



CS Moss Lane East Ltd

Moss Lane East, Manchester

Transport Statement

111263

AUGUST 2022





RSK GENERAL NOTES

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This work has been undertaken in accordance with the quality management system of RSK Environment Ltd.

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1 INTRODUCTION

CS Moss Lane East Ltd has instructed RSK in relation to their proposals for new private student accommodation that will house up to 261 students located to the south of Moss Lane East and Whitworth Park in Manchester, M14 4PJ.

The proposals are for the erection of a nine-storey purpose-built student accommodation building including the conversion of and formation of internal link to nos. 466-468 and associated landscaping, following demolition of nos. 470-472 Moss Lane East.

The proposals are to refurbish the interior of the listed building in the northwest corner of the site and redevelop the remainder of the site into high-quality student accommodation comprising; internal and external alterations to facilitate the conversion of the property to purpose-built student accommodation including link to new building.

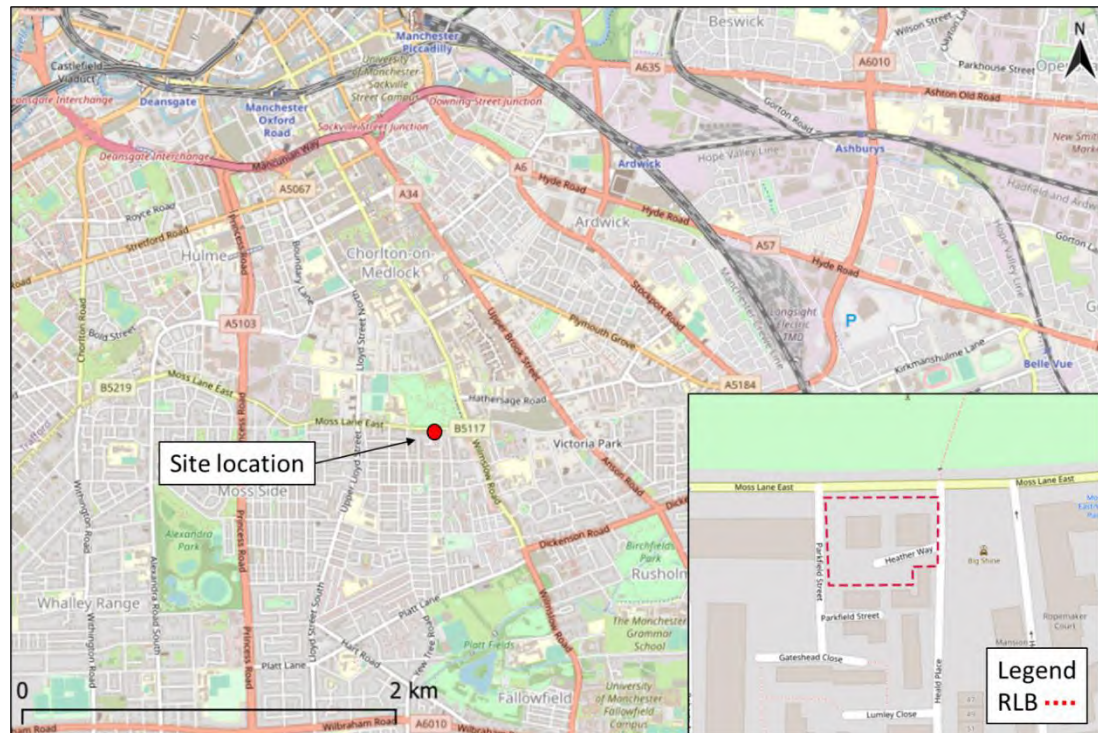
The scheme will host a range of on-site facilities such as cycle parking, gym and communal area, and a mixture of accommodation types. There will be no on-site car parking provided with the scheme a car-free development, aiming to achieve a BREEAM excellent-rating.

1.1 Site location

The site is located on the northern edge of Moss Side ward to the south of Whitworth Park. Moss Lane East bounds the site to the north, Heald Place to the east and Parkfield Street to the west.

The site is close to Oxford Road, which lies c.160metres to the east, and Whitworth Park, which lies to the north off Moss Lane East. The site location in a local context and the sites extents can be seen in Figure 1-1 below.

Figure 1-1 Site location and site extents



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1.2 Scope and structure

The Transport Statement report (TS) examines the potential impact of the proposed development on the highway network in accordance with the UK Government's National Planning Policy Framework and relevant planning practice guidance, along with appropriate regional and local policy.

It has also been prepared to satisfy BREEAM 'excellent' requirements with an accompanying Travel Plan report (Appendix 1). The following chapters of this TS describe the work that has been undertaken as part of this study. The report is structured as follows:

- Chapter 2 provides an overview of regional and local transport policies
- Chapter 3 describes the existing transport context of the site;
- Chapter 4 details the development proposals;
- Chapter 5 investigates any likely trip generation of the development; and
- Chapter 6 provides our summary and conclusions.

2 POLICY CONTEXT

It is necessary to understand the national and local planning policies which relate to the development. Therefore, the following chapter sets out the key policies and demonstrates how the proposals accord to them.

2.1 National policy

2.1.1 National Planning Policy Framework (2021)

The revised National Planning Policy Framework (NPPF) sets out the current national planning policy and outlines the important role that transport policies must play in facilitating sustainable development.

Paragraphs 10-11 state that at the heart of the NPPF is a *"presumption in favour of sustainable development"* and that for decision taking this means granting permission for development unless *"the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed"* or *"any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed the policies."*

Paragraph 110 of the NPPF explains that in assessing sites that may be allocated for development, it should be ensured that:

- a) *appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users;*
- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
- d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost-effectively mitigated to an acceptable degree.*

The NPPF goes on to state in paragraphs 111 and 112 that *"development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

Within this context, applications for development should:

- *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

2.1.2 BREEAM UK New Construction (2018)

The Building Research Establishment's New Construction Environmental Assessment Methodology recognises and reflects the value in higher performing assets and aims to inspire and empower change by rewarding and motivating sustainability across the life cycle of master-planning projects, infrastructure and buildings.

The objectives of BREEAM UK New construction are:

- To provide market recognition of buildings with a low environmental impact;
- To ensure best environmental practice is incorporated in the planning, design, construction and operation of buildings and the wider built environment;
- To challenge the market to provide innovative, cost-effective solutions that minimise the environmental impact of buildings; and
- To allow organisations to demonstrate progress towards corporate environmental objectives.

The technical guidance is split into a number of categories for assessment; the transport category encourages the provision of and improved access to local amenities and to sustainable means of transport, i.e., public transport and other alternative solutions for building users. Two sections are covered by the transport category: TRA01 (transport assessment and travel plan) and TRA02 (sustainable transport measures). This document, along with the supporting travel plan will address each of the requirements of these sections.

2.2 Local policy

2.2.1 Greater Manchester Transport Strategy 2040 (GMTS)

This report sets out Greater Manchester's long-term ambition for transport and how it can better meet the needs of Manchester's residents, businesses and visitors. It sets out a strong commitment to providing a transport system that: *"supports sustainable economic growth and the efficient and effective movement of people and goods; improves the quality of life for all by being integrated, affordable and reliable; protects our environment and supports our target to be net-zero carbon by 2038 as well as improving air quality, and capitalises on new technology and innovation."*

The strategy focuses principally on creating an integrated, well-coordinated transport system which supports a wide range of different travel needs and is structured around five types of trips - 'spatial themes' - to enable an integrated set of interventions to be developed to address specific issues in different parts of the city-region and for different types of travel:

- Connected neighbourhoods;
- Travel across the wider city centre;
- Travel to and within our regional centre;
- Delivering better city-to-city links; and
- Global connectivity.

The strategy also supports the city's long-term environmental ambition for carbon neutrality by 2038 by supporting the shift away from private vehicles to public transport and/or walking and cycling.

2.2.2 Manchester City Council Core Strategy (2012-2027)

Manchester City Council (MCC) Core Strategy sets the council's vision for Manchester to be, among other things, “a *successful sustainable and accessible City in the front rank of cities in Europe and the world*” and the reports set out the planning policy to achieve that vision.

The policies echo the GMTS seeking to deliver sustainable and accessible transport for all while encouraging and supporting the shift from private vehicles to sustainable travel options.

2.2.3 Greater Manchester Air Quality Action plan (2016- 2021)

This report seeks to bring together a robust and meaningful set of actions that will improve air quality to benefit the Manchester population's health.

The key objectives are:

- Air quality across Greater Manchester will improve;
- Low-emission behaviours will have become embedded into the culture of our organisations and lifestyles by 2025; and
- Supporting the UK Government in meeting and maintaining all EU thresholds for key air pollutants at the earliest date to reduce ill-health in Greater Manchester.

One of the report's key aims, much like the previous reports, is to reduce traffic while improving public transport to support a shift from private vehicles.

2.3 Policy summary

The proposed development will comply with the standards set out for new developments in national and local policy whilst also complying with BREEAM recommendations. The proposals will be outlined within this report, for which consideration of the above policies seek to ensure that the needs of all accessing the site are met whilst prioritising non-motorised methods of access and providing a car-free development.

3 BASELINE CONDITIONS

This chapter presents the baseline conditions relating to the proposed development site in terms of accessibility by all transport modes on the local road network.

3.1 Local network context

The primary road connection to the site is gained from Moss Lane East which runs in an east-west direction along the northern edge of the site. Vehicular access can currently be achieved from Heald Place along the site's east boundary, the access leads to an existing public car park. From the site, Moss Lane East connects to Oxford Road to the east, offering a key connection for pedestrians and cyclists to access a variety of local transport facilities, including public transport and a wide range of amenities many of which are within walking distance from the proposed site and include convenience stores, takeaways and entertainment venues.

3.1.1 Moss Lane East

Moss Lane East is a two-way single carriageway road that runs to the northern boundary of the proposed site. There is a signalised crossing point 160m west of the site and 450m to the west linking to Upper Lloyd Street. This road is subject to a fixed 20mph speed limit, and intermittent double yellow line Traffic Regulation Orders (TROs) in place to restrict parking on-street.

Figure 3-1 Moss Lane East looking west



Moss Lane East immediately outside the north of the site has some presence of TROs in place, while the Whitworth Park side of the carriageway is subject to restricted parking between the hours of 8am-6:30pm Monday- Saturday. Moss Lane East travels in an east-west direction connecting Oxford Road to the east and Princess Road to the west.

There is a signalised crossing point at the junction from Moss Lane East onto Oxford Road; this is 190 m east of the proposed site. This crossing point enables access to the site for pedestrians and cyclists.

3.1.2 Oxford Road/Wilmslow Road

Oxford Road is a two-way single carriageway road running in a north-south direction; it connects to central Manchester to the north and Fallowfield to the south. The road has an extensive pedestrian and cycle network with segregated cycle lanes and kerbed pedestrian footpaths on both sides of the road. A high number of bus stops are situated within close proximity to the site, with services travelling to a range of locations in and around Manchester and beyond. The figure following illustrates Oxford Road cyclist/public transport facilities looking south from the Moss Lane East/Oxford Road signalised junction.

Figure 3-2 Oxford Road, looking north (site to the west)



3.1.3 Heald Place

Heald Place is primarily a residential two-way single carriageway road that runs along the east of the application site. The majority of the road has limited parking restrictions and functions as the existing vehicular access into the development.

Figure 3-3 Heald Place, looking south



3.2 Accident analysis

A review of accident data covering the most recently available five-year period has been undertaken using the Department for Transport (DfT) data. This covers the years 2016-2019 and has been illustrated as a map-based review and report output by RSK which includes the date, the number of vehicles involved, the number of casualties and the severity of any resulting injuries. As data from 2021 is not yet available from DfT data, the study area has been cross-referenced with CrashMap; the results of the survey within the identified study area remained the same.

The study area analysed encompasses approximately 150m from the current car park access on Heal Place, including Moss Lane East and Parkfield Street. Within the study area, 12 accidents occurred, one of which was categorised as 'serious' while the rest were categorised as 'slight'.

The serious accident occurred on Heald Place in 2017 and resulted in a cyclist's 'serious' injury when a parked car pulled out. Of the remaining 11 accidents, none involved pedestrians or cyclists and were categorised as 'slight'.

Overall, the reported accident data available does not appear to indicate any pattern of incidents or trends that would suggest any underlying cause relating to the operation of the highway that could be affected by the development proposals. A full accident screening report can be found in Appendix 2.

Figure 3-4 Accident analysis study area



4 SITE SUSTAINABLE ACCESSIBILITY

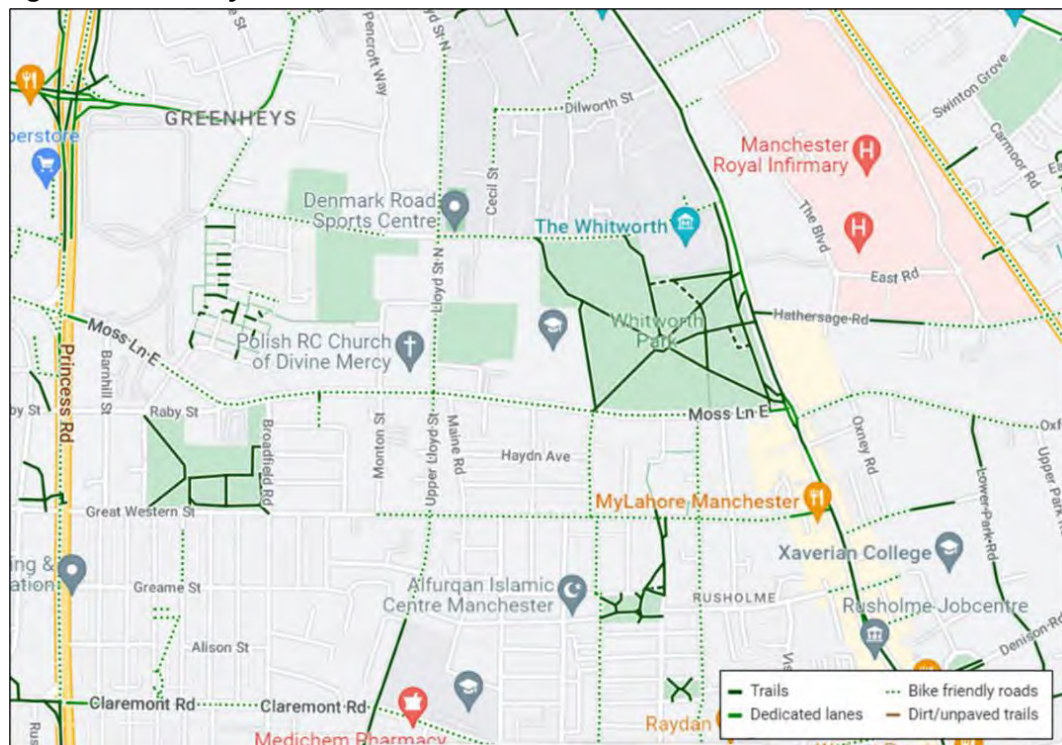
In order to accord with the aspirations of the NPPF and BREEAM requirements, any new proposals should extend the choice of transport and secure mobility in a way that supports sustainable development. This chapter explores the proposed site's accessibility to services via sustainable travel modes; which will be supported by the development proposals and outlined later in this report.

4.1 Pedestrian and cycle network

Due to the site's urban location, an existing well-established pedestrian network caters for journeys on foot within the vicinity of the site. All roads comprising the local highway network have kerbed pedestrian-only footpaths and crossing points, connecting the site to nearby amenities and public transport. In addition, various on-road and cycle lane infrastructure for commuting and leisure are readily available from the site, connecting uses to local and regional routes.

Oxford/ Wilmslow Road corridor benefits from segregated cycle lanes (this can be seen in Figure 4-2) along the extent of the road that continues into central Manchester and southbound out of the city to Fallowfield and Withington. As Figure 4-1 shows, all roads that immediately bound the site are considered cycle-friendly.

Figure 4-1 Local cycle routes



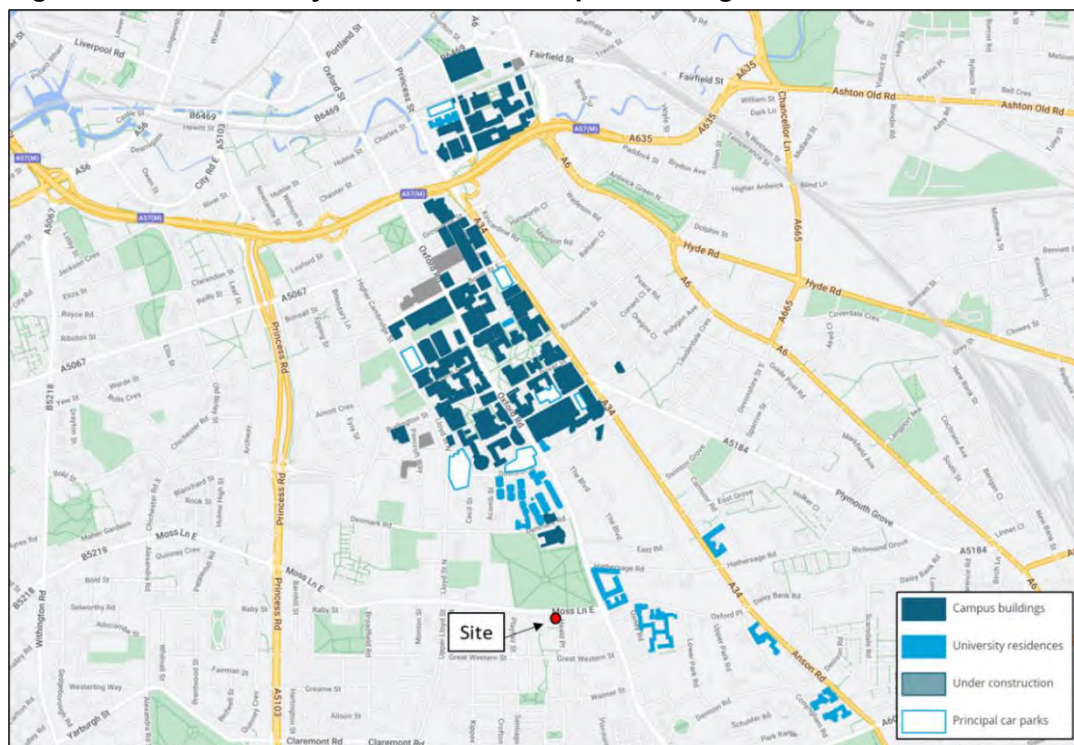
Source: Google maps cycling basemap (2022)

Figure 4-2 Segregated cycle lanes on Oxford Road (Oxford Road Corridor)



The site is within walking or cycling distance of most of the University of Manchester (UoM) campus which is located to the north of Oxford Road; Figure 4-3 shows the site in relation to the university. It is considered that the majority of student residents at the site will be members of the UoM – whom this scheme is supported by.

Figure 4-3 The University of Manchester campus buildings



Source: Manchester University Campus Map

4.2 Public transport

4.2.1 Bus services

The site is within walking distance of numerous bus stops, including those on Oxford Road, which have the widest variety of services available. The closest stop is on Moss Lane East, around 110 m east of the proposed pedestrian entrance to the north of the site.

There are 11 bus stops within the BREEAM recommended 500 m walking distance from the site; these have been plotted in Figure 4-4 below, while an example bus timetable from Oxford Road can be seen in the table following.

Figure 4-4 Bus stops within 500m of the site



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Table 4-1 Example of available bus services near to the site

St Mary's stop C				
Service	Route	First bus	Last bus	Frequency
15	Flixton - Urmston - Stretford - Hulme - Piccadilly Gardens	Weekdays: 06:08 Sat/Sun: 7:53	Weekdays: 23:40 Sat/Sun: 23:53	10-15 mins
42 (night bus)	Stockport - Heaton Mersey - Didsbury - Piccadilly Gardens	00:00	23:30	20-30 mins
42B	Woodford Cheshire Hulme - Cheshire - Piccadilly Gardens	Weekdays/Sat: 06:16 Sun: 8:26	Weekdays/Sat: 20:46 Sun: 19:26	30-40 mins till 10:43 then hourly (weekday/sat) + Hourly on sun
43 (night bus)	Manchester Airport - Wythenshawe - Piccadilly Gardens	00:11/00:21	23:49/23:53	20-30 mins
142 (night bus)	East Didsbury - Didsbury - Fallowfield - Piccadilly Gardens	00:03	23:55	10-15 mins
749	Moss Side - Rusholme - Longsight - Levenshulme - Burnage	07:19	07:19	One a day, none on Sunday
42A	North Reddish - Reddish - Heaton Moor - Piccadilly Gardens	Weekdays: 07:02 Sat: 10:33	Weekdays: 19:12 Sat: 19:17	40-50 mins
42C	Handforth Dean - Heald Green - Cheshire - Piccadilly Gardens	Weekdays: 08:15 Sat: 10:13	Weekdays: 20:21 Sat: 19:27	Hourly
111	Chorlton - Withington - Moss Side - Piccadilly Gardens	Weekdays: 05:37 Sat: 06:27 Sun: 08:00	Weekdays: 23:45 Sat: 23:45 Sun: 22:37	Hourly
143	Chorlton - Withington - Moss Side - Piccadilly Gardens	Weekdays: 06:36 Sat: 09:43 Sun: 09:38	Weekdays: 23:54 Sat: 23:56 Sun: 19:57	10-20 mins

4.2.2 Rail services

The nearest rail station is Oxford Road Station, approximately 2.2 km north from the site (c.30 min walk); and accessed by bicycle in around 8-10 minutes. Multiple bus services from Oxford Road go directly to the station in around 11-15 minutes, including 15, 42B and 142.

Station facilities at Oxford Road include bike storage (72 spaces) with CCTV, a fully staffed ticket office and customer services, open from 06:30 – 22:40 Monday to Friday, toilets, ticket machines and accessible facilities with staff on hand to help. The station operates under Northern Rail and provides direct services to places such as Southport, Wigan, Blackpool, Liverpool and Sheffield.

4.3 Local amenities in proximity to the site

As part of the BREEAM assessment requirements, Table 4-2 provides a summary of the existing accessible amenities within 500 m of the application site.

Table 4-2 Amenities within 500 m of the application site

Type	Description	Location	Distance (m)	Walk time (mins)
Food outlet	Worldwide Foods Rusholme	Great Western Street	350	5
Food outlet	Tesco express	Oxford Road	300	4
Food outlet	Lidle	Oxford Road	250	3
Food outlet	Various take aways/ restaurants	Oxford Road	230-500	3
Cash	Tesco express ATM	Oxford Road	260	3
Outdoor open space	Whitworth Park	Moss Lane East	6	1
Recreation/ Leisure	Internal gym	Within the complex	N/A	N/A
Postal facility	Post office	Oxford Road	220	3
Community facility	Internal collaboration spaces, games room and study space	Within the complex	N/A	N/A
Pharmacy	A&A Pharmacy	Oxford Road	500	7
GP surgery	The Robert Darbishire Practice	Walmer Street	500	6
Childcare facility/ School	Big Life Nurseries	Heald Place	250	3

4.4 Overall accessibility

The site is considered to be in a highly accessible location and able to benefit from a variety of attractive and realistic sustainable transport modes for travel to and from. There are also a variety of amenities within a 500 m walking distance from the site, thereby reducing the need to travel by private car or taxi, supporting several policy objectives from both BREEAM and GMTS.

5 DEVELOPMENT PROPOSALS

The proposed development will be built on a plot of land currently occupied by residential dwellings and a P&D car park. The proposals seek to demolish the existing residential units in order to re-develop the site for a 9 storey (including ground floor and basement) student residential building, capable of housing up to 261 residents. These dwellings will be a mix of studio apartments and flats which will have single rooms with ensembles and communal kitchens and living areas. As previously mentioned, the building is a Grade 2 listed building, this will be maintained, and the interior will be converted into a reception area for the accommodation complex.

Once completed, the accommodation will house a number of amenities such as a gym, cinema, study rooms, games room and collaboration spaces. The ground floor will mainly be accessible accommodation for less mobile residents with accessible room layouts and ensembles. The scheme is proposed to be a car-free development as per BREEAM recommendations and considering local concerns from the Greater Manchester Air Quality action plan around traffic management and air quality. A site layout plan illustrating the indicative proposals for the basement and ground floor is provided in Appendix 3.

5.1 Site access arrangements

The current access to the site, as shown in Figure 5-1 Existing vehicular access is situated off Heald Place on the site's eastern boundary. While no vehicular access to the site is anticipated for the car-free development, the access will be maintained for refuse collection purposes. Indicative site access tie-in to existing infrastructure is illustrated in Appendix 4 and includes the existing access area to be constructed as a footway, proposed kerb and additional parking restriction TRO's on Heald Place.

Figure 5-1 Existing vehicular access



Pedestrian access

Pedestrian access is anticipated to be provided at the front/north of the site, utilising the existing reception area in the listed building fronting the site. No other formal access is proposed; though during start of term/end of term drop off and pick up, it is likely that a side entrance off Heald Place utilised for refuse collection may be accessed by students. Primarily, this will be closed with the exception of enabling refuse collection access.

5.2 Parking provision

Within MCC's Core Strategy document, there are no specific parking standards associated with student accommodation developments. In order to achieve the required BREEAM credit for bicycle storage, the BREEAM technical manual sets the basic requirement for cycle parking in 'multi-residential, student residencies' building types at 1 space per 2 residents within the development. With up to 261 students, it is anticipated that there could be a requirement for a minimum of 131 secure, covered cycle spaces.

Given that the development has over 200 users and that the Accessibility Index (AI) devised by BREEAM and calculated for the development proposals indicated an AI score of 15.5 (BREEAM Option 1 where AI score is ≥ 8 indicates a very good level of accessibility), the parking provision required by the site is 65 spaces. It is understood that the development will exceed these requirements with the provision of 70 spaces (double stacked 4 will be 'Sheffield' stands) which are secure and covered cycle spaces – located within the basement and accessible by internal lift.

Further detail on the BREEAM AI score is provided within the associated TP to be read in conjunction with this TS report.

5.2.1 Loss of existing car parking

The existing site operates as a Public P&D car park with 21 existing parking spaces available on a first come first served basis. RSK undertook a spot parking survey on 15/06/2022 which illustrated that a maximum of three spaces were occupied during the visit.

It is considered that as the observed occupancy was low and as there is good availability of nearby car parks (Q-Park; NCP; SiP etc) in the vicinity, that capacity could be absorbed for the 21 spaces on-site which would be removed.

5.3 Deliveries and refuse collection

It is understood that refuse collection associated with the site will be made from Heald Place, as occurs at present. Refuse bins will be taken from the basement by staff and placed courteously on Heald Place for collection. Deliveries are unlikely to be long in 'stay' duration, anticipated to occur twice weekly, and would utilise the local highway network as they do at present.

6 TRIP GENERATION

6.1 Development trips

It is not considered that car parking provision associated with the development proposals would be suitable given the sustainable accessibility from the site.

6.1.1 Drop-off and pick-up trips

Given that the development is both car-free and accommodating students, it is likely that the trips generated will primarily occur twice a year during term-time drop-off and pick-up periods, anticipated to be during September/December and January/June. It is anticipated that the accommodation will provide allocated time slots for drop-off and pick-ups to manage the influx of trips likely during these periods.

While there is no dedicated drop-off/ pick-up area, access is possible off Heald Place where there are double yellow lines which allow for loading/unloading for a short stay or on Moss Lane East to the north of the site where there are currently no parking restrictions in place and no known plans to implement them.

For the rest of the year, a minimal number of trips are anticipated as there is no on-site parking provided for residents or staff as the site is located in a sustainable location with good access to public transport and the proximity to the UoM campus; as such, it is anticipated that staff/students will access the site via sustainable travel modes.

7 SUMMARY AND CONCLUSIONS

CS Moss Lane East Ltd has instructed RSK in relation to their proposals for the erection of a nine-storey purpose-built student accommodation building including the conversion of and formation of internal link to nos. 466-468 and associated landscaping, following demolition of nos. 470-472 Moss Lane East.

The proposals are to refurbish the interior of the listed building in the northwest corner of the site and redevelop the remainder of the site into high-quality student accommodation comprising; internal and external alterations to facilitate the conversion of the property to purpose-built student accommodation including link to new building.

The scheme will host a range of on-site facilities such as cycle parking, gym and communal area, and a mixture of accommodation types. There will be no on-site car parking provided with the scheme a car-free development, aiming to achieve a BREEAM excellent-rating.

Analysis of the local area in terms of accessibility has demonstrated that the site has excellent access to numerous local shops and amenities like a GP surgery and pharmacy all within the BREEAM recommended walking distance of 500 m.

Furthermore, there are multiple bus stops within walking distance on Moss Lane East and Oxford Road that offer services to the city centre and around Greater Manchester, thereby reducing the need to travel by private car and supporting several policy objectives.

The area's well-established pedestrian and cycle network provides increased opportunities for sustainable travel- further enhanced by the development plans to be car-free. Being a car-free development also means that there are minimal vehicular trips associated with the proposals. Student accommodation will likely have two periods of drop-off and pick-up when trips will increase as students move in and/or out of the accommodation, thereby meaning it is likely that once complete, there will be minimal impact on the local highway network.

On the basis of the information above, the proposed development is considered acceptable from a transport perspective.



APPENDIX 1

ACCESSIBILITY INDEX - EVIDENCE

BREEAM 2018 Tra01/02 Accessibility Index calculator



Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

No. nodes required

Select

NODE 1

Public transport type	Bus										
	Distance to node (m)	100									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
Average frequency per hour	3	5									

NODE 2

Public transport type	Bus										
	300										
Distance to node (m)		Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour		3	6	2	6	6					

NODE 3

Public transport type	Bus										
	Distance to node (m)	300									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
Average frequency per hour	2	2	2	6							

NODE 4

Public transport type	Bus										
	Distance to node (m)	650									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
Average frequency per hour	1	5									

NODE 5

Public transport type	Bus										
	Distance to node (m)	450									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
Average frequency per hour	1										

Accessibility Index

15.50

APPENDIX 2

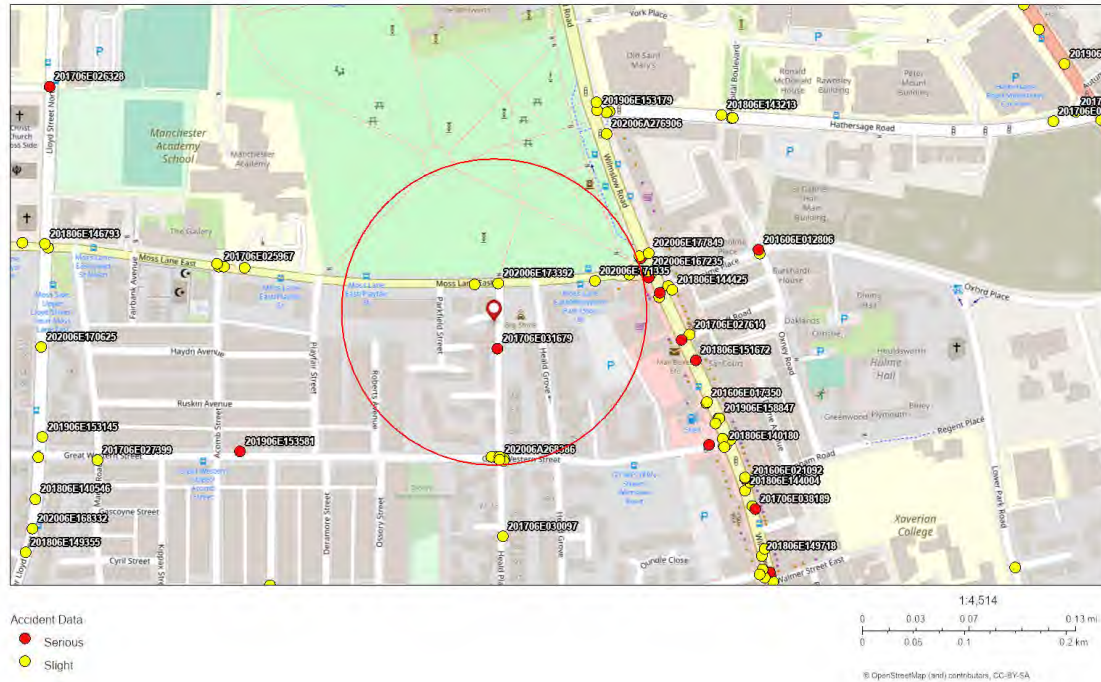
ACCIDENT SCREENING REPORT

Screening Report

Area of Interest (AOI) Information

Area : 70,526.44 m²

Jun 20 2022 16:01:07 British Summer Time



Summary

Name	Count	Area(m²)	Length(m)
Accident Data	12	N/A	N/A
Vehicle Data	23	N/A	N/A
Casualty Data	14	N/A	N/A

Accident Data

#	Crash Reference	Easting	Northing	Year	Accident Severity	Number of Vehicles	Number of Casualties	Date
1	201606E012889	384883	395516	2016	Slight	2	1	07-Mar-16
2	201706E031679	384886	395622	2017	Serious	2	1	14/06/2017
3	201706E037660	384880	395516	2017	Slight	1	2	09/11/2017
4	201806E143357	384892	395512	2018	Slight	2	2	28-Apr-18
5	201806E151776	384892	395515	2018	Slight	2	1	17-Dec-18
6	201906A157326	385016	395694	2019	Slight	2	1	25-May-19
7	201906E162625	384864	395685	2019	Slight	1	1	07-Oct-19
8	202006E173392	384887	395686	2020	Slight	2	1	22-Jul-20
9	202006E171335	384982	395688	2020	Slight	2	1	02-May-20
10	202006E170882	384892	395512	2020	Slight	2	1	24-Apr-20
11	202006A276085	384888	395516	2020	Slight	3	1	07-Oct-20
12	202006A268386	384888	395513	2020	Slight	2	1	08-Feb-20

#	Day of Week	Time	Local Authority District	Local Authority Highway	Road Class	Road_Number	Road Type	Speed limit
1	Monday	2:29 PM	Manchester	Manchester	Unclassified	0	Single carriageway	30
2	Wednesday	18:38	Manchester	Manchester	Unclassified	0	Single carriageway	30
3	Thursday	05:15	Manchester	Manchester	Unclassified	0	Single carriageway	30
4	Saturday	1:45 AM	Manchester	Manchester	Unclassified	0	Single carriageway	30
5	Monday	2:03 AM	Manchester	Manchester	Unclassified	0	Single carriageway	30
6	Saturday	5:44 PM	Manchester	Manchester	B	5,219	Single carriageway	30
7	Monday	11:30 AM	Manchester	Manchester	B	5,219	Single carriageway	30
8	Wednesday	5:20 PM	Manchester	Manchester	B	5,219	Single carriageway	30
9	Saturday	1:00 PM	Manchester	Manchester	B	5,219	Single carriageway	30
10	Friday	4:50 PM	Manchester	Manchester	Unclassified	0	Single carriageway	30
11	Wednesday	5:13 PM	Manchester	Manchester	Unclassified	0	Single carriageway	30
12	Saturday	4:15 PM	Manchester	Manchester	Unclassified	0	Single carriageway	30

#	Junction Detail	Junction Control	Pedestrian Crossing - Human Control	Pedestrian Crossing - Physical Facilities	Light Conditions	Weather Conditions	Road Surface Conditions	Special Conditions at Site
1	T or staggered junction	Give way or uncontrolled	None within 50 metres	No physical crossing facilities within 50 metres	Daylight	Fine no high winds	Wet or damp	None
2	Not at junction or within 20 metres	Data missing or out of range	None within 50 metres	No physical crossing facilities within 50 metres	Daylight	Fine no high winds	Dry	None
3	Crossroads	Give way or uncontrolled	None within 50 metres	No physical crossing facilities within 50 metres	Darkness - lighting unknown	Unknown	Dry	None
4	Crossroads	Give way or uncontrolled	None within 50 metres	No physical crossing facilities within 50 metres	Darkness - lights lit	Fine no high winds	Wet or damp	None
5	Crossroads	Give way or uncontrolled	None within 50 metres	No physical crossing facilities within 50 metres	Darkness - lighting unknown	Fine no high winds	Wet or damp	None
6	T or staggered junction	Auto traffic signal	None within 50 metres	Pedestrian phase at traffic signal junction	Daylight	Fine no high winds	Dry	None
7	Not at junction or within 20 metres	Data missing or out of range	None within 50 metres	No physical crossing facilities within 50 metres	Daylight	Fine no high winds	Dry	None
8	T or staggered junction	Give way or uncontrolled	None within 50 metres	No physical crossing facilities within 50 metres	Daylight	Fine no high winds	Wet or damp	None
9	Not at junction or within 20 metres	Data missing or out of range	None within 50 metres	No physical crossing facilities within 50 metres	Daylight	Fine no high winds	Dry	None
10	Crossroads	Give way or uncontrolled	None within 50 metres	No physical crossing facilities within 50 metres	Daylight	Fine no high winds	Dry	None
11	Crossroads	Give way or uncontrolled	None within 50 metres	No physical crossing facilities within 50 metres	Daylight	Fine no high winds	Dry	None
12	T or staggered junction	Give way or uncontrolled	None within 50 metres	No physical crossing facilities within 50 metres	Daylight	Fine + high winds	Frost or ice	None

#	Carriageway Hazards	Urban or Rural Area	Did Police Officer Attend Scene of Accident	Count
1	None	Urban	Yes	1
2	None	Urban	No	1
3	None	Urban	Yes	1
4	None	Urban	Yes	1
5	None	Urban	No	1
6	None	Urban	No	1
7	None	Urban	Yes	1
8	None	Urban	Yes	1
9	None	Urban	Yes	1
10	None	Urban	Yes	1
11	None	Urban	No	1
12	None	Urban	Yes	1

Vehicle Data

#	Accident Index	Driver Home Area Type	Year	Vehicle Reference	Vehicle Type	Towing and Articulation	Vehicle Manoeuvre	Vehicle Location - Restricted Lane
1	201606E012889	Urban area	2016	1	Pedal cycle		Going ahead other	
2	201606E012889	Urban area	2016	2	Van / Goods 3.5 tonnes mgw or under		Turning left	
3	201706E031679	Urban area	2017	1	Car		Parked	
4	201706E031679	Urban area	2017	2	Pedal cycle		Going ahead other	
5	201706E037660	Urban area	2017	1	Car		Turning right	
6	201806E143357	Urban area	2018	1	Car		Going ahead other	
7	201806E143357	Urban area	2018	2	Car		Going ahead other	
8	201806E151776	Data missing or out of range	2018	1	Car		Going ahead other	
9	201806E151776	Urban area	2018	2	Car		Going ahead other	
10	201906E162625	Urban area	2019	1	Car		Going ahead other	
11	201906A157326	Data missing or out of range	2019	1	Car		Waiting to go - held up	
12	201906A157326	Urban area	2019	2	Car		Slowing or stopping	
13	202006E171335	Urban area	2020	1	Car		Parked	
14	202006E171335	Urban area	2020	2	Car		Going ahead other	
15	202006E170882	Urban area	2020	1	Car		Turning right	
16	202006E170882	Urban area	2020	2	Car		Going ahead other	
17	202006A268386	Data missing or out of range	2020	1	Car		Turning right	
18	202006A268386	Urban area	2020	2	Motorcycle 125cc and under		Going ahead other	
19	202006A276085	Urban area	2020	1	Car		Going ahead other	
20	202006A276085	Urban area	2020	2	Taxi/Private hire car		Going ahead other	
21	202006A276085	Urban area	2020	3	Car		Going ahead other	
22	202006E173392	Urban area	2020	1	Car		Overtaking - nearside	
23	202006E173392	Urban area	2020	2	Motorcycle 50cc and under		Turning right	

#	Junction Location	Skidding and Overturning	Vehicle Leaving Carriageway	Hit Object off Carriageway	1st Point of Impact	Was Vehicle Left Hand Drive?	Journey Purpose of Driver	Sex of Driver
1	Approaching junction or waiting/parked at junction approach		Did not leave carriageway	None	Front		Not known	Male
2	Approaching junction or waiting/parked at junction approach		Did not leave carriageway	None	Nearside		Journey as part of work	Male
3	Not at or within 20 metres of junction		Did not leave carriageway	None	Offside		Not known	Female
4	Not at or within 20 metres of junction		Did not leave carriageway	None	Front		Not known	Male
5	Approaching junction or waiting/parked at junction approach		Did not leave carriageway	None	Front		Not known	Male
6	Mid Junction - on roundabout or on main road		Did not leave carriageway	None	Nearside		Not known	Male
7	Mid Junction - on roundabout or on main road		Did not leave carriageway	None	Offside		Not known	Male
8	Mid Junction - on roundabout or on main road		Did not leave carriageway	None	Nearside		Not known	Not known
9	Entering main road		Did not leave carriageway	None	Front		Not known	Male
10	Not at or within 20 metres of junction		Did not leave carriageway	None	Front		Not known	Female
11	Approaching junction or waiting/parked at junction approach		Did not leave carriageway	None	Front		Not known	Not known
12	Approaching junction or waiting/parked at junction approach		Did not leave carriageway	None	Back		Journey as part of work	Male
13	Not at or within 20 metres of junction		Did not leave carriageway	None	<i>No Data</i>		Not known	Male
14	Not at or within 20 metres of junction		Did not leave carriageway	None	<i>No Data</i>		Not known	Male
15	Mid Junction - on roundabout or on main road		Did not leave carriageway	None	<i>No Data</i>		Not known	Male
16	Mid Junction - on roundabout or on main road		Did not leave carriageway	None	<i>No Data</i>		Not known	Female
17	Approaching junction or waiting/parked at junction approach		Did not leave carriageway	None	<i>No Data</i>		Not known	Not known
18	Approaching junction or waiting/parked at junction approach		Did not leave carriageway	None	<i>No Data</i>		Not known	Male
19	Approaching junction or waiting/parked at junction approach		Did not leave carriageway	None	<i>No Data</i>		Not known	Male
20	Approaching junction or waiting/parked at junction approach		Did not leave carriageway	None	<i>No Data</i>		Not known	Male
21	Approaching junction or waiting/parked at junction approach		Did not leave carriageway	None	<i>No Data</i>		Not known	Female
22	Mid Junction - on roundabout or on main road		Did not leave carriageway	None	<i>No Data</i>		Not known	Male
23	Mid Junction - on roundabout or on main road		Did not leave carriageway	None	<i>No Data</i>		Not known	Male

#	Age Band of Driver	Engine Capacity (CC)	Age of Vehicle	Hit Object in Carriageway	Count
1	36 - 45		-1	None	1
2	21 - 25		2	None	1
3	26 - 35		1	None	1
4	56 - 65		-1	None	1
5	16 - 20		8	Kerb	1
6	26 - 35		13	None	1
7	21 - 25		3	None	1
8	Data missing or out of range		16	None	1
9	36 - 45		17	None	1
10	26 - 35		14	None	1
11	Data missing or out of range		-1	None	1
12	46 - 55		-1	None	1
13	26 - 35		8	None	1
14	16 - 20		4	None	1
15	26 - 35		3	None	1
16	46 - 55		-1	None	1
17	Data missing or out of range		10	None	1
18	21 - 25		3	None	1
19	26 - 35		17	None	1
20	21 - 25		2	None	1
21	56 - 65		11	None	1
22	16 - 20		3	None	1
23	26 - 35		2	None	1

Casualty Data

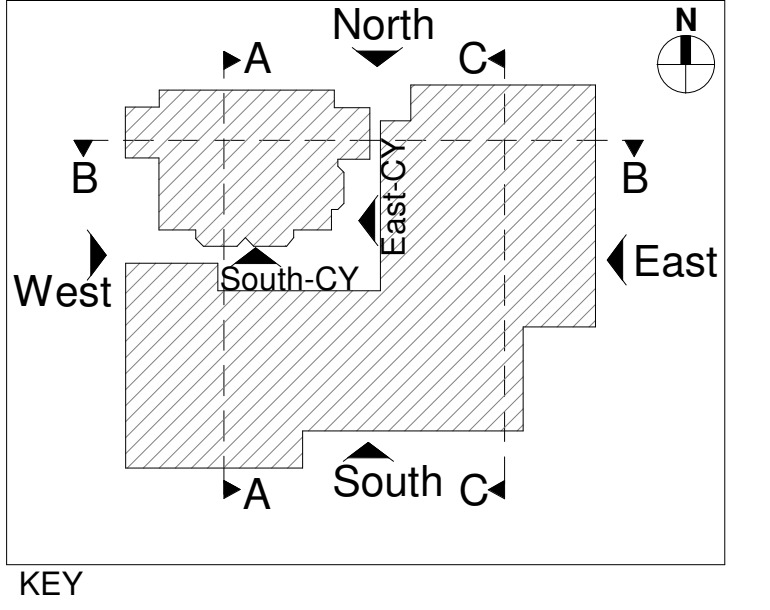
#	Accident Index	Year	Vehicle Reference	Casualty Reference	Casualty Class	Sex of Casualty	Age Band of Casualty	Casualty Severity
1	201606E012889	2016	1	1	Driver or rider	Male	36 - 45	Slight
2	201706E031679	2017	2	1	Driver or rider	Male	56 - 65	Serious
3	201706E037660	2017	1	1	Passenger	Male	16 - 20	Slight
4	201706E037660	2017	1	2	Passenger	Female	16 - 20	Slight
5	201806E151776	2018	2	1	Driver or rider	Male	36 - 45	Slight
6	201806E143357	2018	1	1	Driver or rider	Male	26 - 35	Slight
7	201806E143357	2018	2	2	Driver or rider	Male	21 - 25	Slight
8	201906E162625	2019	1	1	Pedestrian	Male	21 - 25	Slight
9	201906A157326	2019	2	1	Driver or rider	Male	46 - 55	Slight
10	202006E173392	2020	2	1	Driver or rider	Male	26 - 35	Slight
11	202006E171335	2020	1	1	Driver or rider	Male	26 - 35	Slight
12	202006E170882	2020	1	1	Driver or rider	Male	26 - 35	Slight
13	202006A276085	2020	2	1	Driver or rider	Male	21 - 25	Slight
14	202006A268386	2020	2	1	Driver or rider	Male	21 - 25	Slight

#	Pedestrian Location	Pedestrian Movement	Car Passenger	Bus or Coach Passenger	Pedestrian Road Maintenance Worker	Casualty Type	Casualty Home Area Type	Count
1	Not a Pedestrian	Not a Pedestrian	Not car passenger			Cyclist		1
2	Not a Pedestrian	Not a Pedestrian	Not car passenger			Cyclist		1
3	Not a Pedestrian	Not a Pedestrian	Rear seat passenger			Car occupant		1
4	Not a Pedestrian	Not a Pedestrian	Front seat passenger			Car occupant		1
5	Not a Pedestrian	Not a Pedestrian	Not car passenger			Car occupant		1
6	Not a Pedestrian	Not a Pedestrian	Not car passenger			Car occupant		1
7	Not a Pedestrian	Not a Pedestrian	Not car passenger			Car occupant		1
8	In carriageway, crossing elsewhere	Crossing from driver's nearside	Not car passenger			Pedestrian		1
9	Not a Pedestrian	Not a Pedestrian	Not car passenger			Car occupant		1
10	Not a Pedestrian	Not a Pedestrian	Not car passenger			Motorcycle 50cc and under rider or passenger		1
11	Not a Pedestrian	Not a Pedestrian	Not car passenger			Car occupant		1
12	Not a Pedestrian	Not a Pedestrian	Not car passenger			Car occupant		1
13	Not a Pedestrian	Not a Pedestrian	Not car passenger			Taxi/Private hire car occupant		1
14	Not a Pedestrian	Not a Pedestrian	Not car passenger			Motorcycle 125cc and under rider or passenger		1

APPENDIX 3

INDICATIVE LAYOUT PROPOSALS

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KEY

DRAFT

R2 08/08/22 General update CB CS
R1 08/07/22 Layout communal amended CB CS
10/06/22 DTM issue CB CS

REV DATE NOTE DWN CHCK

Services:
Futureserv

Structures:
ROC Consulting

Client:
CS Moss Lane East Ltd

Project:
Moss Lane East
466-472 Moss Lane East, Manchester M14 4PJ

Drawing Title:
GA - Ground Floor
Proposed GA plan

Project No: 1094 Sheet No: 100 Stage: INFO

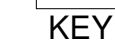
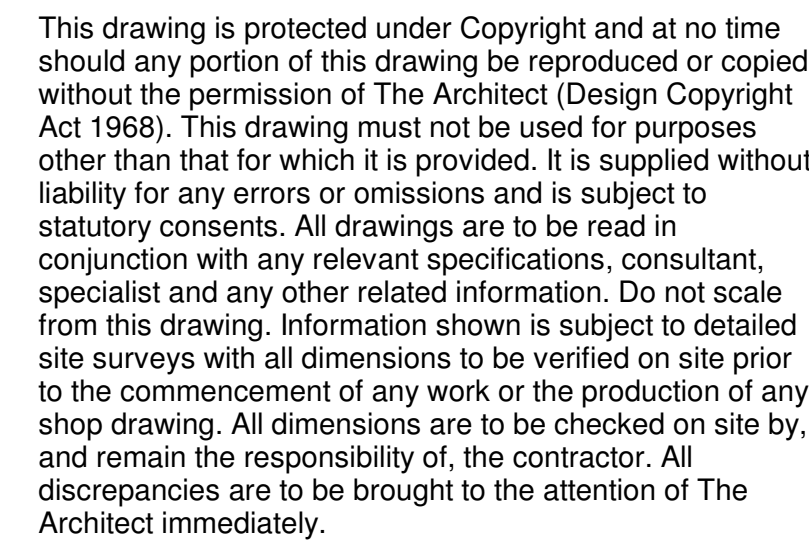
Scale: 1 : 100 Paper Size: A1 A3 Revision: R2

Drawn By: ND Checked By: CS Date of first Issue: 28/10/21

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DRAFT

REV	DATE	NOTE	DWN	CHCK
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Structures:
ROC Consulting

Project:
Moss Lane East
466-472 Moss Lane East, Manchester M14 4PJ

Project No:	Sheet No:	Stage:
1094	099	INFO

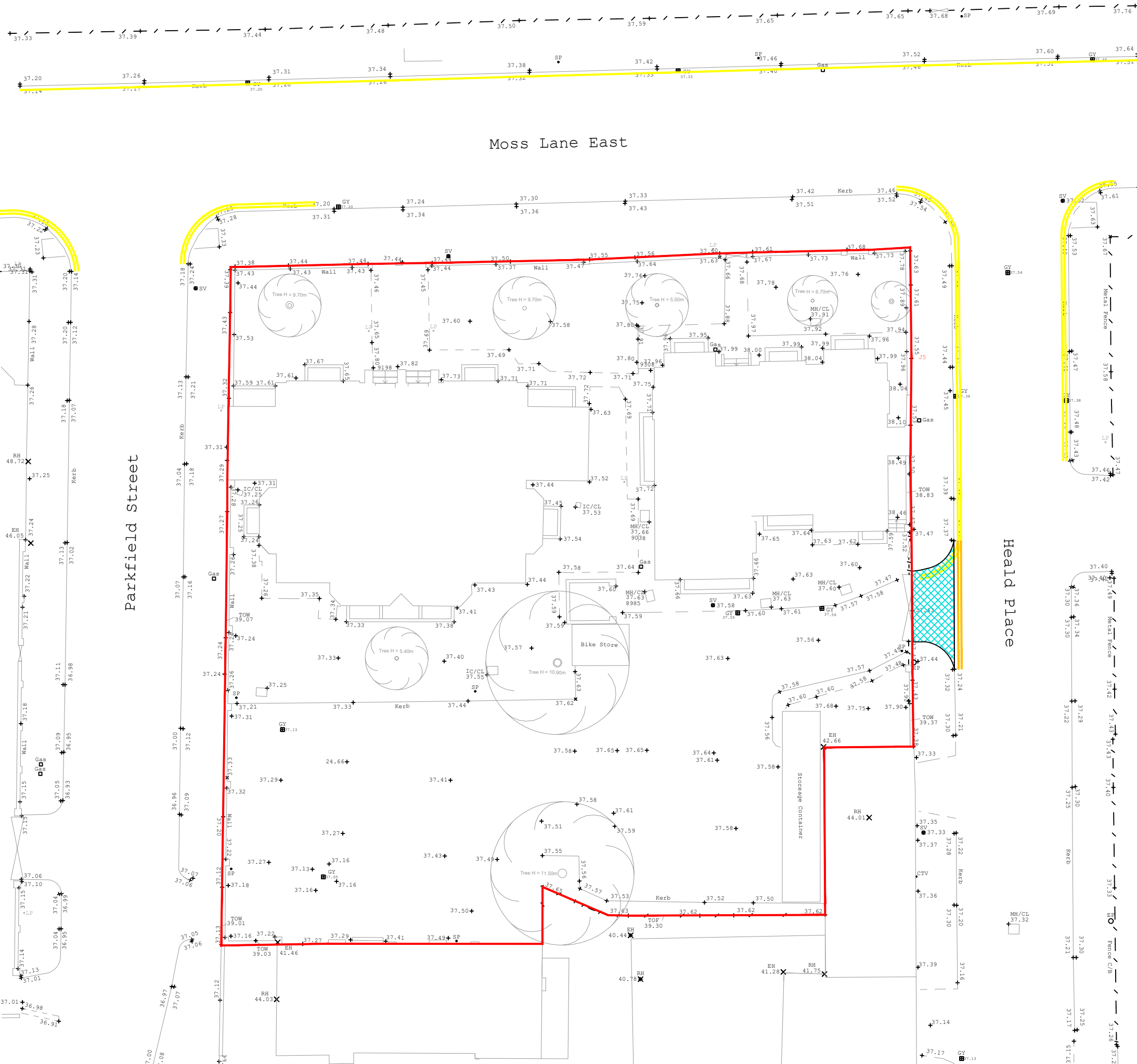
Drawn By:	Checked By:	Date of first Issue:
ND	CS	03/11/21

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APPENDIX 4

SITE ACCESS TIE-IN



Legend

- Site boundary
- Proposed kerb
- Area to be constructed as footway
- Existing parking restriction markings
- Proposed parking restriction markings

Rev.	Date	Amendment	Drawn	Chkd.	Appd.



Fourways House
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M1 2EJ

Tel: +44 (0) 161 236 2757
Email: communications@rsk.co.uk
Web: www.rsk.co.uk

Client

Project Title
Moss Lane East Student Accommodation

Drawing Title
Proposed Amendments to Surrounding Highway Infrastructure

Drawn	Date	Checked	Date	Approved	Date
IW	JUL22				

Scale	Orig Size	Dimensions
1:250	A3	METRES

Project No. 111263	Drawing File
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Drawing No. 111263-10-01	Rev.

