



Transportation Planning : Infrastructure Design

Transport Statement

**Proposed Change of Use,
3-9 Hyde Road, Ardwick**

TTS Trading Ltd

December 2022

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1.0 INTRODUCTION

General

- 1.1 SCP have been instructed by TTS Trading Ltd to produce a Transport Statement (TS) in support of a planning application for a proposed change of use to a leisure use, comprising a snooker hall, bar and dining area with sale of hot food and drinks (including alcohol), on the first floor only at 3-9 Hyde Road, Ardwick.
- 1.2 This report has been prepared to accompany the planning application for the proposals and produced in accordance with the now archived Department for Transport's "*Guidance on Transport Assessment*" document and the National Planning Practice Guidance.
- 1.3 This TS provides an assessment of the traffic and transport implications associated with the development proposals to inform the MCC, as the local highway and planning authority, together with stakeholders regarding the nature and magnitude of their impact.

Structure of This Report

- 1.4 The structure of this report is as follows:-
- Chapter 2 - describes in detail the site location, local highway network and existing use of the site;
 - Chapter 3 - defines the development proposals including servicing and parking arrangements;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;
 - Chapter 5 – presents a summary of the trip generation and car resulting from the application proposals; and,
 - Chapter 6 – provides the summary and conclusions to the above chapters.

2.0 EXISTING CONDITIONS

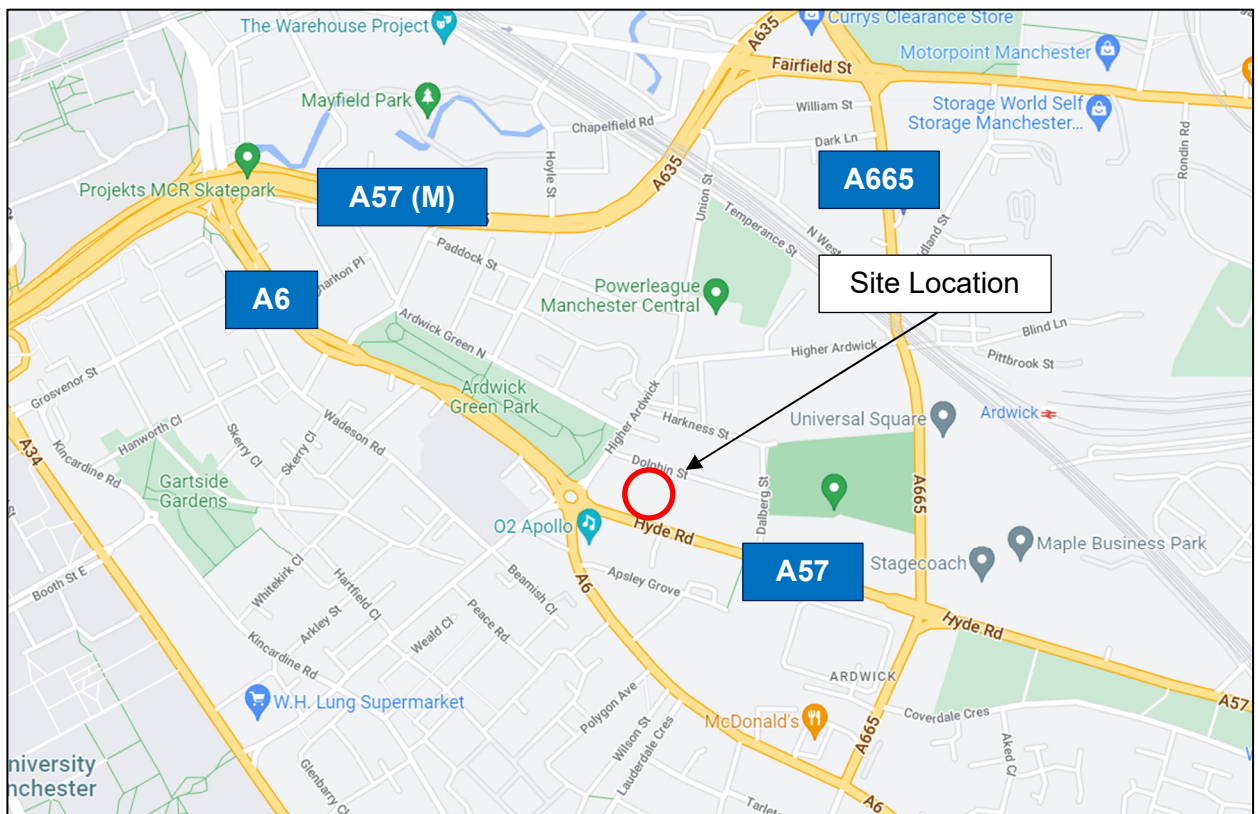
General

- 2.1 This chapter provides a detailed description of the location of the site, the local highway network and the road safety record.

Site Location / Composition

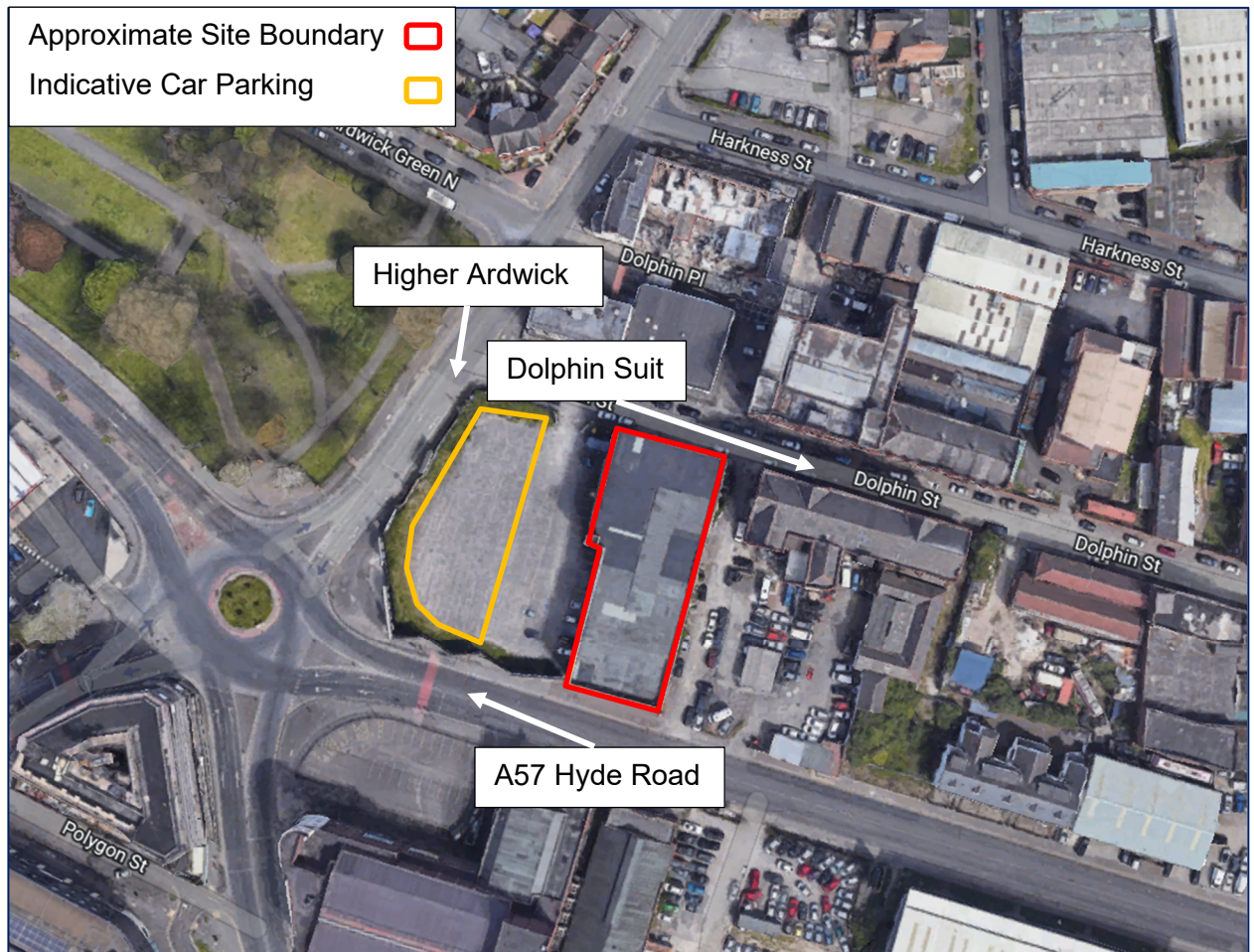
- 2.2 The application property is located to the north of Hyde Road, Ardwick. **Figure 2.1** below shows the site location in relation to the wider highway network.

Figure 2.1 – Site Location Plan – Wider View



- 2.3 The site boundary is shown in relation to the local highway network in red on **Figure 2.2** below.

Figure 2.2 – Site Location Plan – Local View



- 2.4 The application site currently comprises self-storage units at ground floor level which are to remain as existing. The first floor subject to the change of use proposal, is currently a vacant storage warehouse unit.

Local Highway Network

A57 Hyde Road

- 2.5 The A57 Hyde Road fronts the southern site boundary and connects the Ardwick Green Street/ Brunswick Street/ Higher Ardwick/ A6/ Hyde Road roundabout junction to the west with the Manchester Outer Ring Road and Denton to the east. In the vicinity of the site, A57 Hyde Road is subject to a 30mph speed limit and benefits from regularly spaced street lighting columns as well as footways on both sides of the road.

- 2.6 The majority of the A57 Hyde Road in this area is subject to TRO's in the form of double yellow lines, restricting on-street parking on the critical sections of highway, which helps to ensure that parking does not result in any road safety or operational issues.
- 2.7 A push button signal-controlled pelican crossing is located across the A57 Hyde Road, approximately 30m west of the site.

Dolphin Street

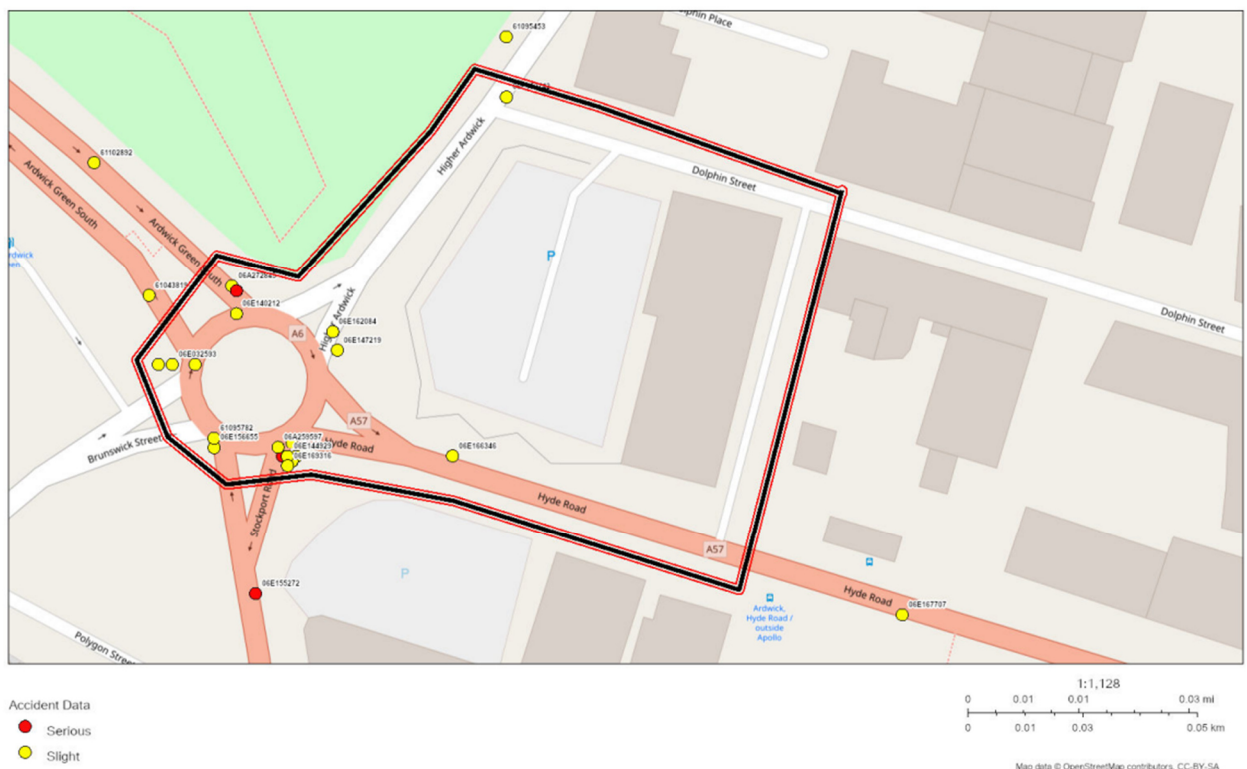
- 2.8 Dolphin Street fronts the northern site boundary and connects Higher Ardwick to the west with Dalberg Street to the east. Dolphin Street is primarily an access road to the commercial business and industry that align Dolphin Street. Dolphin Street is subject to a 30mph speed limit and benefits from footways on both sides of the road. On street parking occurs on both sides of Dolphin Street.

Existing Road Safety Record

- 2.9 The NPPG states that, *"Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed development will exacerbate existing problems or, if proposed, whether highway mitigation works or traffic management measures will help to alleviate the problems"*.
- 2.10 A review of accident data covering the most recently available five-year period has been undertaken using the Department for Transport (DfT) data. The location and severity of any accidents within the study area during this period, are shown in **Figure 2.3** below. The study area analysed encompasses the roads within the vicinity of the proposed site. Within the study area, approximately 19 accidents occurred, two of which were categorised as 'serious' while the rest were categorised as 'slight'.
- 2.11 The serious accidents both occurred on the Ardwick Green Street/ Brunswick Street/ Higher Ardwick/ A6/ Hyde Road roundabout junction and occurred in 2017 and 2021. The remaining 19 accidents also occurred at the Ardwick Green Street/ Brunswick Street/ Higher Ardwick/ A6/ Hyde Road roundabout junction. Based on DMRB research presented in TD16/07, a 5-arm roundabout would be expected to experience around 1.72-3.80 accidents a year, up to circa 19 accidents over a typical 5-year period.

- 2.12 Whilst it is acknowledged that the TD16/07 of the DMRB has been superseded, the accidents surveyed are still considered to provide a good proxy for typical accident rates at different roundabouts. On this basis and given that the number of accidents that occurred at this junction is at the typically expected range, the recorded accidents do not therefore represent a material concern in the context of the proposed development, particularly given that nearly all the recorded accidents were of ‘slight’ severity and also the limited effect of the proposals detailed at Chapter 5.

Figure 2.3 – Road Safety Record



- 2.13 A full accident screening report can be found in [Appendix A](#).

3.0 PROPOSED DEVELOPMENT

General

- 3.1 The change of use proposals consists of the replacement of the existing vacant storage first floor space (floor area 1,360sqm) with a snooker hall with a bar and dining area with sale of hot food and drinks including alcohol, on land to the north of Hyde Road, Ardwick. The proposed site layout plan is contained in **Appendix B**.

Proposed Access Arrangements

- 3.2 Access to the car parking along the east of the existing building will be retained from both Dolphin Street and Hyde Road, as existing, as shown in **Appendix B**.
- 3.3 Car parking for the proposed use is also to be provided within the existing car park to the west, accessed from Dolphin Street.
- 3.4 Pedestrian access will be provided at either end of the building from both Hyde Road and Dolphin Street.

Servicing

- 3.5 Bins are located at the northern end of the sites eastern boundary and servicing will be undertaken from Dolphin Street.

Parking

- 3.6 The proposed development will provide a total of 67 car parking spaces; 7 car parking spaces along the site's eastern boundary and 60 car parking spaces within the private car park to the west of the site. These 60 car parking spaces will be available for the sole use of the proposed snooker hall at all times with the exception of during events at the O2 Apollo concert venue, when the car park operates as a privately operated pay per park facility.
- 3.7 The prospective users of the proposed snooker hall, bar and dining area would be made aware of events at the O2 Apollo and would be deterred from travelling to the site by car during these periods or have the option to use the pay per park facility in the private car park to the west. MCC's parking standards require a maximum of 1 space per 22sqm for leisure facilities, equating to 62 spaces based for the sites floor area of 1,360sqm.
- 3.8 The 67-space provision proposed is therefore considered appropriate.

4.0 ACCESSIBILITY

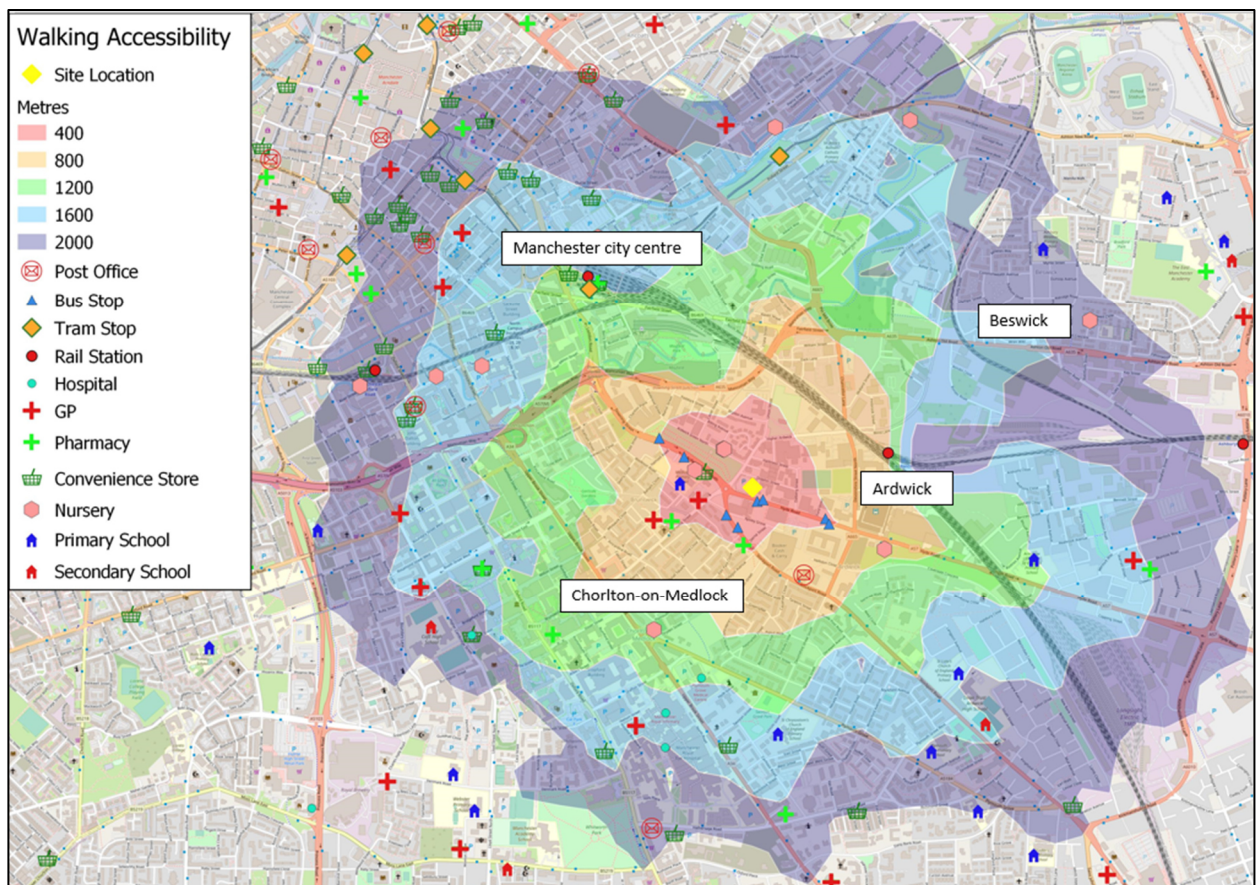
General

- 4.1 This chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

Pedestrian Accessibility

- 4.2 MfS 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 prospective site users may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 4.3 Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 4.1** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 4.1 – Walking Accessibility 2km Isochrone

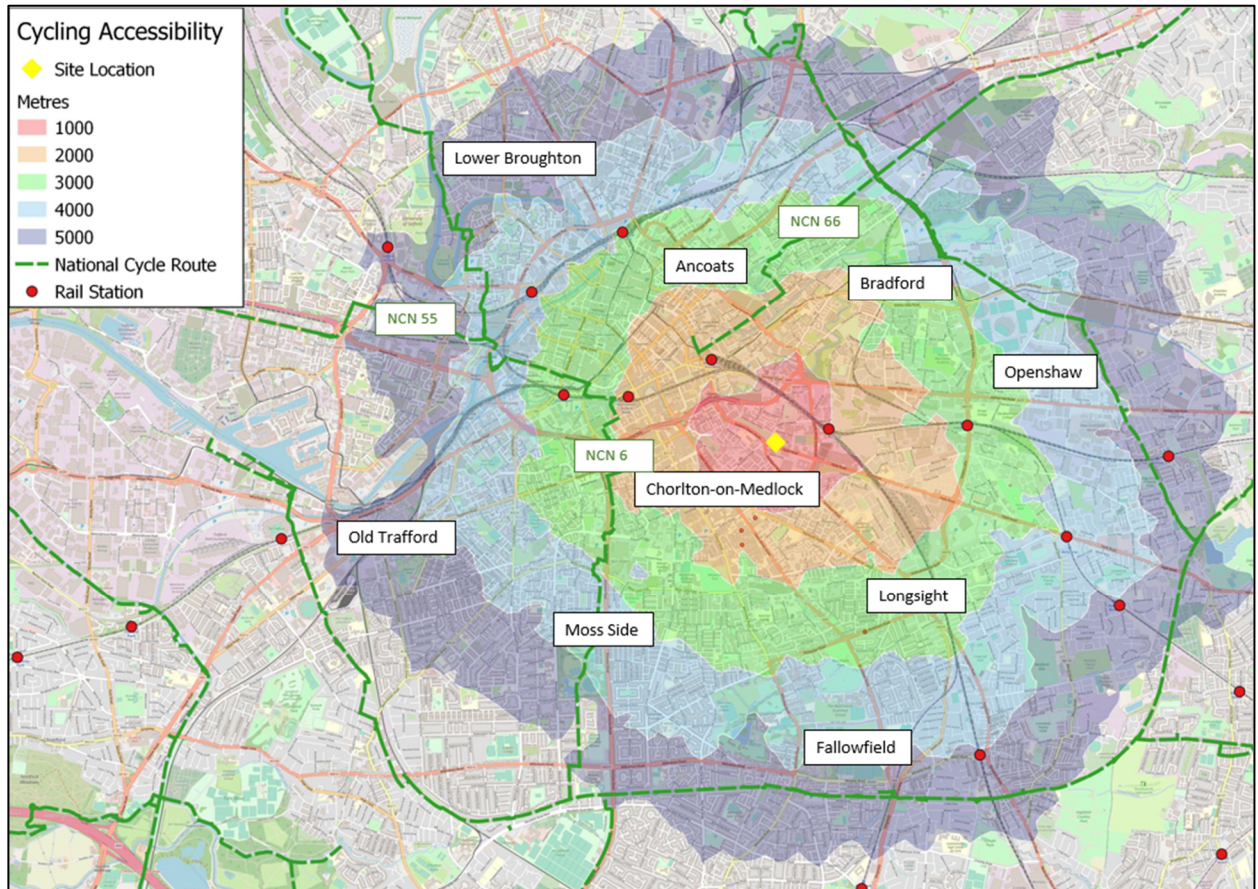


- 4.4 The site is within an acceptable walk distance of Manchester Piccadilly, Beswick and Ardwick and the vast array of amenities the city of Manchester has on offer including retail, education and healthcare. The site is also within an acceptable walking distance of numerous transport facilities to encourage prospective site users to travel via sustainable modes. The closest bus stops are located on immediately to the east of the site on the A57 Hyde Road and Ardwick Railway Station is located to the north of the site and can be accessed in under a 9-minute walk time (or <700m walk distance). Additionally, Manchester Piccadilly is located to the north-west of the site within a 15-minute walk time (or <1.1km walk distance).
- 4.5 The local area benefits from natural surveillance from the businesses and houses that abut all the main walking routes. The local area is well lit and generally benefits from wide footways.
- 4.6 A signalised controlled crossings with dropped kerbs and tactile paving are provided across all arms of the A57 Hyde Road, within the proximity of the site. This assists with safe crossing for pedestrians and cyclists.
- 4.7 Overall, the site benefits from high levels of accessibility by foot, with Manchester city centre only a short walk from the site, providing opportunities for linked shopping and leisure trips as well as transport connections.

Cycle Accessibility

- 4.8 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 4.9 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 4.2** below.

Figure 4.2 - Cycle Accessibility 5km Isochrone



- 4.10 The plan demonstrates that the nearby areas of Manchester City Centre, Old Trafford and Fallowfield, amongst others, are all located within the 5km catchment area from the development site. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage prospective site users to travel via bicycle.
- 4.11 **Figure 4.2** shows a plan of the cycle routes in the surrounding area. National Cycle Route (NCR) 6 is located to the south and west of the site and provides access to Manchester City Centre and National Cycle Route 55. NCR 55 is located to the west and provides access to NCR 6 as well as Salford Quays. NCR 66 is located to the north and allows a route between Ancoats in the north to Failsworth.
- 4.12 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective site users, particularly given the level of secure cycle parking proposed.

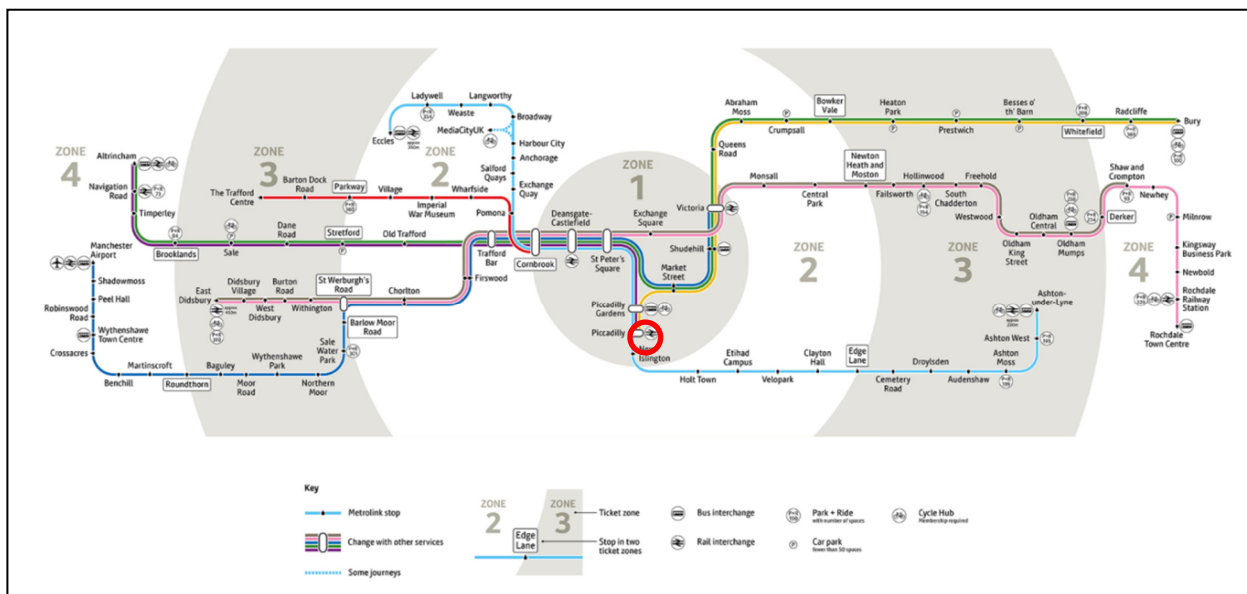
Public Transport

- 4.13 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments"* document identifies, at section 6.20, that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*
- 4.14 As detailed earlier, the closest bus stops are located on southern side of the proposed site on the A57 Hyde Road and are therefore within the recommended walk distance. These bus stops are served by the services listed in **Table 4.1**. Therefore, prospective site users of the site will have access to bus services stopping close to the site which provide access to key destinations at a high frequency.

Table 4.1 – Bus Services				
Bus Service	Route	Approximate Frequency		
		Mon-Fri	Sat	Sun
201	Manchester – Hyde - Hattersley	10 mins	30 mins	30 mins
202	Manchester - Hyde - Gee Cross	30 mins	30 mins	60 mins
203	Manchester - Stockport via Reddish	10 mins	10 mins	30 mins
205	Manchester - Dane Bank	30 mins	30 mins	30 mins

- 4.15 In terms of rail services, Ardwick Railway Station can be accessed in under a 9-minute walk time (or <700m walk distance) and is therefore within an acceptable walking and cycling distance. The railway station provides regular direct services throughout the week including services to Manchester Piccadilly, Rose Hill Marple, Sheffield, Hadfield and Glossop, amongst others.
- 4.16 In addition, Manchester Piccadilly is located within a 15-minute walk time (or <1.1km walk distance) and is therefore well within an acceptable walking and cycling distance. The railway station provides regular direct services throughout the week including services to the local and national rail networks This railway station also provides access to Piccadilly tram stop.
- 4.17 Piccadilly tram stop is located approximately 1.1km north-west of the site and therefore within an acceptable walking and cycle distance. Piccadilly tram stop is part of the Greater Manchester Tram Network, located on the blue, purple and yellow line within zone 1, as shown in **Figure 4.3** below. This tram stop provides services every 12 minutes, Monday-Saturday 06:00-00:00 and on Sundays 07:00-00:00, to destinations including Altrincham, Bury, and Ashton-under-Lyne.

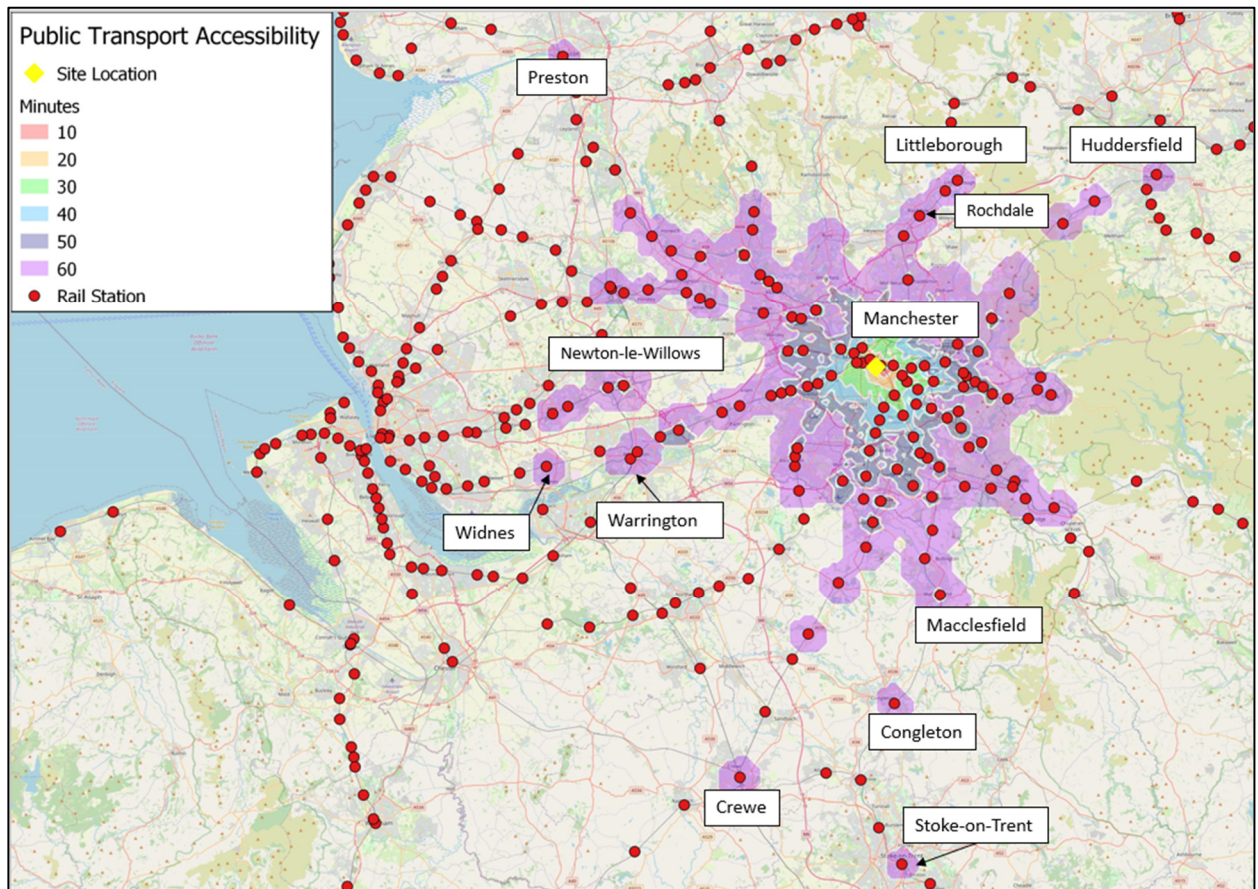
Figure 4.3: Greater Manchester Tram Network Map



Source: Transport for Greater Manchester

- 4.18 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.4** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus, tram and railway stops.

Figure 4.4 – 60 Minute Public Transport Catchment Isochrone



- 4.19 The above demonstrates that the site is within close proximity to a number of bus and railway links, serving both the local area and other destinations further afield. The figure shows that key areas of Warrington, Macclesfield, Rochdale, Crewe, Stoke-on-Trent, Preston, and Greater Manchester, amongst others, are in an acceptable 60-minute commute time.

Summary

- 4.20 Having regard to the above, it is considered that the site benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that prospective site users will not be reliant on the private car.

5.0 TRIP GENERATION

5.1 Due to the specialised nature of the site and the understanding that no snooker hall sites being available in TRICS, a first principles approach has been used to estimate the level of traffic that will be generated by the proposed use during the peak hours. This is based on the snooker hall, bar and dining area's capacity would be 100 persons capacity and the following robust assumptions.

- It is anticipated that a maximum of approximately 50% of the full capacity of visitors (50) would arrive or depart in a single hour.
- Around 75% of visitors travel by car, which is considered to be robust considering the high accessibility of the site with 2 railway stations, tram stop and bus stops located comfortably within walking distance.
- An average car occupancy of 2-3 people per vehicle (2.5)

5.2 Based on the above it is estimated that the scheme will generate 15 vehicle movements in the peak hour for the proposed snooker hall, bar and dining.

5.3 It should be noted that this makes no allowance for the trips associated with the existing storage use to be replaced and is therefore further robust.

5.4 Even based on these robust assumptions, the estimated demand equates to less than a vehicle movement every two minutes and having regard to this the proposed change of use would not have a significant traffic impact.

5.5 It should also be noted that the peak periods for the snooker hall are unlikely to coincide with the highway network peak periods.

6.0 SUMMARY AND CONCLUSIONS

- 6.1 SCP have been instructed by TTS Trading Ltd to produce a Transport Statement (TS) in support of a planning application for a proposed change of use to a leisure use, comprising a snooker hall, bar and dining area with sale of hot food and drinks (including alcohol), on the first floor only at 3-9 Hyde Road, Ardwick.
- 6.2 Access to the proposed development will remain as existing from Dolphin Street and Hyde Road.
- 6.3 The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not present any material concerns in the context of the proposed change of use.
- 6.4 It has been demonstrated that the development benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that prospective site users will not be reliant on the private car.
- 6.5 67 car parking spaces are proposed to serve the proposed snooker hall, which is considered in appropriate based local car parking standards in the context of the site location.
- 6.6 Based on robust assumptions and making no allowance for the existing storage use to be replaced it is estimated that the proposed use could generate 15 vehicle movements two-way during the snooker hall's peak periods, which are unlikely to coincide with the peak periods for the highway network. This equates to less than a vehicle movement every two minutes and having regard to this the proposed change of use would not have a significant traffic impact.
- 6.7 Having regard to the analysis presented in this TS, it is considered that application proposals are acceptable with regard to transport.

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APPENDICES

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APPENDIX A



Screening Report

Area of Interest (AOI) Information

Area : 860.07 m²

Dec 14 2022 9:32:56 Greenwich Mean Time



Accident Data

- Serious
- Slight

1:1,128
0 0.01 0.01 0.03 mi
0 0.01 0.03 0.05 km

Map data © OpenStreetMap contributors, CC-BY-SA

Summary

Name	Count	Area(m²)	Length(m)
Accident Data	21	N/A	N/A
Vehicle Data	13	N/A	N/A
Casualty Data	29	N/A	N/A

Accident Data

#	Easting	Northing	Year	Accident Severity	Number of Vehicles	Number of Casualties	Date	Day of Week
1	385319	397056	2017	Slight	2	1	31/05/2017	Wednesday
2	385292	397076	2017	Slight	2	1	10/07/2017	Monday
3	385316	397056	2017	Serious	2	1	02/12/2017	Saturday
4	385306	397087	2018	Slight	3	3	31/01/2018	Wednesday
5	385318	397055	2018	Slight	2	1	07/03/2018	Wednesday
6	385317	397056	2018	Slight	2	2	14/06/2018	Thursday
7	385328	397079	2018	Slight	2	1	09/08/2018	Thursday
8	385297	397076	2018	Slight	2	1	11/10/2018	Thursday
9	385289	397076	2019	Slight	2	1	14/02/2019	Thursday
10	385315	397058	2019	Slight	2	4	28/07/2019	Sunday
11	385365	397134	2019	Slight	2	2	11/01/2019	Friday
12	385301	397058	2019	Slight	2	1	10/05/2019	Friday
13	385327	397083	2019	Slight	2	1	31/08/2019	Saturday
14	385353	397056	2019	Slight	1	1	19/12/2019	Thursday
15	385318	397059	2019	Slight	2	1	17/12/2019	Tuesday
16	385305	397093	2020	Slight	2	1	06/07/2020	Monday
17	385317	397054	2020	Slight	2	1	02/03/2020	Monday
18	385287	397091	2021	Slight	2	2	23/04/2021	Friday
19	385365	397147	2021	Slight	2	1	20/08/2021	Friday
20	385301	397060	2021	Slight	2	1	12/09/2021	Sunday
21	385306	397092	2021	Serious	1	1	22/10/2021	Friday

#	Time	Local Authority Highway	Road Class	Road_Number	Road Type	Speed limit	Junction Detail	Junction Control
1	7:40 PM	Manchester	A	6	Roundabout	30	Roundabout	Give way or uncontrolled
2	9:38 PM	Manchester	C	0	Roundabout	30	Roundabout	Give way or uncontrolled
3	6:19 AM	Manchester	A	57	Roundabout	30	Roundabout	Give way or uncontrolled
4	6:30 PM	Manchester	A	6	Roundabout	30	Roundabout	Give way or uncontrolled
5	11:00 AM	Manchester	A	57	Roundabout	30	Roundabout	Give way or uncontrolled
6	6:00 PM	Manchester	A	6	Roundabout	30	Roundabout	Give way or uncontrolled
7	3:00 AM	Manchester	C	0	Roundabout	30	Roundabout	Give way or uncontrolled
8	10:25 AM	Manchester	A	6	Roundabout	30	Roundabout	Give way or uncontrolled
9	11:55 AM	Manchester	C	0	Roundabout	30	Roundabout	Give way or uncontrolled
10	1:42 AM	Manchester	A	6	Roundabout	30	Roundabout	Give way or uncontrolled
11	11:35 AM	Manchester	C	0	Single carriageway	30	T or staggered junction	Give way or uncontrolled
12	5:55 AM	Manchester	A	6	Roundabout	30	Roundabout	Give way or uncontrolled
13	9:18 PM	Manchester	C	0	Roundabout	30	Roundabout	Give way or uncontrolled
14	7:40 PM	Manchester	A	57	Single carriageway	30	Not at junction or within 20 metres	Data missing or out of range
15	9:26 AM	Manchester	A	6	Roundabout	30	Roundabout	Give way or uncontrolled
16	12:30 PM	Manchester	A	6	Dual carriageway	30	Roundabout	Give way or uncontrolled
17	2:55 PM	Manchester	A	6	Roundabout	30	Roundabout	Give way or uncontrolled
18	5:10 PM	Manchester	A	6	Dual carriageway	30	Roundabout	Auto traffic signal

19	9:20 PM	Manchester	Unclassified	0	Roundabout	30	T or staggered junction	Give way or uncontrolled
20	12:40 PM	Manchester	A	6	Roundabout	30	Roundabout	Give way or uncontrolled
21	10:30 PM	Manchester	A	6	Dual carriageway	30	Roundabout	Auto traffic signal

#	Light Conditions	Weather Conditions	Road Surface Conditions	Special Conditions at Site	Carriageway Hazards	Urban or Rural Area	Pedestrian Crossing - Human Control	Pedestrian Crossing - Physical Facilities
1	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres	Pelican, puffin, toucan or similar non-junction pedestrian light crossing
2	Darkness - lights lit	Fine no high winds	Dry	None	None	Urban	None within 50 metres	Pelican, puffin, toucan or similar non-junction pedestrian light crossing
3	Darkness - lights lit	Fine no high winds	Wet or damp	None	None	Urban	None within 50 metres	No physical crossing facilities within 50 metres
4	Darkness - lights lit	Fine no high winds	Wet or damp	None	None	Urban	None within 50 metres	Pelican, puffin, toucan or similar non-junction pedestrian light crossing
5	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres	Pelican, puffin, toucan or similar non-junction pedestrian light crossing
6	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres	Central refuge
7	Darkness - lights lit	Fine no high winds	Dry	None	None	Urban	None within 50 metres	Pelican, puffin, toucan or similar non-junction pedestrian light crossing
8	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres	Pelican, puffin, toucan or similar non-junction pedestrian light crossing
9	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres	Pelican, puffin, toucan or similar non-junction pedestrian light crossing
10	Darkness - lighting unknown	Raining no high winds	Wet or damp	None	None	Urban	None within 50 metres	No physical crossing facilities within 50 metres
11	Daylight	Fine no high winds	Wet or damp	None	None	Urban	None within 50 metres	No physical crossing facilities within 50 metres

12	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres	Pelican, puffin, toucan or similar non-junction pedestrian light crossing
13	Darkness - lights lit	Fine no high winds	Dry	None	None	Urban	None within 50 metres	Pelican, puffin, toucan or similar non-junction pedestrian light crossing
14	Darkness - lights lit	Other	Dry	None	None	Urban	None within 50 metres	Pelican, puffin, toucan or similar non-junction pedestrian light crossing
15	Daylight	Fine no high winds	Wet or damp	None	None	Urban	None within 50 metres	Pelican, puffin, toucan or similar non-junction pedestrian light crossing
16	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres	Pelican, puffin, toucan or similar non-junction pedestrian light crossing
17	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres	No physical crossing facilities within 50 metres
18	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres	No physical crossing facilities within 50 metres
19	Darkness - lights lit	Fine no high winds	Dry	None	None	Urban	None within 50 metres	Pedestrian phase at traffic signal junction
20	Daylight	Fine no high winds	Dry	None	None	Urban	None within 50 metres	No physical crossing facilities within 50 metres
21	Darkness - lights lit	Other	Dry	None	None	Urban	None within 50 metres	Pedestrian phase at traffic signal junction

#	Did Police Officer Attend Scene of Accident	Accident Reference	Category	Count
1	Yes	06E032008	Accident	1
2	Yes	06E032593	Accident	1
3	Yes	06E038765	Accident	1
4	Yes	06E140212	Accident	1
5	Yes	06E141562	Accident	1
6	Yes	06E144929	Accident	1
7	No	06E147219	Accident	1
8	No	06E149637	Accident	1
9	No	06A154584	Accident	1
10	Yes	06A259597	Accident	1
11	Yes	06E152742	Accident	1
12	Yes	06E156655	Accident	1
13	No	06E162084	Accident	1
14	No	06E166346	Accident	1
15	Yes	06E167211	Accident	1
16	No	06A272845	Accident	1
17	No	06E169316	Accident	1
18	No - accident was reported using a self completion form (self rep only)	61043819	Accident	1
19	No - accident was reported using a self completion form (self rep only)	61095453	Accident	1
20	No - accident was reported using a self completion form (self rep only)	61095782	Accident	1
21	No	61112211	Accident	1

Vehicle Data

#	Year	Category	Vehicle Reference	Vehicle Type	Towing and Articulation	Vehicle Manoeuvre	Vehicle Location - Restricted Lane	Junction Location
1	2,019	Vehicle	1	Car	No tow/articulation	Moving off	On main c'way - not in restricted lane	Entering roundabout
2	2,019	Vehicle	2	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Leaving main road
3	2,019	Vehicle	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Entering roundabout
4	2,019	Vehicle	2	Taxi/Private hire car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Entering roundabout
5	2,020	Vehicle	1	Car	No tow/articulation	Waiting to go - held up	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
6	2,020	Vehicle	2	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
7	2,021	Vehicle	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
8	2,021	Vehicle	2	Car	No tow/articulation	Slowing or stopping	On main c'way - not in restricted lane	Approaching junction or waiting/parked at junction approach
9	2,021	Vehicle	1	Other vehicle	No tow/articulation	Turning right	On main c'way - not in restricted lane	Cleared junction or waiting/parked at junction exit
10	2,021	Vehicle	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Entering roundabout
11	2,021	Vehicle	2	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Entering roundabout
12	2,021	Vehicle	1	Car	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Cleared junction or waiting/parked at junction exit
13	2,021	Vehicle	2	Goods 7.5 tonnes mgw and over	No tow/articulation	Going ahead other	On main c'way - not in restricted lane	Cleared junction or waiting/parked at junction exit

#	Skidding and Overturning	Hit Object in Carriageway	1st Point of Impact	Journey Purpose of Driver	Sex of Driver	Age Band of Driver	Age of Vehicle	Driver Home Area Type	Accident Reference	Count
1	None	None	Front	Not known	Female	21 - 25	4	Urban area	06A259597	1
2	None	None	Nearside	Not known	Female	26 - 35	9	Urban area	06A259597	1
3	None	None	Front	Not known	Not known	Data missing or out of range	-1	Data missing or out of range	06A154584	1
4	None	None	Back	Not known	Male	46 - 55	8	Urban area	06A154584	1
5	None	None	Front	Not known	Male	26 - 35	14	Data missing or out of range	06A272845	1
6	None	None	Back	Not known	Male	46 - 55	1	Urban area	06A272845	1
7	None	None	Front	Not known	Not known	26 - 35	7	Data missing or out of range	61095453	1
8	None	None	Back	Not known	Female	21 - 25	13	Urban area	61095453	1
9	None	None	Front	Not known	Not known	26 - 35	-1	Data missing or out of range	61112211	1
10	None	None	Nearside	Other	Male	26 - 35	-1	Urban area	61095782	1
11	None	None	Front	Other	Not known	26 - 35	-1	Data missing or out of range	61095782	1
12	None	None	Back	Not known	Male	26 - 35	-1	Urban area	61043819	1
13	None	None	Front	Not known	Male	26 - 35	-1	Data missing or out of range	61043819	1

Casualty Data

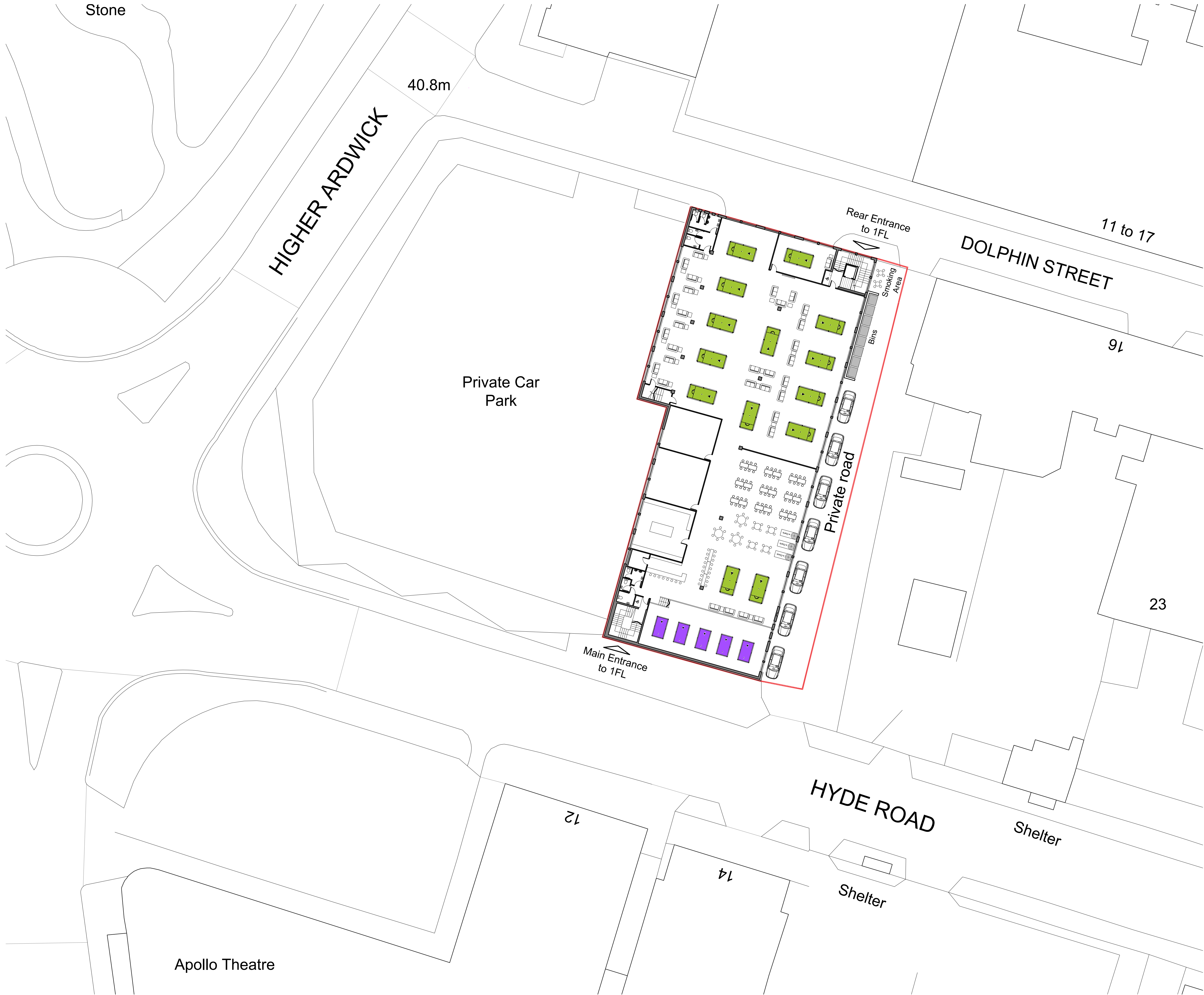
#	Year	Category	Vehicle Reference	Casualty Reference	Casualty Class	Sex of Casualty	Age Band of Casualty	Casualty Severity
1	2,017	Casualty	1	1	Driver or rider	Male	36 - 45	Slight
2	2,017	Casualty	1	1	Driver or rider	Male	36 - 45	Slight
3	2,017	Casualty	2	1	Driver or rider	Male	26 - 35	Serious
4	2,018	Casualty	2	1	Driver or rider	Male	21 - 25	Slight
5	2,018	Casualty	3	2	Driver or rider	Female	21 - 25	Slight
6	2,018	Casualty	3	3	Passenger	Male	0 - 5	Slight
7	2,018	Casualty	2	1	Driver or rider	Female	26 - 35	Slight
8	2,018	Casualty	1	2	Passenger	Female	Nov-15	Slight
9	2,018	Casualty	2	1	Passenger	Male	21 - 25	Slight
10	2,018	Casualty	2	1	Driver or rider	Female	26 - 35	Slight
11	2,018	Casualty	1	1	Driver or rider	Male	26 - 35	Slight
12	2,019	Casualty	2	1	Driver or rider	Male	46 - 55	Slight
13	2,019	Casualty	1	1	Driver or rider	Female	21 - 25	Slight
14	2,019	Casualty	1	2	Passenger	Male	21 - 25	Slight
15	2,019	Casualty	2	3	Driver or rider	Female	26 - 35	Slight
16	2,019	Casualty	2	4	Passenger	Female	21 - 25	Slight
17	2,019	Casualty	1	1	Driver or rider	Male	36 - 45	Slight
18	2,019	Casualty	2	2	Driver or rider	Male	26 - 35	Slight
19	2,019	Casualty	2	1	Driver or rider	Male	46 - 55	Slight
20	2,019	Casualty	1	1	Driver or rider	Male	26 - 35	Slight
21	2,019	Casualty	1	1	Pedestrian	Female	26 - 35	Slight
22	2,019	Casualty	1	1	Driver or rider	Male	56 - 65	Slight
23	2,020	Casualty	2	1	Driver or rider	Male	46 - 55	Slight
24	2,020	Casualty	2	1	Driver or rider	Female	36 - 45	Slight
25	2,021	Casualty	1	1	Driver or rider	Male	26 - 35	Slight
26	2,021	Casualty	1	2	Passenger	Female	26 - 35	Slight
27	2,021	Casualty	2	1	Driver or rider	Female	21 - 25	Slight
28	2,021	Casualty	1	1	Driver or rider	Male	26 - 35	Slight
29	2,021	Casualty	1	1	Pedestrian	Male	16 - 20	Serious

#	Pedestrian Location	Pedestrian Movement	Car Passenger	Bus or Coach Passenger	Pedestrian Road Maintenance Worker	Casualty Type	Accident_Reference	Count
1	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	06E032008	1
2	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Cyclist	06E032593	1
3	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Motorcycle 125cc and under rider or passenger	06E038765	1
4	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	06E140212	1
5	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	06E140212	1
6	Not a Pedestrian	Not a Pedestrian	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	06E140212	1
7	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	06E141562	1
8	Not a Pedestrian	Not a Pedestrian	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	06E144929	1
9	Not a Pedestrian	Not a Pedestrian	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	06E144929	1
10	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Cyclist	06E147219	1
11	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Motorcycle over 500cc rider or passenger	06E149637	1
12	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Taxi/Private hire car occupant	06A154584	1
13	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	06A259597	1
14	Not a Pedestrian	Not a Pedestrian	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	06A259597	1
15	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	06A259597	1
16	Not a Pedestrian	Not a Pedestrian	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	06A259597	1
17	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	06E152742	1

18	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	06E152742	1
19	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Cyclist	06E156655	1
20	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Cyclist	06E162084	1
21	Crossing on pedestrian crossing facility	Unknown or other	Not car passenger	Not a bus or coach passenger	No / Not applicable	Pedestrian	06E166346	1
22	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	06E167211	1
23	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	06A272845	1
24	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	06E169316	1
25	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	61043819	1
26	Not a Pedestrian	Not a Pedestrian	Front seat passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	61043819	1
27	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	61095453	1
28	Not a Pedestrian	Not a Pedestrian	Not car passenger	Not a bus or coach passenger	No / Not applicable	Car occupant	61095782	1
29	Crossing on pedestrian crossing facility	Crossing from driver's offside	Not car passenger	Not a bus or coach passenger	No / Not applicable	Pedestrian	61112211	1

S|C|P

APPENDIX B



General Notes

01: Dimensions must not be scaled from this drawing. If in doubt, please ask.
02: All dimensions are in millimetres unless noted otherwise.
03: All dimensions should be verified on site before proceeding with the work.
04: TADW Architects shall be notified in writing of any discrepancies.
05: © TADW Limited (UK) 2015

Legend

P3	Bin Store area increased	13.12.22	KM	AM
P2	Plan updated	11.07.22	KM	AM
P1	Issued for comments	24.06.22	KM	AM
Issue	Description	Date	Drawn	Checked

Drawing Status
P - Planning | T - Tender | C - Construction | R - As Record

For Approval

tadw architects



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Client	TTS Trading Ltd		
Job	Club 200, 3-9 Hyde Road, Ardwick, Manchester, M12 6BQ		
Title	Proposed Site Plan showing Proposed First Floor Plan		
Scale	1:250 @ A1		

Note - Prints from PDF files may not be to scale, check accuracy against scale

5

10

15

25m

1:250

Job Number 221318	Drawing Number 05	Issue P3
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01	Proposed Site Plan
05	
Scale 1:250 @ A1	