

APH WYTHENSHAW, MSCP TRANSPORT STATEMENT

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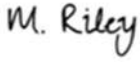
Client Address: Amazon House, 3 Brazil Street, Manchester, M1 3PW

Site Address: Bradnor Rd, Sharston Industrial Area, Wythenshawe, Manchester M22 4TE

Control Sheet

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- Appendix A – Proposed Site Layout
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- Appendix C – APH Operational Data

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Atelier MB to provide traffic and transportation advice in relation to the construction of a Multi-Storey Car Park (MSCP) to increase efficiency and capacity of the existing managed car park facilities.
- 1.1.2 The site sits within the Sharston Industrial Area, to the north of Wythenshawe, which is itself to the south of Manchester City Centre. The site is located within the local highway authority of Manchester City Council (MCC).
- 1.1.3 The site currently operates as a hard standing managed car park, operating commercially as 'APH Park and Ride, Manchester Airport', with a shuttle bus terminal to take passengers to and from Manchester Airport located nearby.
- 1.1.4 The proposals are to demolish an existing building to enable the erection of a new 4-storey MSCP. The overall parking provision will be of 2,488 parking spaces, an uplift of 438 over the existing 2,050 spaces available on site (c.21% increase).
- 1.1.5 The building being demolished is a warehouse that predates the parking use and is now largely redundant due to a combination of large numbers of structural columns in the space obstructing the parking. The building on the frontage of Bradnor Road used as the reception and offices will be retained.
- 1.1.6 As part of the development proposals, the existing Grade II* listed bus garage will undergo a refurbishment, although there are no changes proposed that would have an impact from a transport perspective.
- 1.1.7 In order to assist this report, Curtins completed a site visit on 14th August 2023 to meet with the site manager and operations team.
- 1.1.8 The site layout is displayed in **Appendix A** at the rear of this report.

1.2 Purpose of this Report

- 1.2.1 This Transport Statement (TS) has been prepared in order to consider the development proposals and the potential impact on the surrounding area from a traffic and transportation perspective.

1.3 Scope of the Report

- 1.3.1 The scope of this report is consistent with the guidance and recommendations set out in Local and National planning policy.

1.3.2 Correspondence with David Lawless at Manchester City Council (MCC) Development Management South on 20th July 2023 confirmed the required type of transport report and scope: “[A] *Transport Statement [...] lightweight version might suffice, even if it's one that mainly details expected traffic movements, timings etc and not necessarily on nearby junction capacity.*”

1.3.3 Based on the correspondence above, this TS contains the following:

- A description of the transport and highway networks in the vicinity of the site;
- A review of the collision record in the immediate vicinity of the site for a five-year period;
- A summary of the development proposals and operational details;
- Information on the proposed access and servicing arrangements;
- A high-level review of accessibility by all sustainable modes of travel;
- A review of trip generation using a first principles approach; and
- A summary of relevant transport planning policy;

1.4 Structure of the Report

1.4.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site location. This includes the local highway network and facilities for pedestrians, cyclists, and public transport users.

1.4.2 **Section 2** also reviews highway safety, existing parking arrangements, operational details, and existing travel patterns.

1.4.3 The development proposals are summarised in **Section 3**, including the proposed parking provision and access arrangements.

1.4.4 The accessibility of the site by sustainable modes of travel is assessed in **Section 4**.

1.4.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals and the highway impact.

1.4.6 **Section 6** summarises key national and local transport planning policy.

1.4.7 **Section 7** provides a report summary and conclusions.

2.0 Site Location and Highway Layout

2.1 Site Location

- 2.1.1 The site is located on Bradnor Road and is intersected by Harling Road. The site sits within the Sharston Industrial Area, to the north of Wythenshawe, which is itself to the south of Manchester City Centre. The industrial area is roughly bounded by the Ring Road, Princess Parkway and the M56.
- 2.1.2 Customers of the car park facilities and the shuttle bus service benefits from the excellent connections to the motorway network, with access to and from the site via Junction 3A of the M56, which is located only 600m to the south of the site. The distance to Manchester Airport via motorway is c.6.9km (approximately an 11-minute drive time).
- 2.1.3 **Figure 2.1** below shows the site in a regional context relating to Manchester Airport and Greater Manchester, and **Figure 2.2** displays the site in the local highway context.



Figure 2.1 – Site Location – Regional
(Source: Open Street Map, 2023)

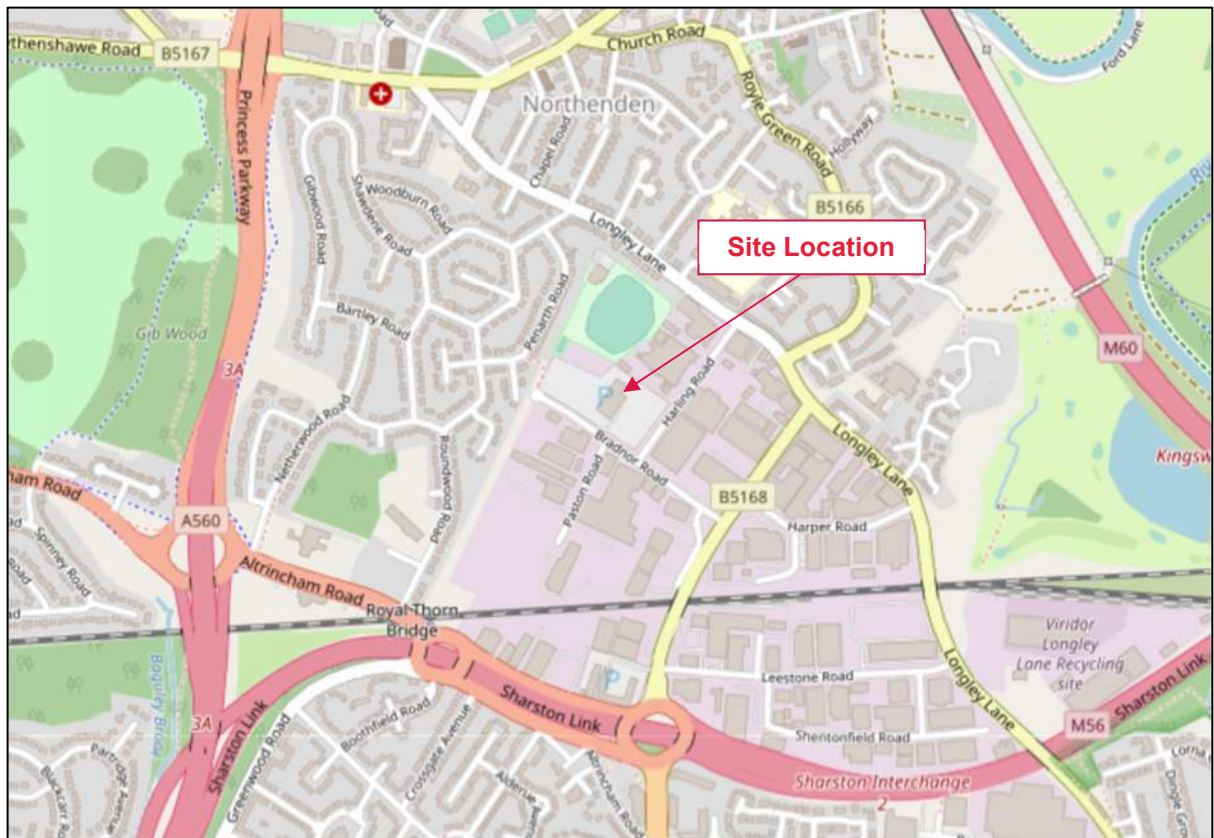


Figure 2.2 – Site Location – Local
(Source: Open Street Map, 2023)

- 2.1.4 The area is predominately industrial in nature as it is located on the western edge of the Sharston Industrial Area.

2.2 Existing Use and Access Arrangements

- 2.2.1 APH (Airport Parking & Hotels) are an experienced company, providing airport parking at UK Airports. APH are an independent airport parking company operating over 10,000 spaces and parking more than 300,000 customers' cars every year.
- 2.2.2 The staff that work on the existing site operate two shifts per day (06:00-18:00 & 18:00-06:00). During the day shift, the number of employees on site is 8-9, in addition to 2 managers. During the night shift, the number of employees on-site is 6-7, with no managers.
- 2.2.3 Currently, the number of vehicles arriving per hour is limited to c.25 cars via the booking system. Vehicle departures are not limited, although it is self-regulating based on how many departures the staff can handle, resulting in a similar number to the arrivals. Appendix C contains operational data for the last year, provided by APH.
- 2.2.4 As the site is not a publicly accessible car park, rather a managed long-stay storage area, the vehicles are not subject to standard parking bay dimensions. Instead, the vehicles will be parked in c.2.3m wide aisles with no delineated bays.

- 2.2.5 Customers arrive on-site and park their vehicle in one of the six 'drop-off lanes'. Upon handing the vehicle over, staff operatives then move the vehicles from the 'drop-off lanes' in a designated storage area. Vehicles are stored in order of customer return date. This process is then reversed upon customer return, with operatives moving the vehicles from the storage area to the on-site pick-up car park.
- 2.2.6 There currently four buses available, however, the number running is subject to operational demand, with 2-3 typically running at any given time. APH Wythenshawe also has access to coaches when demand is high.
- 2.2.7 The existing site comprises a hard surface level managed car park, operating commercially as 'APH Park and Ride, Manchester Airport'. This is shown in **Figure 2.3**.



Figure 2.3 – Existing Surface Level Car Park

- 2.2.8 The site is currently accessed from Bradnor Road, with a one-way gated entry to the west of the site and a one-way gated exit located further east. The access arrangement for the one-way gated entry point is shown in **Figures 2.4** below. In addition to these primary access points, the site has an additional gated access point further east along Bradnor Road for emergency vehicles. The access point to the Grade II* listed bus garage is for staff only.



Figure 2.4 – Existing Site Entrance

2.3 Surrounding Highway Network

2.3.1 **Table 2.1** below presents the key characteristics of the roads immediately surrounding the site:

Road Name	Speed Limit	Street Lighting	Pedestrian Infrastructure	Cyclist Infrastructure
Bradnor Road	30mph	Yes	c. 3m on either side Dropped kerbs	-
Sharston Road (B5168)	30mph	Yes	c. 4m on either side Tactile paving Dropped kerbs	-
Longley Lane (B5166)	30mph	Yes	c. 3.5m on the southern side & c. 3m on northern side Tactile paving Dropped kerbs	-

Table 2.1 – Surrounding Highway Network Summary

2.3.2 The roads and junctions throughout the Sharston Industrial Estate are ample and wide to accommodate heavy-goods vehicles, and on this basis suitable for circulation of buses to and from the site.

Additionally, Bradnor Road is a no through route for motorised vehicles terminating at the site, with a pedestrian/cycle link with Penarth Road. Therefore, the road is lightly trafficked, limited to local access.

- 2.3.3 The site benefits from excellent access to the motorway network, which ensures ease of access and capacity to accommodate vehicle traffic accessing the site, including shuttle buses.

2.4 Highway Safety

- 2.4.1 Collision data for the highway network adjacent to the site has been obtained from the Collision Point reported road incidents database for the most recent five years (2017 – 2021 inclusive). The details of the search are contained in **Figure 2.5** and a breakdown of the information is contained in **Table 2.2**:

Junction / Link	Slight	Serious	Fatal	Total
Bradnor Road	0	0	0	0
Harling Road	0	0	0	0
Sharston Road	0	0	0	0
M56 Eastern Slip Road	2	0	1	3
Sharston Interchange	14	0	0	14
Altrincham Road	1	0	0	1
Sharston Road/ Sharston Interchange Approach	1	1	0	2
Shentonfield Road	1	0	0	1
Longley Lane	1	0	0	1
Total	20	1	1	22

Table 2.2 – Collision Data Summary

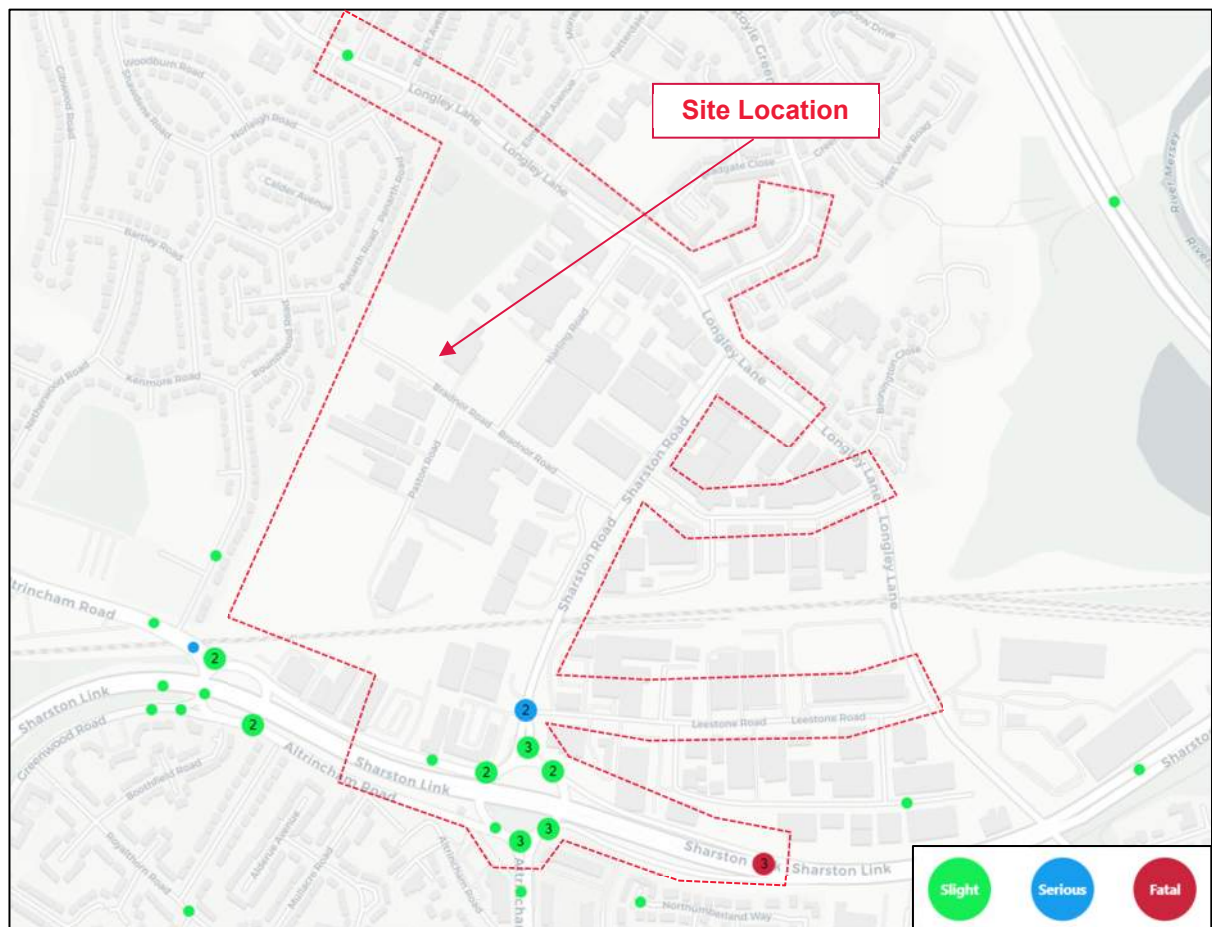


Figure 2.5 – Collision Data
(Source: Collision Point, 2023)

- 2.4.2 There has been a total of 22 collisions in the latest five-year period available, 20 of which were 'slight' severity incidents, 1 of which were 'serious' severity incidents, and 1 of which was a fatal incident. Detailed reports off all collisions are shown in **Appendix B**.
- 2.4.3 The fatal incident occurred at 01:10 on Friday 20th September 2019 on the M56 eastern entry slipway. A vehicle travelling east onto the main carriageway collided with a pedestrian who was in the road, with their back to traffic. The pedestrian passed away as a result of the collision. This incident does not appear to bear a relation with the road network design, characteristics, or condition.
- 2.4.4 The serious collision occurred at 07:10 on Friday 2nd February 2018 on the B5168 junction with Leestone Road. The collision occurred when light conditions were dark and weather conditions fine. A vehicle travelling south on the main carriageway collided with a cyclist that was turning right. The cyclist was seriously injured as a result of the collision. This incident does not appear to bear a relation with the road network design, characteristics, or condition.
- 2.4.5 The 14 incidents that occurred at Sharston Interchange, which is a busy motorway roundabout junction, were of slight severity. The collision rate for the latest 5-year period equate to 2.8 collisions per year.

Considering these findings and the temporal nature of the study, it can be concluded that the incidents are not related to the features of the highway at this junction.

- 2.4.6 No significant correlations have been identified to suggest that highway condition, layout or design were significant contributory factors in any of the collisions. It is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Overview of Proposals

- 3.1.1 The site currently operates as a hard standing managed car park with a shuttle bus terminal to take passengers to and from Manchester Airport located nearby.
- 3.1.2 The proposals are to demolish an existing building to enable the erection of a new 4-storey MSCP. The overall parking provision will be of 2,488 parking spaces, an uplift of 438 over the existing 2,050 spaces available on site (c.21% increase).
- 3.1.3 As part of the development proposals, the existing Grade II* listed bus garage will undergo a refurbishment, although there are no changes proposed that would have an impact from a transport perspective.
- 3.1.4 The staff that work on the existing site operate two shifts per day (06:00-18:00 & 18:00-06:00). Curtins understands that the number of staff and shift patterns will continue without change under the development proposals.
- 3.1.5 Currently, the number of vehicles arriving per hour is limited to c.25 cars via the booking system. There is currently no scope to increase vehicle arrivals per hour, however, this may increase if the MSCP improves operational efficiency. Vehicle departures are not limited, although it is self-regulating based on how many departures the staff can handle, resulting in a similar number to the arrivals. Details of arrivals and departures for the last year can be seen on **Appendix C**.
- 3.1.6 The development proposals will not alter the number of buses available, which is currently 4. The number of buses running is subject to operational demand, with 2-3 typically running at any given time. APH Wythenshawe also has access to coaches when demand is high. APH is considering greener alternatives for the buses in the future (hydrogen, electric, etc.)
- 3.1.7 The proposed site layout is provided in **Appendix A**.

3.2 Proposed Access Arrangements

- 3.2.1 It is envisaged that the existing vehicular, emergency, and pedestrian access strategies would be retained from Bradnor Road. The development proposals would continue to use the one-way gated entry to the west of the site and the one-way gated exit located to the east. Staff walking or cycling to the site would access the site via the reception building.
- 3.2.2 **Drawing 084281-CUR-XX-00-D-TP-05001** to the rear of the report shows the swept path analysis of a large car accessing the proposed MSCP ground floor level and manoeuvring around the proposed MSCP layout.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

- 4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 4.1.2 Although the site is used as a managed car park and therefore all customers will arrive by car, it is considered that the staff could make use of sustainable travel opportunities. The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Cycle Accessibility; and
 - Public Transport Accessibility.

4.2 Pedestrian Accessibility

- 4.2.1 The National Design Guide (DLUHC, 2021) states that well-designed places are walkable, which is defined as *“local facilities [are] within walking distance, generally considered to be no more than a 10-minute walk (800m radius)”*. The residential areas within a 10-minute walk of the site include Northern Moor, Northenden, Sharston, Benchill, and western areas of Gatley.
- 4.2.2 In addition to this, the Chartered Institution for Highways and Transportation (CIHT) document entitled *‘Providing for Journeys on Foot’* defines the ‘Preferred Maximum’ for commuting trips on foot to be 2,000m. The site would then be considered commutable for staff on foot from residential areas surrounding Baguley and Gatley. Staff living within these areas would be able to commute to the site on foot.
- 4.2.3 Local amenities and facilities associated with residential areas in the vicinity of the site include convenience stores, supermarkets, places of worship, medical centres, local shops, hot food takeaways, and restaurants that staff could utilise.
- 4.2.4 The appropriate local amenities that staff could access within a 800m walking distance (approx. 10 minutes) include The Mess Café, East Cook takeaway, Bread and Butties Northenden, Aldi Supermarket, and Café Jarista.
- 4.2.5 As outlined in **Section 2.3**, footways in the area are of good quality and are well-lit. There are dropped kerbs and crossing points. The walking environment is enhanced by the fact that 30mph speed restrictions are in operation along most of the road corridors. Bus stops are located at a short walk,

c.400m, from the site on Sharston Road. All bus stops are complete with service information and shelters.

- 4.2.6 Overall, it is considered that the site is situated within an accessible area, with a number of complementary land uses within walking distance.

4.3 Cycle Accessibility

- 4.3.1 In order to assist in assessing the accessibility of the site by cycle, an 8km cycle catchment for the site has been considered. The 8km catchment (5 miles) considered to be the maximum acceptable cycling distance for most people and is based on the 2019 National Travel Survey statistics, which demonstrates that 82% of cycling trips were under 5 miles (8km).

- 4.3.2 The National Model Design Code – Part 2 (DLUHC, 2021) also references this distance, expressing *“the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less.”* The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 5 miles in approximately 25 minutes.

- 4.3.3 The average cycling trip length in England was 3.29 miles / 5.30km in 2019, which is rounded to a 5.5km catchment (see National Travel Survey dataset NTS9910). The 2021 walking and cycling statistics state:

“In 2021, the number of cycling trips, stages and miles cycled decreased back towards pre-pandemic levels, following a peak during 2020. The largest proportion of trips continues to be for leisure purposes, continuing the change in trend for journey purpose seen since the start of the pandemic.”

- 4.3.4 A 5.5km cycle distance from the Site encompasses the residential areas of Barlow Moor, West Didsbury, Didsbury, Gatley, Cheadle, Woodhouse Park, Roundthorn, Baguley, and Northern Moor.

- 4.3.5 The 8km catchment extends as far as Fallowfield to the north, Stockport to the east, Manchester Airport to the south, and Altrincham to the west.

- 4.3.6 The local cycle network shown below is also a part of Greater Manchester’s cycling and walking infrastructure proposal, named the “Bee Network”. The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. Bradnor Road is a ‘Beeway’ that runs through the surrounding industrial estate and connects to the Northenden residential estate to the west of the site and the B5166 Longley Lane which is a ‘Busy Beeway’.

- 4.3.7 Route 62 and 85 on the regional and national cycle network are within proximity of the site and can be accessed via the ‘Beeways’. Route 62 is part of the National Cycle Network (NCN) and connects Northenden with Sale, Stretford, Cheadle, and Stockport. Route 85 is part of the regional network that connects Northenden with Fallowfield, West Didsbury, and Newall Green.

4.3.8 **Figure 4.1** shows the 'Beeways' and cycle network in the vicinity of the site which allow staff to benefit from better safety and quality of commute:

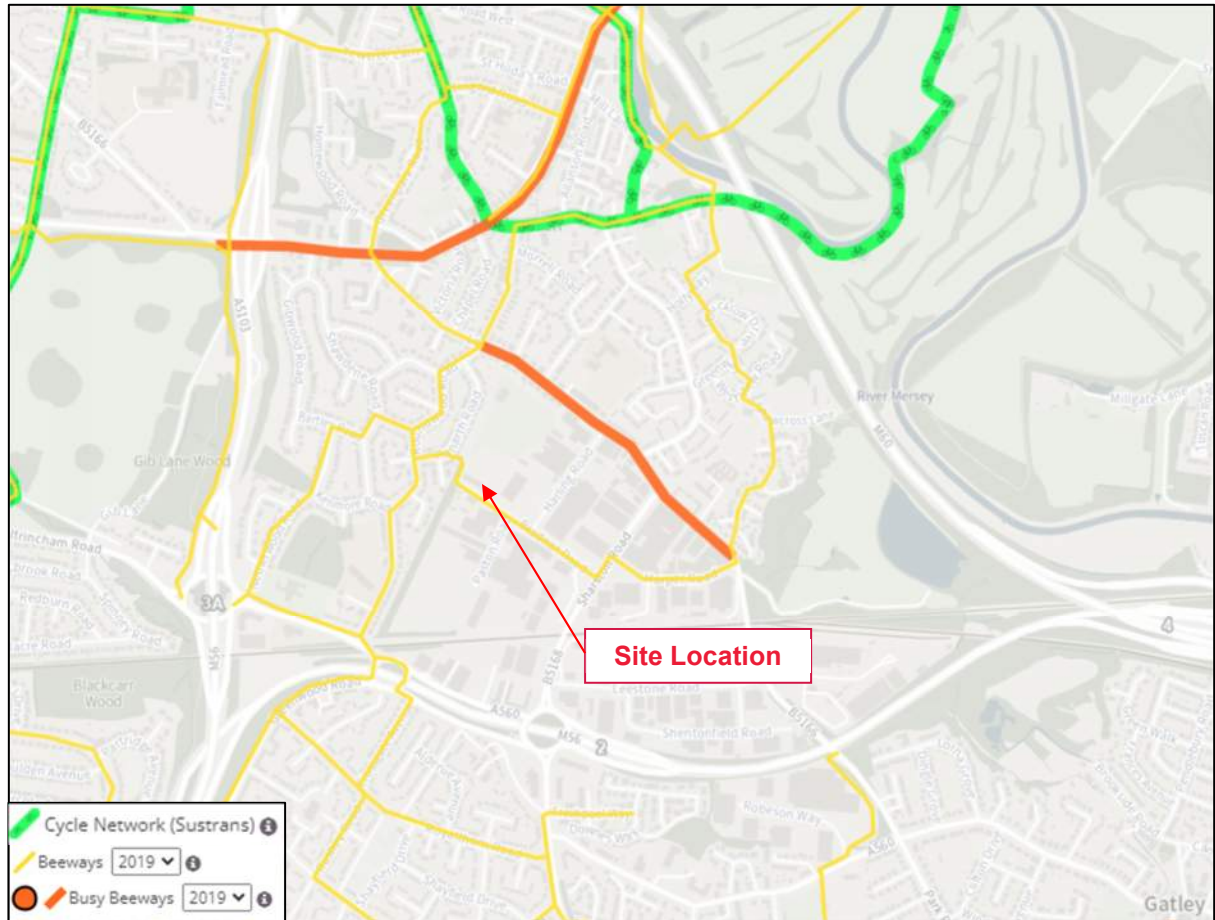


Figure 4.1 – Local Cycle Network
(Source: MappingGM, 2023)

4.3.9 Cyclists can also utilise the existing local roads to gain access to the site; it is considered that local roads are of sufficient width with low-speed limits to encourage staff to cycle.

4.3.10 In summary, it is considered that cycling is a highly realistic mode of travel to and from the site.

4.4 Public Transport Accessibility

4.4.1 Accessibility by bus, Metrolink, and rail are considered further below, with a local public transport network map included in **Figure 4.2**.



Figure 4.2 – Local Public Transport Network

(Source: TfGM, 2023)

4.4.2 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

4.4.3 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The site is located in an area with a GMAL rating of 5 and is considered appropriately situated to take advantage of existing public transport infrastructure within Wythenshawe.

4.4.4 The National Model Design Code – Part 2 (DLUHC, 2021) states: "Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) than to a bus stop (5 minutes)." These walking times equate to distances of 800m and 400m, respectively. These distances are also cited in the CIHT document 'Planning for Walking' (2015).

Bus Accessibility

- 4.4.5 The nearest bus stop to the site is located on Sharston Road. The walking distance is within the recommended 400m distance. **Table 4.1** details the services that call at this stop, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
43	Manchester Airport — Wythenshawe — West Didsbury — Manchester	10 mins	10 mins	30 mins
102/103	Manchester Airport — Peel Hall — Wythenshawe — Moss Side — Manchester	30 mins	30 mins	60 mins
370/371	Altrincham — Sharston — Cheadle — Edgeley — Stockport	30 mins	30 mins	60 mins

Table 4.1 – Summary of Nearby Bus Service Frequencies
(Source: TfGM, 2023)

- 4.4.6 The 43 service provides a service from Manchester Piccadilly to Manchester Airport frequently throughout the day and night. It should be noted that from the 20:30 – 06:30, the service frequency is every 30 minutes (Mon-Fri). This service would provide staff with a sustainable mode of travel that is aligned to shift patterns.
- 4.4.7 These stops provide services between the site and various residential areas within Manchester and beyond. It is considered that the site is accessible by bus.

Light Rail (Metrolink) Accessibility

- 4.4.8 The nearest Metrolink station is Benchill, located 1.7km (c. 21-minute walking time) to the south. Benchill is served by the Navy line that runs between Manchester Victoria and Manchester Airport. The trams run at a frequency of every 12 minutes. The Navy line operates between 05:00 – 00:00 on Mondays to Saturdays, and 06:00 – 00:00 on Sundays.
- 4.4.9 Metrolink services are located beyond the recommended walking distance, but remain an option for staff that are willing to walk longer distances.

Rail Accessibility

- 4.4.10 Gatley rail station is located 2.4km (c. 30-minute walking time) to the east of the site. This lies outside the recommended distance; however, the station is served by the no.370/371 bus service and can be accessible by cycle. It is therefore considered that the station can be reached as part of a multi-modal journey.
- 4.4.11 Northern Rail offers space for up to two bikes on all trains for no extra charge, however these are allocated on a first-come, first-serve basis.

- 4.4.12 The trains that service Gatley rail station run regularly 7 days a week to a number of different locations and residential areas within Manchester, Bolton, Liverpool, Preston, and Crewe; this provides access for employees of the site and is a viable alternative to private car use.

4.5 Summary

- 4.5.1 It is considered the site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site. These provide realistic and viable alternatives to travel by car.

5.0 Traffic Forecasting

5.1 Introduction

- 5.1.1 The following section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours.
- 5.1.2 In order to undertake the traffic forecasting, a first principles assessment has been used to calculate the expected trip generation.
- 5.1.3 The information used within this assessment is based on existing information provided by the operator, based on actual hourly arrival/return data collated over the most recent 365-day period (01.08.22 to 31.07.23). The operational data provided by APH is displayed in **Appendix C**.
- 5.1.4 The focus of this forecast will be on the estimated number of visitor and staff trips through the site's typical operation.

5.2 Existing Trip Generation

- 5.2.1 Given the operational nature of the site as a managed airport car park, it is considered that all visitors will arrive by car. On the other hand, staff working on the site have the option to commute via sustainable travel modes, as shown in **Section 4**. However, and for robustness, it is considered that all staff commute by car.
- 5.2.2 At the time of writing, the existing ground level hard surface car park has an estimated total capacity of c.2,050 spaces and operates to support shuttle travel to the nearby Manchester Airport. This means that arrival and departure times of vehicles are subject to the arrival and departure times of aircraft. The resultant impact of the site is that trips are evenly spread out through the day and the car park's peak hours are not aligned to the traditional AM and PM peak hours.
- 5.2.3 The existing site operates 24 hours a day, with the measured AM peak hour occurring between 05:00-06:00, and the PM peak hour at 18:00-19:00. These are outside of typical highway network peak hours.
- 5.2.4 **Table 5.1** below displays the existing levels of trip generation from the site for both staff and visitors.

EXISTING (2,050 spaces)							
Hour	Customers			Staff			Total Trips
	Ave Arrivals	Ave Depart	Trips	Arrivals	Departures	Trips	
00:00	0	10	10	0	0	0	10
01:00	1	9	10	0	0	0	10
02:00	8	7	16	0	0	0	16
03:00	20	5	25	0	0	0	25
04:00	20	5	25	0	0	0	25
05:00	16	5	21	11	0	11	32
06:00	15	3	18	0	7	7	25
07:00	12	4	16	0	0	0	16
08:00	9	5	14	0	0	0	14
09:00	10	6	15	0	0	0	15
10:00	12	4	16	0	0	0	16
11:00	13	4	18	0	0	0	18
12:00	12	6	18	0	0	0	18
13:00	10	8	18	0	0	0	18
14:00	8	10	17	0	0	0	17
15:00	6	11	17	0	0	0	17
16:00	4	11	15	0	0	0	15
17:00	3	12	14	7	0	7	21
18:00	1	12	13	0	11	11	24
19:00	1	9	10	0	0	0	10
20:00	0	9	9	0	0	0	9
21:00	0	8	8	0	0	0	8
22:00	0	7	7	0	0	0	7
23:00	0	10	10	0	0	0	10

Table 5.1 – Existing Site Trip Generation

- 5.2.5 The table above demonstrates that visitors arrive at the site throughout the day and night. The AM peak (05:00-06:00) observes 32 total trips, with the PM peak (18:00-19:00) observing 24 total trips.
- 5.2.6 The casual factor for the sites AM and PM peak is the shift pattern of staff. As shown in **Table 5.1** the staff working on site operate in shifts, arriving prior to shift changeover at 06:00 and 18:00. The relieved shift would then depart the site in the subsequent hour. As mentioned above, it has been considered that all staff commute by car to provide a robust analysis.
- 5.2.7 Within the context of the traditional AM (08:00-09:00) and PM (17:00-18:00) highway network peak hours, the site currently generates 14 and 21 respective total trips.

5.3 Forecast Trip Generation

- 5.3.1 The development proposals involve the erection of a new 4-storey MSCP that will increase the car park capacity to c.2,488 parking spaces. This represents an uplift of 438 parking spaces, which equates to a c.21% increase.
- 5.3.2 Based on the existing number of vehicle trips to the site from **Table 5.1** and the proposed increase in car parking spaces, the forecast trip generation is shown in **Table 5.2**.

PROPOSED (2,488 spaces)							
Hour	Customers			Staff			Total Trips
	Ave Arrivals	Ave Depart	Trips	Arrivals	Departures	Trips	
00:00	0	12	13	0	0	0	13
01:00	2	11	13	0	0	0	13
02:00	10	9	19	0	0	0	19
03:00	25	6	31	0	0	0	31
04:00	24	6	31	0	0	0	31
05:00	19	6	25	11	0	11	36
06:00	18	3	21	0	7	7	28
07:00	14	5	19	0	0	0	19
08:00	11	6	17	0	0	0	17
09:00	12	7	19	0	0	0	19
10:00	14	5	19	0	0	0	19
11:00	16	5	21	0	0	0	21
12:00	15	7	21	0	0	0	21
13:00	12	10	21	0	0	0	21
14:00	9	12	21	0	0	0	21
15:00	7	14	21	0	0	0	21
16:00	5	13	18	0	0	0	18
17:00	3	14	17	7	0	7	24
18:00	1	14	15	0	11	11	26
19:00	1	11	12	0	0	0	12
20:00	0	11	11	0	0	0	11
21:00	0	9	10	0	0	0	10
22:00	0	9	9	0	0	0	9
23:00	0	13	13	0	0	0	13

Table 5.2 – Proposed Development Trip Generation

- 5.3.3 The number of vehicle trips generated by the site once the MSCP is operational equates to 36 and 26 total trip movements respectively during the site's AM (05:00-06:00) and PM (18:00-19:00) peak periods. This equates to 17 and 24 total trip movements respectively in the traditional AM (08:00-09:00) and PM (17:00-18:00) peak periods.

5.4 Net Impact

5.4.1 The following **Table 5.3** indicates the net impact of the proposed site.

Net Impact							
Hour	Customers			Staff			Total Trips
	Ave Arrivals	Ave Depart	Trips	Arrivals	Departures	Trips	
00:00	0	2	2	0	0	0	2
01:00	0	2	2	0	0	0	2
02:00	2	2	3	0	0	0	3
03:00	4	1	5	0	0	0	5
04:00	4	1	5	0	0	0	5
05:00	3	1	4	0	0	0	4
06:00	3	1	4	0	0	0	4
07:00	2	1	3	0	0	0	3
08:00	2	1	3	0	0	0	3
09:00	2	1	3	0	0	0	3
10:00	3	1	3	0	0	0	3
11:00	3	1	4	0	0	0	4
12:00	3	1	4	0	0	0	4
13:00	2	2	4	0	0	0	4
14:00	2	2	4	0	0	0	4
15:00	1	2	4	0	0	0	4
16:00	1	2	3	0	0	0	3
17:00	1	3	3	0	0	0	3
18:00	0	2	3	0	0	0	3
19:00	0	2	2	0	0	0	2
20:00	0	2	2	0	0	0	2
21:00	0	2	2	0	0	0	2
22:00	0	2	2	0	0	0	2
23:00	0	2	2	0	0	0	2

Table 5.3 – Net Vehicular Site Impact

5.4.2 The proposed development could result in an increase of 4 and 3 total vehicular trips in the site's AM (05:00-06:00) and PM (18:00-19:00) peaks respectively. During the traditional AM (08:00-09:00) and PM (17:00-18:00) peaks, the proposed MSCP could result in an increase of 3 trips at each of the network peaks.

5.4.3 The net increase is negligible during the above peak hours and throughout the day, particularly when considering that the majority of traffic would be distributed onto the motorway network. Further to this, the proposed development produces trip rates that are significantly below the 30-trip threshold held by TfGM to determine if capacity assessments are needed.

5.5 Highway Impact Summary

- 5.5.1 On the above basis, Curtins conclude that capacity assessments would be required, and that the highway network would not experience any adverse traffic impact resulting from the proposed development.

6.0 Transport Planning Policy

6.1 Introduction

- 6.1.1 The following section sets out key local and national transport planning policies, and how the proposals relate to them.

6.2 National Planning Policy Framework (NPPF)

- 6.2.1 NPPF sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

- 6.2.2 Paragraph 11 states that:

“Plans and decisions should apply a presumption in favour of sustainable development.”

- 6.2.3 For decision taking this means granting permission unless:

“...any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies.”

- 6.2.4 Section 9 of the NPPF is entitled *Promoting Sustainable Transport* and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

“The planning system should actively manage patterns of growth ...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.”

- 6.2.5 The document emphasises the need for developments to offer a choice of sustainable modes of transport to *“reduce congestion and emissions and improve air quality and public health”* and provide *“safe and suitable access”* for all users.

- 6.2.6 Paragraph 110 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

- a) *“Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code⁴⁶; and*

d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*

6.2.7 The development proposals have shown that safe and suitable access to the site can be achieved, and it is not anticipated that the proposals would result in any significant impacts on the highway network.

6.2.8 Paragraph 111 of the NPPF states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

6.2.9 The trip generation forecast, based on existing car park data provided by the operator, has demonstrated that there is an insignificant trip generation as a result of the proposals. As such, any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation.

6.2.10 Paragraph 112 of the NPPF states that applications for development should:

- *"Give priority to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport; and*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards."*

6.2.11 There is walking and cycling infrastructure adjacent to the site, and public transport is accessible within an acceptable walking and cycling distance.

6.2.12 The proposed development accords with the general principles of the NPPF.

6.3 National Planning Practice Guidance (NPPG) (2014)

6.3.1 In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the Ministry of Housing, Communities & Local Government. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

"Travel Plans, Transport Assessments and Statements can positively contribute to:

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*
- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads.”*

6.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Statement. It also clarifies the process for establishing a scope for what the document should contain. The NPPG has been considered in the production of this TS.

7.0 Summary and Conclusions

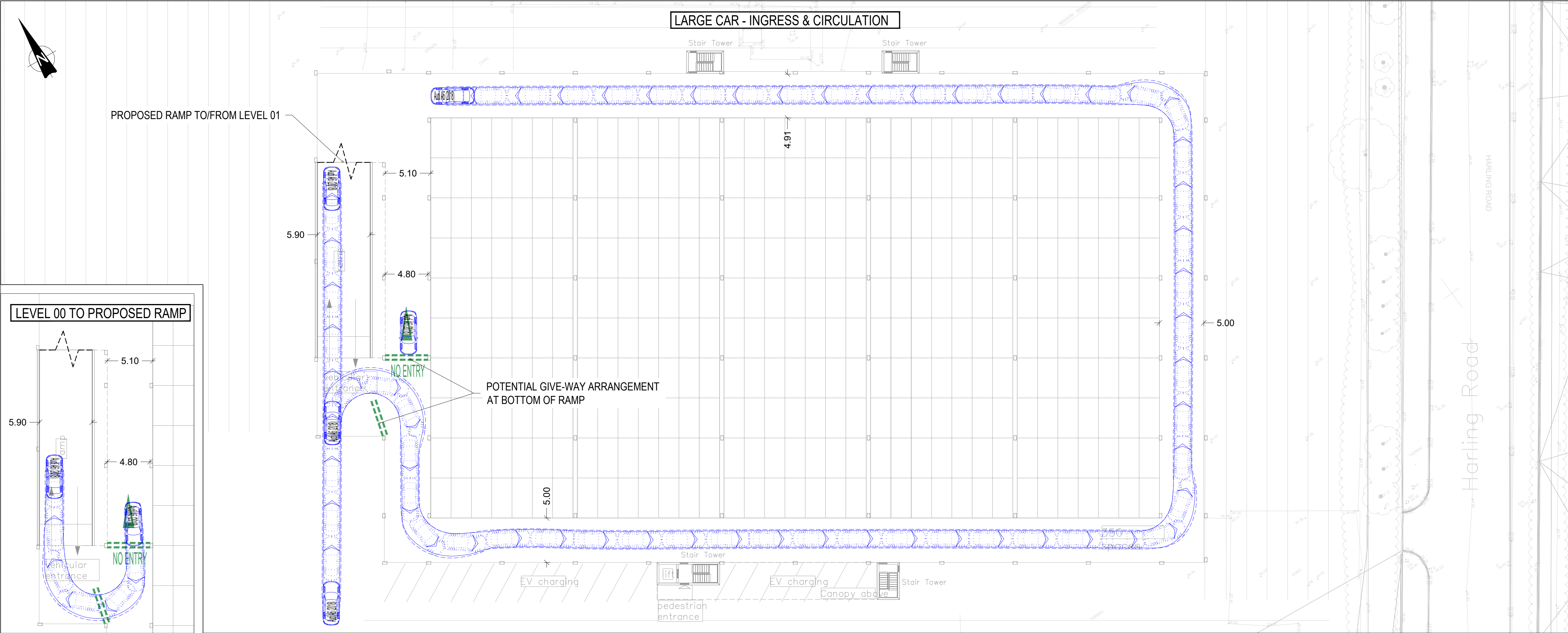
7.1 Summary

- 7.1.1 Curtins has been appointed by Atelier MB to provide traffic and transportation advice in relation to the construction of a Multi-Storey Car Park (MSCP) to increase efficiency and capacity of the existing managed car park facilities.
- 7.1.2 The proposals are to demolish an existing building to enable the erection of a new 4-storey MSCP. The overall parking provision will be of 2,488 parking spaces, an uplift of 438 over the existing 2,050 spaces available on site (c.21% increase).
- 7.1.3 As part of the development proposals, the existing Grade II* listed bus garage will undergo a refurbishment, although there are no changes proposed that would have an impact from a transport perspective.
- 7.1.4 The site would continue to use the existing access arrangement from Bradnor Road, via the one-way gated entry to the west of the site and the one-way gated exit located to the east. A review of baseline conditions and highway safety in the vicinity of the site has been undertaken, which has identified there are no existing safety issues that are likely to be exacerbated by the proposed development.
- 7.1.5 Accessibility by sustainable modes of travel is good, reflected by the Greater Manchester Accessibility Level 5. This demonstrates that the site is accessible by sustainable modes of transport, as the surrounding area exhibits opportunities for of pedestrian and cycling use, and there are several public transport links within acceptable walking distance of the site which could be used by staff.
- 7.1.6 The number of vehicle trips generated by the site once the MSCP is operational equates to 36 and 26 total trip movements respectively during the site's AM and PM peak periods, identified as 05:00 to 06:00 and 18:00 to 19:00 respectively.
- 7.1.7 It is acknowledged that the site peak times do not match traditional network peak periods (08:00-09:00 and 17:00-18:00). However and for reference, the site would generate to 17 and 24 total trip movements respectively in the traditional AM and PM peak periods.
- 7.1.8 The proposed development could result in an increase of 4 and 3 total vehicular trips in the site's AM and PM peaks respectively. During the traditional AM and PM peak, the proposed site could result in an increase of 3 and 3 respective vehicular trips. In any of these instances, the increase is considered negligible, resulting in no impact to highway network capacity.
- 7.1.9 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development is in general accordance with such policies and guidance.

7.2 Conclusions

- 7.2.1 From a traffic and transportation perspective, there are no reasons why the proposed development could not be granted planning approval.

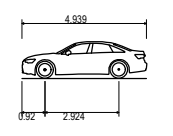
Drawings



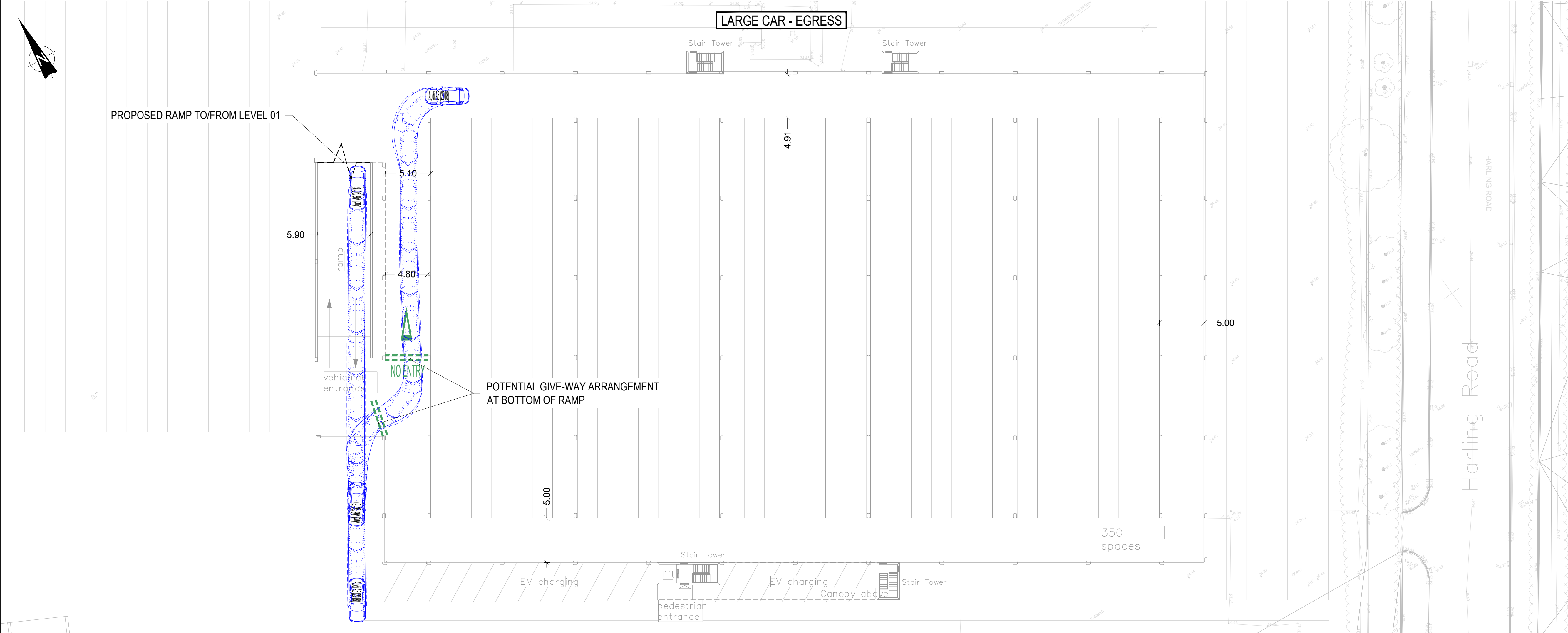
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 - DRAWING BASED ON ARCHITECT'S LAYOUT.
ATELIER MB DRAWING REFERENCE: '1950-P2(100)-RevA'

KEY: PROPOSED ROAD MARKINGS

VEHICLE PROFILE:



Audi A6 (2019)
Overall Length 4.93m
Overall Width 2.14m
Overall Body Height 1.457m
Min Body Ground Clearance 1.150m
Max Track Width 1.975m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.950m



P02	Layout updated	11/09/23	JM	DD
Rev:	Description:	Date:	By:	Chkd:

Curtins

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Status: PRELIMINARY

Project: APH WYTHENSHAW MSCP

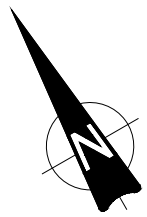
Dwg Title: SWEPT PATH ANALYSIS
LARGE CAR
LEVEL 00

Drawn By JM	Designed By JM	Checked By DD
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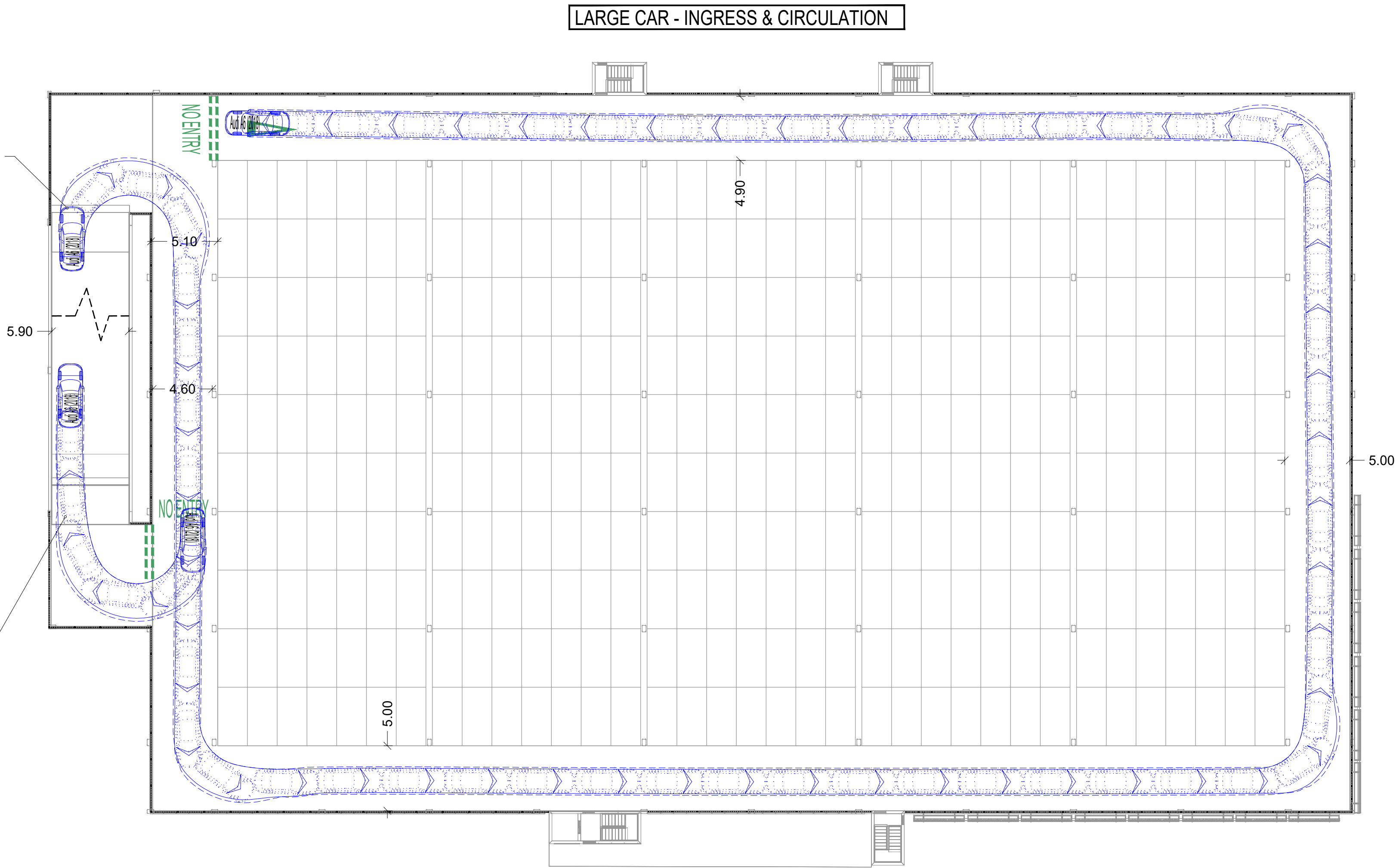
Date 31/08/23	Scales @ A1 1:250
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Project No - Originator - Function - Spatial - Form - Discipline - Number 84281 - CUR - XX - 00 - D - TP- 05001	Revision P02
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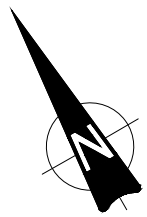
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VEHICLE APPROACHING FROM LEVEL 00 TO LEVEL 01.
VEHICLES TO UTILISE SUGGESTED ONE-WAY SYSTEM
AROUND CAR STORAGE FACILITY.

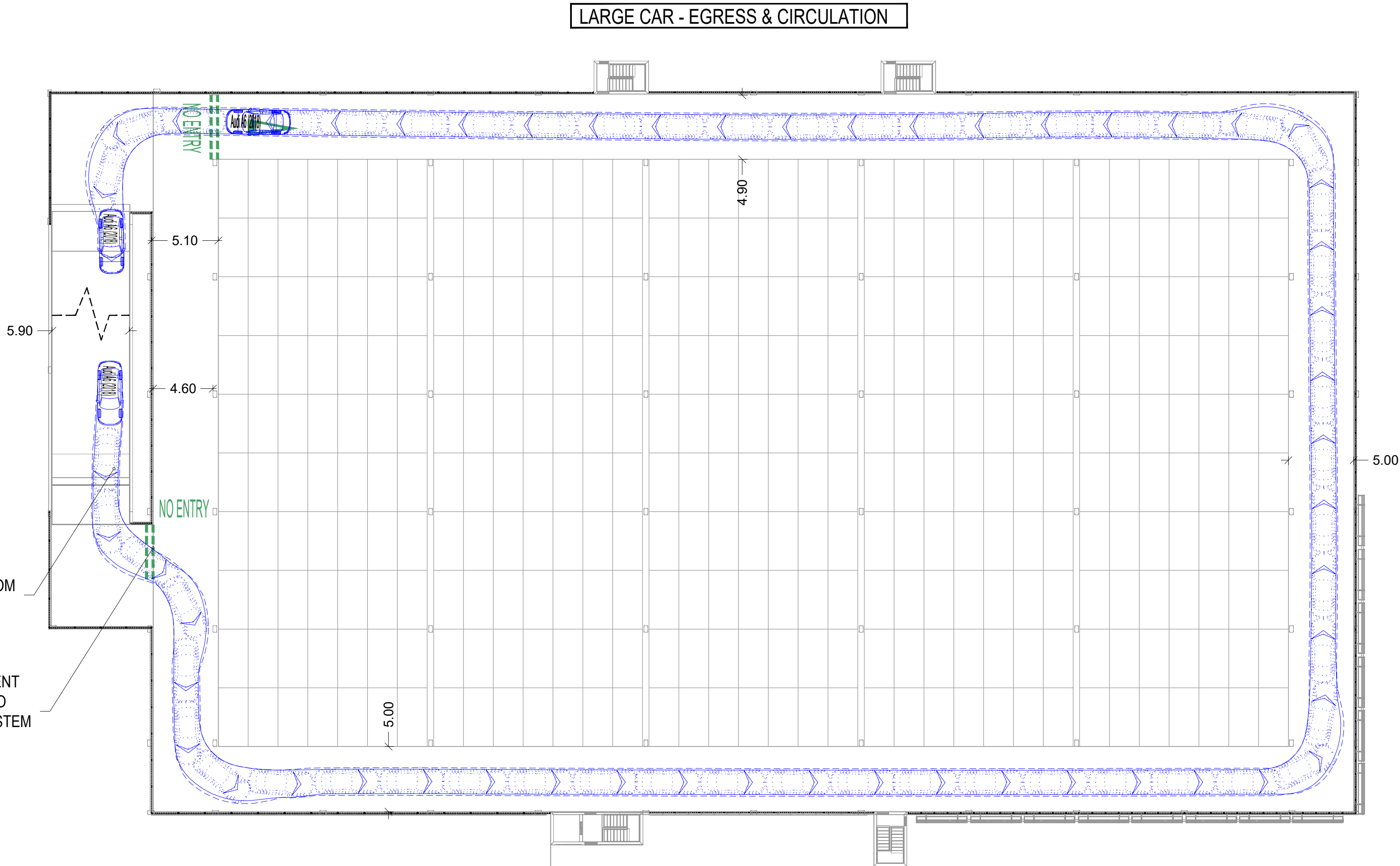


VEHICLE ACCESSING
PROPOSED RAMP TO LEVEL02



VEHICLE APPROACHING FROM
LEVEL 02 TO LEVEL 01

POTENTIAL GIVE-WAY ARRANGEMENT
AT BOTTOM OF RAMP. VEHICLES TO
UTILISE SUGGESTED ONE-WAY SYSTEM
AROUND CAR STORAGE FACILITY.

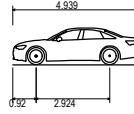


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- DRAWING BASED ON ARCHITECT'S LAYOUT.
ATELIER MB DRAWING REFERENCE: '1950-P2(100)-RevA'

KEY: — PROPOSED ROAD MARKINGS

VEHICLE PROFILE:



Audi A6 (2018)
Overall Length 4.93m
Overall Width 2.11m
Overall Body Height 1.45m
Min Body Ground Clearance 1.14m
Max Track Width 1.87m
Lock to lock turn 4.0m
Kerb to Kerb Turning Radius 5.95m

P02	Layout updated	11/09/23	JM	DD
Rev:	Description:	Date:	By:	Chkd:

Curtins

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Status: **PRELIMINARY**

Project: **APH WYTHENSHAW MS CP**

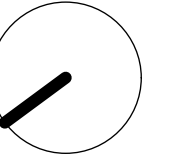
Orig Title: **SWEPT PATH ANALYSIS
LARGE CAR
LEVEL 01**

Drawn By JM	Designed By JM	Checked By DD
Date 11/09/23	Scales @ A1 1:250	

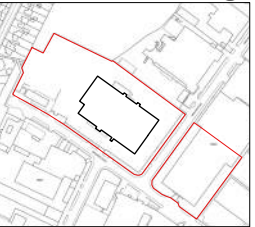
Project No - Originator - Function - Spatial - Form - Discipline - Number	Revision
84281 - CUR - XX - 01 - D -TP- 05002	P01

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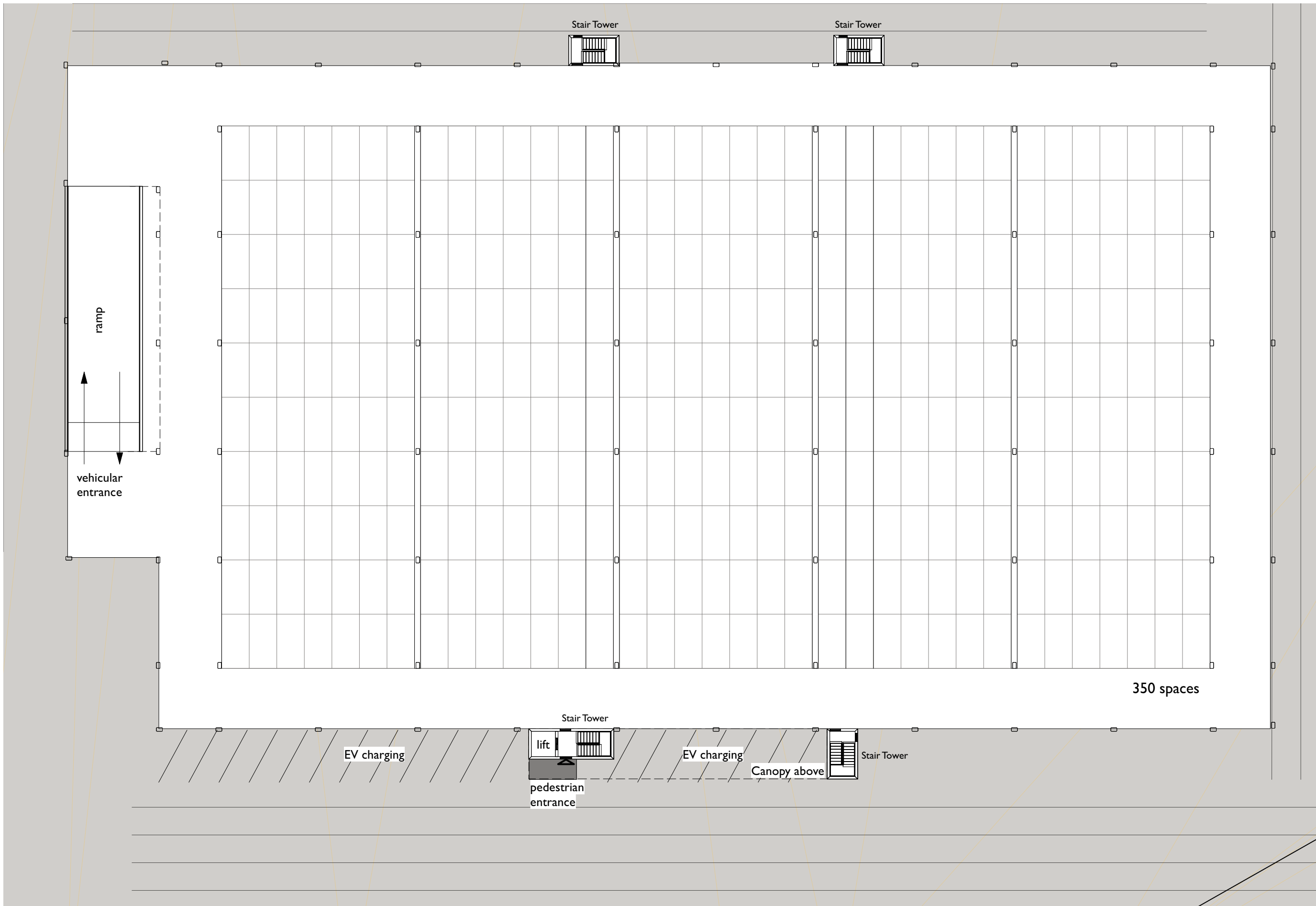
Appendix A – Proposed Site Layout



Key Plan



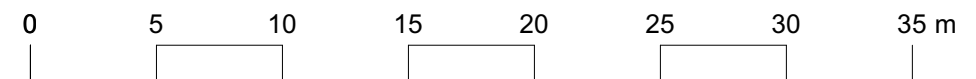
Scale 1:10 000



1

Proposed Level 0 Plan

Scale: 1:300



A	Ramp revised	PL
05/09/2023		
Rev	Note	DRN CHK

Wythenshawe Bus Garage and Car Park

Proposed New Car Park
Level 0 Plan

scheme	1950
drwg no.	P2(100)
revision	A

scale	1:300 @ A3
date first drawn	Aug 22
drawn	PL

SK sketch E existing P proposed T tender C construction FI final issue

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Appendix B – Collision Report

Collision Plot Premium

01/01/2017 - 31/12/2021

Number of Collisions Involving

	Slight	Serious	Fatal	Total
Pedestrian	1	0	1	2 (6%)
Cyclist	1	1	0	2 (6%)
Motorcycle	0	0	0	0 (0%)
Car	19	1	1	21 (62%)
Taxi	1	0	0	1 (3%)
Bus	2	0	0	2 (6%)
Goods	4	0	0	4 (12%)
Other	2	0	0	2 (6%)

Severity

Slight	20 (91%)
Serious	1 (5%)
Fatal	1 (5%)
Total	22

Light conditions

Dark	7 (32%)
Light	15 (68%)

Casualties

	Slight	Serious	Fatal	Total
Pedestrian	1	0	1	2 (6%)
Cyclist	1	1	0	2 (6%)
Motorcycle	0	0	0	0 (0%)
Car	20	0	0	20 (61%)
Taxi	1	0	0	1 (3%)
Bus	7	0	0	7 (21%)
Goods	0	0	0	0 (0%)
Other	1	0	0	1 (3%)
Total	31	1	1	33

Surface conditions

Dry	14 (64%)
Wet	8 (36%)
Snow	0 (0%)
Ice	0 (0%)
Flood	0 (0%)

201706E028248 | Slight | Thu | 23/03/2017 | 08:43 | Light | Dry

Authority (highway):	Manchester	Road 2:	Motorway, 56	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Roundabout	Light conditions:	Light	
Police force:	Greater Manchester	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Roundabout	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 560	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Bus
Manoeuvre:	Slowing or stopping	Waiting to go ahead but held up
Direction of travel:	North to southeast	Northwest to southeast
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Entering roundabout	Leaving roundabout
First point of impact:	Front	Back
Driver sex & age:	Male, 35	Male, 45
Journey purpose:	Taking pupil to/from school	Part of work
Engine capacity (cc):	1398	2800
Propulsion:	Petrol	Heavy oil
Age of vehicle:	12	12

Casualties

Casualty reference:	1	2	3
Vehicle reference:	2 (Bus)	2 (Bus)	2 (Bus)
Severity:	Slight	Slight	Slight
Class:	Driver or rider	Passenger	Passenger
Sex & age:	Male, 45	Female, 30	Male, 0
Bus passenger:	--	Alighting	Alighting

Casualties

Casualty reference:	4	5
Vehicle reference:	2 (Bus)	2 (Bus)
Severity:	Slight	Slight
Class:	Passenger	Passenger
Sex & age:	Male, 11	Female, 13
Bus passenger:	Alighting	Alighting

201706E037182 | Slight | Thu | 02/11/2017 | 15:45 | Light | Dry

Authority (highway):	Manchester	Road 2:	Unclassified, –	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	T or staggered junction	Light conditions:	Light	
Police force:	Greater Manchester	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	C, –	Crossing (physical):	None within 50m	Police attend?:	No	

Vehicles

Vehicle ref & type:	1, Car
Manoeuvre:	Moving off
Direction of travel:	Northwest to southeast
Vehicle Location:	On main carriageway
Junction Location:	Approaching junction or waiting/parked at approach
First point of impact:	Nearside
Driver sex & age:	Female, 30
Engine capacity (cc):	1198
Propulsion:	Petrol
Age of vehicle:	3

Casualties

Casualty reference:	1
Vehicle reference:	1 (Car)
Severity:	Slight
Class:	Pedestrian
Sex & age:	Male, 12
Pedestrian location:	In road, crossing elsewhere
Pedestrian movement:	Crossing from driver's nearside

201706E037792 | Slight | Wed | 29/11/2017 | 00:40 | Dark | Wet

Authority (highway):	Manchester	Road 2:	A, 560	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Roundabout	Light conditions:	Dark	
Police force:	Greater Manchester	Junction control:	Traffic signal	Special conditions:	--	
Road type:	Roundabout	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 560	Crossing (physical):	Ped phase at signal junction	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Goods	2, Taxi
Manoeuvre:	Going ahead left-hand bend	Going ahead
Direction of travel:	South to north	South to north
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Entering roundabout	Entering roundabout
First point of impact:	Front	Back
Driver sex & age:	Male, 30	Male, 52
Journey purpose:	--	Part of work
Engine capacity (cc):	1995	1582
Propulsion:	Heavy oil	Heavy oil
Age of vehicle:	5	5

Casualties

Casualty reference:	1
Vehicle reference:	2 (Taxi)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 52

201706E038881 | Slight | Wed | 29/11/2017 | 15:00 | Light | Dry

Authority (highway):	Manchester	Road 2:	A, 560	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Roundabout	Light conditions:	Light	
Police force:	Greater Manchester	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Roundabout	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 560	Crossing (physical):	None within 50m	Police attend?:	No	

Vehicles

Vehicle ref & type:	1, Car	2, Cyclist
Manoeuvre:	Going ahead	Going ahead
Direction of travel:	Southeast to northwest	Southeast to northwest
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Mid junction, on roundabout/main road	Mid junction, on roundabout/main road
First point of impact:	Front	Back
Driver sex & age:	Male, 30	Male, 34

Casualties

Casualty reference:	1
Vehicle reference:	2 (Cyclist)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 34

201706XC28383 | Slight | Sat | 01/04/2017 | 09:30 | Light | Wet

Authority (highway):	Manchester	Road 2:	A, 560	Weather:	Raining	(Image available to ACP users only)
Speed limit:	70	Junction detail:	Roundabout	Light conditions:	Light	
Police force:	Greater Manchester	Junction control:	Traffic signal	Special conditions:	--	
Road type:	Roundabout	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Motorway, 56	Crossing (physical):	None within 50m	Police attend?:	No	

Vehicles

Vehicle ref & type:	1, Car	2, Car
Manoeuvre:	Waiting to turn left	Waiting to turn left
Direction of travel:	East to west	East to west
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Entering roundabout	Entering roundabout
First point of impact:	Front	Back
Driver sex & age:	Female, 30	Female, 56
Engine capacity (cc):	--	998
Propulsion:	--	Petrol
Age of vehicle:	--	15

Casualties

Casualty reference:	1
Vehicle reference:	2 (Car)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Female, 56

201806E440207 | Serious | Fri | 02/02/2018 | 07:10 | Dark | Wet

Authority (highway):	Manchester	Road 2:	Unclassified, –	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	T or staggered junction	Light conditions:	Dark	
Police force:	Greater Manchester	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	B, 5168	Crossing (physical):	Standalone signalised crossing	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Cyclist
Manoeuvre:	Going ahead	Waiting to turn right
Direction of travel:	North to south	South to east
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Mid junction, on roundabout/main road	Leaving main road
First point of impact:	Nearside	Front
Driver sex & age:	Male, 51	Male, 45
Journey purpose:	Commuting to/from work	Commuting to/from work
Engine capacity (cc):	1998	--
Propulsion:	Heavy oil	--
Age of vehicle:	15	--

Casualties

Casualty reference:	1
Vehicle reference:	2 (Cyclist)
Severity:	Serious
Class:	Driver or rider
Sex & age:	Male, 45

201806E443695 | Slight | Fri | 11/05/2018 | 12:15 | Light | Dry

Authority (highway):	Manchester	Road 2:	--, -1	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Not at/within 20m of junction	Light conditions:	Light	
Police force:	Greater Manchester	Junction control:	--	Special conditions:	--	
Road type:	Roundabout	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	B, 5168	Crossing (physical):	Standalone signalised crossing	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Other
Manoeuvre:	Moving off	Going ahead
Direction of travel:	South to north	East to west
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Not at/within 20m of junction	Not at/within 20m of junction
First point of impact:	Front	Nearside
Driver sex & age:	Female, 52	Male, 70
Engine capacity (cc):	3696	--
Propulsion:	Petrol	--
Age of vehicle:	9	--

Casualties

Casualty reference:	1
Vehicle reference:	2 (Other)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 70

201806E447738 | Slight | Thu | 23/08/2018 | 16:35 | Light | Dry

Authority (highway):	Manchester	Road 2:	A, 560	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Roundabout	Light conditions:	Light	
Police force:	Greater Manchester	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Roundabout	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	B, 5168	Crossing (physical):	None within 50m	Police attend?:	No	

Vehicles

Vehicle ref & type:	1, Car	2, Car
Manoeuvre:	Going ahead	Waiting to go ahead but held up
Direction of travel:	North to south	North to south
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Approaching junction or waiting/parked at approach	Approaching junction or waiting/parked at approach
First point of impact:	Front	Back
Driver sex & age:	--, -1	Female, 41
Engine capacity (cc):	1364	999
Propulsion:	Petrol	Petrol
Age of vehicle:	9	0

Casualties

Casualty reference:	1
Vehicle reference:	2 (Car)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Female, 41

201806XE39995 | Slight | Tue | 23/01/2018 | 18:35 | Dark | Dry

Authority (highway):	Manchester	Road 2:	–, -1	Weather:	Fine	(Image available to ACP users only)
Speed limit:	70	Junction detail:	Not at/within 20m of junction	Light conditions:	Dark	
Police force:	Greater Manchester	Junction control:	–	Special conditions:	--	
Road type:	Dual carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Motorway, 56	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Car
Manoeuvre:	Going ahead	Waiting to go ahead but held up
Direction of travel:	West to east	West to east
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Not at/within 20m of junction	Not at/within 20m of junction
First point of impact:	Front	Back
Driver sex & age:	Female, 30	Female, 26
Journey purpose:	Commuting to/from work	–
Engine capacity (cc):	2979	1197
Propulsion:	Petrol	Petrol
Age of vehicle:	2	1

Casualties

Casualty reference:	1	2	3
Vehicle reference:	1 (Car)	2 (Car)	2 (Car)
Severity:	Slight	Slight	Slight
Class:	Driver or rider	Driver or rider	Passenger
Sex & age:	Female, 30	Female, 26	Male, 25
Car passenger:	--	--	Rear seat passenger

Casualties

Casualty reference: 4
Vehicle reference: 2 (Car)
Severity: Slight
Class: Passenger
Sex & age: Male, 6
Car passenger: Front seat passenger

201906E362384 | Slight | Sat | 28/09/2019 | 19:59 | Dark | Wet

Authority (highway):	Manchester	Road 2:	Unclassified, –	Weather:	Raining	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Using private drive or entrance	Light conditions:	Dark	
Police force:	Greater Manchester	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	B, 5168	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Bus	2, Car
Manoeuvre:	Going ahead	Turning left
Direction of travel:	South to north	West to north
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Mid junction, on roundabout/main road	Mid junction, on roundabout/main road
First point of impact:	Front	Offside
Driver sex & age:	Male, 40	Male, 30
Journey purpose:	Part of work	–
Engine capacity (cc):	4500	1995
Propulsion:	Heavy oil	Heavy oil
Age of vehicle:	9	11

Casualties

Casualty reference:	1	2
Vehicle reference:	1 (Bus)	1 (Bus)
Severity:	Slight	Slight
Class:	Passenger	Passenger
Sex & age:	Female, 26	Male, 29
Bus passenger:	Seated passenger	Standing passenger

201906E453831 | Slight | Tue | 12/02/2019 | 21:15 | Dark | Dry

Authority (highway):	Manchester	Road 2:	Motorway, 56	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Roundabout	Light conditions:	Dark	
Police force:	Greater Manchester	Junction control:	Traffic signal	Special conditions:	--	
Road type:	Roundabout	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 560	Crossing (physical):	None within 50m	Police attend?:	No	

Vehicles

Vehicle ref & type:	1, Car	2, Car
Manoeuvre:	Going ahead	Going ahead
Direction of travel:	Northeast to south	Northeast to south
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Leaving roundabout	Leaving roundabout
First point of impact:	Front	Nearside
Driver sex & age:	--, -1	Female, 55
Engine capacity (cc):	2688	1995
Propulsion:	Heavy oil	Petrol
Age of vehicle:	16	14

Casualties

Casualty reference:	1
Vehicle reference:	2 (Car)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Female, 55

201906E455848 | Slight | Sat | 13/04/2019 | 11:20 | Light | Dry

Authority (highway):	Manchester	Road 2:	Motorway, 56	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Roundabout	Light conditions:	Light	
Police force:	Greater Manchester	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Roundabout	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 560	Crossing (physical):	None within 50m	Police attend?:	No	

Vehicles

Vehicle ref & type:	1, Car	2, Car
Manoeuvre:	Waiting to go ahead but held up	Waiting to go ahead but held up
Direction of travel:	West to east	West to east
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Approaching junction or waiting/parked at approach	Approaching junction or waiting/parked at approach
First point of impact:	Back	Front
Driver sex & age:	Female, 38	Male, 30
Engine capacity (cc):	1951	2148
Propulsion:	Heavy oil	Heavy oil
Age of vehicle:	13	10

Casualties

Casualty reference:	1	2
Vehicle reference:	1 (Car)	1 (Car)
Severity:	Slight	Slight
Class:	Driver or rider	Passenger
Sex & age:	Female, 38	Female, 11
Car passenger:	--	Rear seat passenger

201906E456993 | Slight | Tue | 21/05/2019 | 12:15 | Light | Dry

Authority (highway):	Manchester	Road 2:	–, -1	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Not at/within 20m of junction	Light conditions:	Light	
Police force:	Greater Manchester	Junction control:	–	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Unclassified, --	Crossing (physical):	None within 50m	Police attend?:	No	

Vehicles

Vehicle ref & type:	1, Other	2, Car
Manoeuvre:	Reversing	Slowing or stopping
Direction of travel:	West to east	East to west
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Not at/within 20m of junction	Not at/within 20m of junction
First point of impact:	Back	Front
Driver sex & age:	Male, 30	Female, 25
Journey purpose:	Part of work	–
Engine capacity (cc):	7698	1199
Propulsion:	Heavy oil	Petrol
Age of vehicle:	3	19

Casualties

Casualty reference:	1
Vehicle reference:	2 (Car)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Female, 25

201906E459805 | Slight | Sun | 28/07/2019 | 15:00 | Light | Wet

Authority (highway):	Manchester	Road 2:	A, 560	Weather:	Raining	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Roundabout	Light conditions:	Light	
Police force:	Greater Manchester	Junction control:	Traffic signal	Special conditions:	--	
Road type:	Roundabout	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 560	Crossing (physical):	Ped phase at signal junction	Police attend?:	No	

Vehicles

Vehicle ref & type:	1, Car	2, Car
Manoeuvre:	Waiting to go ahead but held up	Going ahead
Direction of travel:	Northwest to southeast	Northwest to southeast
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Entering roundabout	Entering roundabout
First point of impact:	Back	Front
Driver sex & age:	Male, 55	-, -1
Engine capacity (cc):	--	1968
Propulsion:	--	Heavy oil
Age of vehicle:	--	4

Casualties

Casualty reference:	1
Vehicle reference:	1 (Car)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 55

201906E460967 | Slight | Mon | 19/08/2019 | 18:50 | Light | Dry

Authority (highway):	Manchester	Road 2:	B, 5168	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Roundabout	Light conditions:	Light	
Police force:	Greater Manchester	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Roundabout	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 560	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Car	3, Car
Manoeuvre:	Going ahead	Going ahead	Going ahead
Direction of travel:	Northwest to southeast	North to south	Northwest to southeast
Vehicle Location:	On main carriageway	On main carriageway	On main carriageway
Junction Location:	Approaching junction or waiting/parked at approach	Mid junction, on roundabout/main road	Approaching junction or waiting/parked at approach
First point of impact:	Front	Front	Did not impact
Driver sex & age:	Male, 18	Male, 18	Male, 35
Journey purpose:	--	Part of work	Part of work
Engine capacity (cc):	999	999	1200
Propulsion:	Petrol	Petrol	Petrol
Age of vehicle:	1	1	1

Vehicles

Vehicle ref & type:	4, Car
Manoeuvre:	Going ahead
Direction of travel:	Northwest to southeast
Vehicle Location:	On main carriageway
Junction Location:	Approaching junction or waiting/parked at approach
First point of impact:	Did not impact
Driver sex & age:	Male, 40
Journey purpose:	Part of work
Engine capacity (cc):	1200
Propulsion:	Petrol
Age of vehicle:	2

Casualties

Casualty reference: 1
Vehicle reference: 1 (Car)
Severity: Slight
Class: Passenger
Sex & age: Male, 18
Car passenger: Front seat passenger

201906E461323 | Slight | Thu | 22/08/2019 | 19:45 | Light | Dry

Authority (highway):	Manchester	Road 2:	A, 560	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Roundabout	Light conditions:	Light	
Police force:	Greater Manchester	Junction control:	Traffic signal	Special conditions:	--	
Road type:	Roundabout	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 560	Crossing (physical):	Ped phase at signal junction	Police attend?:	No	

Vehicles

Vehicle ref & type:	1, Car	2, Car
Manoeuvre:	Overtaking moving vehicle on its offside	Waiting to go ahead but held up
Direction of travel:	North to south	North to south
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Mid junction, on roundabout/main road	Mid junction, on roundabout/main road
First point of impact:	Front	Back
Driver sex & age:	--, -1	Female, 44
Engine capacity (cc):	1596	998
Propulsion:	Petrol	Petrol
Age of vehicle:	13	7

Casualties

Casualty reference:	1
Vehicle reference:	2 (Car)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Female, 44

201906E464297 | Slight | Mon | 07/10/2019 | 13:20 | Light | Wet

Authority (highway):	Manchester	Road 2:	–, -1	Weather:	Raining with high winds	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Not at/within 20m of junction	Light conditions:	Light	
Police force:	Greater Manchester	Junction control:	–	Special conditions:	--	
Road type:	Single carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 560	Crossing (physical):	None within 50m	Police attend?:	No	

Vehicles

Vehicle ref & type:	1, Goods	2, Car
Manoeuvre:	Overtaking on nearside	Going ahead
Direction of travel:	West to east	West to east
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Not at/within 20m of junction	Not at/within 20m of junction
First point of impact:	Offside	Nearside
Skidding/overturning:	--	Skidded
Object hit off road:	--	Other permanent object
Towing/articulation:	Articulated vehicle	–
Driver sex & age:	Male, 30	Male, 29
Engine capacity (cc):	2198	1246
Propulsion:	Heavy oil	Petrol
Age of vehicle:	7	12

Casualties

Casualty reference:	1
Vehicle reference:	2 (Car)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 29

201906XE59182 | Slight | Thu | 18/07/2019 | 07:54 | Light | Dry

Authority (highway):	Manchester	Road 2:	Motorway, 56	Weather:	Fine	(Image available to ACP users only)
Speed limit:	70	Junction detail:	Slip road	Light conditions:	Light	
Police force:	Greater Manchester	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Dual carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Motorway, 56	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car	2, Car
Manoeuvre:	Going ahead	Going ahead
Direction of travel:	East to west	East to west
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Approaching junction or waiting/parked at approach	Approaching junction or waiting/parked at approach
First point of impact:	Front	Offside
Skidding/overturning:	Overtaken	–
Driver sex & age:	Male, 20	Female, 26
Engine capacity (cc):	2500	1461
Propulsion:	Heavy oil	Heavy oil
Age of vehicle:	16	2

Casualties

Casualty reference:	1
Vehicle reference:	1 (Car)
Severity:	Slight
Class:	Passenger
Sex & age:	Male, 48
Car passenger:	Front seat passenger

201906XE61717 | Fatal | Fri | 20/09/2019 | 01:10 | Dark | Dry

Authority (highway):	Manchester	Road 2:	Motorway, 56	Weather:	Fine	(Image available to ACP users only)
Speed limit:	70	Junction detail:	Slip road	Light conditions:	Dark	
Police force:	Greater Manchester	Junction control:	Give way/uncontrolled	Special conditions:	--	
Road type:	Dual carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	Motorway, 56	Crossing (physical):	None within 50m	Police attend?:	Yes	

Vehicles

Vehicle ref & type:	1, Car
Manoeuvre:	Going ahead
Direction of travel:	West to east
Vehicle Location:	On main carriageway
Junction Location:	Entering from slip road
First point of impact:	Front
Driver sex & age:	Male, 40
Engine capacity (cc):	2179
Propulsion:	Heavy oil
Age of vehicle:	4

Casualties

Casualty reference:	1
Vehicle reference:	1 (Car)
Severity:	Fatal
Class:	Pedestrian
Sex & age:	Male, 21
Pedestrian location:	In road, not crossing
Pedestrian movement:	Walking in road, back to traffic

202006E468969 | Slight | Tue | 31/03/2020 | 23:50 | Dark | Wet

Authority (highway):	Manchester	Road 2:	A, 560	Weather:	Raining	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Roundabout	Light conditions:	Dark	
Police force:	Greater Manchester	Junction control:	Traffic signal	Special conditions:	--	
Road type:	Roundabout	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 560	Crossing (physical):	Ped phase at signal junction	Police attend?:	No	

Vehicles

Vehicle ref & type:	1, Car	2, Car
Manoeuvre:	Going ahead	Waiting to go ahead but held up
Direction of travel:	South to north	South to north
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Approaching junction or waiting/parked at approach	Approaching junction or waiting/parked at approach
First point of impact:	Offside	Back
Skidding/overturning:	--	Skidded
Leaving road:	Left road nearside & rebounded	Left road nearside & rebounded
Driver sex & age:	--, 30	Male, 30
Journey purpose:	--	Commuting to/from work
Engine capacity (cc):	1199	1968
Propulsion:	Petrol	Heavy oil
Age of vehicle:	1	4
Generic make/model:	PEUGEOT 2008	SKODA OCTAVIA

Casualties

Casualty reference:	1	2
Vehicle reference:	2 (Car)	2 (Car)
Severity:	Slight	Slight
Class:	Driver or rider	Passenger
Sex & age:	Male, 30	Female, 30
Car passenger:	--	Rear seat passenger

2021061044958 | Slight | Wed | 28/04/2021 | 19:10 | Light | Dry

Authority (highway):	Manchester	Road 2:	Not at junction or within 20m, -1	Weather:	Fine	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Not at/within 20m of junction	Light conditions:	Light	
Police force:	Greater Manchester	Junction control:	--	Special conditions:	--	
Road type:	Dual carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 560	Crossing (physical):	None within 50m	Police attend?:	No	

Vehicles

Vehicle ref & type:	1, Goods	2, Car	3, Car
Manoeuvre:	Going ahead	Going ahead	Going ahead
Direction of travel:	North to south	North to south	North to south
Vehicle Location:	On main carriageway	On main carriageway	On main carriageway
Junction Location:	Not at/within 20m of junction	Not at/within 20m of junction	Not at/within 20m of junction
First point of impact:	Front	Back	Back
Driver sex & age:	Male, 27	Male, 23	Male, 26
Journey purpose:	Part of work	Other	Other

Casualties

Casualty reference:	1	2
Vehicle reference:	2 (Car)	2 (Car)
Severity:	Slight	Slight
Class:	Driver or rider	Passenger
Sex & age:	Male, 23	Female, 30
Car passenger:	--	Front seat passenger

2021061054694 | Slight | Mon | 17/05/2021 | 12:30 | Light | Wet

Authority (highway):	Manchester	Road 2:	Not at junction or within 20m, -1	Weather:	Raining	(Image available to ACP users only)
Speed limit:	30	Junction detail:	Not at/within 20m of junction	Light conditions:	Light	
Police force:	Greater Manchester	Junction control:	--	Special conditions:	--	
Road type:	Dual carriageway	Crossing (human):	None within 50m	Hazards:	--	
Road 1:	A, 560	Crossing (physical):	None within 50m	Police attend?:	No - Self Completion	

Vehicles

Vehicle ref & type:	1, Car	2, Goods
Manoeuvre:	Waiting to go ahead but held up	Waiting to go ahead but held up
Direction of travel:	West to east	West to east
Vehicle Location:	On main carriageway	On main carriageway
Junction Location:	Not at/within 20m of junction	Not at/within 20m of junction
First point of impact:	Back	Front
Driver sex & age:	Male, 51	--, 30
Engine capacity (cc):	1332	1753
Propulsion:	Petrol	Heavy oil
Age of vehicle:	3	17
Generic make/model:	RENAULT KADJAR	FORD TRANSIT CONNECT

Casualties

Casualty reference:	1
Vehicle reference:	1 (Car)
Severity:	Slight
Class:	Driver or rider
Sex & age:	Male, 51

Appendix C – APH Operational Data

Hour	Ave Arrivals	Ave Returns
00:00	0	10
01:00	1	9
02:00	8	7
03:00	20	5
04:00	20	5
05:00	16	5
06:00	15	3
07:00	12	4
08:00	9	5
09:00	10	6
10:00	12	4
11:00	13	4
12:00	12	6
13:00	10	8
14:00	8	10
15:00	6	11
16:00	4	11
17:00	3	12
18:00	1	12
19:00	1	9
20:00	0	9
21:00	0	8
22:00	0	7
23:00	0	10

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