
Cheetham Hill	11 mins
Manchester	28 mins
Ashton Under Lyne	66 mins

Table 2.7 Example Bus Journey Times from the Site

2.4.8 The above table demonstrates that Cheetham Hill is an 11 minute bus journey, Manchester is 28 minutes and Ashton Under Lyne is 66 minutes.

2.4.9 It is therefore concluded that the proposed development site is accessible by bus.

2.5 Access by Tram

2.5.1 The nearest tram stop to the site is Monsal station, which is 450m north of the site, this station can be accessed by a 6-minute walk. This stop is manged by Transport for Greater Manchester (TfGM) and has 2 platforms. Cycle facilities (cycle lockers and stands) are located at this tram stop making it ideal for a multi modal trip.

2.5.2 This station is located on the pink line with services every 12 minutes to destinations such as East Didsbury and Rochdale. This service provides access to further transport hubs like Manchester Victoria Station and Manchester Piccadilly.

2.6 Access by Rail

2.6.1 The nearest train station located to the site is Manchester Victoria, despite being located outside of the 2km pedestrian catchment it can be accessed via an 5-minute tram journey on the pink line from Monsall station, just an 8 minute walk from the centre of the site. The station can also be accessed via a 10 minute cycle.

2.6.2 This train station is managed by Northern and has 6 platforms, offering 18 services per hour to destinations such as Manchester Airport, Liverpool Lime Street, Leeds, Headbolt Lane, Rochdale, Clitheroe, Newcastle, Stalybridge and Wigan Wallgate.

2.6.3 This provides opportunities for commuting/leisure opportunities from the site via rail.

2.7 Accessibility Summary

2.7.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development.

2.7.2 The following conclusions can be drawn from this section of the report:

- the site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area;
- it has been demonstrated that the site is accessible by cycle, with a number of national cycle routes being located within close proximity of the site;
- The services from the bus stops on Queens Road and Emmet Street, travelling to destinations such as Cheetham Hill Manchester and Ashton Under Lyne, shows that the proposed development can be considered as accessible by bus;
- The site is accessible via tram with Monsal Metrolink stop being located 450 metres north of the site; and
- The site is accessible via rail with Manchester Oxford Road station located just a short tram journey away.

2.7.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

3 MANAGEMENT MEASURES

3.1 Introduction

3.1.1 The following Travel Plan measures will be considered:

- Residents Travel Pack;
- Travel Awareness and Information;
- Promotion of Lift Share Scheme; and
- Encouraging Walking/Cycling;

3.2 Resident's Travel Pack

3.2.1 It is an important and emerging principle in residential developments that where appropriate the implementation of travel plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.

3.2.2 The proposed development is very well placed for encouraging access on foot or by cycle to a wide range of facilities. Similarly the existence of a local bus service will encourage choice of public transport as a primary means of travel for the development.

3.2.3 However, in order to build on these locational advantages it is recommended that a Residents' Travel Pack is provided for the occupants of each new dwelling.

3.2.4 The contents of such a travel pack would include information relating to walking and cycling routes in the area and the provision of up to date bus and rail timetable information as well as identification of the location of nearby amenity facilities as part of the information supplied to prospective purchasers.

3.2.5 The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a residential development.

3.2.6 Within the Resident's Welcome Pack, residents will be encouraged to consider ways in which to reduce their need to travel such as home delivery for shopping and working from home. The first issue of the Resident's Travel Pack will be the responsibility of the house builder.

3.2.7 The provision of a Resident's Travel Pack will form part of the terms of the sale or occupancy of the dwellings and therefore they are aware in advance of what is required of them within the Travel Plan framework.

3.3 Travel Awareness and Information

3.3.1 Residents will be made aware of the existence of the Travel Plan and a copy of the plan will be made available to residents on purchasing a property.

3.3.2 As mentioned previously, Travel Packs will be issued for new residents moving into the development and prospective buyers will be made aware of the travel plan when viewing properties.

3.4 Promotion of Car Share Scheme

3.4.1 The Travel Plan Co-ordinator will promote the use of car sharing via registering on the Liftshare website. It allows users to register their details, where they are travelling to in the area, if they are offering a lift, or need a lift to their destination.

3.4.2 The website can be found at the following location www.liftshare.com

3.5 Encouraging Walking / Cycling

3.5.1 Residents and staff will be provided with information and advice concerning safe pedestrian and cycle routes via the Residents Welcome Pack and additional information is provided on the following websites:

- *Free Journey Planner:* https://www.traveline.info/
- *Walking Routes and Initiatives*: http://www.livingstreets.org.uk/walk-with-us & http://www.walk4life.info/
- *Online Cycle Route Planner:* http://www.sustrans.org.uk/ncn/map
- *Bus Timetables, Leaflets and Maps:* http://www.traveline.info/
- *Bus Stop Finder:* https://www.nextbuses.mobi/WebView/BusStopSearch/Index
- *Rail Travel Information:* www.thetrainline.com & www.nationalrail.co.uk/

4 TRAVEL PLAN TARGETS

4.1 Introduction

4.1.1 This section of the Travel Plan will provide details of the targets against which the success of the Plan in achieving its objectives will be measured.

4.1.2 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

4.1.3 In order to set the targets further information (e.g. through a travel survey) may have to be obtained in order to establish against which to set the targets. This information will be related to existing patterns of movement (i.e. the proportion of residents who travel to their workplace by non-car mode) and may be obtained from sources such as the National Travel Survey and the National Census.

4.1.4 Suitable targets for reducing the need to travel by private car will be set and agreed with MCC and included in the final Travel Plan for the development.

4.2 Potential Targets

4.2.1 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale. Targets which according to the DfT may potentially be included in the Travel Plan include the following:

- Car trips per household - targets set on the basis of predicted trip rates for the development;
- Uptake of alternatives - targets for bus patronage, registration and participation in the Liftshare car share scheme, cycle counts and pedestrian counts;
- Car ownership and mode of travel - trip based targets may be supplemented by targets related to car ownership, travel to work by mode and travel to school by mode;

- Travel Plan awareness targets - for example, a target can be established to ensure a significant percentage of residents are aware of the Travel Plan and its purpose.

4.3 Potential Targets

4.3.1 Table 4.1 below provides an Action Plan and timescales to assist the Travel Plan Co-ordinator (TPC) to implement the obligations of the Travel Plan.

Action	Target Date	Indicator/Measured by	Responsibility
Appointment of TPC	TPC appointed at least 1 month prior to first occupation of site	Appointment of TPC by target date	Developer
Production of Welcome Pack	Upon Occupation	Resident travel survey	TPC
Undertake initial travel surveys	Within 3 months of reaching 75% occupation of development	Receipt of survey results	TPC
Agree Travel Plan Targets	Within 6 months of reaching 75% occupation of development	Receipt of written agreements of target	TPC
Achieve target car driver travel to work mode split	5 years after initial travel survey (75% occupation)	Resident travel surveys conducted in years 1, 3 and 5	TPC

Table 4.1 Travel Plan Framework Timescales

4.3.2 The table above sets out the key tasks that will need to be undertaken by the Travel Plan Co-ordinator as part of the Travel Plan including guidance as to timescales for the tasks to be undertaken.

4.3.3 The above table includes the production of the final Travel Plan document which will be submitted to the Travel Officer at the Council within 3 months of the initial travel surveys.

Eddisons, 340 Deansgate,
Manchester, M3 4LY

T: +44 (0) 161 837 7350
www.eddisons.com

eddisons.com

Eddisons

APPENDIX 3

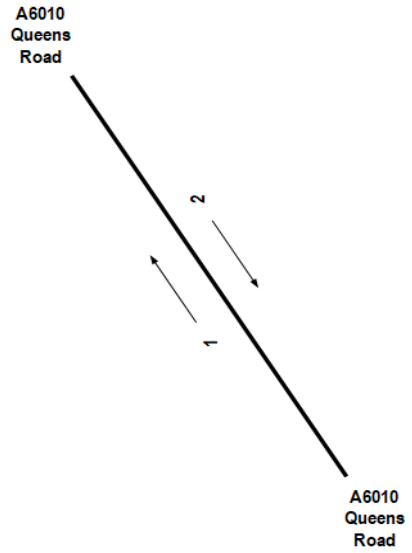
Survey Data

SURVEY CONTROL

Client:	Eddisons
Client Contact:	Tim Russell
Survey Location:	Queens Road, Manchester
Date(s) of Survey:	Thursday 14th March 2024
Notes:	
On Site Supervisor:	David Cheng
Data Checking:	David Cheng
Survey Reference:	23.117 Queens Road
Status:	Final
Date of Issue:	18th March 2024

N

JUNCTION 1



DRAWING TITLE **TRAFFIC MOVEMENT REFERENCE**			
JOB TITLE **23.117 QUEENS ROAD, MANCHESTER**			
DRAWN BY CC	DATE MAR 2024	SCALE NTS	REF FIGURE 1

signal surveys
Traffic Counts and Car Park Surveys
Parkway House, Palatine Road, Northenden, Manchester, M22 4DB
Tel 0161 998 4226

APPENDIX 4

TRICS Output

Croft Transport Solutions 9 Jordan Street Manchester Licence No: 851401

Calculation Reference: AUDIT-851401-240319-0302

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	3 days
	EX	ESSEX	2 days
	HC	HAMPSHIRE	3 days
	KC	KENT	3 days
	WB	WEST BERKSHIRE	1 days
	WS	WEST SUSSEX	3 days
03	SOUTH WEST		
	DC	DORSET	1 days
	DV	DEVON	2 days
04	EAST ANGLIA		
	NF	NORFOLK	10 days
	SF	SUFFOLK	1 days
09	NORTH		
	DH	DURHAM	2 days
11	SCOTLAND		
	AS	ABERDEENSHIRE	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: No of Dwellings
Actual Range: 50 to 150 (units:)
Range Selected by User: 50 to 150 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 29/06/23

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	5 days
Tuesday	7 days
Wednesday	8 days
Thursday	6 days
Friday	6 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	27 days
Directional ATC Count	5 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:

Suburban Area (PPS6 Out of Centre)	6
Edge of Town	26

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	29
Out of Town	1
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	30 days - Selected

Secondary Filtering selection:

Use Class:

C3	32 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:

1,001 to 5,000	6 days
5,001 to 10,000	8 days
10,001 to 15,000	8 days
15,001 to 20,000	5 days
20,001 to 25,000	4 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:

5,001 to 25,000	8 days
25,001 to 50,000	5 days
50,001 to 75,000	3 days
75,001 to 100,000	5 days
100,001 to 125,000	1 days
125,001 to 250,000	8 days
250,001 to 500,000	2 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	6 days
1.1 to 1.5	25 days
1.6 to 2.0	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:

Yes	21 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	31 days
2 Poor	1 days

This data displays the number of selected surveys with PTAL Ratings.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	32	97	0.089	32	97	0.289	32	97	0.378
08:00 - 09:00	32	97	0.148	32	97	0.358	32	97	0.506
09:00 - 10:00	32	97	0.140	32	97	0.171	32	97	0.311
10:00 - 11:00	32	97	0.125	32	97	0.163	32	97	0.288
11:00 - 12:00	32	97	0.137	32	97	0.148	32	97	0.285
12:00 - 13:00	32	97	0.162	32	97	0.151	32	97	0.313
13:00 - 14:00	32	97	0.166	32	97	0.165	32	97	0.331
14:00 - 15:00	32	97	0.169	32	97	0.190	32	97	0.359
15:00 - 16:00	32	97	0.256	32	97	0.178	32	97	0.434
16:00 - 17:00	32	97	0.261	32	97	0.173	32	97	0.434
17:00 - 18:00	32	97	0.341	32	97	0.159	32	97	0.500
18:00 - 19:00	32	97	0.269	32	97	0.143	32	97	0.412
19:00 - 20:00	1	97	0.062	1	97	0.052	1	97	0.114
20:00 - 21:00	1	97	0.031	1	97	0.021	1	97	0.052
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.356			2.361			4.717

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.*

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Parameter summary

Trip rate parameter range selected:	50 - 150 (units:)
Survey date date range:	01/01/15 - 29/06/23
Number of weekdays (Monday-Friday):	33
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	6
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

APPENDIX 5

Census Data and Routing

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

ONS Crown Copyright Reserved [from Nomis on 27 February 2024]

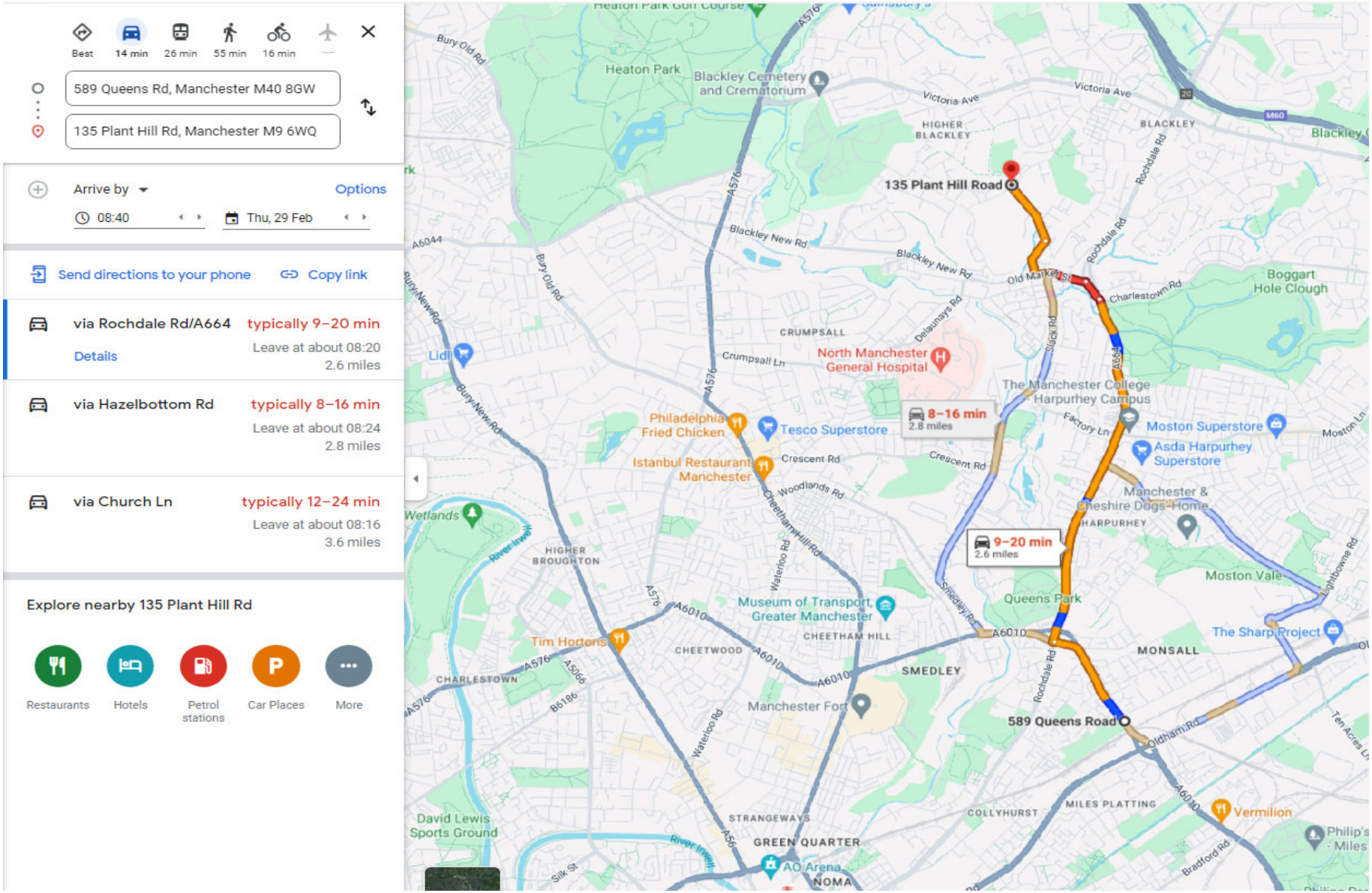
population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
usual residence	E02001053 : Manchester 009 (2011 super output area - middle layer)

place of work	Driving a car or van	Direction out of access
E02001046 : Manchester 002	7	n
E02001047 : Manchester 003	10	n
E02001049 : Manchester 005	9	s
E02001050 : Manchester 006	31	n
E02001051 : Manchester 007	16	n
E02001052 : Manchester 008	21	n
E02001053 : Manchester 009	32	n
E02001055 : Manchester 011	32	s
E02001057 : Manchester 013	11	s
E02001059 : Manchester 015	36	s
E02001061 : Manchester 017	12	s
E02001062 : Manchester 018	21	s
E02001063 : Manchester 019	8	s
E02001064 : Manchester 020	13	s
E02001066 : Manchester 022	8	s
E02001070 : Manchester 026	11	s
E02001083 : Manchester 039	6	s
E02001089 : Manchester 045	7	s
E02001095 : Manchester 051	6	s
E02001097 : Manchester 053	9	s
E02006902 : Manchester 054	59	n
E02006912 : Manchester 055	45	s
E02006913 : Manchester 056	34	n
E02006914 : Manchester 057	11	n
E02006915 : Manchester 058	19	n
E02006917 : Manchester 060	18	n
Bolton	10	n
Bury	24	n
Cheshire East	18	s
High Peak	6	s
Oldham	75	s
Rochdale	32	s
Salford	84	n
Stockport	40	s
Tameside	33	s
Trafford	86	s
Warrington	10	s
Wigan	10	s
	920	

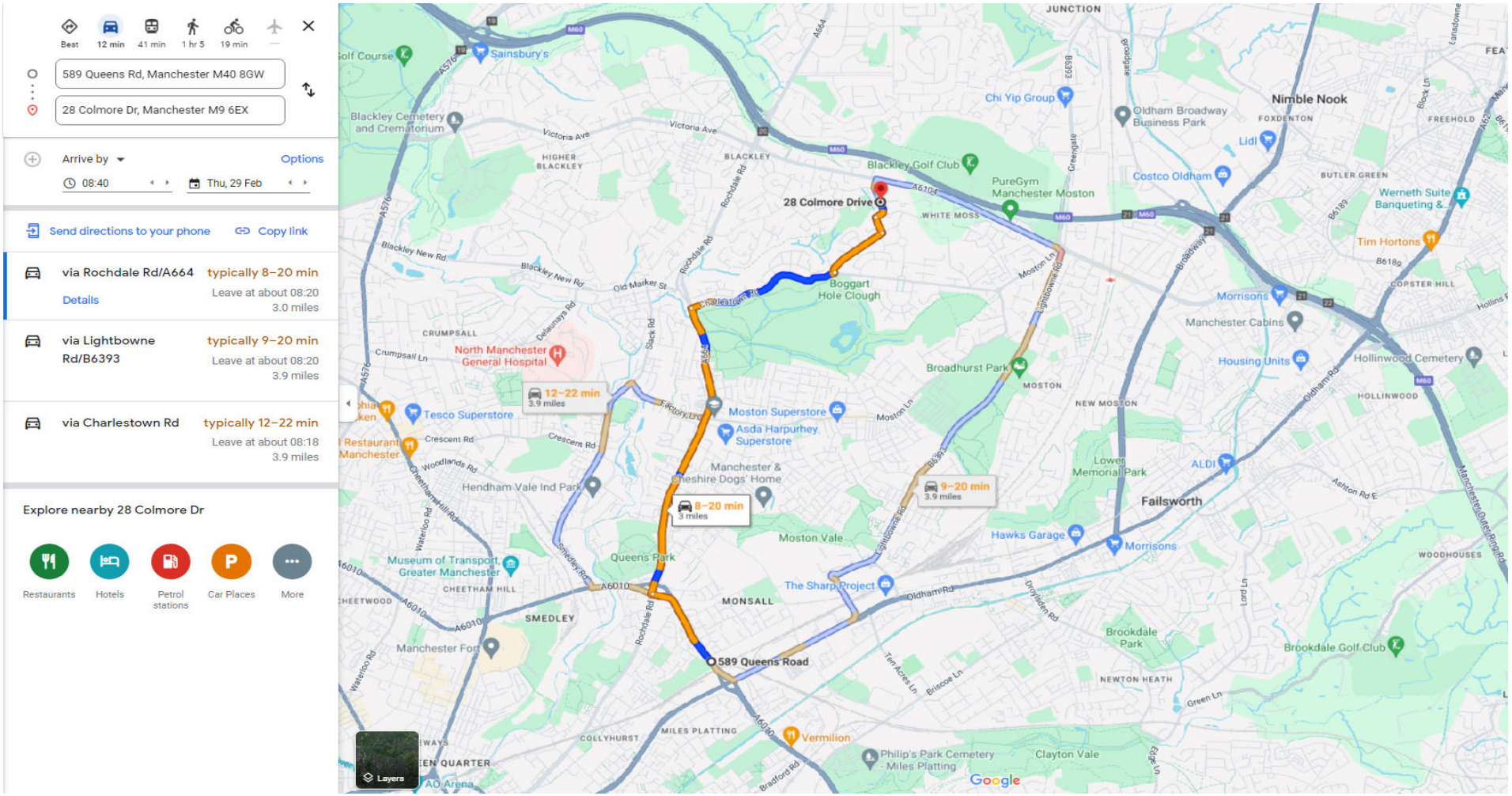
Proposed I **98 units**

	Trip Rates		Trips		
	Arr	Dep	Arr	Dep	2-way
Weekday A	0.146	0.355	14	35	49
Weekday P	0.338	0.159	33	16	49

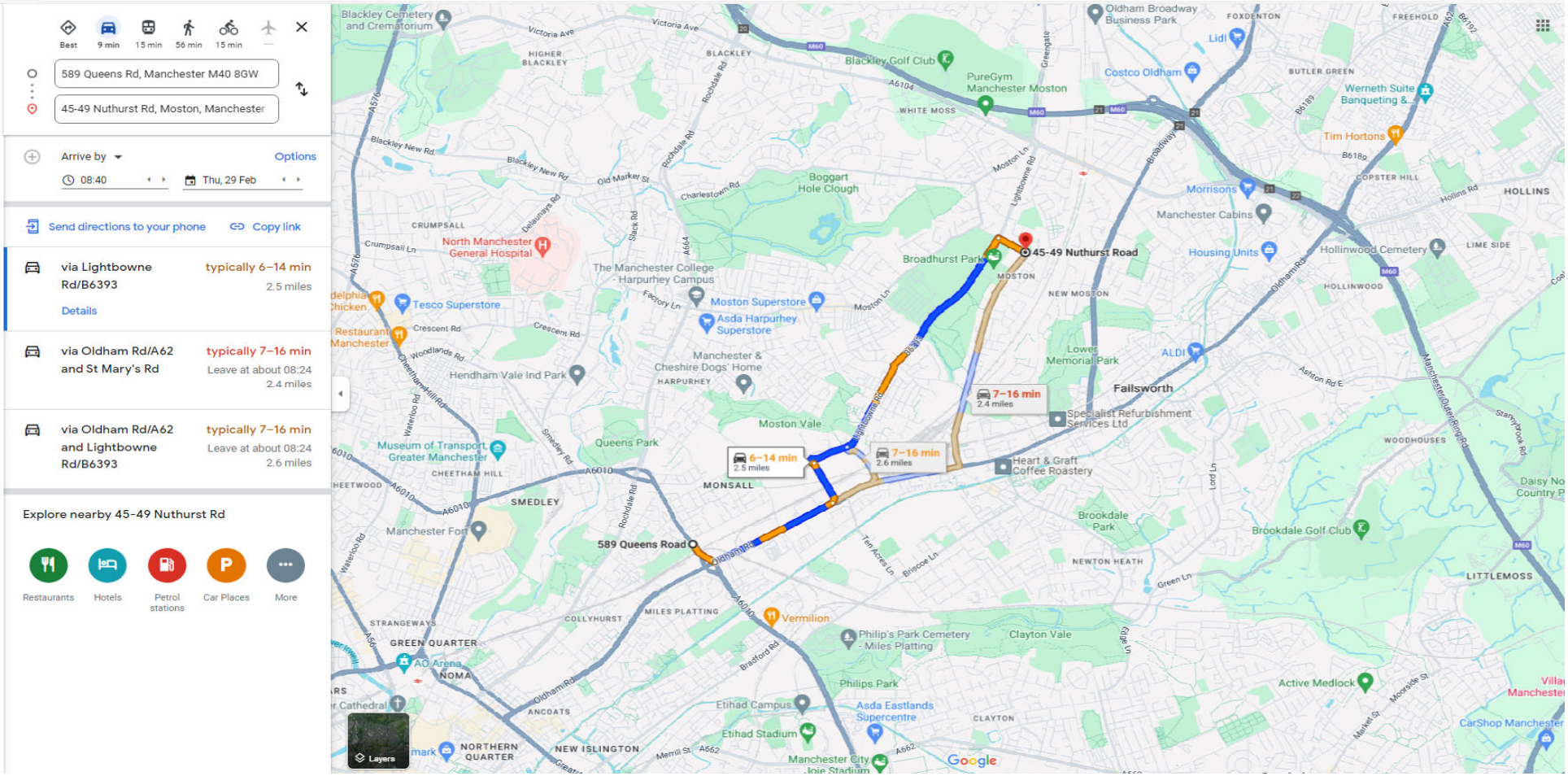
	Total		Trips
n	376	41%	20
s	544	59%	29



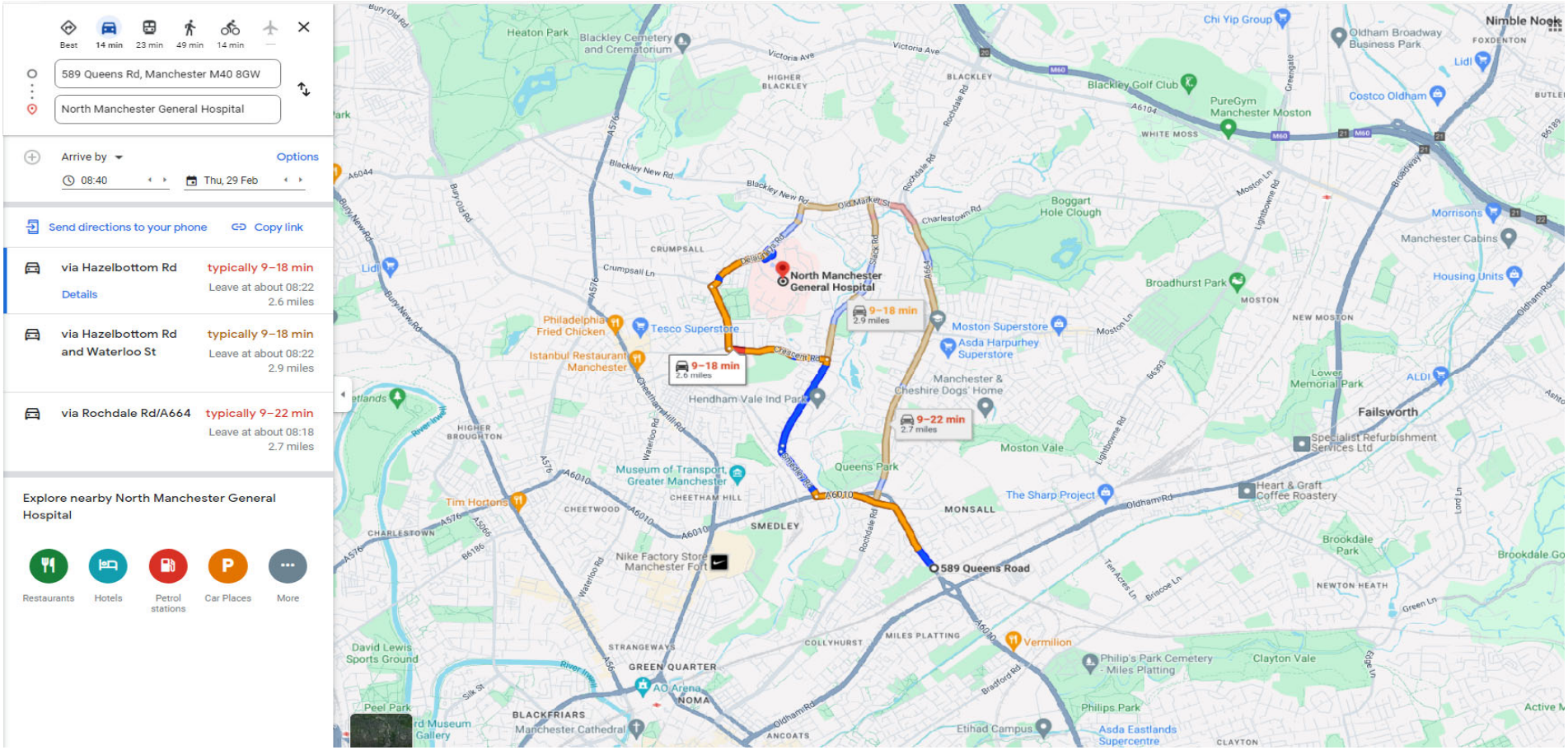
Manchester 002



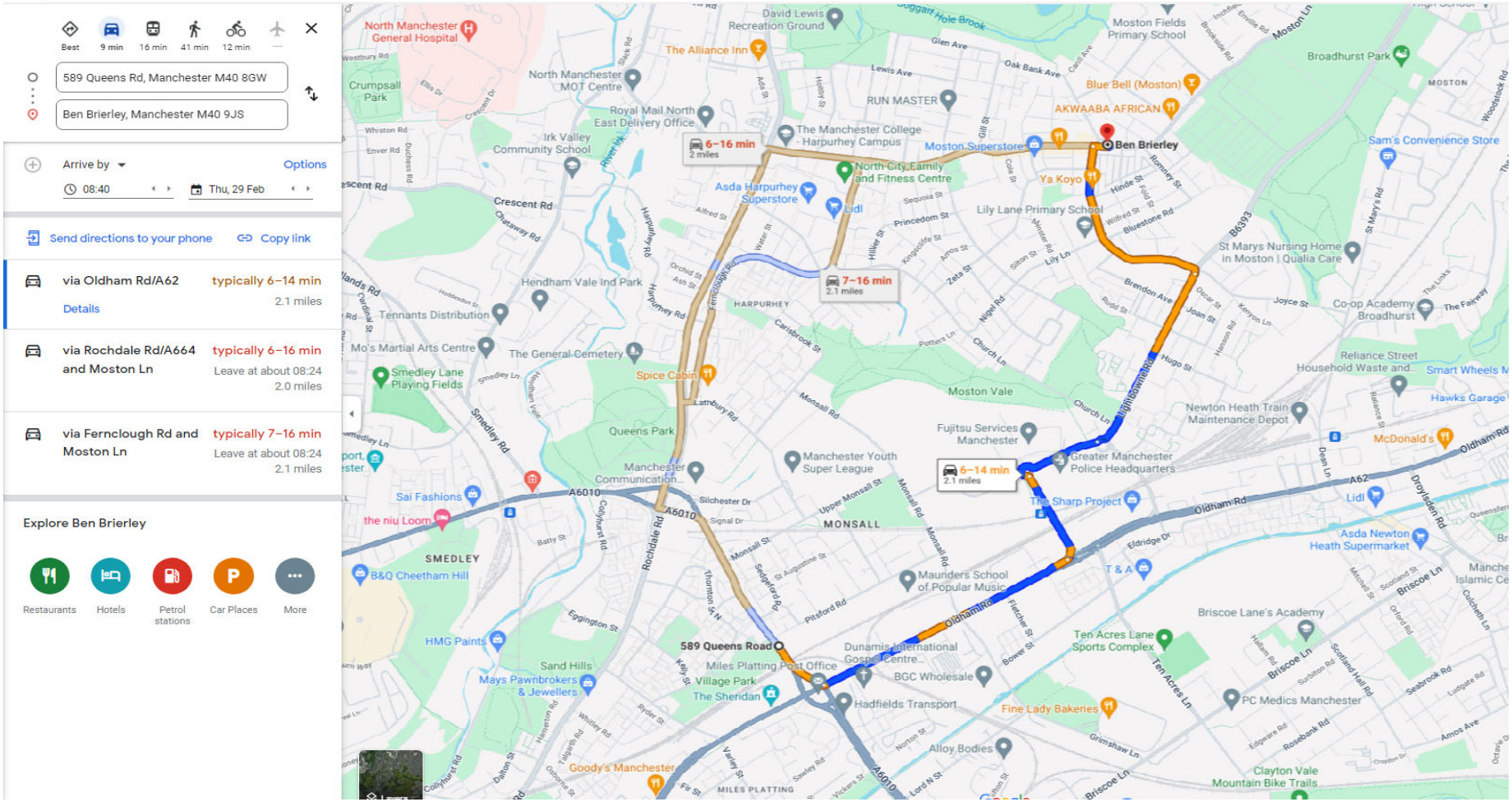
Manchester 003



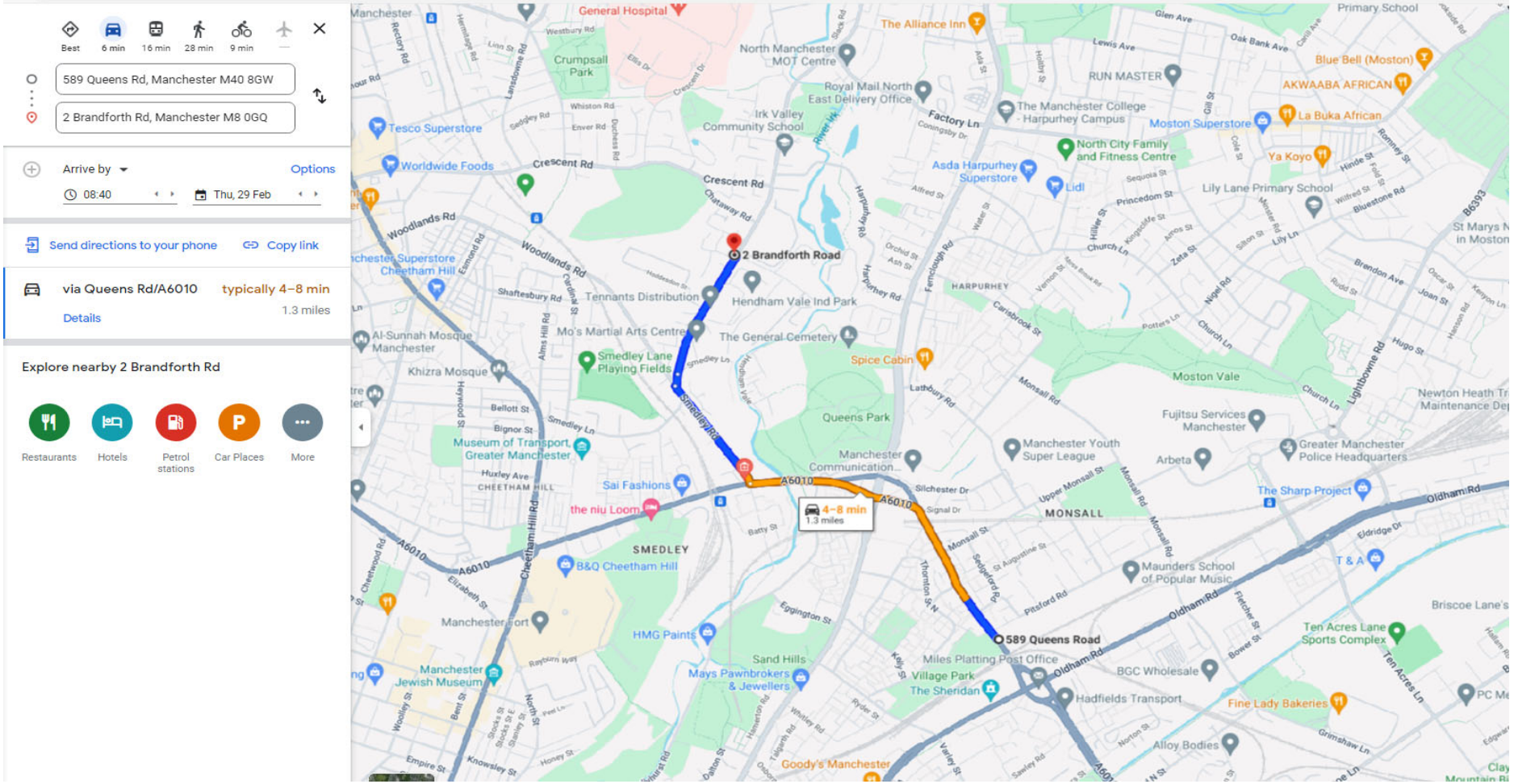
Manchester 005



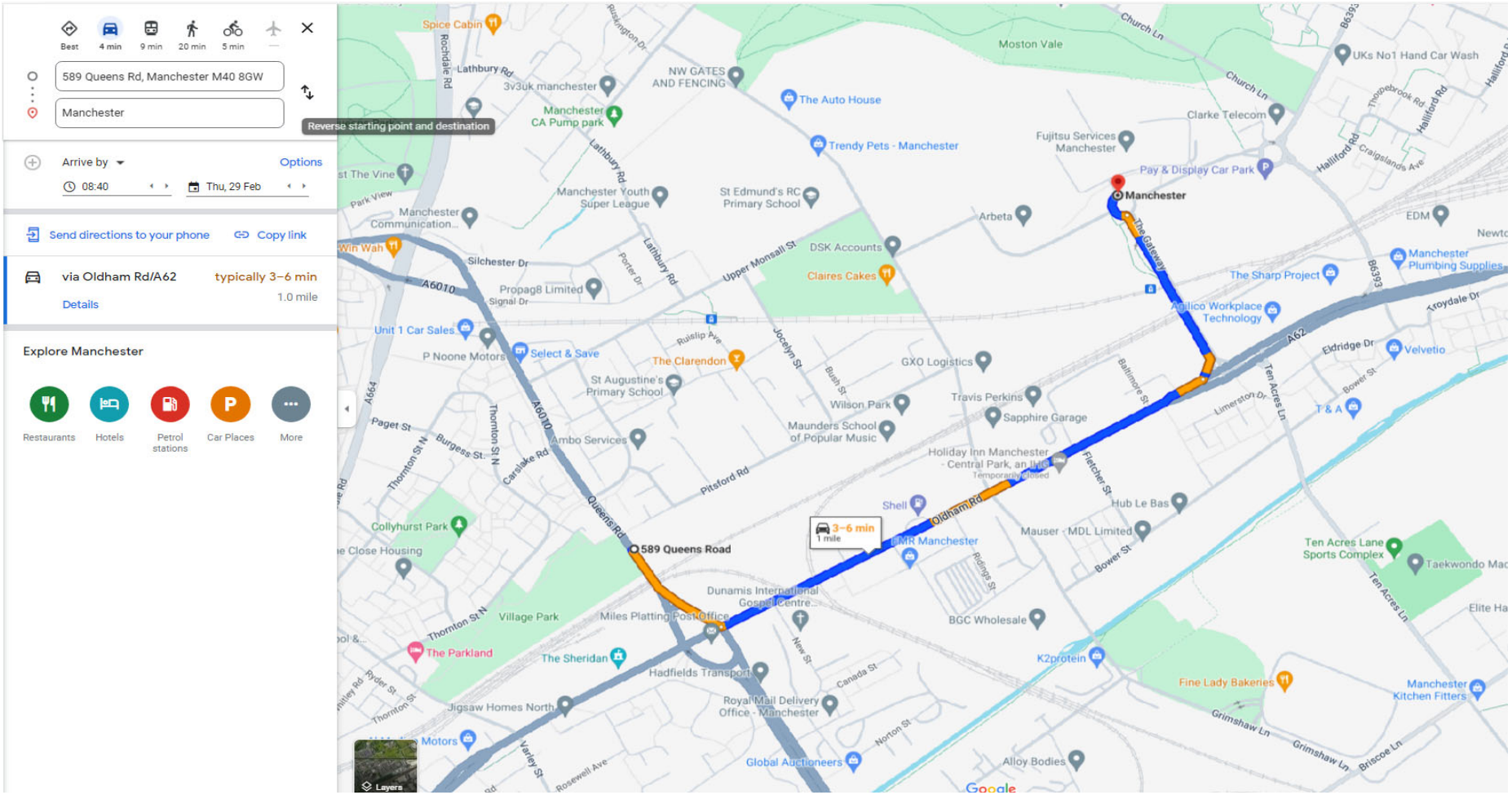
Manchester 005



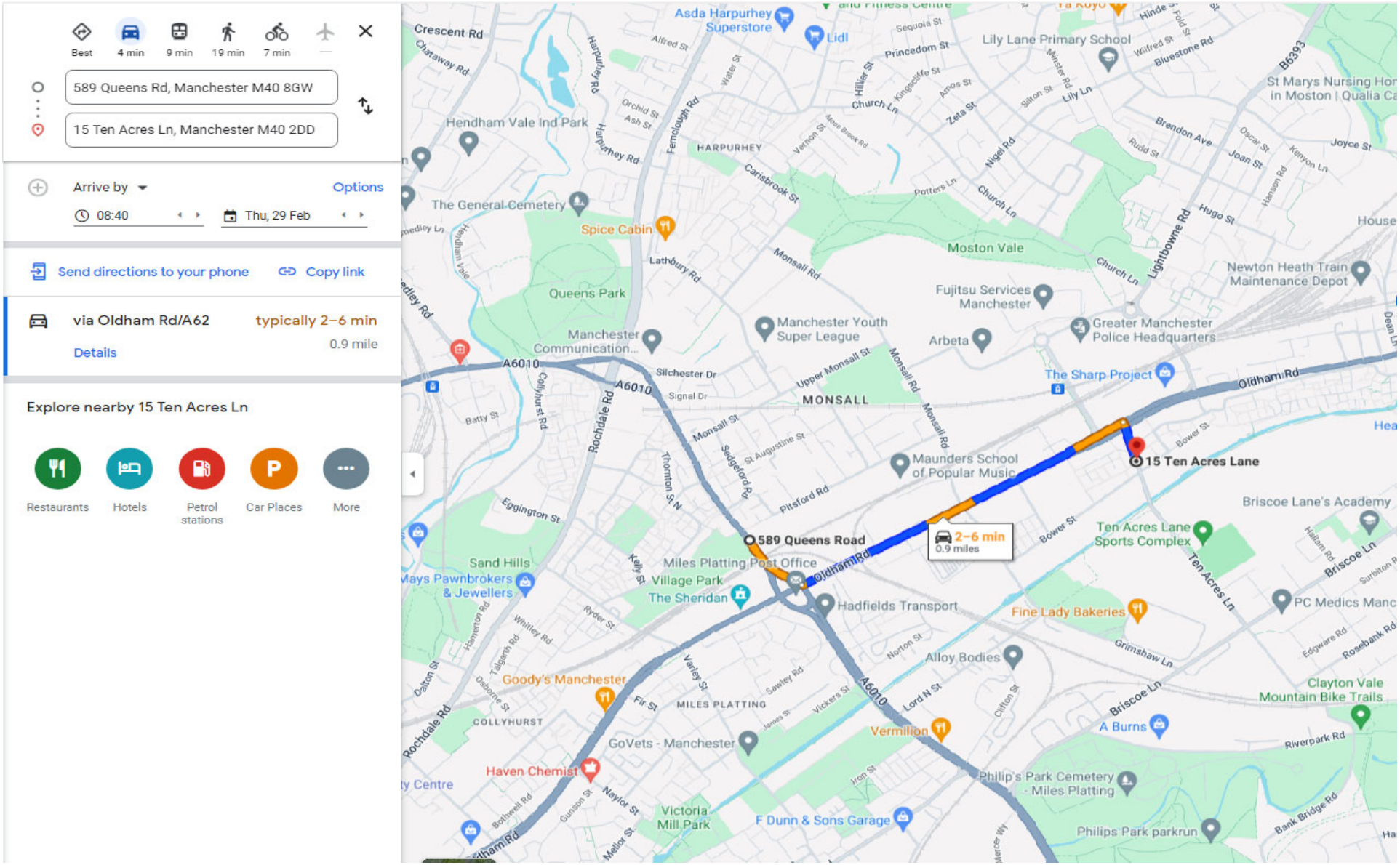
Manchester 007



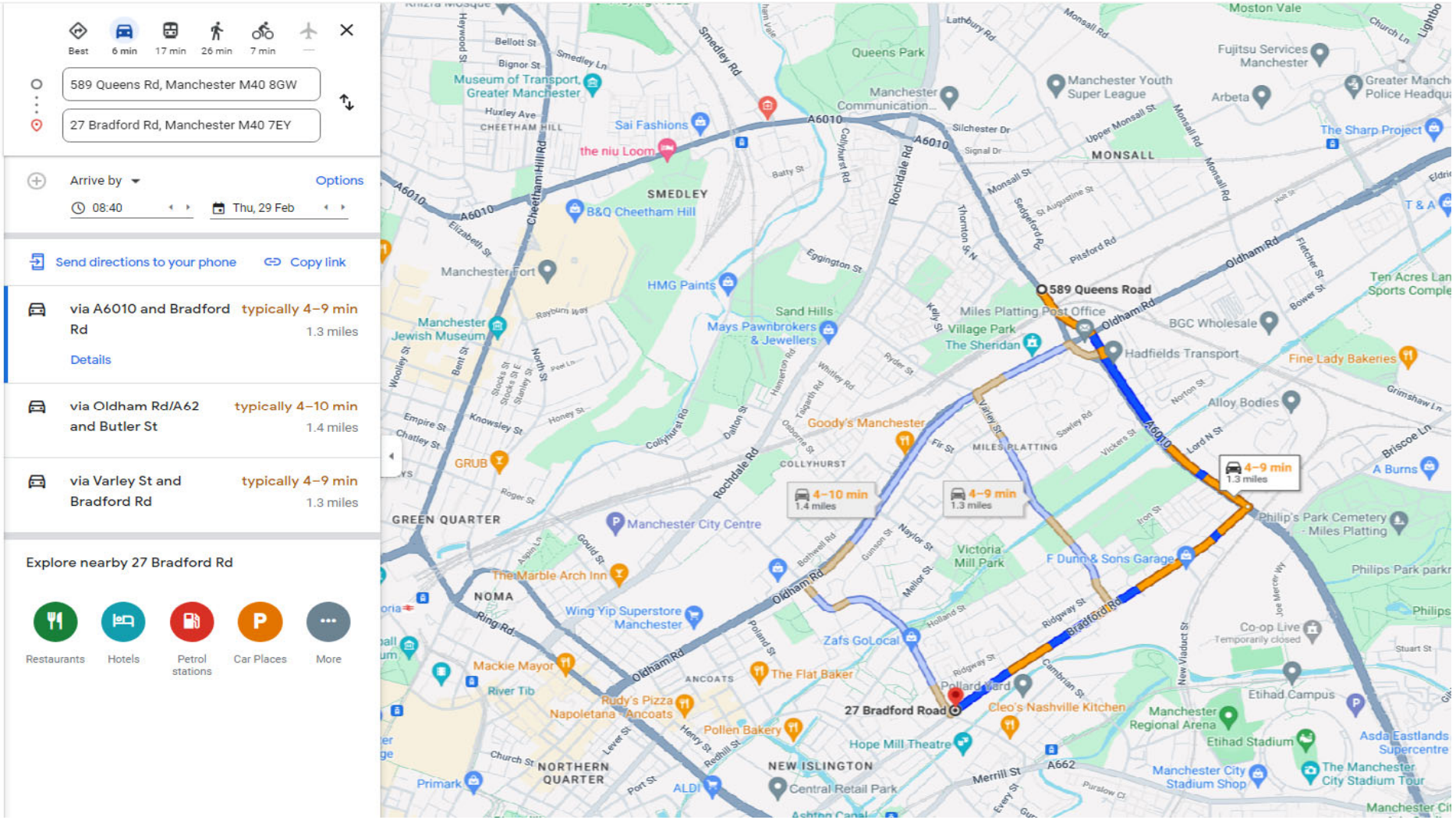
Manchester 008



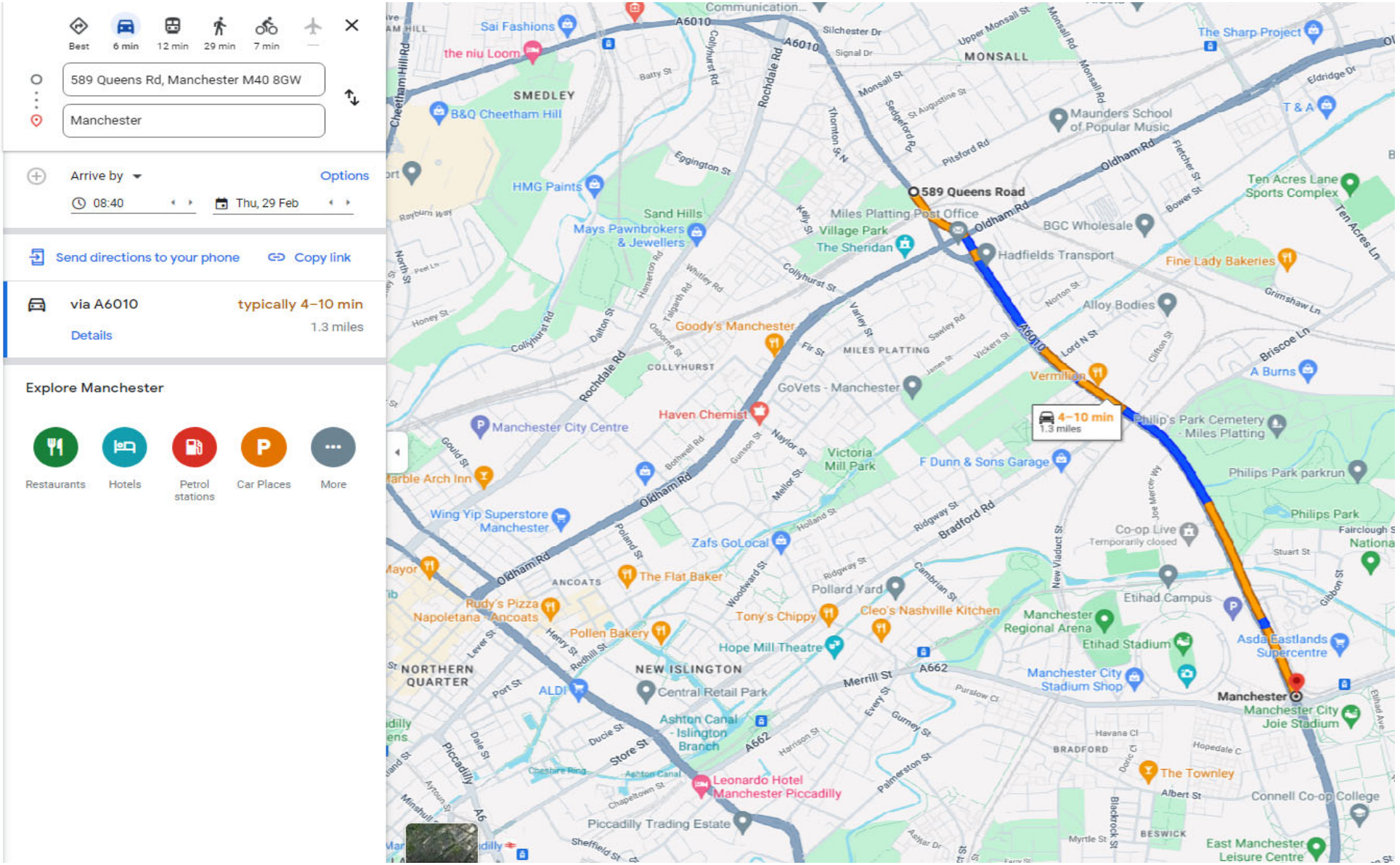
Manchester 009



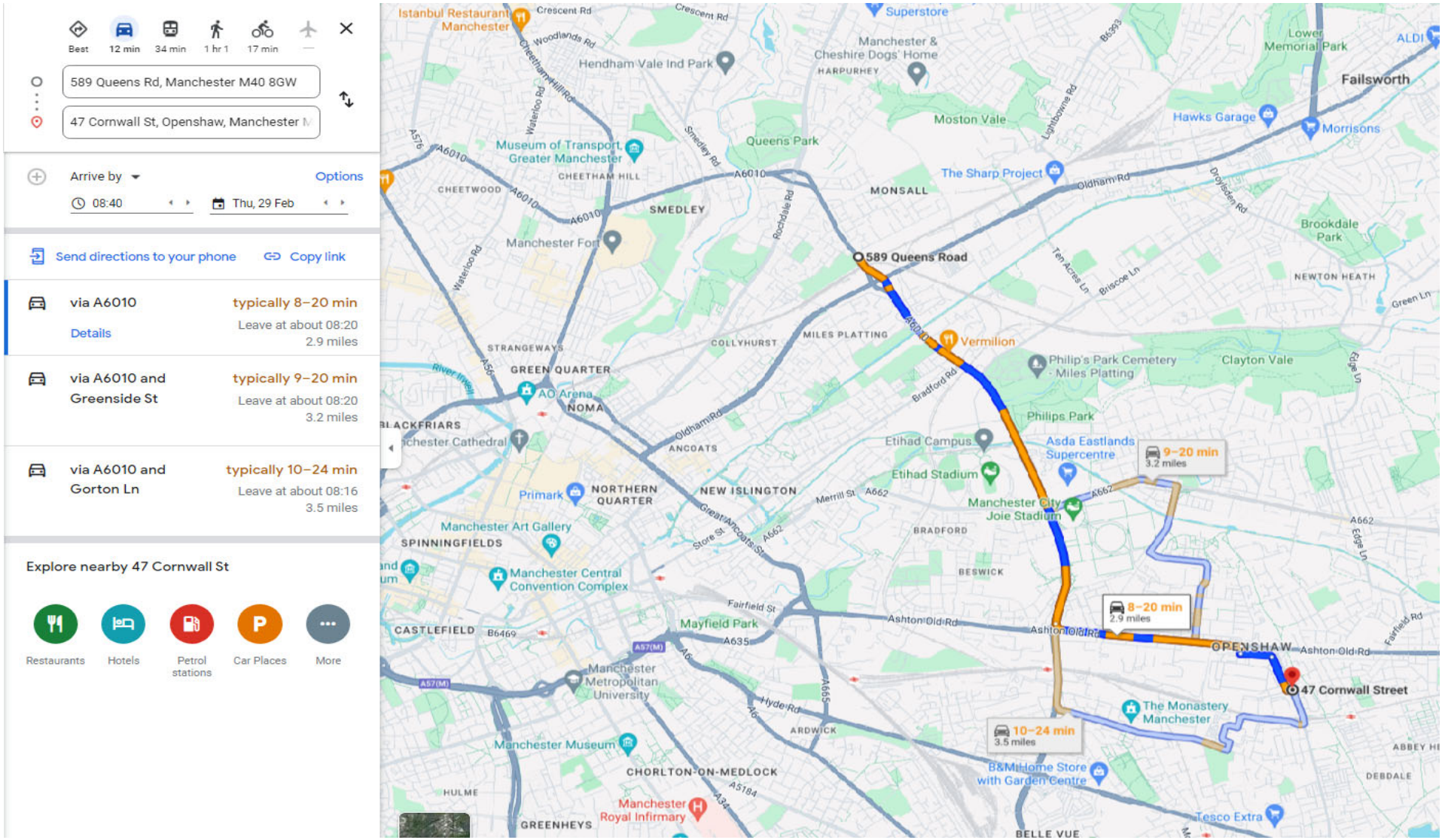
Manchester 011



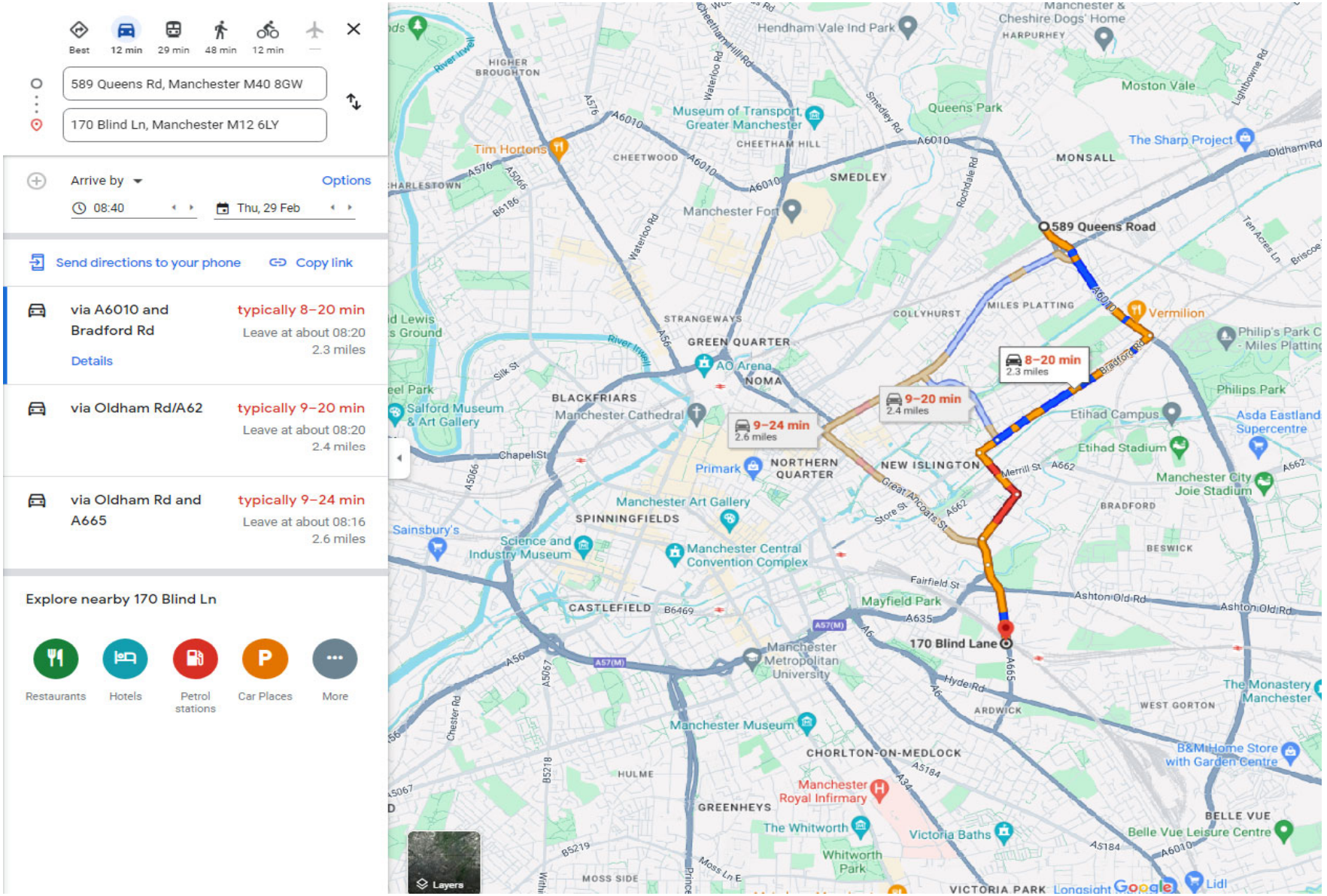
Manchester 013



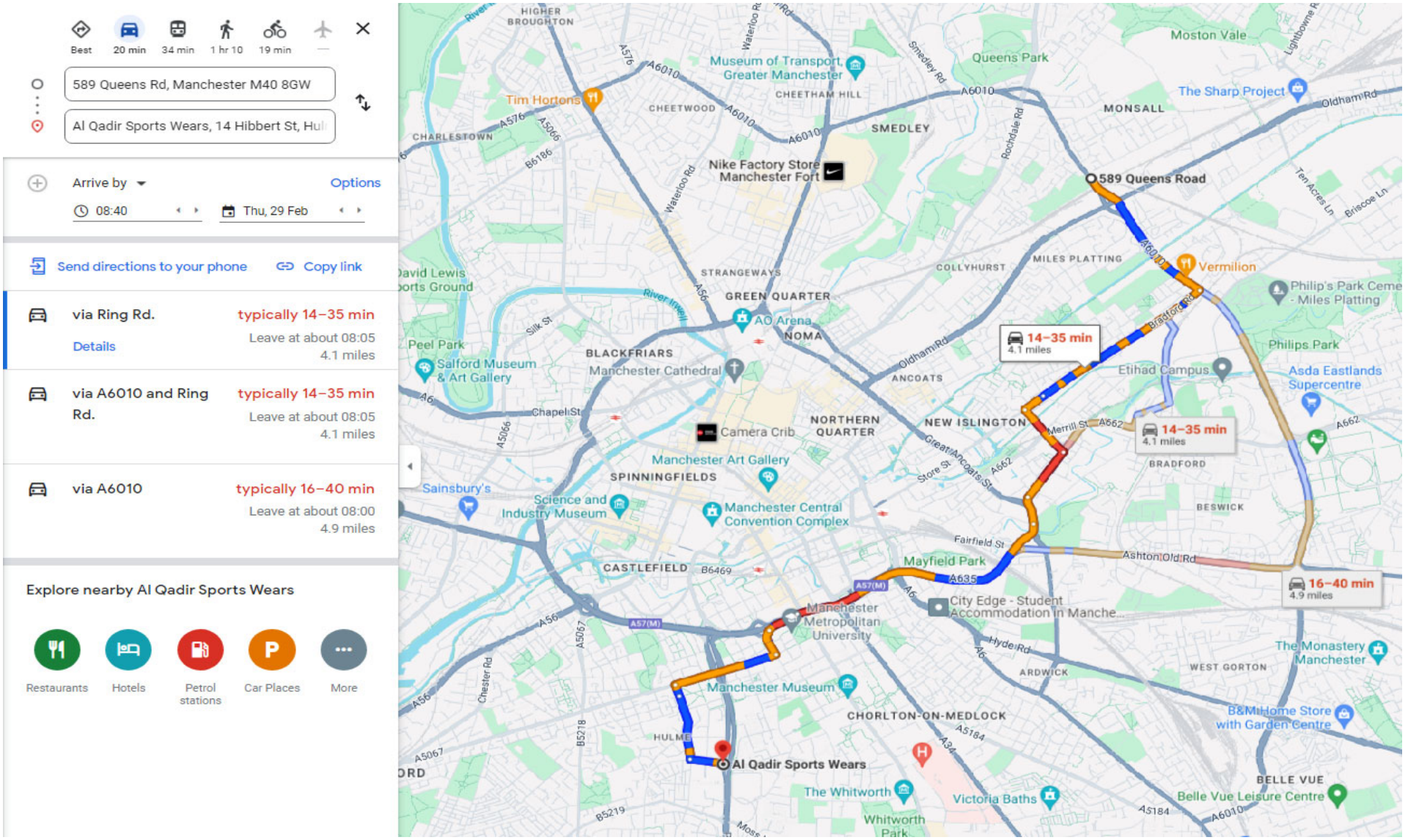
Manchester 015



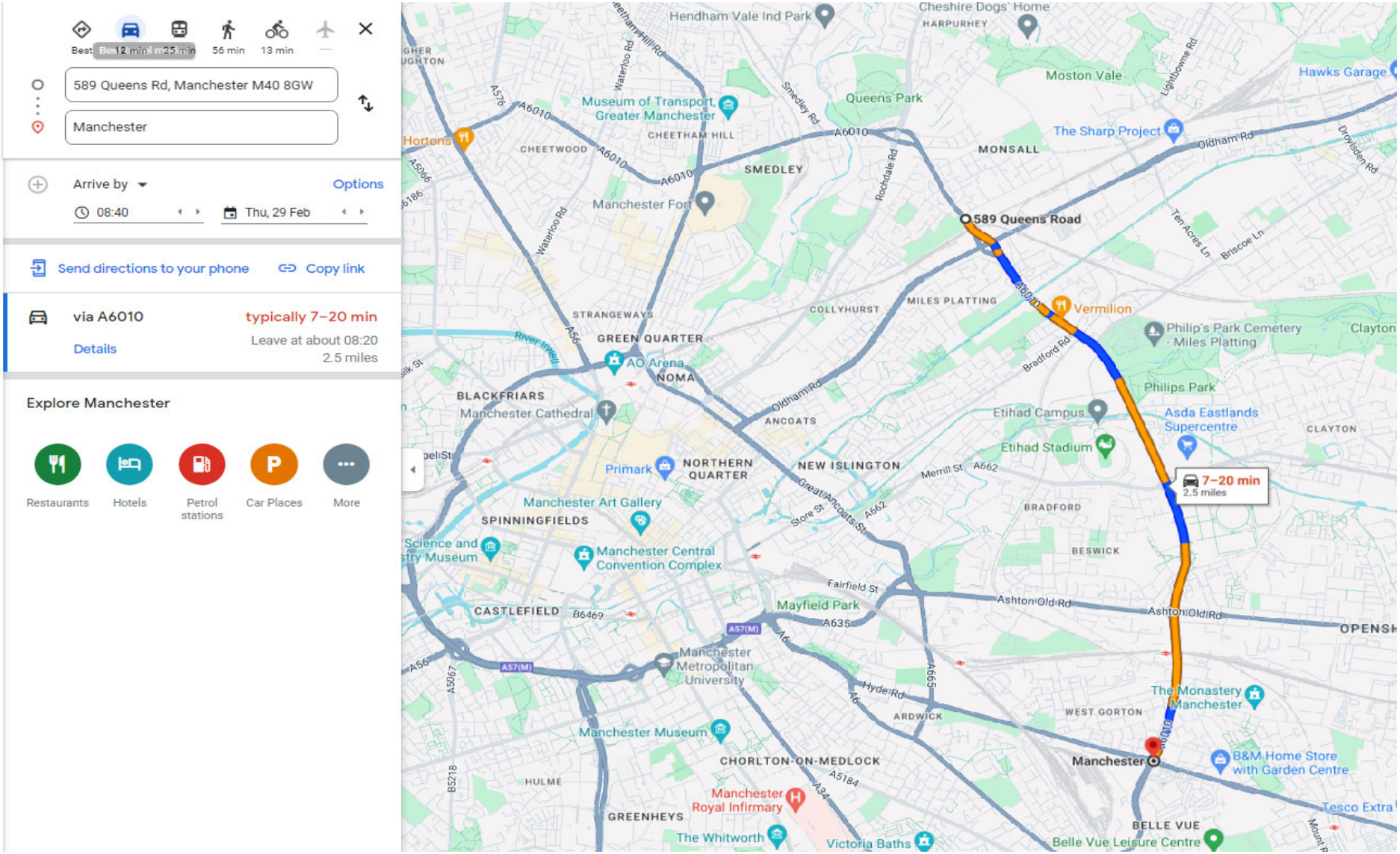
Manchester 017



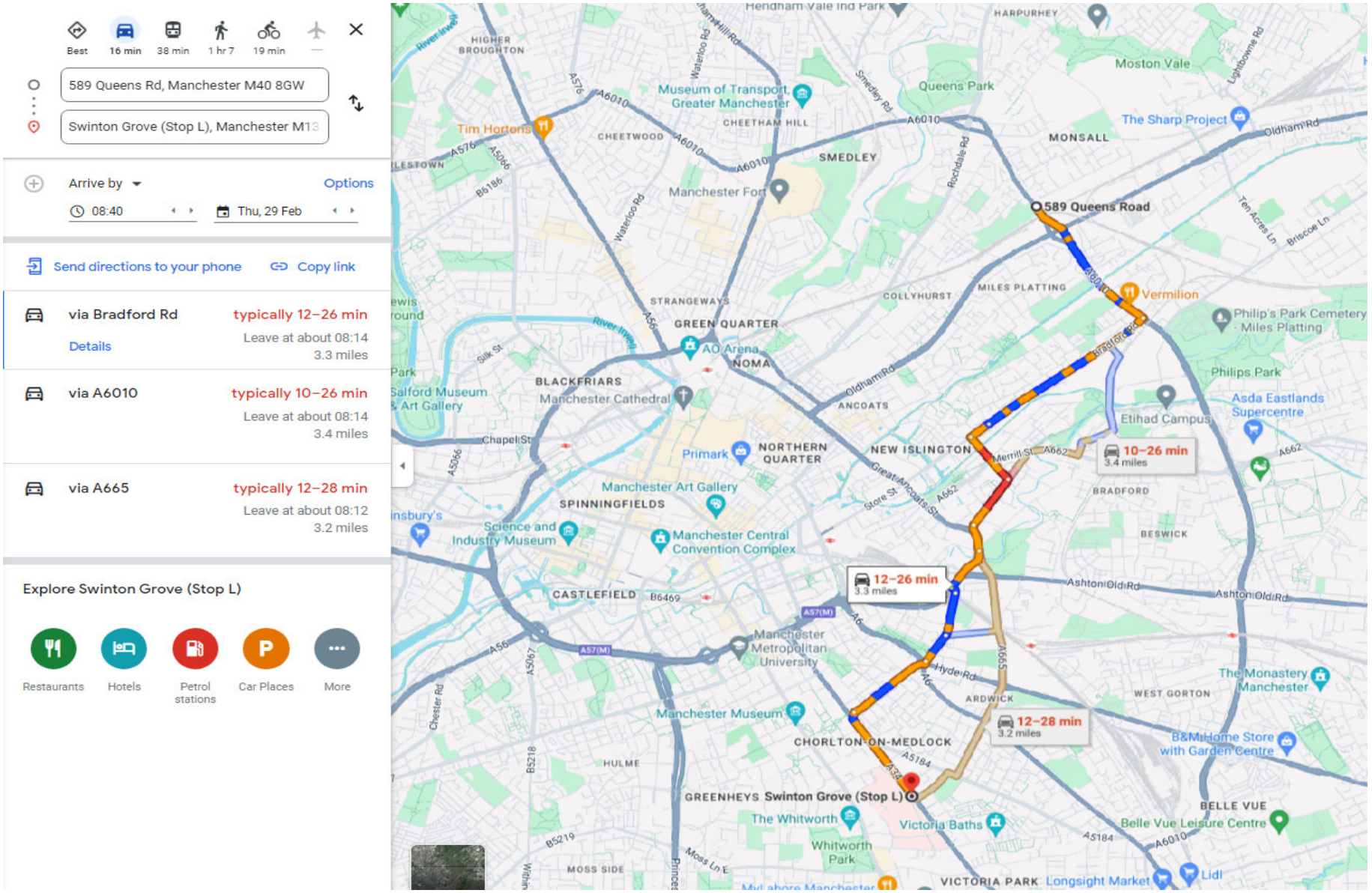
Manchester 018



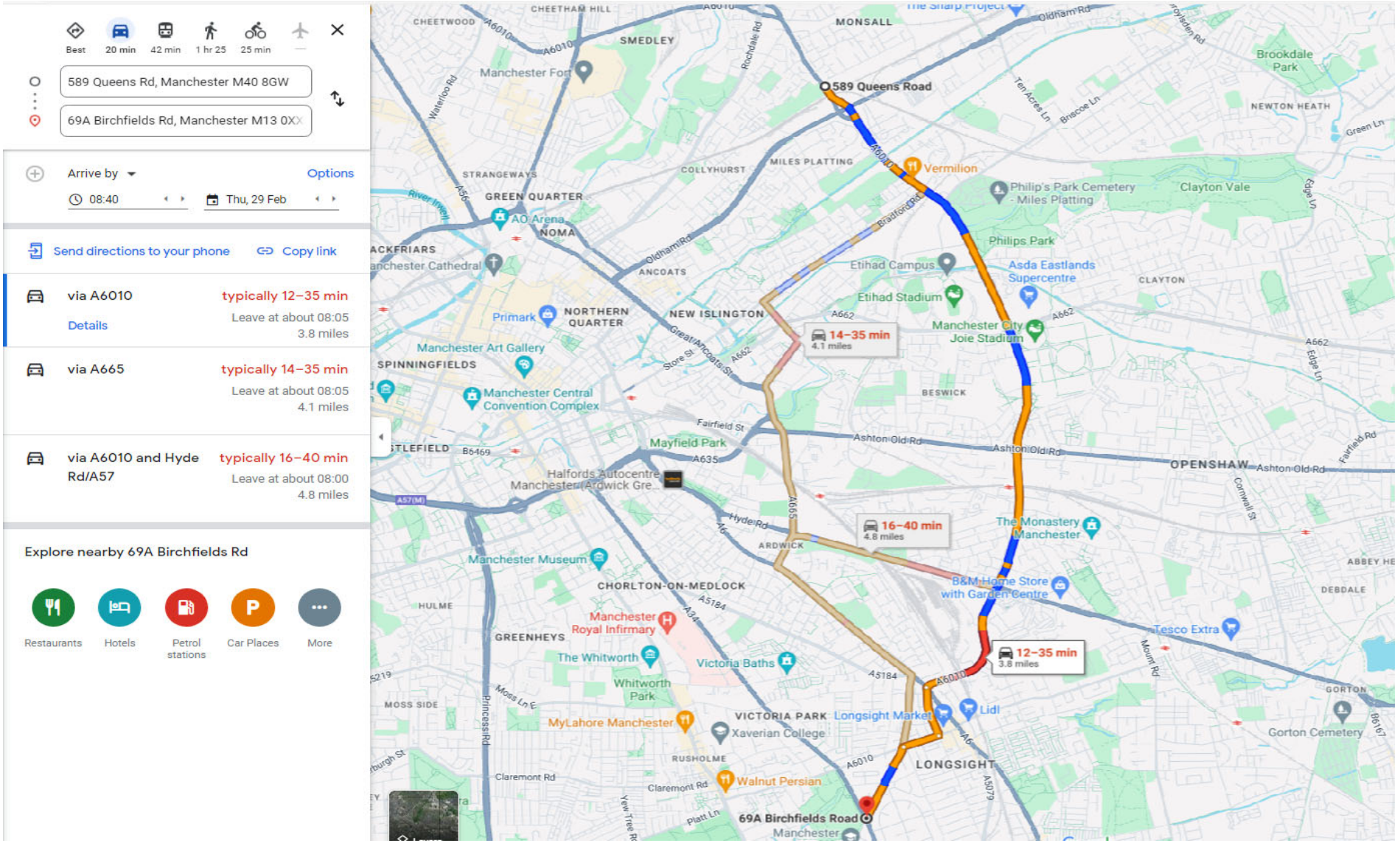
Manchester 019



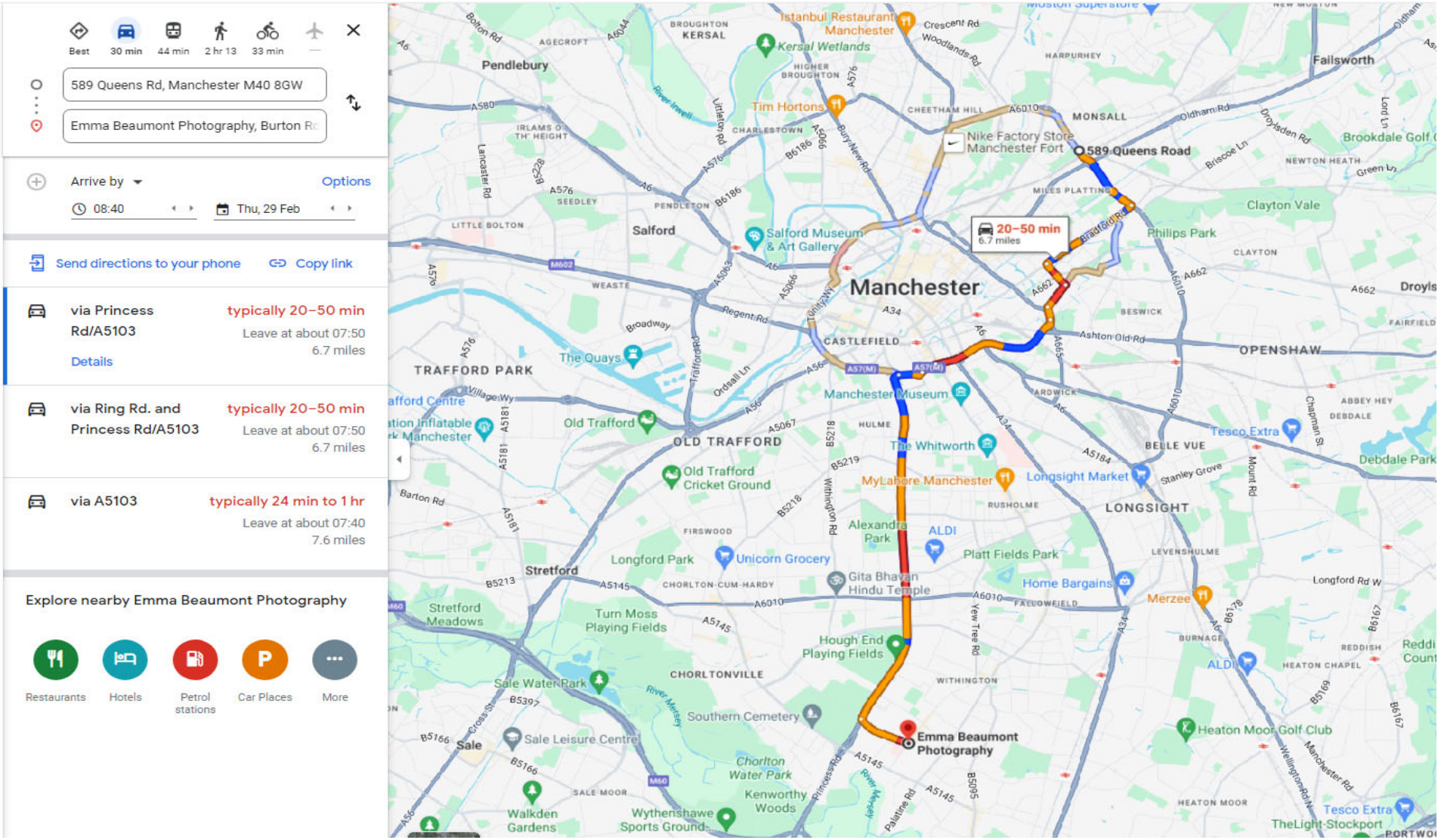
Manchester 020



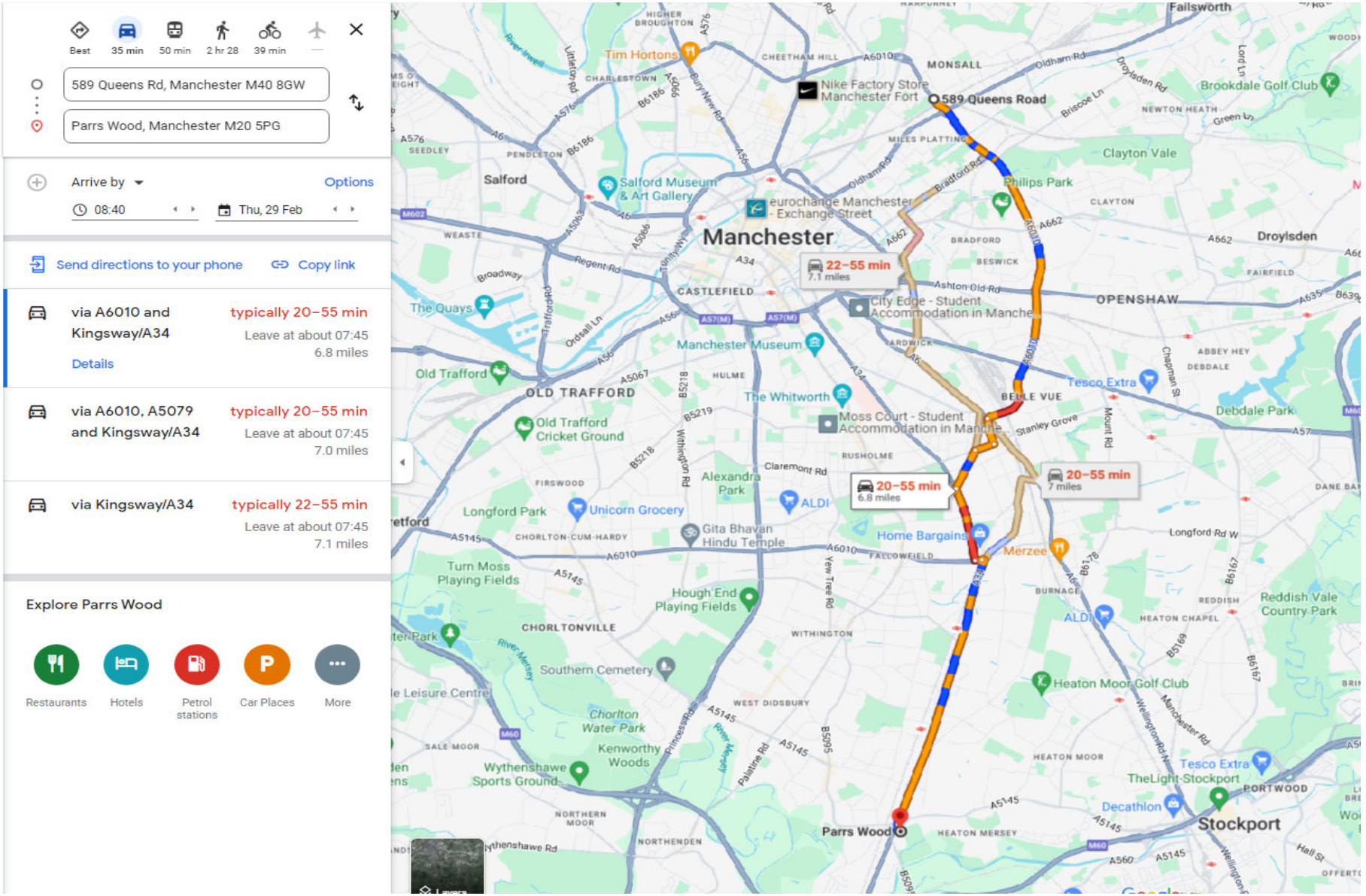
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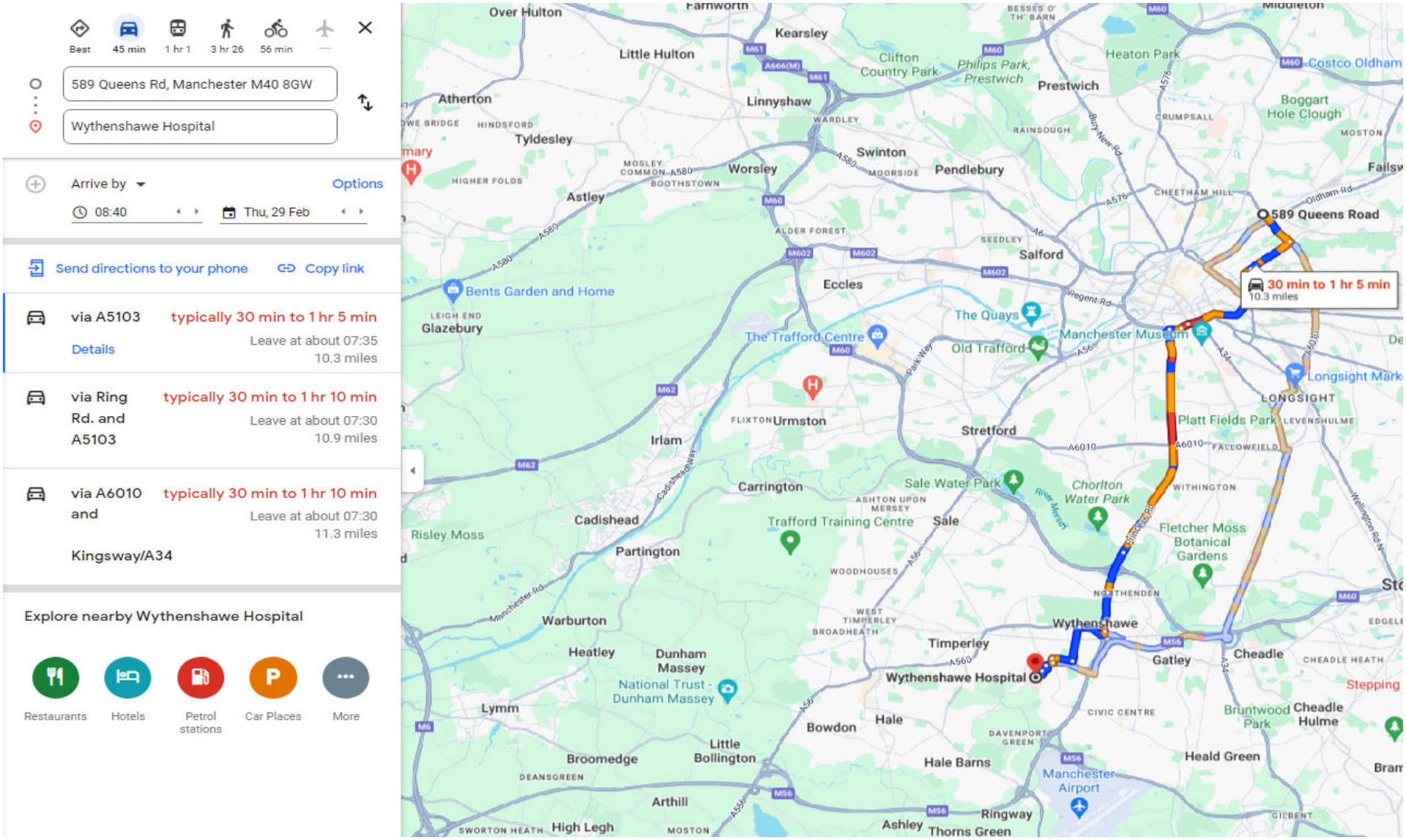
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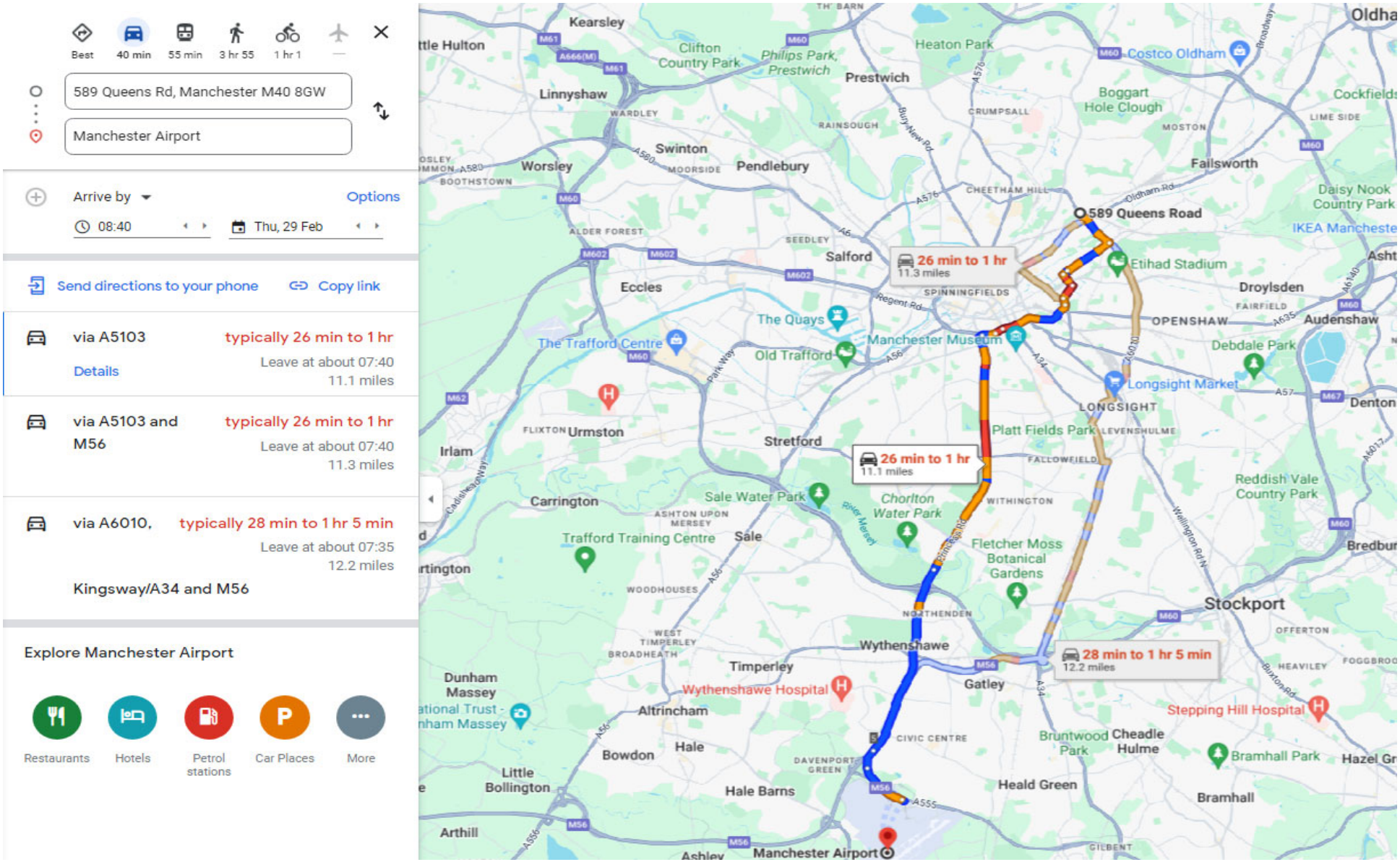
Manchester 039



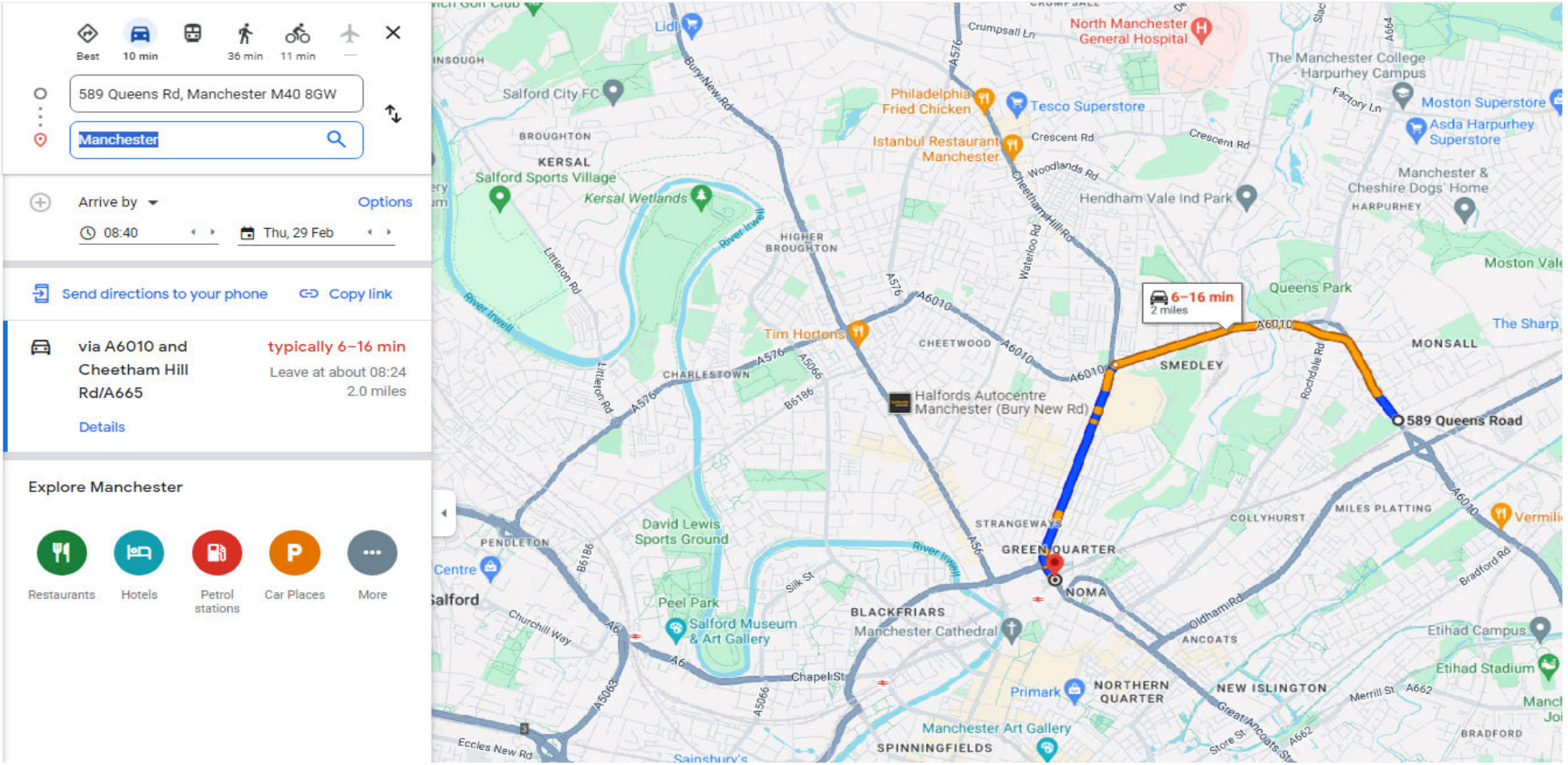
Manchester 045



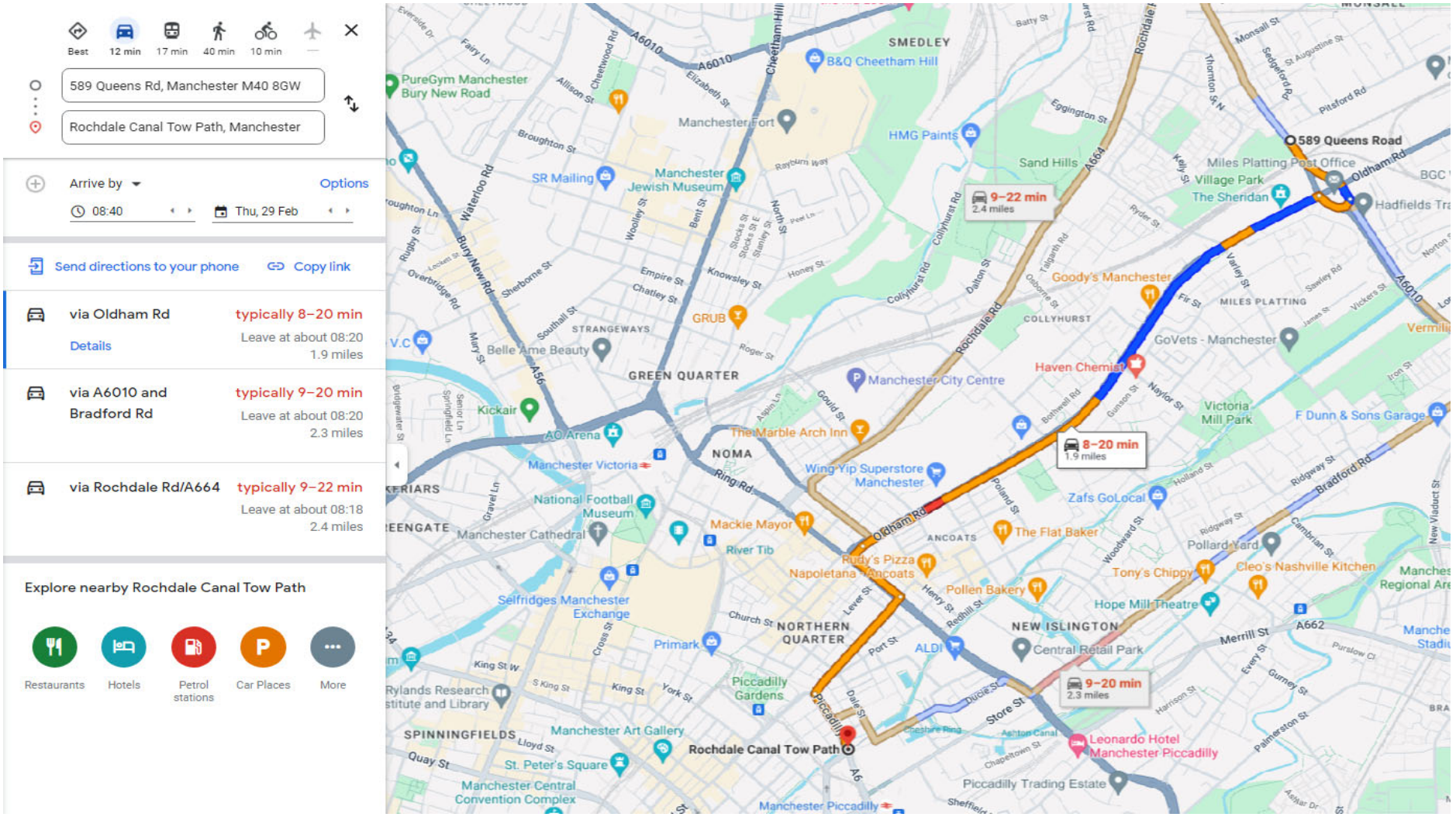
Manchester 051



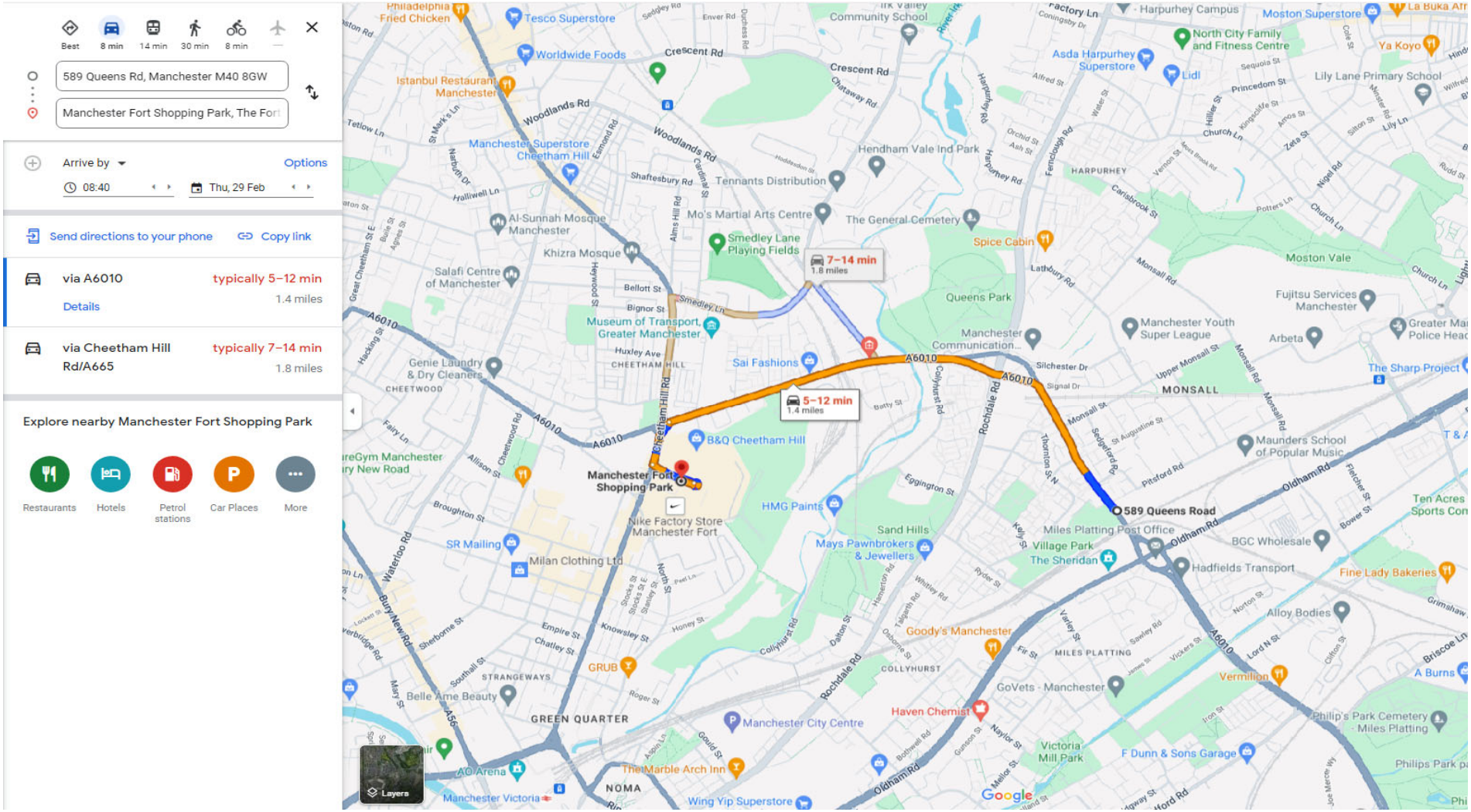
Manchester 053



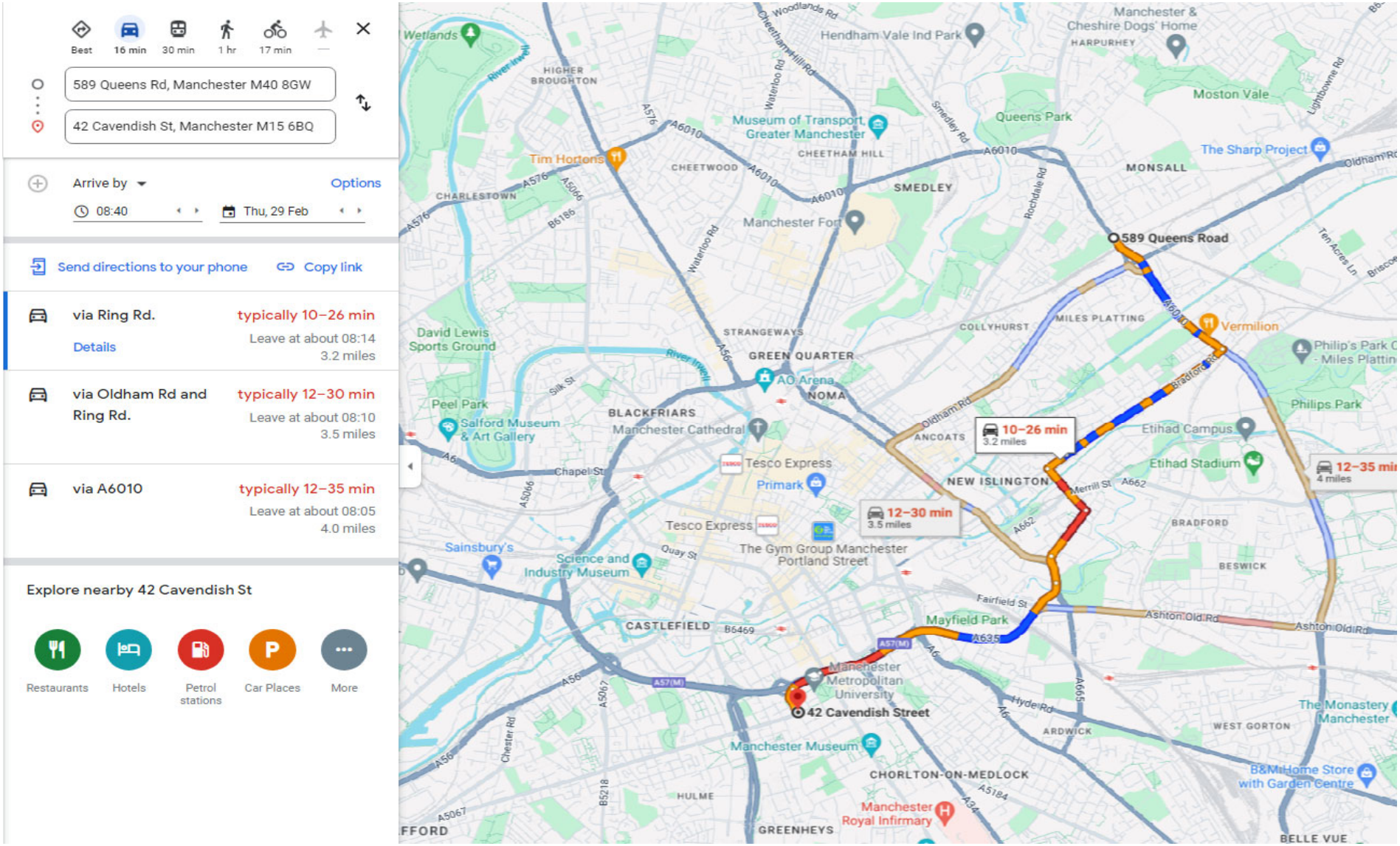
Manchester 054



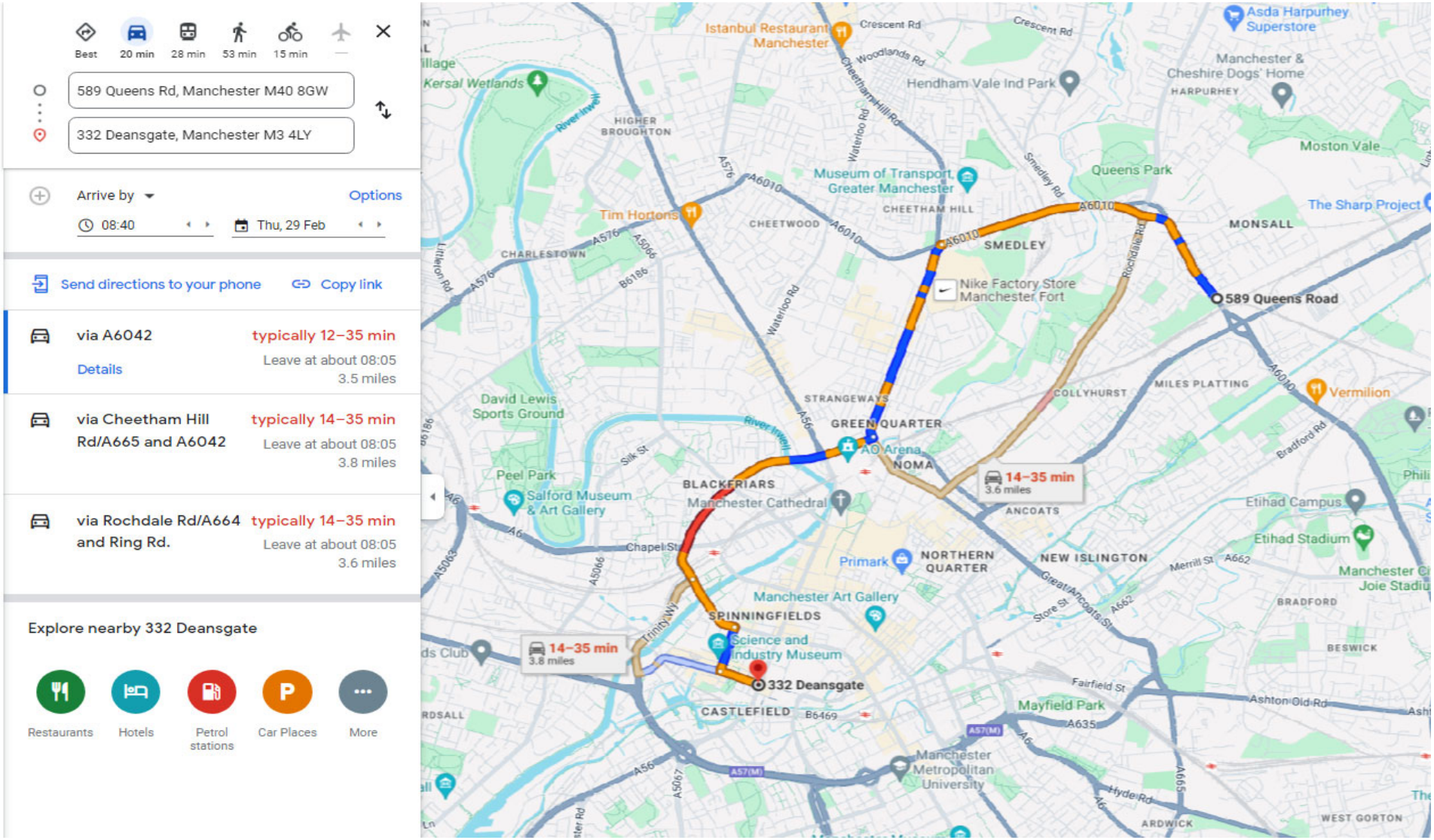
Manchester 055



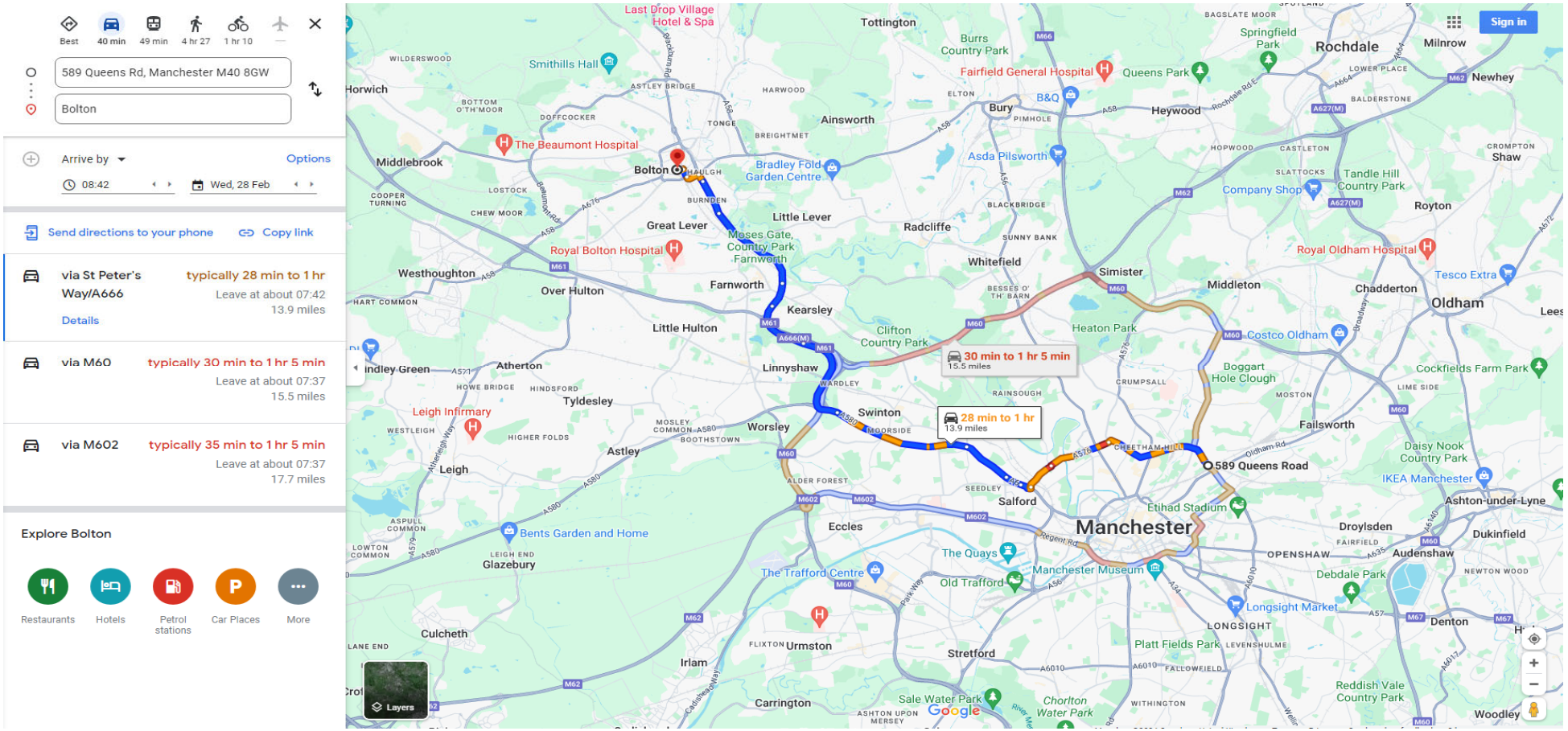
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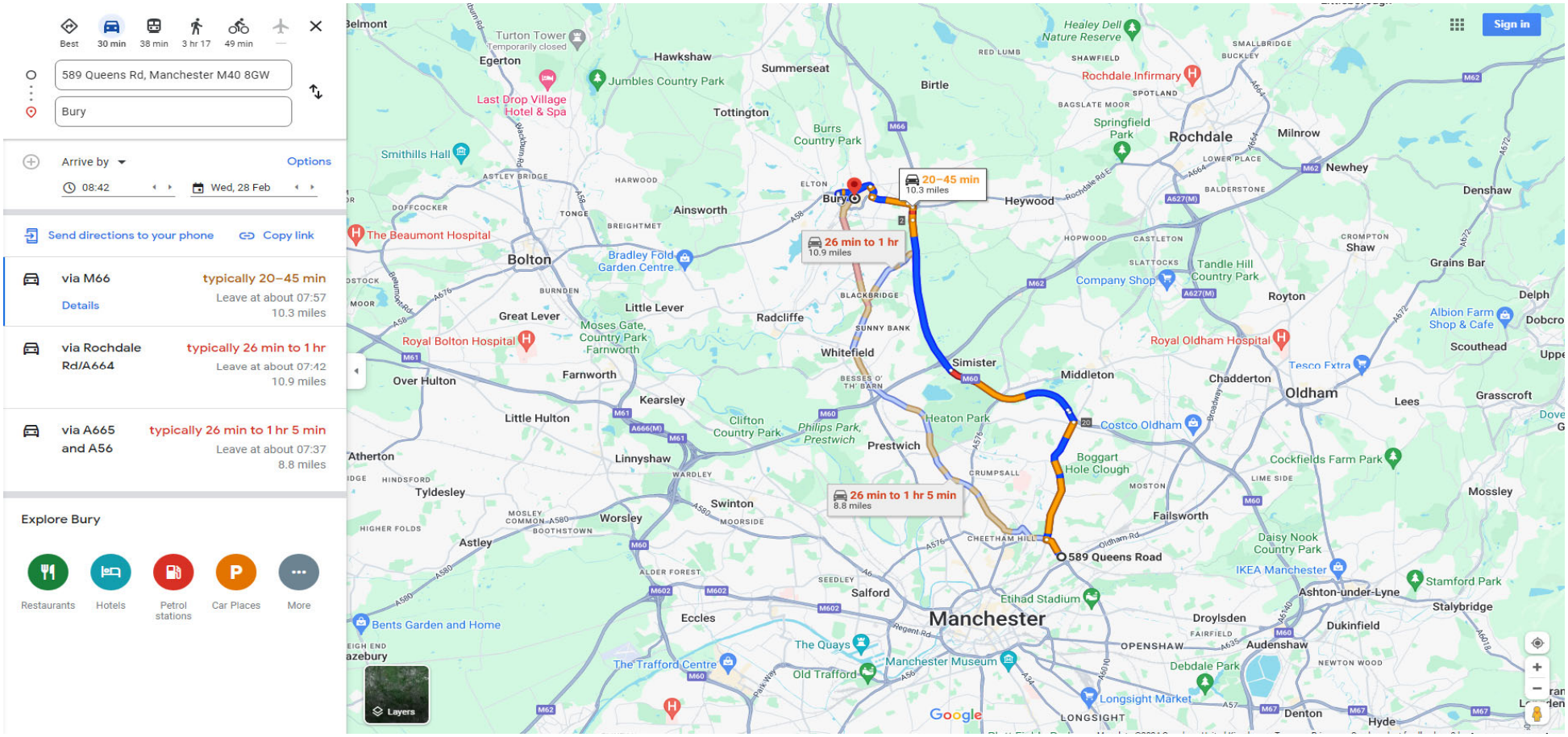
Manchester 057



Manchester 060


Best
40 min
49 min
4 hr 27
1 hr 10
589 Queens Rd, Manchester M40 8GW
Bolton
Arrive by
Options
08:42
Wed, 28 Feb
Send directions to your phone
Copy link
via St Peter's Way/A666
typically 28 min to 1 hr
Leave at about 07:42
13.9 miles
Details
via M60
typically 30 min to 1 hr 5 min
Leave at about 07:37
15.5 miles
via M602
typically 35 min to 1 hr 5 min
Leave at about 07:37
17.7 miles
Explore Bolton
Restaurants
Hotels
Petrol stations
Car Places
More
Layers
30 min to 1 hr 5 min
15.5 miles
28 min to 1 hr
13.9 miles
589 Queens Road
Bolton
Manchester
Salford
Eccles
Swinton
Worsley
Leigh
Atherton
Tyldesley
Astley
Linnyshaw
Kearsley
Farnworth
Little Hulton
Westhoughton
Over Hulton
Middlebrook
Horwich
Great Lever
Little Lever
Radcliffe
Whitefield
Simister
Middleton
Chadderton
Oldham
Royton
Rochdale
Milnrow
Newhey
Heywood
Bury
Ainsworth
Tottington
Failsworth
Droylsden
Audenshaw
Dukinfield
Ashton-under-Lyne
Denton
Stretford
Urmston
Irlam
Culcheth
Carrington
Sale Water Park
Chorlton Water Park
Reddish Vale Country Park
Woodley
Etihad Stadium
The Quays
Manchester Museum
Old Trafford
The Trafford Centre
Longsight Market
Debdale Park
Platt Fields Park
Royal Bolton Hospital
The Beaumont Hospital
Royal Oldham Hospital
Fairfield General Hospital
Asda Pilsworth
Bradley Fold Garden Centre
Moses Gate Country Park Farnworth
Clifton Country Park
Heaton Park
Tandle Hill Country Park
Daisy Nook Country Park
Cockfields Farm Park
Tesco Extra
Costco Oldham
IKEA Manchester
Bents Garden and Home
Leigh Infirmary
Smithills Hall
Last Drop Village Hotel & Spa
Burrs Country Park
Springfield Park
Queens Park
B&Q
Sign in
Google

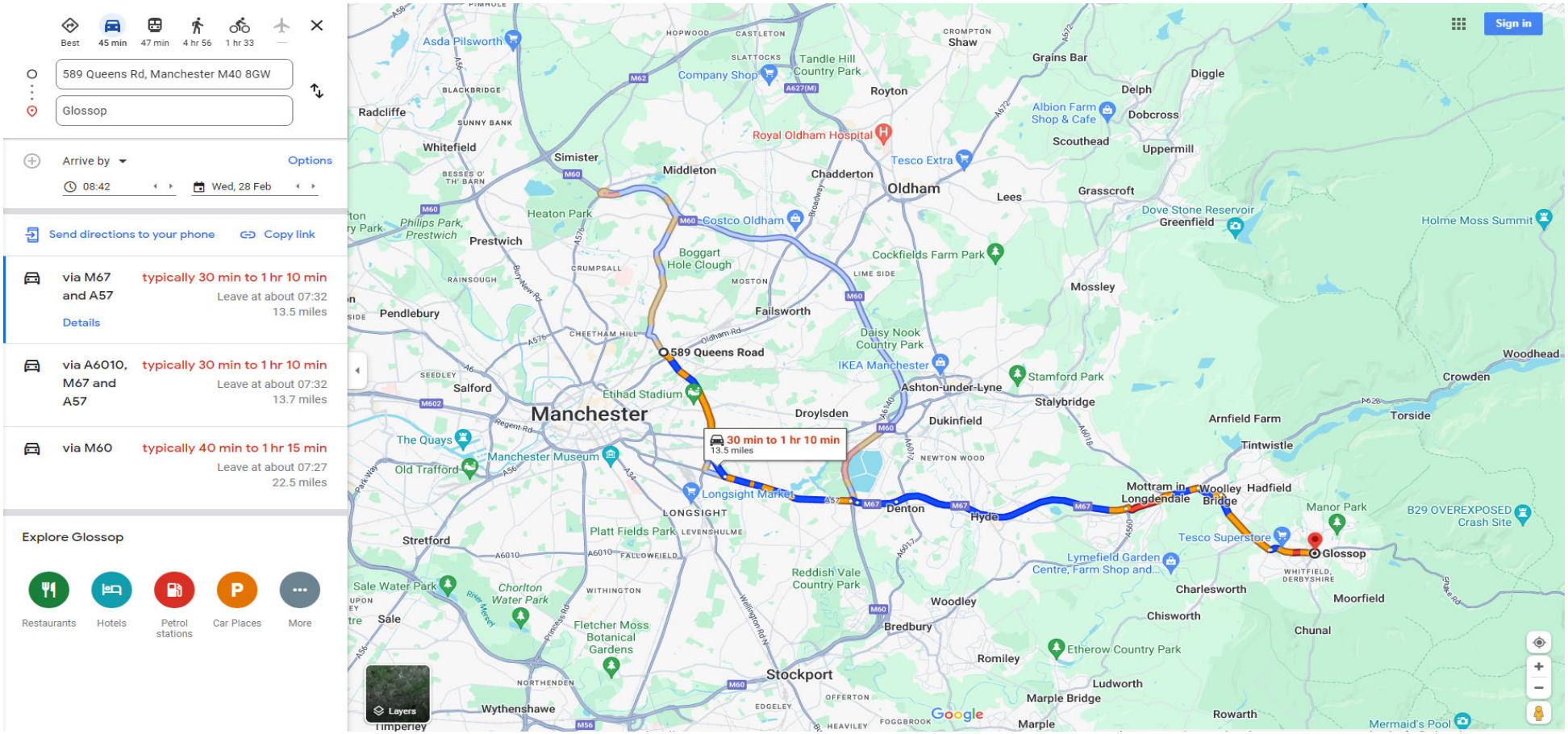
Bolton


Best
30 min
38 min
3 hr 17
49 min
589 Queens Rd, Manchester M40 8GW
Bury
Arrive by
Options
08:42
Wed, 28 Feb
Send directions to your phone
Copy link
via M66
typically 20–45 min
Details
Leave at about 07:57
10.3 miles
via Rochdale Rd/A664
typically 26 min to 1 hr
Leave at about 07:42
10.9 miles
via A665 and A56
typically 26 min to 1 hr 5 min
Leave at about 07:37
8.8 miles
Explore Bury
Restaurants
Hotels
Petrol stations
Car Places
More
20–45 min
10.3 miles
26 min to 1 hr
10.9 miles
26 min to 1 hr 5 min
8.8 miles
589 Queens Road
Bury
Manchester
Bolton
Rochdale
Oldham
Salford
Eccles
Sign in
Layers
Google

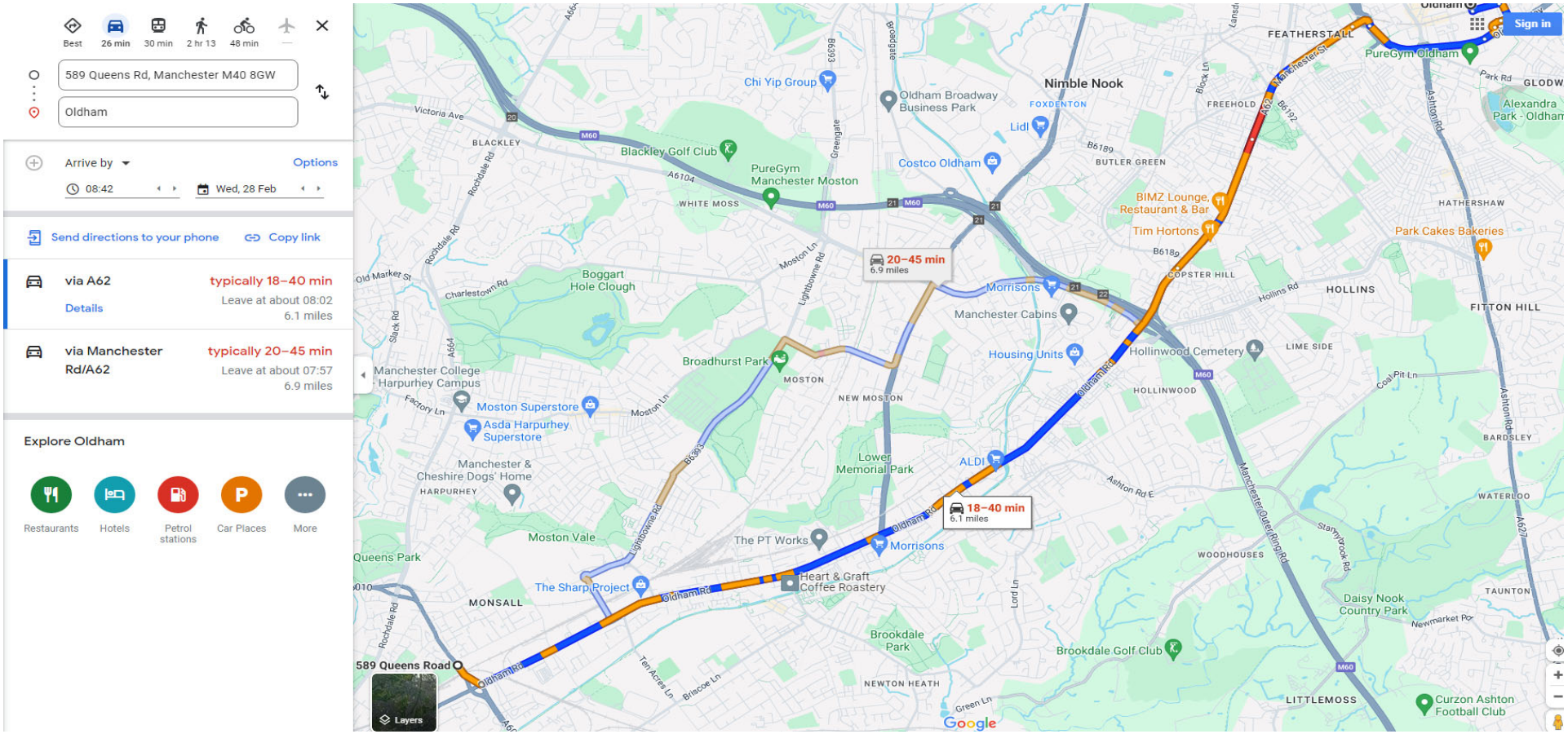
Bury



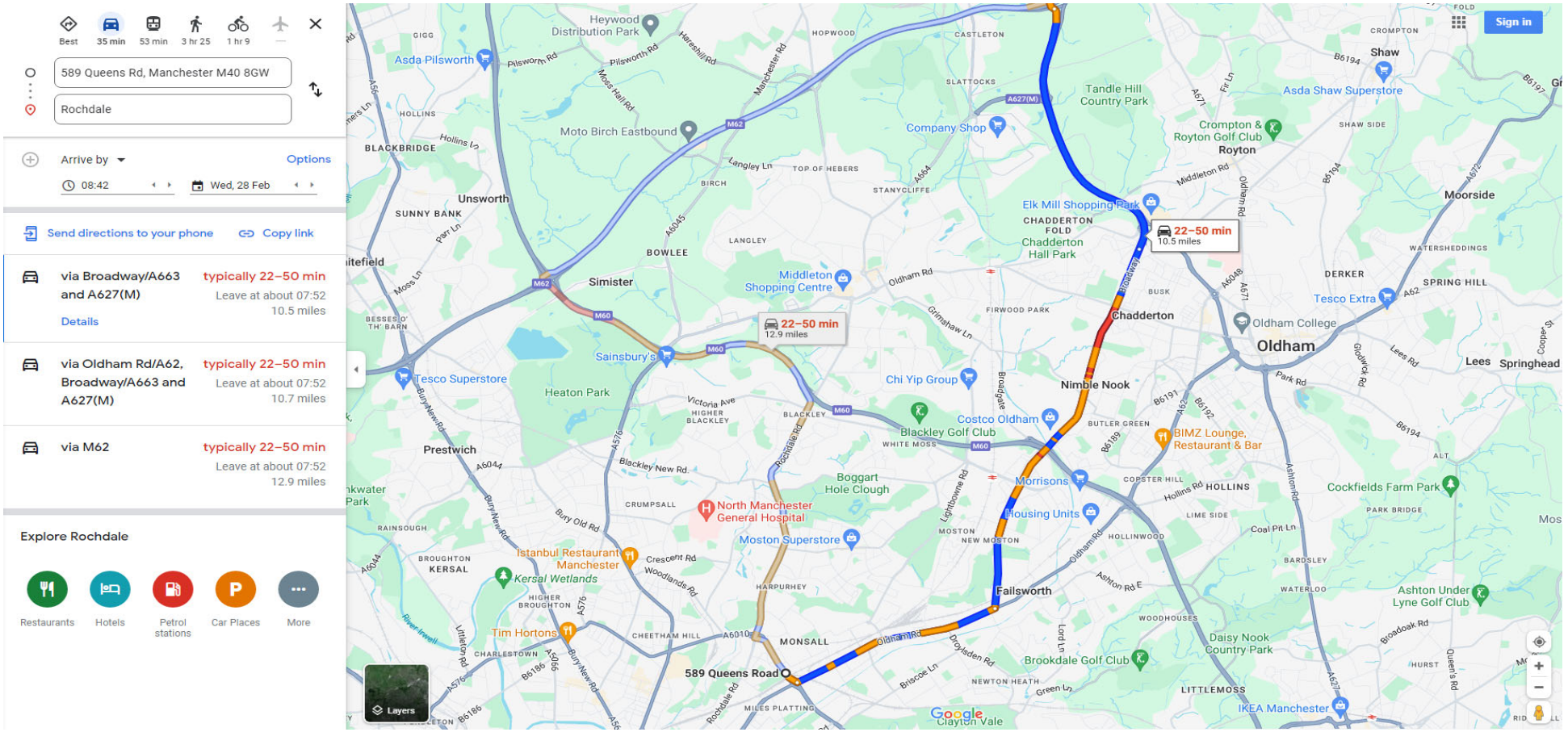
Cheshire East


Best
45 min
47 min
4 hr 56
1 hr 33
589 Queens Rd, Manchester M40 8GW
Glossop
Arrive by
Options
08:42
Wed, 28 Feb
Send directions to your phone
Copy link
via M67 and A57
typically 30 min to 1 hr 10 min
Leave at about 07:32
13.5 miles
Details
via A6010, M67 and A57
typically 30 min to 1 hr 10 min
Leave at about 07:32
13.7 miles
via M60
typically 40 min to 1 hr 15 min
Leave at about 07:27
22.5 miles
Explore Glossop
Restaurants
Hotels
Petrol stations
Car Places
More
Sign in
30 min to 1 hr 10 min
13.5 miles
589 Queens Road
Manchester
Glossop
Layers
Google

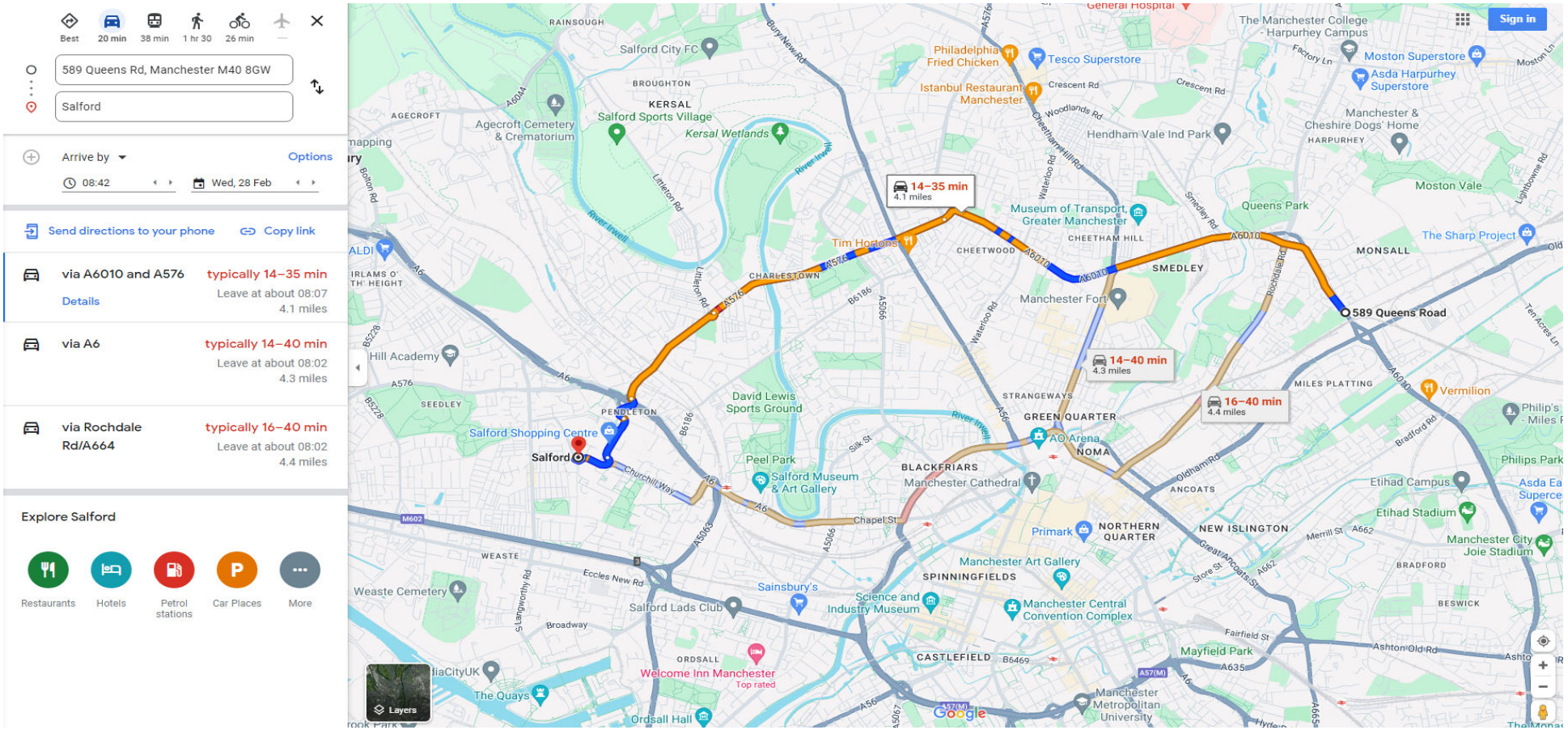
High Peak


Best
26 min
30 min
2 hr 13
48 min
589 Queens Rd, Manchester M40 8GW
Oldham
Arrive by
Options
08:42
Wed, 28 Feb
Send directions to your phone
Copy link
via A62
typically 18–40 min
Details
Leave at about 08:02
6.1 miles
via Manchester Rd/A62
typically 20–45 min
Leave at about 07:57
6.9 miles
Explore Oldham
Restaurants
Hotels
Petrol stations
Car Places
More
Sign in
20–45 min
6.9 miles
18–40 min
6.1 miles
589 Queens Road
Layers
Google

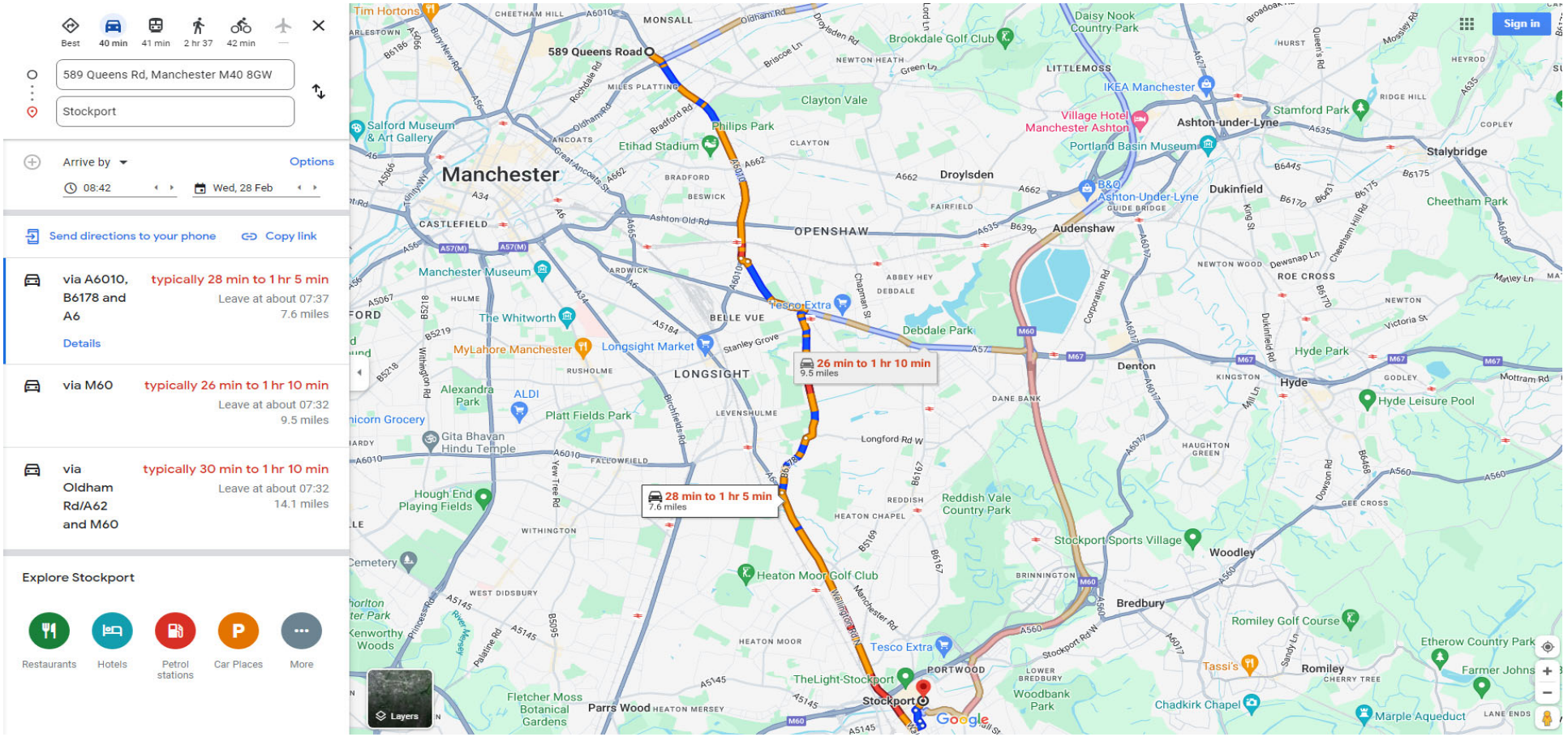
Oldham


Best
35 min
53 min
3 hr 25
1 hr 9
589 Queens Rd, Manchester M40 8GW
Rochdale
Arrive by
Options
08:42
Wed, 28 Feb
Send directions to your phone
Copy link
via Broadway/A663 and A627(M)
typically 22–50 min
Leave at about 07:52
10.5 miles
Details
via Oldham Rd/A62, Broadway/A663 and A627(M)
typically 22–50 min
Leave at about 07:52
10.7 miles
via M62
typically 22–50 min
Leave at about 07:52
12.9 miles
Explore Rochdale
Restaurants
Hotels
Petrol stations
Car Places
More
22–50 min
10.5 miles
22–50 min
12.9 miles
589 Queens Road
Failsworth
Oldham
Chadderton
Nimble Nook
Sainsbury's
Tesco Superstore
Asda Pilsworth
Heywood Distribution Park
Moto Birch Eastbound
Company Shop
Tandle Hill Country Park
Asda Shaw Superstore
Crompton & Royton Golf Club
Elk Mill Shopping Park
Chadderton Hall Park
Middleton Shopping Centre
Tesco Extra
Oldham College
Chi Yip Group
Costco Oldham
Blackley Golf Club
BIMZ Lounge, Restaurant & Bar
Morrisons
Housing Units
Cockfields Farm Park
North Manchester General Hospital
Moston Superstore
Boggart Hole Clough
Istanbul Restaurant Manchester
Kersal Wetlands
Tim Hortons
Ashton Under Lyne Golf Club
Daisy Nook Country Park
Brookdale Golf Club
IKEA Manchester
Heaton Park
Prestwich
Unsworth
Simister
Moorside
Lees
Springhead
Layers
Google

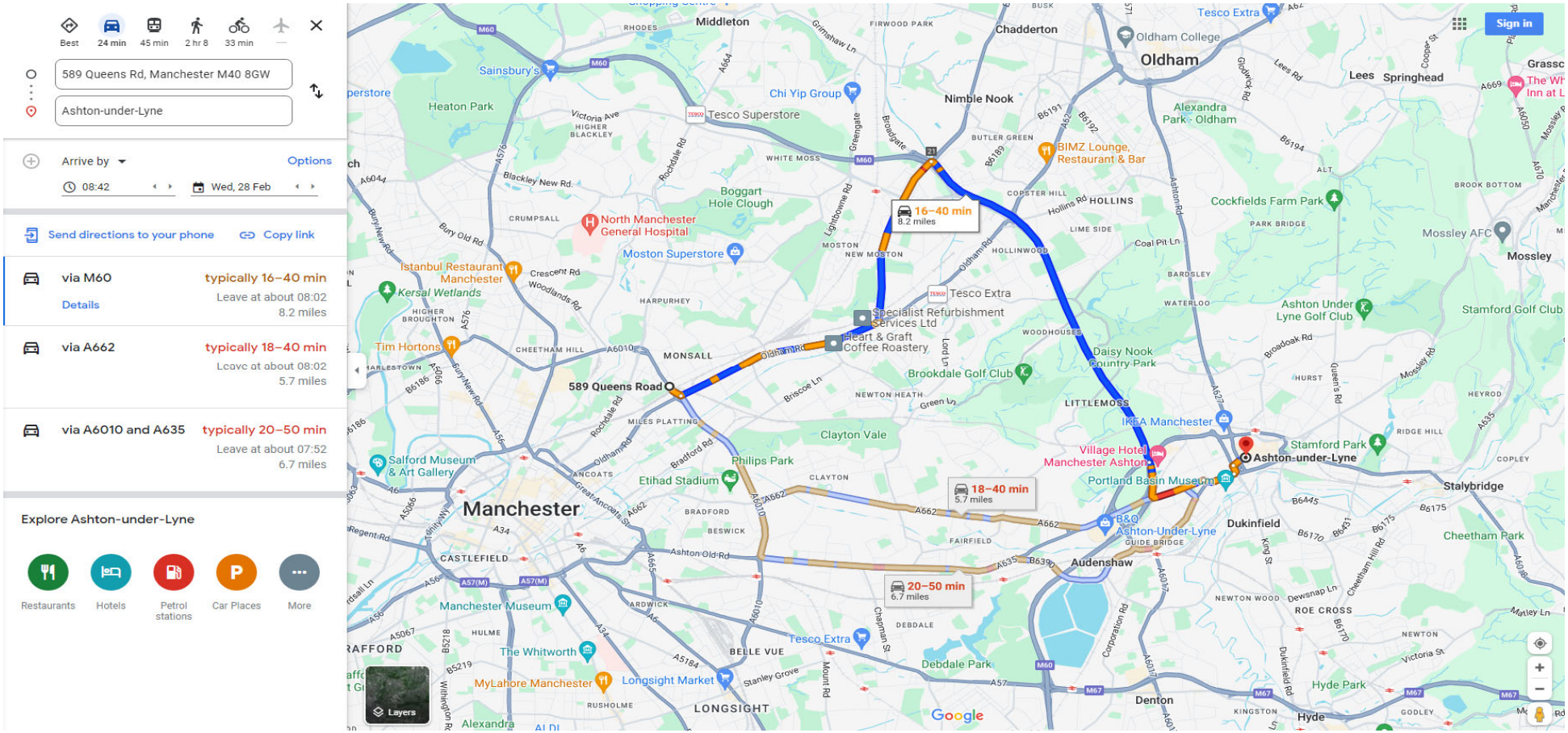
Rochdale


Best
20 min
38 min
1 hr 30
26 min
589 Queens Rd, Manchester M40 8GW
Salford
Arrive by
Options
08:42
Wed, 28 Feb
Send directions to your phone
Copy link
via A6010 and A576
typically 14–35 min
Details
Leave at about 08:07
4.1 miles
via A6
typically 14–40 min
Leave at about 08:02
4.3 miles
via Rochdale Rd/A664
typically 16–40 min
Leave at about 08:02
4.4 miles
Explore Salford
Restaurants
Hotels
Petrol stations
Car Places
More
14–35 min
4.1 miles
14–40 min
4.3 miles
16–40 min
4.4 miles
589 Queens Road
Salford
Sign in
Layers
Google

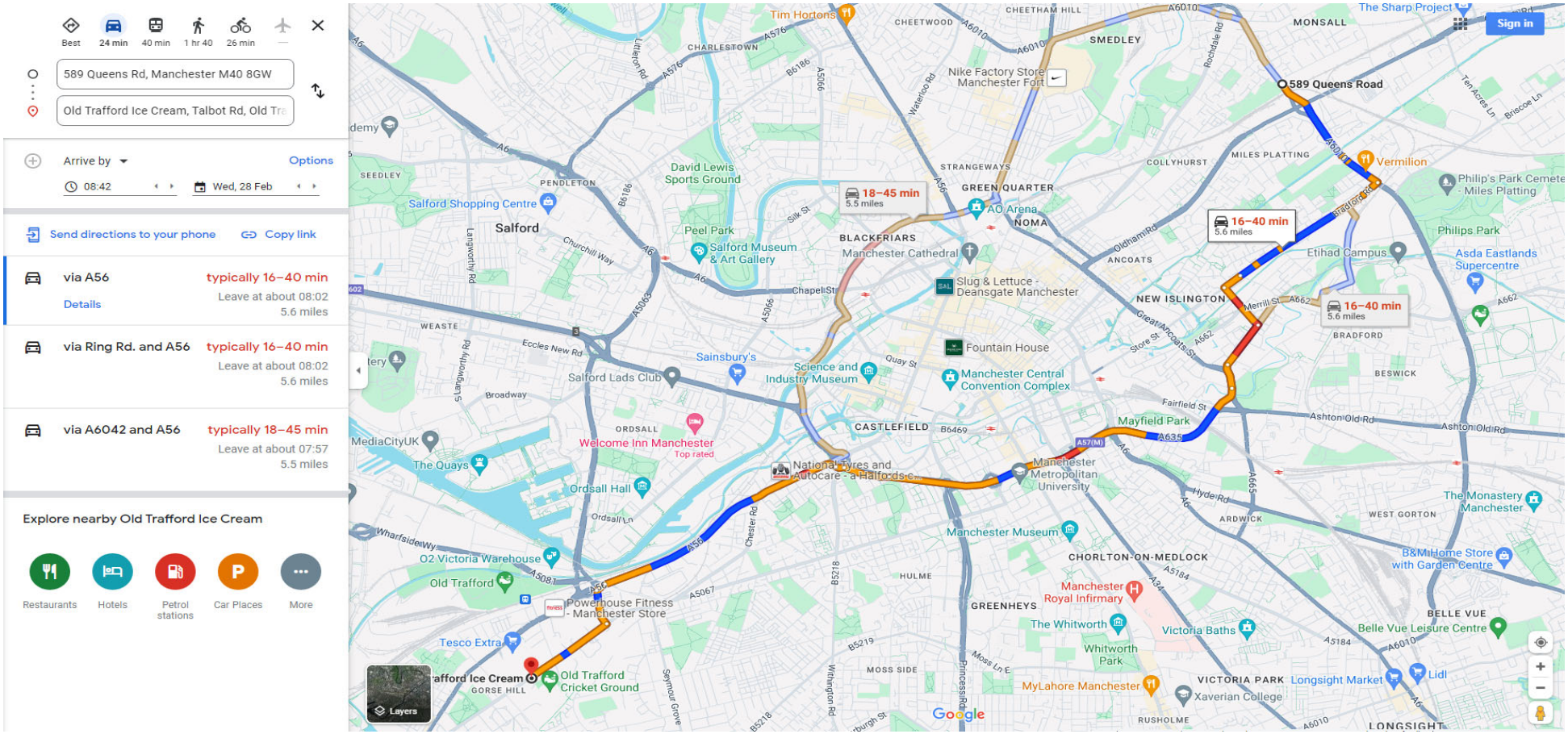
Salford


Best
40 min
41 min
2 hr 37
42 min
589 Queens Rd, Manchester M40 8GW
Stockport
Arrive by
Options
08:42
Wed, 28 Feb
Send directions to your phone
Copy link
via A6010, B6178 and A6
typically 28 min to 1 hr 5 min
Leave at about 07:37
7.6 miles
Details
via M60
typically 26 min to 1 hr 10 min
Leave at about 07:32
9.5 miles
via Oldham Rd/A62 and M60
typically 30 min to 1 hr 10 min
Leave at about 07:32
14.1 miles
Explore Stockport
Restaurants
Hotels
Petrol stations
Car Places
More
Layers
589 Queens Road
Stockport
26 min to 1 hr 10 min
9.5 miles
28 min to 1 hr 5 min
7.6 miles
Manchester
Sign in

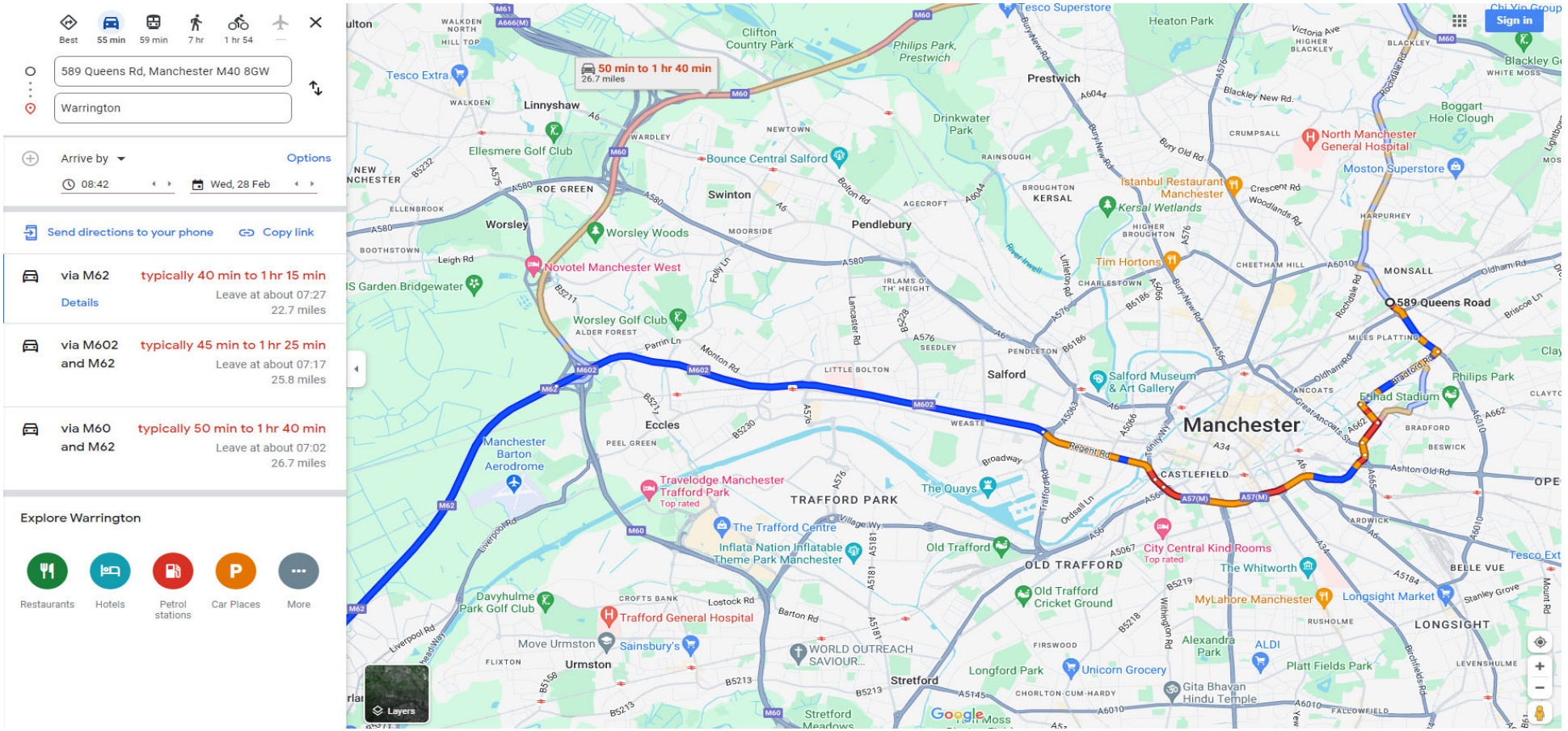
Stockport


Best
24 min
45 min
2 hr 8
33 min
589 Queens Rd, Manchester M40 8GW
Ashton-under-Lyne
Arrive by
Options
08:42
Wed, 28 Feb
Send directions to your phone
Copy link
via M60
typically 16–40 min
Details
Leave at about 08:02
8.2 miles
via A662
typically 18–40 min
Leave at about 08:02
5.7 miles
via A6010 and A635
typically 20–50 min
Leave at about 07:52
6.7 miles
Explore Ashton-under-Lyne
Restaurants
Hotels
Petrol stations
Car Places
More
Sign in
16–40 min
8.2 miles
18–40 min
5.7 miles
20–50 min
6.7 miles
589 Queens Road
Ashton-under-Lyne
Manchester
Oldham
Middleton
Chadderton
Nimble Nook
Tesco Superstore
Tesco Extra
Chi Yip Group
Sainsbury's
Heaton Park
North Manchester General Hospital
Moston Superstore
Boggart Hole Clough
Specialist Refurbishment Services Ltd
Heart & Graft Coffee Roastery
Brookdale Golf Club
Daisy Nook Country Park
IKEA Manchester
Village Hotel Manchester Ashton
Portland Basin Museum
Stamford Park
Ashton Under Lyne Golf Club
Stamford Golf Club
Cockfields Farm Park
Mossley AFC
Mossley
Stalybridge
Dukinfield
Audenshaw
Cheetham Park
Salford Museum & Art Gallery
Etihad Stadium
Philips Park
Clayton Vale
Manchester Museum
The Whitworth
MyLahore Manchester
Longsight Market
Debdale Park
Hyde Park
Denton
Hyde
Layers
Google

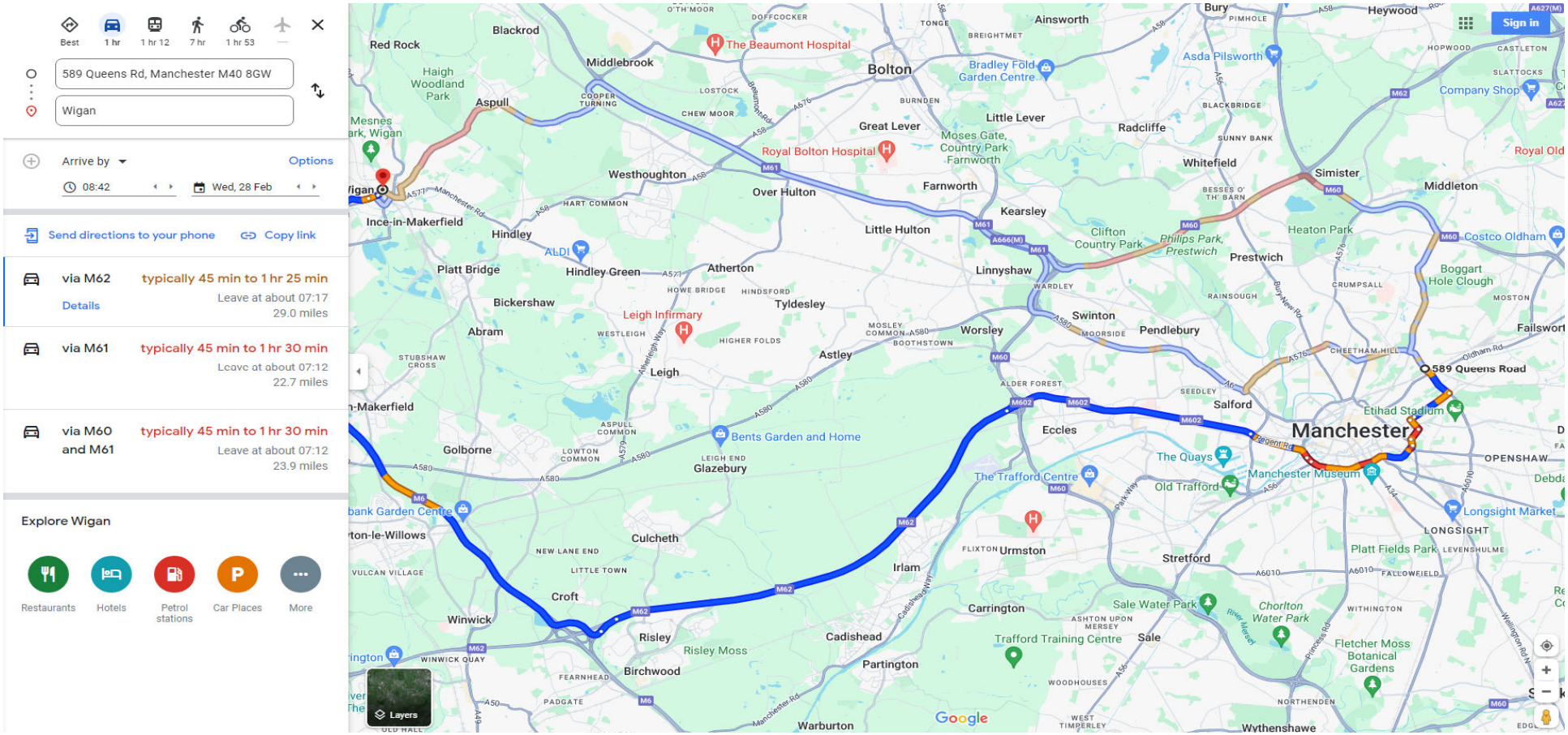
Tameside


Best
24 min
40 min
1 hr 40
26 min
589 Queens Rd, Manchester M40 8GW
Old Trafford Ice Cream, Talbot Rd, Old Tra
Arrive by
Options
08:42
Wed, 28 Feb
Send directions to your phone
Copy link
via A56
typically 16–40 min
Details
Leave at about 08:02
5.6 miles
via Ring Rd. and A56
typically 16–40 min
Leave at about 08:02
5.6 miles
via A6042 and A56
typically 18–45 min
Leave at about 07:57
5.5 miles
Explore nearby Old Trafford Ice Cream
Restaurants
Hotels
Petrol stations
Car Places
More
18–45 min
5.5 miles
16–40 min
5.6 miles
16–40 min
5.6 miles
589 Queens Road
Sign in
Layers
Google

Trafford


Best
55 min
59 min
7 hr
1 hr 54
589 Queens Rd, Manchester M40 8GW
Warrington
Arrive by
Options
08:42
Wed, 28 Feb
Send directions to your phone
Copy link
via M62
typically 40 min to 1 hr 15 min
Details
Leave at about 07:27
22.7 miles
via M602 and M62
typically 45 min to 1 hr 25 min
Leave at about 07:17
25.8 miles
via M60 and M62
typically 50 min to 1 hr 40 min
Leave at about 07:02
26.7 miles
Explore Warrington
Restaurants
Hotels
Petrol stations
Car Places
More
50 min to 1 hr 40 min
26.7 miles
Sign in
589 Queens Road
Manchester
Salford
Eccles
Prestwich
Swinton
Pendlebury
Worsley
Linnyshaw
Clifton Country Park
Philips Park, Prestwich
Heaton Park
Drinkwater Park
Boggart Hole Clough
Ellesmere Golf Club
Bounce Central Salford
Worsley Woods
Novotel Manchester West
Worsley Golf Club
Garden Bridgewater
Tesco Extra
Tesco Superstore
North Manchester General Hospital
Moston Superstore
Istanbul Restaurant Manchester
Kersal Wetlands
Tim Hortons
Salford Museum & Art Gallery
Etihad Stadium
Philips Park
Manchester Barton Aerodrome
Travelodge Manchester Trafford Park
Top rated
TRAFFORD PARK
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The Trafford Centre
Inflata Nation Inflatable Theme Park Manchester
Old Trafford
OLD TRAFFORD
City Central Kind Rooms
Top rated
The Whitworth
Old Trafford Cricket Ground
MyLahore Manchester
Longsight Market
LONGSIGHT
Davyhulme Park Golf Club
Trafford General Hospital
Move Urmston
Sainsbury's
Urmston
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Stretford
Longford Park
Unicorn Grocery
Gita Bhavan Hindu Temple
Alexandra Park
ALDI
Platt Fields Park
Layers
Google

Warrington


Best
1 hr
1 hr 12
7 hr
1 hr 53
589 Queens Rd, Manchester M40 8GW
Wigan
Arrive by
Options
08:42
Wed, 28 Feb
Send directions to your phone
Copy link
via M62
typically 45 min to 1 hr 25 min
Details
Leave at about 07:17
29.0 miles
via M61
typically 45 min to 1 hr 30 min
Leave at about 07:12
22.7 miles
via M60
and M61
typically 45 min to 1 hr 30 min
Leave at about 07:12
23.9 miles
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Stretford
Sale
Warburton
Wythenshawe
589 Queens Road
The Beaumont Hospital
Royal Bolton Hospital
Leigh Infirmary
Bradley Fold Garden Centre
Asda Pilsworth
Moses Gate Country Park Farnworth
Clifton Country Park
Philips Park, Prestwich
Heaton Park
Costco Oldham
Boggart Hole Clough
Etihad Stadium
The Quays
Manchester Museum
Old Trafford
The Trafford Centre
Trafford Training Centre
Bents Garden and Home
Longsight Market
Platt Fields Park
Fletcher Moss Botanical Gardens
Chorlton Water Park
Sale Water Park
Company Shop
ALDI

Wigan

APPENDIX 6

PICADY Output for the

Proposed Site Access Junction

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.2.1013
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Filename: A6010 Queens RdSite Access.j9
Path: Z:\projects\4240 Pitsford Road, Manchester\Arcady
Report generation date: 21/03/2024 11:12:29

»2029 'With Development' Flows, AM
»2029 'With Development' Flows, PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2029 'With Development' Flows									
Stream B-AC	D1	0.1	11.97	0.10	B	D2	0.1	13.29	0.05	B
Stream C-AB		0.0	4.23	0.03	A		0.2	3.66	0.11	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	21/03/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	EDD\Lucy.Gretton
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2029 'With Development' Flows	AM	ONE HOUR	08:00	09:30	15
D2	2029 'With Development' Flows	PM	ONE HOUR	08:00	09:30	15

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Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

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2029 'With Development' Flows, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.33	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Arms

Arms

Arm	Name	Description	Arm type
A	A6010 Queen Rd (N)		Major
B	Site Access		Minor
C	A6010 Queens Rd (S)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	10.20			100.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	2.50	43	43

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	487	0.073	0.183	0.115	0.262
B-C	618	0.077	0.196	-	-
C-B	632	0.200	0.200	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

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ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2029 'With Development' Flows	AM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	782	100.000
B		✓	32	100.000
C		✓	660	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	5	777
	B	13	0	19
	C	652	8	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Detailed Demand Data

Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	589	589
	B	24	24
	C	497	497
08:15-08:30	A	703	703
	B	29	29
	C	593	593
08:30-08:45	A	861	861
	B	35	35
	C	727	727
08:45-09:00	A	861	861
	B	35	35
	C	727	727
09:00-09:15	A	703	703
	B	29	29
	C	593	593
09:15-09:30	A	589	589
	B	24	24
	C	497	497

Results

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Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	11.97	0.1	B
C-AB	0.03	4.23	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	409	0.059	24	0.1	9.333	A
C-AB	14	865	0.016	14	0.0	4.230	A
C-A	483			483			
A-B	4			4			
A-C	585			585			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	379	0.076	29	0.1	10.272	B
C-AB	20	917	0.022	20	0.0	4.011	A
C-A	573			573			
A-B	4			4			
A-C	699			699			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	336	0.105	35	0.1	11.965	B
C-AB	32	994	0.032	32	0.0	3.739	A
C-A	695			695			
A-B	6			6			
A-C	855			855			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	35	336	0.105	35	0.1	11.975	B
C-AB	32	994	0.032	32	0.0	3.742	A
C-A	695			695			
A-B	6			6			
A-C	855			855			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29	379	0.076	29	0.1	10.284	B
C-AB	20	917	0.022	20	0.0	4.011	A
C-A	573			573			
A-B	4			4			
A-C	699			699			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	24	409	0.059	24	0.1	9.350	A

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C-AB	14	865	0.016	14	0.0	4.231	A
C-A	483			483			
A-B	4			4			
A-C	585			585			

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2029 'With Development' Flows, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way		0.29	A

Junction Network Options

Driving side	Lighting
Left	Normal/unknown

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2029 'With Development' Flows	PM	ONE HOUR	08:00	09:30	15

Vehicle mix source	PCU Factor for a HV (PCU)
HV Percentages	2.00

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		✓	823	100.000
B		✓	14	100.000
C		✓	984	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	12	811
	B	6	0	8
	C	966	18	0

Vehicle Mix

Heavy Vehicle Percentages

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Detailed Demand Data

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Demand for each time segment

Time Segment	Arm	Demand (PCU/hr)	Demand in PCU (PCU/hr)
08:00-08:15	A	620	620
	B	11	11
	C	741	741
08:15-08:30	A	740	740
	B	13	13
	C	885	885
08:30-08:45	A	906	906
	B	15	15
	C	1083	1083
08:45-09:00	A	906	906
	B	15	15
	C	1083	1083
09:00-09:15	A	740	740
	B	13	13
	C	885	885
09:15-09:30	A	620	620
	B	11	11
	C	741	741

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.05	13.29	0.1	B
C-AB	0.11	3.66	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	379	0.028	10	0.0	9.769	A
C-AB	46	1030	0.045	46	0.1	3.658	A
C-A	695			695			
A-B	9			9			
A-C	611			611			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	341	0.037	13	0.0	10.948	B
C-AB	73	1119	0.065	72	0.1	3.439	A
C-A	812			812			
A-B	11			11			
A-C	729			729			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	286	0.054	15	0.1	13.287	B
C-AB	135	1248	0.108	134	0.2	3.232	A
C-A	949			949			

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A-B	13			13			
A-C	893			893			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15	286	0.054	15	0.1	13.295	B
C-AB	135	1249	0.108	135	0.2	3.235	A
C-A	948			948			
A-B	13			13			
A-C	893			893			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13	341	0.037	13	0.0	10.959	B
C-AB	73	1119	0.065	73	0.1	3.443	A
C-A	812			812			
A-B	11			11			
A-C	729			729			

09:15 - 09:30

Stream	Total Demand (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11	379	0.028	11	0.0	9.778	A
C-AB	46	1030	0.045	47	0.1	3.663	A
C-A	694			694			
A-B	9			9			
A-C	611			611			

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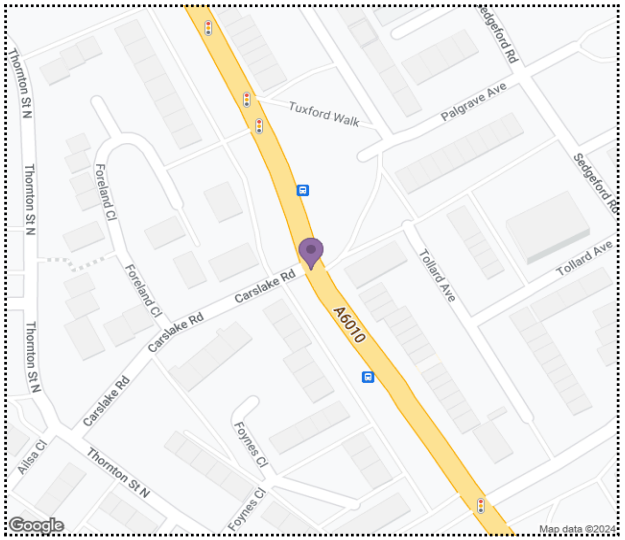
APPENDIX 7

Accident Data

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Validated Data

Crash Date:	Monday, October 22, 2018	**Time of Crash:**	07:00:00	**Crash Reference:**	201806A249689
Highest Injury Severity:	Slight	**Road Number:**	A6010	**Casualties:**	1
Highway Authority:	Manchester			**Vehicles:**	2
Local Authority:	Manchester			**OS Grid Reference:**	385850 400265
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				



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Crash Date: Monday, October 22, 2018 **Time of Crash:** 07:00:00 **Crash Reference:** 201806A249689

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)	0	Female	21 - 25	Vehicle is in the act of turning right	Front	Commuting to/from work	None	None
2	Motorcycle over 125cc and up to 500cc	-1	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	36 - 45	Unknown or other	Unknown or other

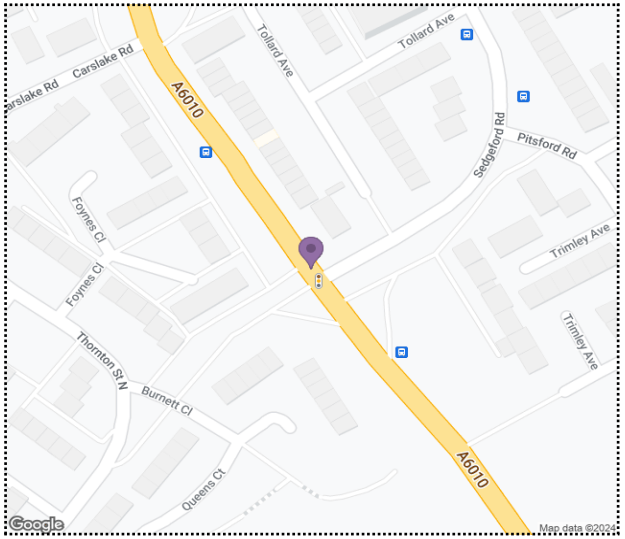
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Validated Data

Highest Injury Severity:	Slight	**Road Number:**	A6010	**Casualties:**	1
Highway Authority:	Manchester			**Vehicles:**	3
Local Authority:	Manchester			**OS Grid Reference:**	385910 400175
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pelican, puffin, toucan or similar non-junction pedestrian light crossing				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



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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	Goods vehicle 7.5 tonnes mgw and over	4	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	6	Male	46 - 55	Vehicle is waiting to turn right	Back	Unknown	None	None
3	Car (excluding private hire)	-1	Unknown	26 - 35	Vehicle is waiting to proceed normally but is held up	Nearside	Unknown	None	None

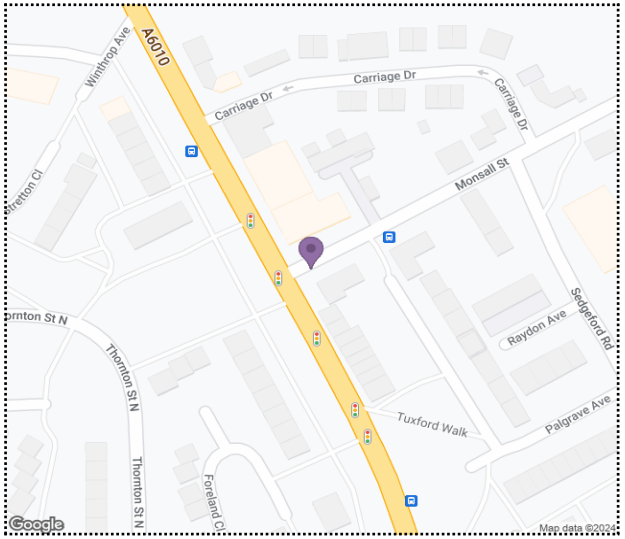
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

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Validated Data

Crash Date:	Tuesday, December 24, 2019	**Time of Crash:**	15:50:00	**Crash Reference:**	201906A267148
Highest Injury Severity:	Slight	**Road Number:**	U0	**Casualties:**	1
Highway Authority:	Manchester			**Vehicles:**	2
Local Authority:	Manchester			**OS Grid Reference:**	385810 400390
Weather Description:	Raining without high winds				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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Crash Date: Tuesday, December 24, 2019 **Time of Crash:** 15:50:00 **Crash Reference:** 201906A267148

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)	5	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	12	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	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	36 - 45	Unknown or other	Unknown or other

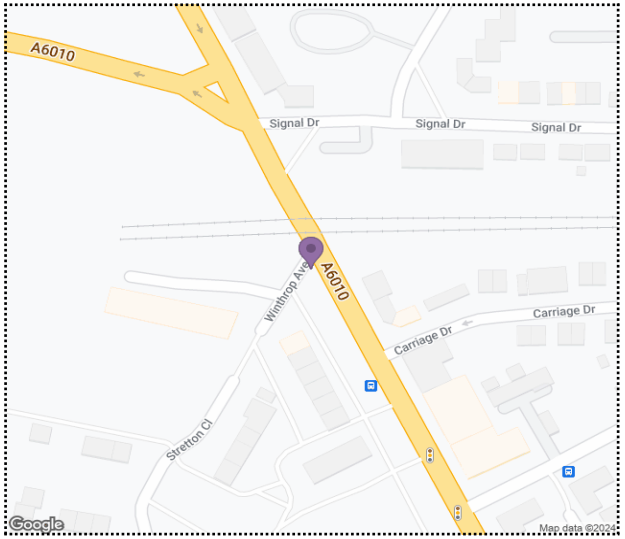
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Validated Data

Highest Injury Severity:	Slight	**Road Number:**	A6010	**Casualties:**	1
Highway Authority:	Manchester			**Vehicles:**	1
Local Authority:	Manchester			**OS Grid Reference:**	385744 400486
Weather Description:	Fine without high winds				
Road Surface Description:	Wet or Damp				
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				



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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)	2	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	36 - 45	On refuge, central island or central reservation	Crossing from driver's offside

Eddisons, 340 Deansgate,
Manchester, M3 4LY

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