

Proposed Extension, Manchester Communication Academy,
Silchester Drive, Manchester

GREATER MANCHESTER ACADEMIES TRUST

Transport Statement

October 2023





REPORT

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1 INTRODUCTION

1.1 Introduction

- 1.1.1 Eddisons have been instructed by the Greater Manchester Academies Trust to advise on the traffic and transport issues relating to a proposed new science block, new year 7 block and conversion of disused bus stop to into 18 car parking spaces for the Manchester Communication Academy.
- 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 planning application.
- 1.1.3 The Local Planning Authority (LPA) and the Local Highway Authority (LHA) responsible for the area is Manchester City Council (MCC).

1.2 Scope of Report

- 1.2.1 This Transport Statement (TS) has been prepared to consider the development in transport and highways terms in order to provide the local highway authority with the necessary reassurance that the proposals can be accommodated by the local transport network.
- 1.2.2 The scope of this Transport Statement conforms to the guidance provided in the Department for Levelling Up, Housing & Communities Planning Practice Guidance 'Transport Evidence Bases in Plan Making and Decision Taking'.
- 1.2.3 The guidance covers the following issues;



- Reducing the need to travel, especially by car – ensure at the outset that thought is given to reducing the need to travel; consider the types of uses (or mix of uses) and the scale of development in order to promote multipurpose or linked trips;
- Sustainable accessibility – promote accessibility by all modes of travel, in particular public transport, cycling and walking; assess the likely travel behaviour or travel pattern to and from the proposed site; and develop appropriate measures to influence travel behaviour;
- Dealing with residual trips – provide accurate quantitative and qualitative analyses of the predicted impacts of residual trips from the proposed development and ensure that suitable measures are proposed to manage these impacts; and
- Mitigation measures – ensure as much as possible that the proposed mitigation measures avoid unnecessary physical improvements to highways and promote innovative and sustainable transport solutions.

1.3 Structure of Report

- 1.3.1 Following this introduction, details pertaining to the existing site will be provided in Section 2 of this report. Details in regard to the proposed development will be provided within Section 3.
- 1.3.2 Section 4 provides an assessment of the accessibility of the site by non-car modes of travel, including walking, cycling and public transport.
- 1.3.3 The traffic impact of the proposed development on the local highway network is considered at Section 5, whilst Section 6 presents an analysis of road safety in the vicinity.
- 1.3.4 Section 7 draws together the conclusions to this report.

2 EXISTING CONDITIONS

2.1 Existing Site Information

- 2.1.1 The Manchester Communication Academy extends across two land parcels. The western parcel sits on the corner of A664 Rochdale Road and Queens Road, whilst the eastern parcel sits on the corner of Carisbrook Street and Lathbury Road.
- 2.1.2 The application site is located approximately 3 kilometres to north-east of Manchester city centre and around 8 kilometres to the south-west of Oldham town centre. The location of the site in relation to the surrounding area is shown within **Plan 1**, whilst the approximate red line boundary is shown in **Figure 2.1** below.



Figure 2.1 – Approximate Red Line Boundary

- 2.1.3 Manchester Communication Academy is part of the Greater Manchester Academies Trust.



- 2.1.4 The school caters for children aged Years 7 to 11 (ages 11 to 16) and has capacity for up to 1,200 pupils.
- 2.1.5 The site can be accessed via two existing vehicular access points, with the main one being located on Silchester Drive. The other is located off Lathbury Road, which is used as an additional car park in the eastern land parcel.
- 2.1.6 The school currently has approximately 1,224 students, exceeding the schools capacity, and the roll number is expected to increase.
- 2.1.7 It is understood, all pupils currently arrive by walking, or getting a bus, tram, or taxi, rather than by individual car journeys.

2.2 Local Highway Network

- 2.2.1 The application site is currently accessed via Silchester Drive and Lathbury Road, which serves a number of residential properties in the area. Silchester Drive provides a footway of approximately 1.6 metres on both sides, accompanied by grass verges and dropped kerbs. The carriageway is approximately 7.2metres in width.
- 2.2.2 To the west, Silchester Drive continues onto Lathbury Road connecting the site with Monsall Street/ Upper Monsall Street thereby linking the site with the surrounding area of Monsall and the tram stop.
- 2.2.3 To the east, Silchester Drive continues onto A6010 Queens Road which forms a junction with the A664 Rochdale Road. To the north, the A664 Rochdale Road/Manchester New Road connects the site with the A576 Oldham Road and the Middleton.
- 2.2.4 To the south, it connects the site with the Ring Road and provides access to Manchester city centre.



- 2.2.5 It is therefore considered that the site is well connected to the local highway network and also to the wider strategic road network.

3 DEVELOPMENT PROPOSALS

3.1 Introduction

3.1.1 The following paragraphs will describe the development proposals and report on proposed access arrangements and car parking.

3.2 Proposed Development

3.2.1 The applicant is seeking planning permission to extend the site for various inter-related uses.

3.2.2 The proposals therefore include the following;

- A purpose built science block
- A purpose built year 7 block
- Repurposing the disused private bus lay-by into a car park. The bus lay-by no longer served by a private buses or coaches. With the area repurposed into chevron parking it would create 18 additional car parking spaces

3.2.3 The proposed site layout is presented in **Plan 2**.

3.3 Site Considerations

3.3.1 The site currently has two cars parks available for use, one is located on the main site and has 90 car parking spaces, plus 12 accessible parking bays. The second is located on the eastern land parcel with 60 car parking spaces, plus 4 accessible parking bays. In addition, the main site has three cycle shelters which accommodate around 120 cycle spaces.

- 3.3.2 The school has a surplus of teaching staff which means that only support staff are needed for the proposed expansion. The current intention is to recruit six members of non-teaching staff to support in administrative tasks and teaching support. **Table 3.1** below shows the schools current staffing and proposed staffing numbers.

Existing Staff		Proposed Staff	
Teaching	Non - Teaching	Teaching	Non - Teaching
99	169	99	175

Table 3.1 – Existing and Proposed Staff Numbers

- 3.3.3 By planning guidance, education facilities must provide one car parking space per teaching staff and one for every three non-teaching members of staff. By this calculation the school must provide 157 car parking spaces for the staff.



Figure 3.1 – Aerial view of private bus lay-by

3.3.4 As already stated, the school currently has a private bus lay-by off Silchester Drive which is disused as the school is not served by private buses or coaches; this is shown in **Figure 3.1** above. It is proposed that this area is repurposed using chevron parking to create 18 additional car parking spaces bringing the total to 158 car parking spaces.

3.3.5 The proposed level of car parking is therefore deemed to be sufficient and appropriate to serve the needs of the school once the extension is completed.

3.4 Car Parking and External Layout

3.4.1 The existing redundant private bus lay-by will be re-configured into a car park and will consist of 18 spaces.

3.4.2 The new car park of the site has been designed to provide a safe environment for pedestrians with clearly defined walkways and crossing points where appropriate.

3.5 Vehicular Access and Servicing

3.5.1 The proposed changes should not affect the internal layout of the site or how service/waste collection vehicles currently access the site.

3.5.2 Pedestrian and cycle access to the development will still be available via the vehicle access points located off Silchester Drive and Lathbury Road.

3.5.3 Servicing within the site will continue to take place as it does at present.

3.6 Travel Plan

3.6.1 A School Travel Plan has been developed which will be implemented on occupation of the new extension, a Travel Plan Framework has been produced and is contained within **Appendix 1**.



- 3.6.2 The School Travel Plan will aim to reduce the impacts of transport on the local environment and increase sustainable travel mode share. It includes a series of measures to increase travel choice and reduce dependency on the car, whilst also promoting the benefits for travelling to the school by active travel and public transport.
- 3.6.3 The objectives of the Travel Plan will include working proactively with MCC and TfGM to ensure a co-ordinated approach is established to achieve the Travel Plan's sustainable travel goals and reduce single occupancy car journeys to the site.

4 ACCESS BY NON-CAR MODES

4.1 Introduction

- 4.1.1 In order to accord with the aspirations of the National Planning Policy Framework (NPPF), any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.
- 4.1.2 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.
- 4.1.3 To achieve these objectives, paragraph 30 states that when making decisions, local authorities should: *'Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.'*
- 4.1.4 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.
- 4.1.5 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.



- 4.1.6 As already confirmed, many pupils currently arrive by minibus or taxi's, which are already considered to be sustainable modes of travel. There is potential however, for staff who live locally to travel by a mode other than a private car.

4.2 Access on Foot

- 4.2.1 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.
- 4.2.2 The nearest footways are located along Silchester Drive (fronting the site to the south) and along A664 Rochdale Road (fronting the site to the west). The footways along Silchester Drive have a width of around 1.9 metres, and the footways along A664 Rochdale Road have a width of around 3 metres. These footways provide links to a comprehensive network of routes within the local area, supplemented by a number of crossing points which facilitate access to the nearby residential areas. These footways are surfaced, in reasonable condition and benefit from street lighting.
- 4.2.3 In terms of pedestrian crossing facilities in the vicinity of the site, a signalised Toucan crossing with associated dropped kerbs, and tactile paving is situated at the entrance of the collage on A664 Rochdale Road. There is also a signalised crossing with associated dropped kerbs, and tactile paving is situated at the entrance of the collage on A6010 Queens Road. These facilities provide the opportunity for pedestrians and cyclists to cross the A664 Rochdale Road and A6010 Queens Road safely.
- 4.2.4 The DFT National Travel Survey of 2017 confirms that 81% of all trips less than a mile (1.6km) are carried out on foot.



4.2.5 Within the Chartered Institution of Highways & Transportation (CIHT) document, entitled “Guidelines for Providing for Journeys on Foot”, Table 2.2 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 4.1**.

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

Table 4.1 – IHT ‘Providing for Journeys on Foot’ Walk Distances

4.2.6 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.’

4.2.7 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 staff/pupils 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’. **Table 4.2** below summarises this guidance in tabular form.



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

Table 4.2 – Manual for Streets Walk Distances

- 4.2.8 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 Group research paper entitled 'How Far do People Walk and Cycle'. This paper refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms that the 85th percentile walk distance for:
- All journey purposes – 1,950 metres;
 - Commuting – 2,100 metres;
 - Shopping – 1,600 metres; and
 - Personal business – 1,600 metres.
- 4.2.9 Overall, shown in Table 5.1 of the paper, the document states that 1,950 metres is the 85th percentile distance for walking as the main mode of travel. **Table 4.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

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

Table 4.3 – WYG Report/NTS Data Walk Distances

- 4.2.10 In summary, it is considered that the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.
- 4.2.11 Section 3.1 of the CIHT guidance 'Planning for Walking' 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'.
- 4.2.12 A 20-minute walk equates to a walking distance of around 1,600 metres.
- 4.2.13 In light of the above review, a pedestrian catchment of 800 metres and 2 kilometres from the centre of the site, using all available pedestrian routes, has been provided in **Plan 3** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.
- 4.2.14 Plan 3 shows the pedestrian catchment for 800 metres and 2 kilometres from the centre of the site and provides an illustrative indication of the areas that can be reached including most of Harpurhey and Collyhurst.
- 4.2.15 As can be seen, the 800-metre catchment includes residential areas of Monsall including the Central Park tram stop, while the 2,000-metre catchment encompasses the neighbouring residential areas of Cheetham Hill, Harpurhey, and Collyhurst. It is therefore considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

4.3 Access by Cycle

- 4.3.1 An alternative mode of travel to the site could be achieved by bicycle.
- 4.3.2 The importance of cycling as an alternative mode of travel both now and in the future, is demonstrated by the new rules relating to cyclists contained within the revised Highway Code, which came into force in January 2022.
- 4.3.3 These new rules, which include the 'Hierarchy of Users' or 'Hierarchy of Responsibility', recognise that drivers of vehicles that can cause the greatest harm in the event of a collision bear the greatest responsibility to take care and reduce the danger to others. This together with the simplification of the rules, to make junctions safer and new rules to tackle dangerous overtaking will provide a road environment where cyclists and pedestrians are given priority, feel safer using the road network and further encourage travel by cycle.
- 4.3.4 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys.
- 4.3.5 This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass parts of Manchester City Centre, Openshaw, Newton Heath, Cheetham Hill, Crumpsall, Prestwich, Middleton, Failsworth, Moston, Kersal, Clayton, and Blackley.
- 4.3.6 National Cycle Network (NCN) Route 66 starts from Manchester city centre and runs in sections to Spurn Head in Yorkshire via Bradford, Leeds, York, Beverley, and Kingston upon Hull. It is both an on and off-road cycle route and is located approximately 1.4 kilometres away from the centre of the site. The stretch of the NCN route 66 close to the site runs along the canal and can be followed southwest to get Manchester city centre, or followed northeast to get to Failsworth.



- 4.3.7 The site can therefore be considered as being accessible by cycle.

4.4 Access by Bus

- 4.4.1 An effective public transport system is essential in providing good access for large parts of the population to opportunities for work, education, shopping, leisure, and healthcare in the town and beyond.
- 4.4.2 The nearest bus stops to the site are located on the A6010 Queens Road which directly fronts onto the southwestern corner of the site. Additional bus stops are located on the A664 Rochdale Road approximately 85 metres from the entrance of the site, and another further along A664 Rochdale Road roughly 110 metres from the entrance of the site. All of these bus stops are within 800 metres of the centre of the application site, the location of the proposed bus stops are shown on Plan 3.
- 4.4.3 The bus stop on the A6010 Queens Road provide shelters, bus information and road markings. The bus stops can be accessed via the pedestrian infrastructure located on the A6010 Queens Road, with controlled crossings located within 25 metres of the bus stops.
- 4.4.4 A summary of the services available from the bus stops within 800 metres of the site are summarised in **Table 4.4** below.

Service No	Route	Monday – Friday (Per hour)				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
17/17A	Manchester Shudehill - Rochdale Interchange	6	4	6	2	4	4
18	Manchester Royal Infirmary - Langley	6	4	6	2	4	2
53 Orbits	Cheetham Hill - Pendleton	2	2	2	1	2	1
56	Shudehill - Higher Blackley	2	2	2	-	2	-
81	Oldham - Moston - Manchester	2	2	2	1	1	1
112/117/118/119	Manchester - Middleton	11	12	12	5	11	5
151	North Manchester General Hospital - Ashton-under-Lyne Interchange	1	1	1	-	1	-
156	Manchester - Middleton	2	2	2	2	2	2
163	Piccadilly Gardens - Bury Interchange	5	5	5	5	5	5

Table 4.4 - Summary of Bus Services Operating in the Vicinity of the Site

4.4.5 As can be seen from Table 4.4, the nearest bus stops to the site provides various services throughout the day to destinations such as Oldham, Langley, Ashton-Under-Lyne, Rochdale, Middleton, Bury and Manchester.

- 4.4.6 The 112/117/118/119 bus services operate up to 12 buses per hour during the peak periods that are provided in and out of Manchester City Centre, Moston, Charlestown, Higher Crumpsall, Higher Blackley, and Middleton which are likely to be key residential areas for students and staff.
- 4.4.7 The above services operate from around 00:09am to around 23:59pm, making travel by public transport a real alternative to travelling by car for commuting trips.
- 4.4.8 In order to demonstrate the level of accessibility, some example journey times by bus are presented below **Table 4.5** below.

Destination	Duration
Manchester City Centre	13 minutes
Middleton	23 minutes
Rochdale	55 minutes

Table 4.5 - Example Bus Journey Times

- 4.4.9 The above table demonstrates that Manchester City Centre is an approximate 13-minute bus journey from the site, Middleton is just a 23-minute bus journey, and Rochdale is a 55-minute bus journey.
- 4.4.10 It is therefore concluded that various residential areas in and around Manchester are highly accessible by bus from the proposed development site.

4.5 Access by Metrolink

- 4.5.1 The nearest Metrolink station to the site is Monsall Tram Stop which is located approximately 650 metres from the application site.

4.5.2 The following Metrolink lines serve Monsall Tram Stop:

- Pink Line - Rochdale Town Centre to East Didsbury
- Brown Line - Shaw and Crompton to East Didsbury

4.5.3 Lines at the Monsall stop run every 12 minutes Monday to Saturday, every 24 minutes Friday to Saturday from midnight to 1am, and every 15 minutes on a Sunday.

4.5.4 The Monsall Tram Stop is operated by Metrolink, it has 2 platforms, and has capacity for 5 bicycles to be stored/parked on stands in the car park and also provides cycle locker facilities.

4.5.5 It is therefore considered the site is highly accessible by Metrolink.

4.6 Non-Car Mode Access Summary

4.6.1 The site has been considered in terms of accessibility by non-car modes, including walking, cycling and public transport.

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

- Pedestrian and cycle access to the site can be considered as being good with extensive existing infrastructure located in the vicinity of the site.
- The site is accessible by bus, with up to 37 buses per hour operating in the immediate vicinity of the site, providing access to a range of destinations in and around Greater Manchester.
- The site is accessible by tram/Metrolink with Monsall tram stop very close to the vicinity of the site providing access to a range of destinations between Rochdale Town Centre and East Didsbury.



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

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.

5.1.2 Given the proposals will result in only a minimal increase in numbers, it is considered that off-site traffic impact would not be material.

5.2 Proposed Development Traffic

5.2.1 As previously stated, although the development proposals will provide an extension to accommodate an increase in pupil numbers, the actual increase in staff is considered to be minimal.

5.2.2 As such, there is no evidence to suggest that travel patterns to and from the school will change as result of the proposed development.

5.2.3 It is therefore concluded that there will be no material differences in traffic generation between the existing situation and the post development scenario.

5.2.4 Therefore, no detailed analysis of the proposed development traffic is required.

6 ROAD SAFETY

6.1 Accident Analysis

6.1.1 In order to consider the potential impact of the development on road safety, a review of the Crashmap website (www.crashmap.co.uk) has been undertaken. The information provided on the website covered the five-year period 2017 to 2021 in the vicinity of the development site. The Crashmap personal injury accident data, including location maps is contained within **Appendix 2**.

6.1.2 According to the data provided there have been nineteen recorded accidents within the study area, as identified in **Figure 6.1** below.



Figure 6.1 – Location of Accidents in the Vicinity of the Site

6.1.3 **Table 6.1** below, contains a summary analysis of accidents in the vicinity of the proposed development site.

Date	Severity	Light Conditions	Weather	Road Conditions	Manoeuvre
02/01/2017	Slight	Daylight	Fine	Wet/Damp	Car proceeding normally along the carriageway collides with pedestrian crossing during pedestrian phase at traffic signal junction
21/05/2017	Serious	Daylight	Fine	Dry	Car proceeding normally along the carriageway collides with a car slowing down or stopping
10/07/2017	Slight	Dark: Street lit	Other	Wet/Damp	Two cars proceeding normally along the carriageway collide, also collide with other permanent objects
06/08/2017	Serious	Daylight	Fine	Dry	Car and motorcycle collide while both are proceeding normally along the carriageway
23/09/2017	Slight	Daylight	Fine	Dry	Car proceeding normally along the carriageway collides with child/pedestrian
16/01/2018	Slight	Daylight	Fine	Wet/Damp	Car proceeding normally along the carriageway collides with a car in the act of turning right, a bollard/refuge, and a road sign/traffic signal
23/05/2018	Slight	Daylight	Fine	Dry	Incident involving a car and pedal cycle resulting in an injury for the cyclist
21/07/2018	Slight	Daylight	Unknown	Dry	Car moving off is shunted by another car also moving off
24/01/2019	Slight	Dark: Street lit	Fog/Mist	Wet/Damp	Two pedal cycles collide while both in the act of turning right
08/02/2019	Slight	Dark: Street lit	Raining	Wet/Damp	Car collides into nearside or offside crash barrier
30/08/2019	Slight	Daylight	Fine	Dry	Car changing lane to the left collides with a car proceeding normally along the carriageway
11/01/2020	Slight	Dark: Street lit	Fine	Dry	Car proceeding normally along the carriageway collides with a car in the act of turning right

02/09/2020	Slight	Daylight	Fine	Dry	Car proceeding normally along the carriageway shunts another car also proceeding normally along the carriageway
27/10/2020	Slight	Daylight	Fine	Wet/Damp	Car proceeding normally along the carriageway collides with a car also proceeding normally along the carriageway which also collides with a car waiting to turn right
03/12/2020	Slight	Daylight	Fine	Wet/Damp	Car and bus collide while the car is in the act of turning right and the bus is proceeding normally along the carriageway
08/12/2020	Slight	Dark: Street lit	Fine	Wet/Damp	Pedal cycle proceeding normally along the carriageway collides with car in the act of turning right
26/05/2021	Slight	Daylight	Fine	Dry	Car in the act of turning left collides with a car in the act of turning right
03/11/2021	Slight	Daylight	Fine	Dry	Car proceeding normally along the carriageway collides with a car also proceeding normally along the carriageway which also collides with a van or goods vehicle waiting to turn right
19/11/2021	Slight	Daylight	Fine	Dry	Incident involving a car and pedal cycle resulting in an injury for the child/cyclist

Table 6.1 – Summary Accident Data Review

- 6.1.4 Of the nineteen recorded accidents, ten involved two vehicle collision type incidents, two involved three vehicle collision type incidents, two involved a pedestrian, and four involved cyclists. No common infrastructure-related issues have been identified in connection with any of these accidents.



- 6.1.5 However, a failure to adhere to the turning restrictions on the road, a failure to observe other road users, a failure to drive appropriately for wet road conditions, and misjudgement of stopping distances may be contributory factors. Due to the lack of common infrastructure-related causal factors, no mitigation measures have been identified.

6.2 Accident Summary

- 6.2.1 The data reviewed has not identified any untypical accidents.
- 6.2.2 The evidence shows that there are no particular engineering issues or problems with the road network or junction layouts. The data reviewed has demonstrated that there are no particular road safety issues in the vicinity of the site.
- 6.2.3 It is not considered that the proposals will unduly change the characteristics or nature of the surrounding highway network and as such will not have a detrimental impact on overall road safety.

7 CONCLUSIONS

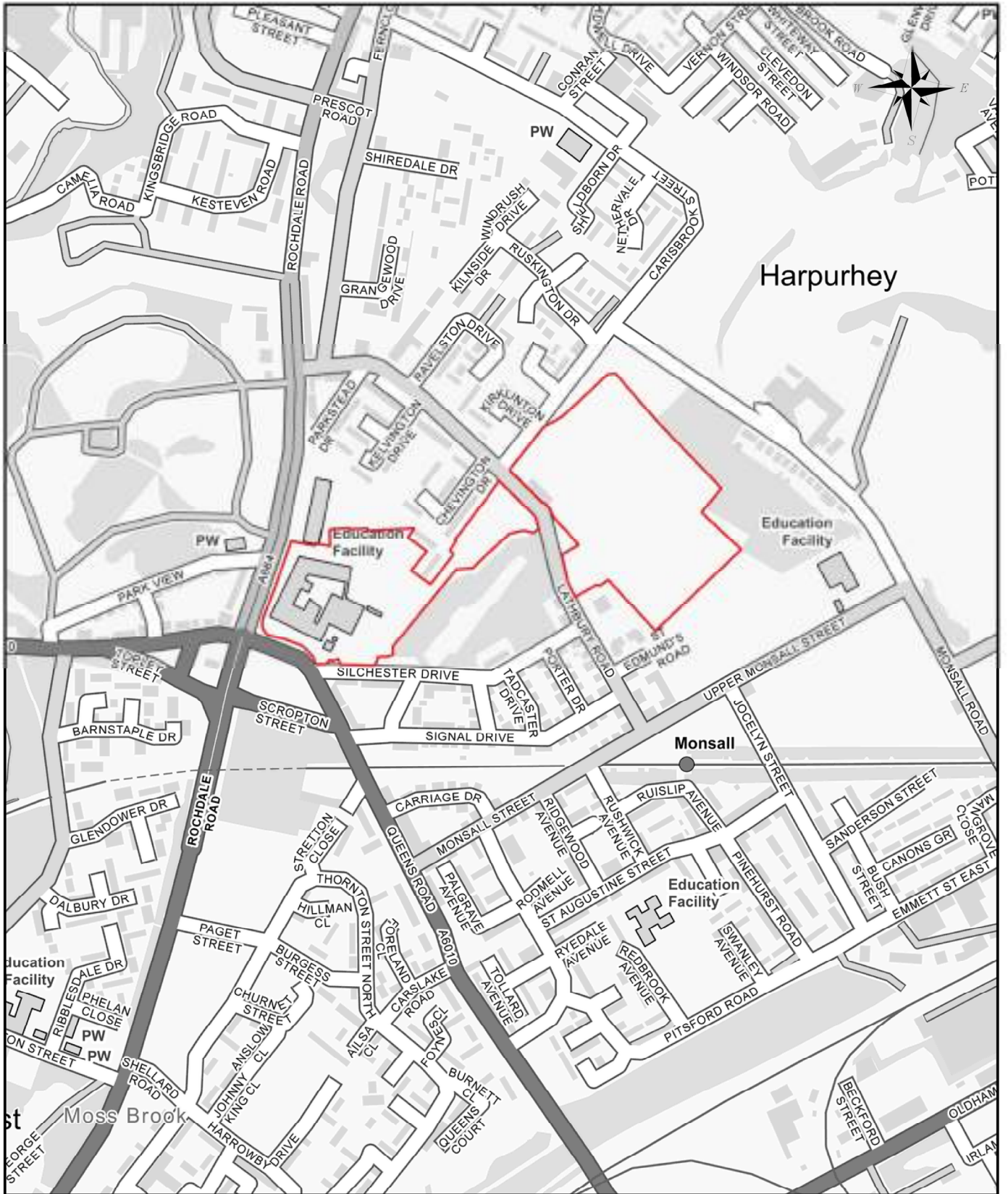
- 7.1.1 Eddisons have been instructed by the Greater Manchester Academies Trust to advise on the traffic and transport issues relating to a planning application for a proposed extension at the Manchester Communication Academy Extension in Manchester.
- 7.1.2 The proposal comprises of a new science block, a new year 7 block, and repurposing the redundant private bus lay-by into a car park.
- 7.1.3 A number of conclusions can be drawn from the report, namely:
- The report has demonstrated that the proposed development would be accessible by non-car travel modes of such as walking, cycling and public transport.
 - The proposed new car park will be accessed via the existing access off Silchester Drive, which will be modified and will ensure the site will continue to be accessed in a safe and efficient manner.
 - Given the traffic impact of the proposals will be minimal, no formal assessments have been undertaken.
 - As confirmed in this report, all existing pupils arrive by walking, bus, tram, or taxi which are considered to be sustainable, particularly taxi's, as they are already on the road network. This will continue to be the case.
 - As such, it is considered that the new car park, accessed from Silchester Drive would not cause any additional traffic issues, or give rise to any road safety problems.



- There is no evidence to suggest that the proposals would have an adverse effect on road safety or the number of accidents in the vicinity.
- The proposed Travel Plan for the site will seek to encourage the use of sustainable travel, thus according to both local and national travel aims and policies.

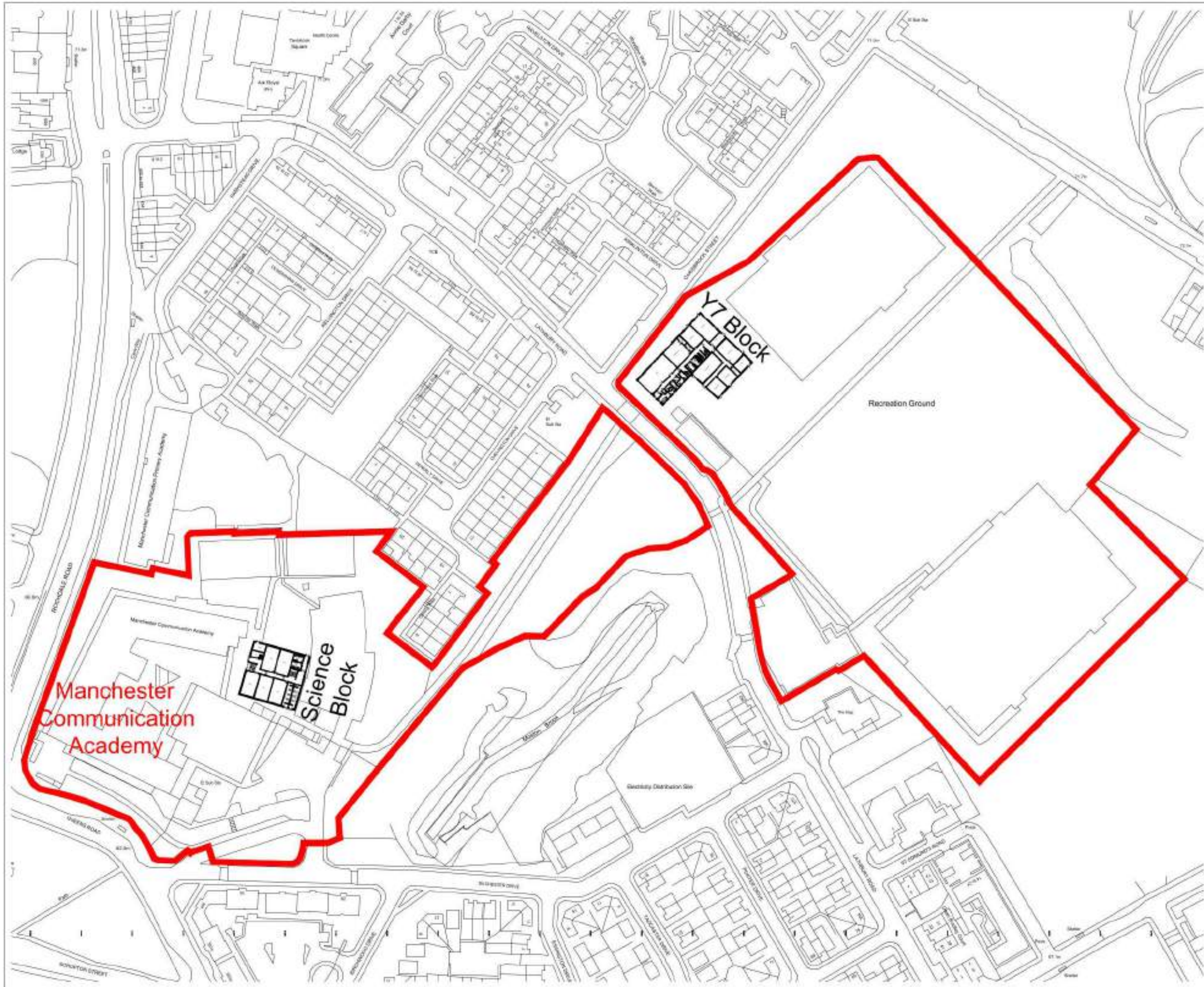
7.1.4 Based on the above it is the conclusion of this Report that there are no material reasons why the proposed development should not be granted planning consent on highways or transportation grounds.

PLANS



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DRAWING TITLE: SITE LOCATION MANCHESTER COMMUNICATION ACADEMY EXTENSION					Email: info@crofts.co.uk Tel: 0161 837 7380 Web: www.eddisons.com/services/transport-planning											
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NOTES

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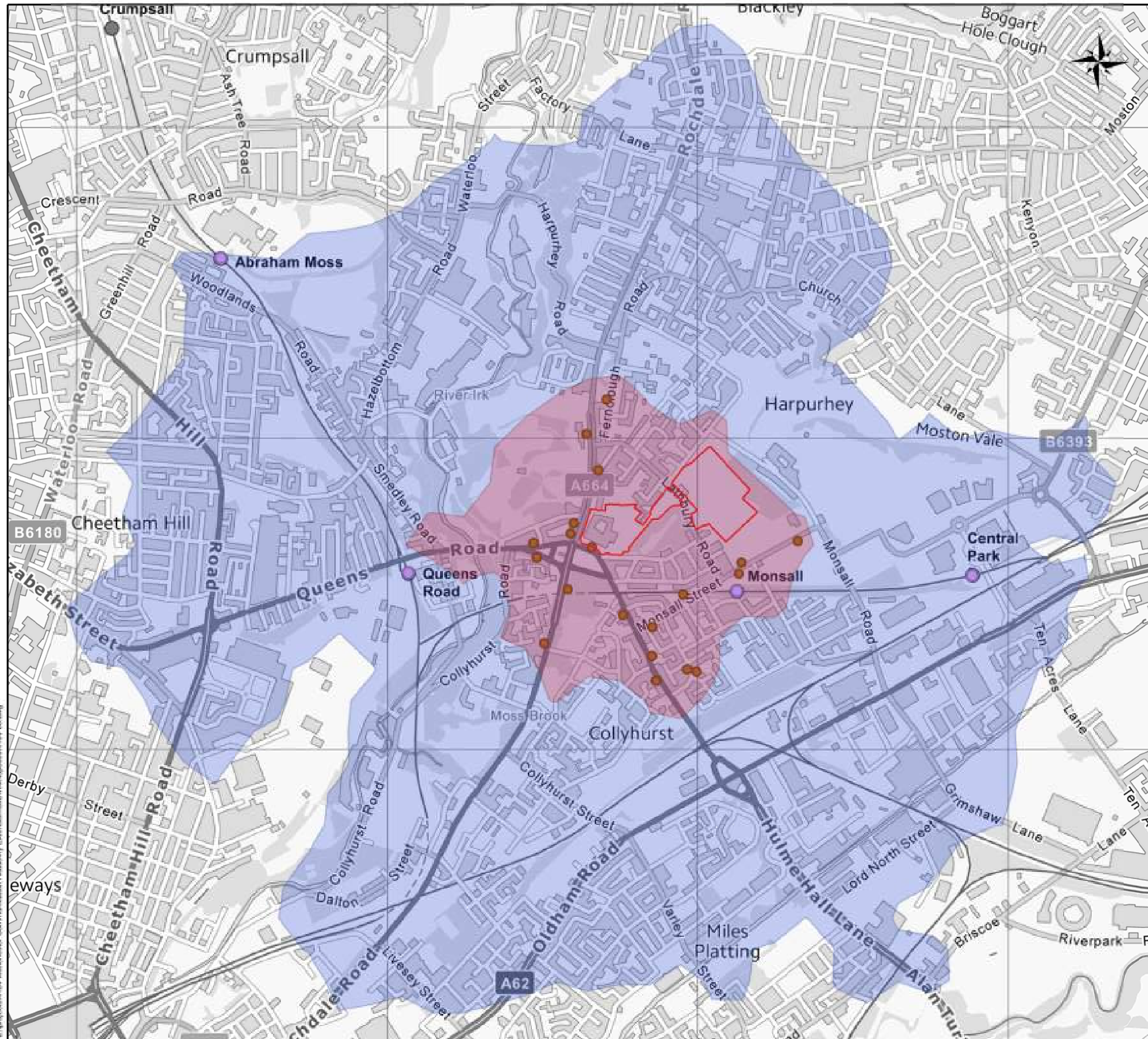
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M40 8NT

Project Title
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Proposed Site Plan

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NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Nearest Tram Stops
- Nearest Bus Stops

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Eddisons

APPENDICES

APPENDIX 1

Travel Plan Framework

Proposed Extension, Manchester Communication Academy,
Silchester Drive, Manchester

GREATER MANCHESTER ACADEMIES TRUST

Travel Plan Framework

October 2023





REPORT

Document:	Travel Plan Framework
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PLANS

(See Transport Statement)

1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons have been instructed by the Greater Manchester Academies Trust to advise on the traffic and transport issues relating to a proposed new science block, new year 7 block, and conversion of disused bus stop to into 18 car parking spaces for the Manchester Communication Academy.

1.1.2 This Travel Plan Framework will set out the principal strategies that will be put in place once the development is open, to encourage sustainable travel to the development.

1.1.3 The Department for Transport has issued two separate guides on the preparation of travel plans which are 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 Structure of the Travel Plan

1.2.1 Following this introduction, Section 2 details Travel Plan Policy/Guidance and presents the 'Travel Plan Pyramid'. Section 3 sets out a series of management objectives and measures that will be implemented as part of the Travel Plan.

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

1.2.3 Section 5 discusses targets for reducing trips by the private car, the monitoring of the

Travel Plan, and the action plan.

- 1.2.4 Section 7 draws together the findings and conclusions.

1.3 Development Site and Its Location

- 1.3.1 The application site is located approximately 3 kilometres to north-east of Manchester city centre and around 8 kilometres to the south-west of Oldham town centre.
- 1.3.2 The location of the site in relation to the surrounding area is shown within **Plan 1** of the accompanying Transport Statement.
- 1.3.3 The site is spread across two land parcels. The western parcel sits on the corner of A664 Rochdale Road and Queens Road, whereas the eastern parcel sits on the corner of Carisbrook Street and Lathbury Road.
- 1.3.4 Manchester Communication Academy is part of the Greater Manchester Academies Trust. The school caters for children aged Years 7 to 11 (ages 11 to 16) and has capacity 1200 pupils
- 1.3.5 The site can be accessed via two existing vehicular access points, with the main one being located on Silchester Drive. The other is located off Lathbury Road, which is used as an additional car park in the eastern land parcel.

1.4 Development Proposals

- 1.4.1 The applicant is seeking planning permission to develop the site for various inter-related uses.
- 1.4.2 The proposals therefore include the following;
- A purpose built science block

- A purpose built year 7 block
- Repurposing the disused private bus lay-by into a car park. The bus lay-by no longer served by a private bus or coach. With the area repurposed into chevron parking it would create 18 additional car parking spaces

1.4.3 The proposed site layout is shown on **Plan 3**.

1.5 Site Considerations

1.5.1 The site currently has two cars parks available for use, one is located on the main site and has 90 car parking spaces plus 12 accessible parking bays.

1.5.2 The second is located on the eastern land parcel with 60 car parking spaces plus 4 accessible parking bays. In addition, the main site has three cycle shelters which accommodate up to 120 cycles spaces.

1.5.3 The school has a surplus of teaching staff which means that only support staff are needed for the expansion. The current plan is to recruit six members of non-teaching staff to support in administrative tasks and teaching support. **Table 1.1** below shows the schools current staffing and proposed staffing numbers.

Existing Staff		Proposed Staff	
Teaching	Non - Teaching	Teaching	Non - Teaching
99	169	99	175

Table 1.1 – Existing and Proposed Staff Numbers

- 1.5.4 By planning guidance, education facilities must provide one car parking space per teaching staff and one for every three non-teaching members of staff. By this calculation the school must provide 157 car parking spaces for the staff.



Figure 1.1 – Aerial view of private bus lay-by

- 1.5.5 The school currently has a private bus lay-by off Silchester Drive which is disused as the school is not served by private bus or coach; this is shown in **Figure 1.1** above. It is proposed that this area is repurposed using chevron parking to create 18 additional car parking spaces bringing the total to 158 car parking spaces.



1.6 The Travel Plan

1.6.1 The aims of the Travel Plan are to:

- Increase healthy and car-free school journeys, especially walking;
- Reduce car use;
- Minimise congestion on the local highway network.

2 TRAVEL PLANNING POLICY AND GUIDANCE

2.1 Travel Planning Policy

- 2.1.1 The need to manage transport in new developments is included within national and local policy. The need to reduce car dependency, increase travel choices and encourage sustainable distribution is supported by the National Planning Policy Framework (NPPF) which states that all developments which generate significant amounts of movement should be required to provide a Travel Plan.
- 2.1.2 The NPPF further reinforces the importance of travel plans in the planning context and states *"Travel Plans should be considered in parallel to development proposals and readily integrated into the design and occupation of a new site"*.

2.2 Travel Planning Guidance

- 2.2.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments.
- 2.2.2 The document, entitled *'Good Practice Guidelines: Delivering Travel Plans through the Planning Process'* sets out an overview of the process and delivery of Travel Plans and states that *"A Travel Plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed."*
- 2.2.3 The DfT document entitled *"Making Residential Travel Plans Work"* states that *Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas" and goes on to say*

"Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas".

- 2.2.4 The DfT's 'Making Residential Travel Plans Work' also introduces the concept of a 'Travel Plan Pyramid'. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 2.1** below;

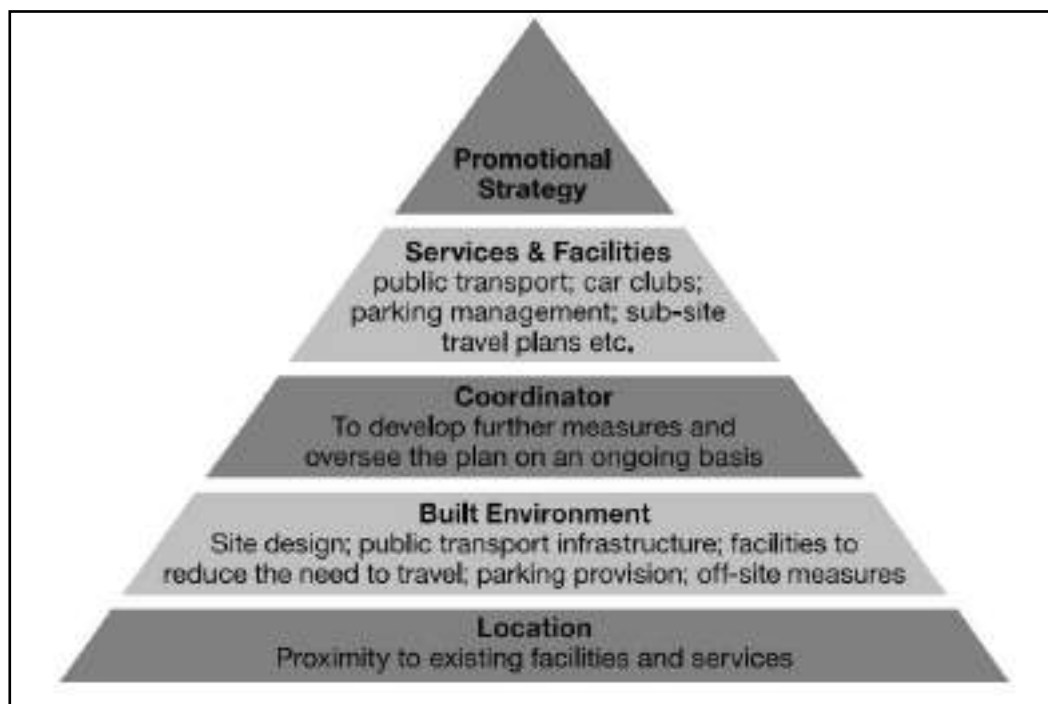


Figure 2.1 – The Travel Plan Pyramid

- 2.2.5 The hierarchy of 5 tiers of measures and criteria are well illustrated in pyramid form since the concept presented within that "good practice" is that each higher layer builds upon the more important foundations of the criteria and initiatives below it.



- 2.2.6 The most important layer of the pyramid is considered to be the base, this shows the key to making Travel Plans work is the actual location of the development and its proximity to local facilities and services essential to everyday life.
- 2.2.7 The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel, which in this instance is again linked to the existing level of provision to facilitate sustainable travel.
- 2.2.8 As indicated in level 3 of the pyramid, the Travel Plan co-ordinator will be free to develop further measures to maximise the sustainability of the site.
- 2.2.9 The fourth layer of the pyramid looks at how parking management and public transport can influence travel choice, while the top layer of the pyramid relates to how the Travel Plan will be marketed and how the measures within are to be promoted.

3 OBJECTIVES AND MEASURES

3.1 Purpose

- 3.1.1 The Travel Plan (TP) is a living document and will be monitored. The purpose of the TP is to reduce the adverse impact of car transportation to and from the site. Adverse impacts include congestion, pollution, and road safety hazards. The plan aims to reduce reliance on car trips, particularly for short or single-occupancy journeys, and to promote more sustainable alternatives, especially walking, cycling and public transport.
- 3.1.2 In this section the aims and objectives of the travel plan are set out along with actions and measures to achieve the aims and objectives. These can then be used to guide the development of the full travel plan once the school opens.
- 3.1.3 Objectives are required in order to give the plan direction and to provide focus. Targets are measurable goals that are set in order to assess whether the objectives have been achieved. It is also useful to identify a number of indicators which can be monitored to determine whether the targets have been met and thus if objectives have been achieved.
- 3.1.4 This TP strategy recognises that there is not one specific mode of transport suitable for every individual and that there needs to be a number of alternatives in place. A TP is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it.

3.2 Objectives

- 3.2.1 To encourage staff, pupils and visitors (where possible) to use alternatives to the private car;



- To reduce the traffic generated by the development (in particular single occupancy car trips) to a lower level of car trips than would be predicted for the site without the implementation of the TP;
- To promote and inform prospective pupils, parents, and staff of the need for and importance of sustainable travel arrangements before they start at the school.
- To promote healthy lifestyles and sustainable communities; and
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

3.3 Targets

- 3.3.1 It is considered appropriate to establish modal targets for staff and pupils following the opening of the extension and once the modal splits are known (through staff and pupil surveys).
- 3.3.2 To support the travel plan, travel surveys should be undertaken by the school upon opening of the new extension. Once the results are known, realistic and achievable targets should be set.

3.4 Measures

Travel Plan Co-ordinator

- 3.4.1 A Travel Plan Coordinator (TPC) will be appointed by the school. The TPC will be responsible for the implementation of the travel plan, monitoring, and target setting. The TPC will be the main point of contact at the school regarding school travel.

Provision of Information

- 3.4.2 Provision of suitable sustainable travel information, on the school website and as part of a “Welcome Pack” for new pupils and staff is an important basic measure to increase awareness of travel options.
- The promotion of sustainable travel opportunities by the school at Induction Meetings to new parents, with a particular focus and assistance towards encouraging car sharing;
 - Travel bulletin boards to be set up in staff communal areas. These bulletin boards will include walking and cycling maps, public transport information and promotional material relating to any sustainable travel events; and
 - Road safety education included for all children attending the school.

Car Sharing

- 3.4.3 Specific emphasis towards car sharing will be promoted by the school / TPC.
- 3.4.4 Car sharing can help to cut congestion outside the school and informal car sharing may be an option for families travelling from a similar direction.
- 3.4.5 In terms of establishing a car sharing scheme for staff, the initial encouragement of a once a week car sharing day could prove beneficial towards the overall take-up of this method of travel.
- 3.4.6 A strategy for maintaining a significant proportion of car sharing staff may include marketing a specific day in which car sharing is best suited for.
- 3.4.7 The TPC will promote the use of car sharing and disseminate information internally in relation to where staff live in relation to each other.



Walking

3.4.8 Measures to encourage walking as part of a multi-modal journey will include:

- TPC liaison with the TfGM and MCC to ensure that pedestrian walking routes are appropriately maintained; and
- Staff will be informed of active travel opportunities through the use of information sheets provided on bulletin boards in staff rooms or shared areas.

Cycling/Scooter

3.4.9 Cycling is encouraged with cycle parking provided within the development. Further measures to encourage cycling might include:

- Monitoring of cycle parking facilities with additional cycle parking provided should staff/pupil demand warrant it;
- Practical advice, safety information and local route information can be promoted on-site;
- Special cycle events could be promoted.

Bus

3.4.10 As previously noted, there are a number of bus services available in the vicinity of the site. The use of public transport can be promoted as part of a multi-modal journey. Measures to encourage bus and train usage include:

- Up to date information provided on bus services, including route information and service frequencies, available to staff on-site;



- The TP Co-ordinator to liaise with Transport for Greater Manchester (TfGM), the public transport operators, to ensure that information remains valid; and
- The TP Co-ordinator to bring to the school/public bus operators' attention any issues raised to ensure that the potential for the use of these services to the site is maximised. It is noted that there are existing school services in the vicinity of the site on account of the proximity of existing schools.

4 ACCESSIBILITY BY NON CAR MODES

4.1 Introduction

4.1.1 In order to accord with the aspirations of the National Planning Policy Framework (NPPF), any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

4.1.2 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. To achieve these objectives, paragraph 30 states that when making decisions, local authorities should:

'Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.'

4.1.3 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.

4.1.4 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.



- 4.1.5 As already confirmed, all pupils currently arrive by minibus or taxi's, which are already considered to be sustainable modes of travel. There is potential however, for staff who live locally to travel by a mode other than a private car.

4.2 Access on Foot

- 4.2.1 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.
- 4.2.2 The nearest footways are located along Silchester Drive (fronting the site to the south) and along A664 Rochdale Road (fronting the site to the west). The footways along Silchester Drive have a width of around 1.9 metres, and the footways along A664 Rochdale Road have a width of around 3 metres. These footways provide links to a comprehensive network of routes within the local area, supplemented by a number of crossing points which facilitate access to the nearby residential areas. These footways are surfaced, in reasonable condition and benefit from street lighting.
- 4.2.3 In terms of pedestrian crossing facilities in the vicinity of the site, a signalised Toucan crossing with associated dropped kerbs, and tactile paving is situated at the entrance of the collage on A664 Rochdale Road. There is also a signalised crossing with associated dropped kerbs, and tactile paving is situated at the entrance of the collage on A6010 Queens Road. These facilities provide the opportunity for pedestrians and cyclists to cross the A664 Rochdale Road and A6010 Queens Road safely.
- 4.2.4 The DFT National Travel Survey of 2017 confirms that 81% of all trips less than a mile (1.6km) are carried out on foot.

- 4.2.5 Within the Chartered Institution of Highways & Transportation (CIHT) document, entitled "Guidelines for Providing for Journeys on Foot", Table 2.2 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 4.1**.

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

Table 4.1 – IHT 'Providing for Journeys on Foot' Walk Distances

- 4.2.6 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.'
- 4.2.7 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 staff/pupils 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'. **Table 4.2** below summarises this guidance in tabular form.



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

Table 4.2 – Manual for Streets Walk Distances

- 4.2.8 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 Group research paper entitled 'How Far do People Walk and Cycle'. This paper refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms that the 85th percentile walk distance for:
- All journey purposes – 1,950 metres;
 - Commuting – 2,100 metres;
 - Shopping – 1,600 metres; and
 - Personal business – 1,600 metres.
- 4.2.9 Overall, shown in Table 5.1 of the paper, the document states that 1,950 metres is the 85th percentile distance for walking as the main mode of travel. **Table 4.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

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

Table 4.3 – WYG Report/NTS Data Walk Distances

- 4.2.10 In summary, it is considered that the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.
- 4.2.11 Section 3.1 of the CIHT guidance 'Planning for Walking' 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'*.
- 4.2.12 A 20-minute walk equates to a walking distance of around 1,600 metres.
- 4.2.13 In light of the above review, a pedestrian catchment of 800 metres and 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 3** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.
- 4.2.14 Plan 3 shows the pedestrian catchment for 800 metres and 2 kilometres from the centre of the site and provides an illustrative indication of the areas that can be reached including most of Harpurhey, and Collyhurst.
- 4.2.15 As can be seen, the 800-metre catchment includes residential areas of Monsall including the Central Park tram stop, while the 2,000-metre catchment encompasses the neighbouring residential areas of Cheetham Hill, Harpurhey, and Collyhurst. It is therefore considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

4.3 Access by Cycle

- 4.3.1 An alternative mode of travel to the site could be achieved by bicycle.
- 4.3.2 The importance of cycling as an alternative mode of travel both now and in the future, is demonstrated by the new rules relating to cyclists contained within the revised Highway Code, which came into force in January 2022.
- 4.3.3 These new rules, which include the 'Hierarchy of Users' or 'Hierarchy of Responsibility', recognise that drivers of vehicles that can cause the greatest harm in the event of a collision bear the greatest responsibility to take care and reduce the danger to others. This together with the simplification of the rules, to make junctions safer and new rules to tackle dangerous overtaking will provide a road environment where cyclists and pedestrians are given priority, feel safer using the road network and further encourage travel by cycle.
- 4.3.4 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys.
- 4.3.5 This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass parts of Manchester City Centre, Openshaw, Newton Heath, Cheetham Hill, Crumpsall, Prestwich, Middleton, Failsworth, Moston, Kersal, Clayton, and Blackley.
- 4.3.6 National Cycle Network (NCN) Route 66 starts from Manchester city centre and runs in sections to Spurn Head in Yorkshire via Bradford, Leeds, York, Beverley, and Kingston upon Hull. It is both an on and off-road cycle route and is located approximately 1.4 kilometres away from the centre of the site. The stretch of the NCN route 66 close to the site runs along the canal and can be followed southwest to get Manchester city centre, or followed northeast to get to Failsworth.

- 4.3.7 The site can therefore be considered as being accessible by cycle.

4.4 Access by Bus

- 4.4.1 An effective public transport system is essential in providing good access for large parts of the population to opportunities for work, education, shopping, leisure, and healthcare in the town and beyond.
- 4.4.2 The nearest bus stops to the site are located on the A6010 Queens Road which directly fronts onto the southwestern corner of the site. Additional bus stops are located on the A664 Rochdale Road approximately 85 metres from the entrance of the site, and another further along A664 Rochdale Road roughly 110 metres from the entrance of the site. All of these bus stops are within 800 metres of the centre of the application site, the location of the proposed bus stops are shown on Plan 3.
- 4.4.3 The bus stop on the A6010 Queens Road provide shelters, bus information and road markings. The bus stops can be accessed via the pedestrian infrastructure located on the A6010 Queens Road, with controlled crossings located within 25 metres of the bus stops.
- 4.4.4 A summary of the services available from the bus stops within 800 metres of the site are summarised in **Table 4.4** below.

Service No	Route	Monday – Friday (Per hour)				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
17/17A	Manchester Shudehill - Rochdale Interchange	6	4	6	2	4	4
18	Manchester Royal Infirmary - Langley	6	4	6	2	4	2
53 Orbits	Cheetham Hill - Pendleton	2	2	2	1	2	1
56	Shudehill - Higher Blackley	2	2	2	-	2	-
81	Oldham - Moston - Manchester	2	2	2	1	1	1
112/117/118/119	Manchester - Middleton	11	12	12	5	11	5
151	North Manchester General Hospital - Ashton-under-Lyne Interchange	1	1	1	-	1	-
156	Manchester - Middleton	2	2	2	2	2	2
163	Piccadilly Gardens - Bury Interchange	5	5	5	5	5	5

Table 4.4 - Summary of Bus Services Operating in the Vicinity of the Site

4.4.5 As can be seen from Table 4.4, the nearest bus stops to the site provides various services throughout the day to destinations such as Oldham, Langley, Ashton-Under-Lyne, Rochdale, Middleton, Bury, and Manchester.

- 4.4.6 The 112/117/118/119 bus services operate up to 12 buses per hour during the peak periods that are provided in and out of Manchester City Centre, Moston, Charlestown, Higher Crumpsall, Higher Blackley, and Middleton which are likely to be key residential areas for students and staff.
- 4.4.7 The above services operate from around 00:09am to around 23:59pm, making travel by public transport a real alternative to travelling by car for commuting trips.
- 4.4.8 In order to demonstrate the level of accessibility, some example journey times by bus are presented below **Table 4.5** below.

Destination	Duration
Manchester City Centre	13 minutes
Middleton	23 minutes
Rochdale	55 minutes

Table 4.5 - Example Bus Journey Times

- 4.4.9 The above table demonstrates that Manchester City Centre is an approximate 13-minute bus journey from the site, Middleton is just a 23-minute bus journey, and Rochdale is a 55-minute bus journey.
- 4.4.10 It is therefore concluded that various residential areas in and around Manchester are highly accessible by bus from the proposed development site.

4.5 Access by Metrolink

- 4.5.1 The nearest Metrolink station to the site is Monsall Tram Stop which is located approximately 650 metres from the application site.

4.5.2 The following Metrolink lines serve Monsall Tram Stop:

- Pink Line - Rochdale Town Centre to East Didsbury
- Brown Line - Shaw and Crompton to East Didsbury

4.5.3 Lines at the stop run every 12 minutes Monday to Saturday, every 24 minutes Friday to Saturday from midnight to 1am, and every 15 minutes on a Sunday.

4.5.4 The Monsall Tram Stop is operated by Metrolink, it has 2 platforms, and has capacity for 5 bicycles to be stored/parked on stands in the car park and also provides cycle locker facilities.

4.5.5 It is therefore considered the site is highly accessible by Metrolink.

4.6 Non-Car Mode Access Summary

4.6.1 The site has been considered in terms of accessibility by non-car modes, including walking, cycling and public transport.

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

- Pedestrian and cycle access to the site can be considered as being good with extensive existing infrastructure located in the vicinity of the site.
- The site is accessible by bus, with up to 37 buses per hour operating in the immediate vicinity of the site, providing access to a range of destinations in and around Greater Manchester.
- The site is accessible by tram/Metrolink with Monsall tram stop very close to the vicinity of the site providing access to a range of destinations between Rochdale Town Centre and East Didsbury.



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

5 TRAVEL PLAN DELIVERY

5.1 Management and Monitoring

5.1.1 It is usual practice for a School to appoint a Travel Plan Coordinator (TPC) who takes overall responsibility for implementing the Travel Plan. It is sometimes challenging for a single individual to implement all aspects of a School Travel Plan; it is therefore recommended that a "Travel Plan Steering Group" is also set up which can share in the responsibility and which can spread the workload.

5.1.2 The steering group should ideally include representatives from the following groups:

- School Senior Management;
- One or more School Governors;
- Teaching Staff;
- Non-teaching staff;
- Parents;
- Learners

5.1.3 Once implemented it is important that the full travel plan is monitored so that the impact of the various measures implemented can be assessed.

- Annual Travel Survey for all pupils;
- Biennial Travel Survey for all staff;
- Monitoring of cycle parking usage;



- Monitoring of staff parking usage (once a month during term-times)

5.1.4 The data collected should inform any changes in provision and changes in targets, which should be reviewed annually.

5.2 Action Plan

5.2.1 Based on the objectives and measures included in this report an action plan is provided below:

Measure	Timescale	Responsibility
Provision of travel information to staff or bulletin board	Welcome Pack	TPC
Undertake staff and student travel survey	Upon opening	TPC
Determine modal targets	6 months after opening	TPC
Monitoring of cycle parking usage	Ongoing	TPC
Promote benefits of walking and cycling – make health benefits clear via 3 rd party promotional material	Ongoing	TPC
Conduct annual travel surveys	Annual	TPC
Ensure travel information is periodically kept up to date and made available for staff	Annual	TPC
Advertise travel events and national travel days to encourage participation	Ongoing	TPC
Review of Travel Plan	Every 2 years	TPC

Table 5.1 Action Plan

6 CONCLUSIONS

- 6.1.1 This Travel Plan has detailed the proposals associated with the development site to promote sustainable modes of travel and reduce the dependency of the private car.
- 6.1.2 Additionally, the Travel Plan has presented a series of measures to be implemented to reduce the number of single car occupancy trips.
- 6.1.3 The information contained within the Travel Plan and details of sustainable modes of transport in the vicinity of the site will be accessible to pupils, staff, and visitors to the development.
- 6.1.4 The aim of the Travel Plan is:
- to encourage the use of sustainable modes of transport to access the site;
 - reduce the reliance on single car occupancy journeys; and
 - generally reduce traffic related pollution and noise.
- 6.1.5 A wide range of measures and actions will be used to encourage car sharing, public transport use, cycling and walking.
- 6.1.6 The Travel Plan Co-ordinator will ensure the Travel Plan is implemented and is operating effectively.
- 6.1.7 A detailed Travel Survey will be undertaken to establish travel modes of staff/pupils and following this, specific targets will be set and agreed with the Travel Plan team at MCC.
- 6.1.8 It can therefore be concluded that the proposals will provide a highly sustainable development which will be enhanced by the evolution of the Travel Plan.

APPENDIX 2

Personal Injury Accident Data



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Validated Data

Crash Date:	Monday, January 02, 2017	Time of Crash:	2:15:00 PM	Crash Reference:	201706A025025
Highest Injury Severity:	Slight	Road Number:	A6010	Number of Casualties:	1
Highway Authority:	Manchester			Number of Vehicles:	1
Local Authority:	Manchester City			OS Grid Reference:	385576 400666
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:	Crossroads				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	One way street				
Junction Control:	Auto traffic signal				



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Validated Data

Vehicles involved

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

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	21 - 25	In carriageway, crossing elsewhere	Crossing from driver's offside

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Validated Data

Crash Date: Sunday, May 21, 2017 **Time of Crash:** 11:18:00 AM **Crash Reference:** 201706A031192

Highest Injury Severity:	Serious	Road Number:	A664	Number of Casualties:	4
Highway Authority:	Manchester	Number of Vehicles:	2	OS Grid Reference:	385609 400668
Local Authority:	Manchester City				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	11	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)	9	Female	21 - 25	Vehicle is slowing down or stopping	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Serious	Driver or rider	Female	21 - 25	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other
2	3	Slight	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other
2	4	Slight	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other

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Validated Data

Crash Date: Monday, July 10, 2017

Time of Crash: 12:30:00 AM

Crash Reference: 201706A032473

Highest Injury Severity: Slight

Road Number: A664

Number of Casualties: 2

Highway Authority: Manchester

Number of Vehicles: 2

Local Authority: Manchester City

OS Grid Reference: 385589 400659

Weather Description: Other

Road Surface Description: Wet or Damp

Speed Limit: 30

Light Conditions: Darkness: street lights present and lit

Carriageway Hazards: None

Junction Detail: Crossroads

Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction

Road Type: Dual carriageway

Junction Control: Auto traffic signal



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Unknown	Unknown	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	Other permanent object
2	Car (excluding private hire)	6	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Offside	Journey as part of work	None	Road sign/Traffic signal

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
2	2	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

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Validated Data

Crash Date: Sunday, August 06, 2017 **Time of Crash:** 1:47:00 PM **Crash Reference:** 201706A033614

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

Road Number: A6010

Number of Casualties: 1

Number of Vehicles: 3

OS Grid Reference: 385712 400555



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 50cc and up to 125cc	15	Male	21 - 25	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	Bollard/Refuge	Lamp post
2	Car (excluding private hire)	14	Unknown	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
3	Car (excluding private hire)	1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Journey as part of work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

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Validated Data

Crash Date: Saturday, September 23, 2017 **Time of Crash:** 5:36:00 PM **Crash Reference:** 201706A035388

Highest Injury Severity: Slight
Highway Authority: Manchester
Local Authority: Manchester City
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Crossroads
Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction
Road Type: Single carriageway
Junction Control: Auto traffic signal

Road Number: A6010

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 385573 400666



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	9	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	0 - 5	In carriageway, crossing elsewhere within 50 metres of pedestrian crossing	Crossing from driver's nearside

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Validated Data

Crash Date: Tuesday, January 16, 2018 **Time of Crash:** 10:23:00 AM **Crash Reference:** 201806A239830

Highest Injury Severity:	Slight	Road Number:	A664	Number of Casualties:	1
Highway Authority:	Manchester			Number of Vehicles:	2
Local Authority:	Manchester City			OS Grid Reference:	385575 400588
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:	Crossroads				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Dual carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	46 - 55	Vehicle is in the act of turning right	Offside	Unknown	None	None
2	Car (excluding private hire)	3	Male	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	Bollard/Refuge	Road sign/Traffic signal

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	56 - 65	Unknown or other	Unknown or other

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Validated Data

Crash Date: Wednesday, May 23, 2018

Time of Crash: 7:35:00 AM

Crash Reference: 201806A244189

Highest Injury Severity: Slight

Road Number: A6010

Number of Casualties: 1

Highway Authority: Manchester

Number of Vehicles: 2

Local Authority: Manchester City

OS Grid Reference: 385390 400641

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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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	26 - 35	Vehicle is in the act of turning left	Did not impact	Unknown	None	None
2	Pedal cycle	-1	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Journey as part of work	None	None

Casualties

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

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Validated Data

Crash Date: Saturday, July 21, 2018 **Time of Crash:** 8:00:00 PM **Crash Reference:** 201806A246290

Highest Injury Severity:	Slight	Road Number:	A664	Number of Casualties:	1
Highway Authority:	Manchester			Number of Vehicles:	2
Local Authority:	Manchester City			OS Grid Reference:	385628 400720
Weather Description:	Unknown				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Dual carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Female	36 - 45	Vehicle is moving off	Front	Unknown	None	None
2	Car (excluding private hire)	3	Female	36 - 45	Vehicle is moving off	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

Crash Date: Thursday, January 24, 2019 **Time of Crash:** 9:45:00 PM **Crash Reference:** 201906A252992

Highest Injury Severity:	Slight	Road Number:	A6010	Number of Casualties:	1
Highway Authority:	Manchester			Number of Vehicles:	2
Local Authority:	Manchester City			OS Grid Reference:	385596 400589
Weather Description:	Fog or mist - if hazard				
Road Surface Description:	Wet or Damp				
Speed Limit:	30				
Light Conditions:	Darkness: street lights present and lit				
Carriageway Hazards:	None				
Junction Detail:	Multiple junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Unknown	Unknown	Vehicle is in the act of turning right	Back	Unknown	None	None
2	Pedal cycle	-1	Male	36 - 45	Vehicle is in the act of turning right	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	Male	36 - 45	Unknown or other	Unknown or other

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Validated Data

Crash Date: Friday, February 08, 2019 **Time of Crash:** 1:10:00 AM **Crash Reference:** 201906A253527

Highest Injury Severity: Slight
Highway Authority: Manchester
Local Authority: Manchester City
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: Crossroads
Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction
Road Type: Single carriageway
Junction Control: Auto traffic signal

Road Number: A664

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 385611 400669



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	7	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Unknown	None	Nearside or offside crash barrier

Casualties

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

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Validated Data

Crash Date: Friday, August 30, 2019 **Time of Crash:** 8:00:00 AM **Crash Reference:** 201906A261512

Highest Injury Severity:	Slight	Road Number:	A6010	Number of Casualties:	2
Highway Authority:	Manchester			Number of Vehicles:	2
Local Authority:	Manchester City			OS Grid Reference:	385658 400640
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:	Not at or within 20 metres of junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Not Applicable				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	-1	Male	26 - 35	Vehicle is changing lane to the left	Nearside	Unknown	None	None
2	Car (excluding private hire)	18	Male	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Offside	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	36 - 45	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other

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Validated Data

Crash Date: Tuesday, October 27, 2020 **Time of Crash:** 3:56:00 PM **Crash Reference:** 202006A176507

Highest Injury Severity: Slight
Highway Authority: Manchester
Local Authority: Manchester City
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

Road Number: A6010

Number of Casualties: 2

Number of Vehicles: 3

OS Grid Reference: 385363 400644



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneouvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		3 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)		6 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Back	Unknown	None	None
3	Car (excluding private hire)		1 Female	46 - 55	Vehicle is waiting to turn right	Back	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Vehicle or pillion passenger	Female	26 - 35	Unknown or other	Unknown or other
3	2	Slight	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other

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Validated Data

Crash Date: Saturday, January 11, 2020 **Time of Crash:** 7:11:00 AM **Crash Reference:** 202006A267106

Highest Injury Severity: Slight
Highway Authority: Manchester
Local Authority: Manchester City
Weather Description: Fine with high winds
Road Surface Description: Dry
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

Road Number: A664

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 385589 400659



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Validated Data

Vehicles involved

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

Casualties

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

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Validated Data

Crash Date:	Wednesday, September 02, 2020	Time of Crash:	1:09:00 PM	Crash Reference:	202006A275621
Highest Injury Severity:	Slight	Road Number:	A664	Number of Casualties:	1
Highway Authority:	Manchester			Number of Vehicles:	2
Local Authority:	Manchester City			OS Grid Reference:	385610 400677
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	Crossroads				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)		3 Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None
2	Car (excluding private hire)		7 Male	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	Male	36 - 45	Unknown or other	Unknown or other

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Validated Data

Crash Date: Thursday, December 03, 2020 **Time of Crash:** 9:10:00 AM **Crash Reference:** 202006A277946

Highest Injury Severity: Slight
Highway Authority: Manchester
Local Authority: Manchester City
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: Multiple junction
Junction Pedestrian Crossing: Pedestrian phase at traffic signal junction
Road Type: One way street
Junction Control: Auto traffic signal

Road Number: A664

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 385593 400665



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	10	Female	36 - 45	Vehicle is in the act of turning right	Front	Unknown	None	None
2	Bus or coach (17+ passenger seats)	3	Female	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

Casualties

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

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Validated Data

Crash Date: Tuesday, December 08, 2020 **Time of Crash:** 8:00:00 PM **Crash Reference:** 202006A278056

Highest Injury Severity: Slight
Highway Authority: Manchester
Local Authority: Manchester City
Weather Description: Fine 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: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A664

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 385622 400757



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	3	Female	26 - 35	Vehicle is in the act of turning left	Back	Unknown	None	None
2	Pedal cycle	-1	Female	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	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	26 - 35	Unknown or other	Unknown or other

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Validated Data

Crash Date: Wednesday, May 26, 2021 **Time of Crash:** 3:10:00 PM **Crash Reference:** 2021061049436

Highest Injury Severity:	Slight	Road Number:	A6010	Number of Casualties:	1
Highway Authority:	Manchester			Number of Vehicles:	2
Local Authority:	Manchester City			OS Grid Reference:	385539 400599
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:	Multiple junction				
Junction Pedestrian Crossing:	Pedestrian phase at traffic signal junction				
Road Type:	Single carriageway				
Junction Control:	Auto traffic signal				



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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Male	26 - 35	Vehicle is in the act of turning left	Front	Unknown	None	None
2	Car (excluding private hire)	8	Male	21 - 25	Vehicle is in the act of turning right	Nearside	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	21 - 25	Unknown or other	Unknown or other

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Validated Data

Crash Date: Friday, November 19, 2021 **Time of Crash:** 12:49:00 PM **Crash Reference:** 2021061112509

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Manchester			Number of Vehicles:	2
Local Authority:	Manchester City			OS Grid Reference:	385498 400660
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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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Pedal cycle	-1	Male	11 - 15	Vehicle proceeding normally along the carriageway, not on a bend	Did not impact	Pupil riding to/from school	None	None
2	Car (excluding private hire)	4	Male	26 - 35	Vehicle is in the act of turning left	Did not impact	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	11 - 15	Unknown or other	Unknown or other

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Validated Data

Crash Date:	Wednesday, November 03, 2021	Time of Crash:	1:53:00 PM	Crash Reference:	2021061116857
Highest Injury Severity:	Slight	Road Number:	A6010	Number of Casualties:	1
Highway Authority:	Manchester			Number of Vehicles:	3
Local Authority:	Manchester City			OS Grid Reference:	385708 400568
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:	Multiple 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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Validated Data

Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
3	Car (excluding private hire)	-1	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
4	Van or goods vehicle 3.5 tonnes mgw and under	-1	Male	Unknown	Vehicle proceeding normally along the carriageway, on a right hand bend	Unknown (2005 onwards)	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	26 - 35	Unknown or other	Unknown or other

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