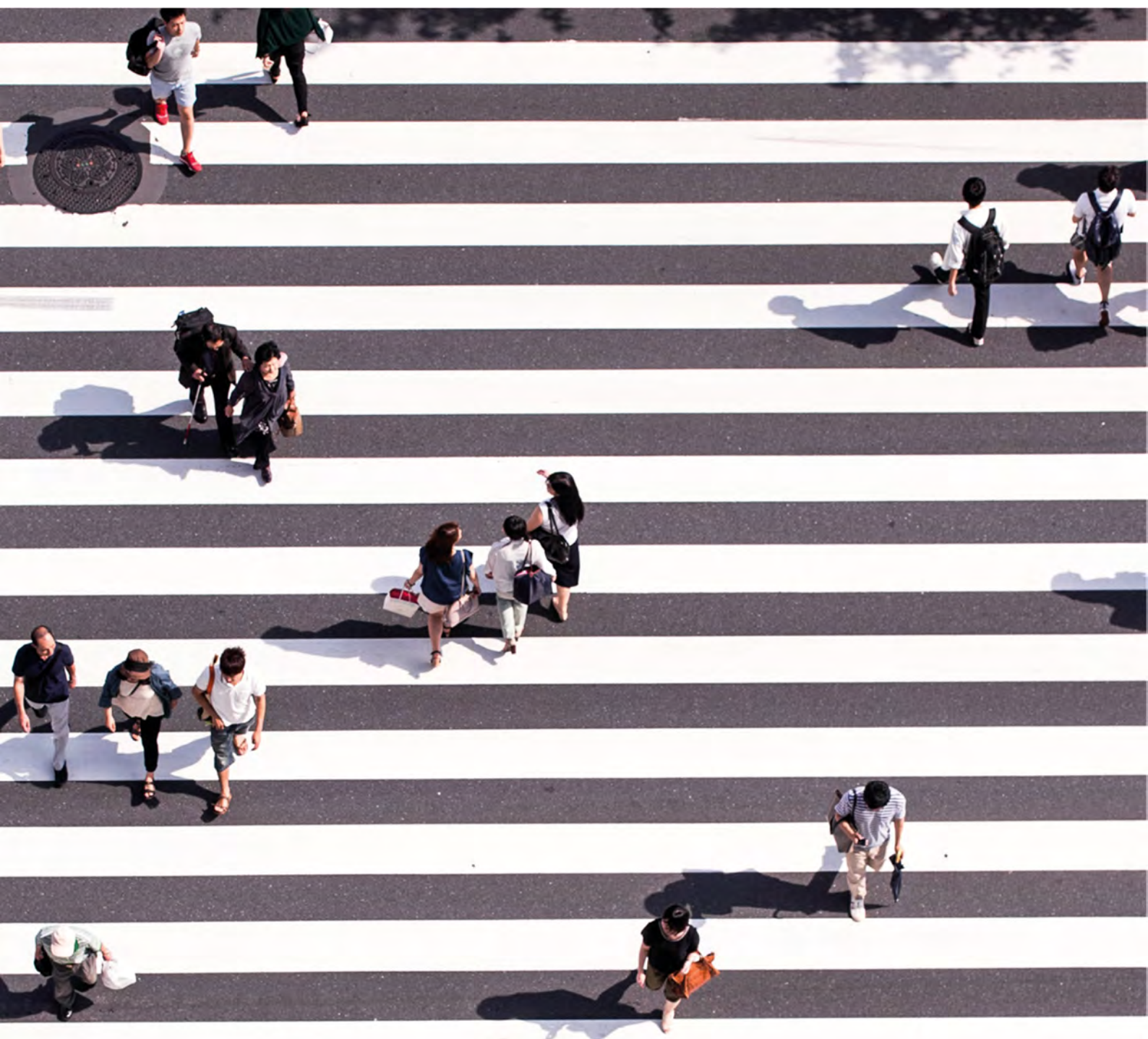




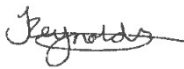
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Proposed Residential Development  
at Sulby Street, Manchester  
for Abacus Solicitors  
Transport Statement

February 2022

## Quality Management

| Sulby Street, Manchester<br>Document Ref: 20074/Transport Statement |                                                                                     |                   |                   |                   |
|---------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------|-------------------|-------------------|
| <b>File reference</b>                                               | L:\Sulby Street, Manchester - 20074\TEXT\REPORTS\220228 Sulby Street TS.docx        |                   |                   |                   |
| <b>Issue/revision</b>                                               | <b>Initial Issue</b>                                                                | <b>Revision 1</b> | <b>Revision 2</b> | <b>Revision 3</b> |
| <b>Remarks</b>                                                      |                                                                                     |                   |                   |                   |
| <b>Date</b>                                                         | 28 <sup>th</sup> February 2022                                                      |                   |                   |                   |
| <b>Prepared by</b>                                                  | J Reynolds                                                                          |                   |                   |                   |
| <b>Signature</b>                                                    |    |                   |                   |                   |
| <b>Checked by</b>                                                   | K Griffiths                                                                         |                   |                   |                   |
| <b>Signature</b>                                                    |    |                   |                   |                   |
| <b>Authorised by</b>                                                | S Phillips                                                                          |                   |                   |                   |
| <b>Signature</b>                                                    |  |                   |                   |                   |

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# Contents

|                                                   |    |
|---------------------------------------------------|----|
| 1. Introduction.....                              | 1  |
| 2. Baseline Conditions .....                      | 2  |
| 3. Proposed Development and Access Strategy ..... | 7  |
| 4. Site Accessibility .....                       | 9  |
| 5. Summary and Conclusions.....                   | 11 |

## IMAGES

|                                                                       |   |
|-----------------------------------------------------------------------|---|
| Image 2.1 Site Location .....                                         | 2 |
| Image 2.2 Cycle Network .....                                         | 3 |
| Image 2.3 Extract of Transport for Greater Manchester Cycle Map ..... | 4 |
| Image 2.4 Extract taken from Greater Manchester Bus Network Map ..... | 5 |

## TABLES

|                                    |   |
|------------------------------------|---|
| Table 2.1 Local Bus Services ..... | 5 |
|------------------------------------|---|

## FIGURES

|          |                          |
|----------|--------------------------|
| Figure 1 | Site Location Plan       |
| Figure 2 | Pedestrian Accessibility |
| Figure 3 | Cycle Accessibility      |

## APPENDICES

|            |                           |
|------------|---------------------------|
| Appendix A | Masterplan                |
| Appendix B | Accident Data             |
| Appendix C | Site Access Drawing       |
| Appendix D | Car Ownership Census Data |

## 1. Introduction

1.1.1 This Transport Statement (TS) has been prepared on behalf of Abacus Solicitors to support a detailed planning application for the development of a residential development on land adjacent to Sulby Street, Manchester.

1.1.2 The proposed layouts are shown on the architects plans in Appendix A and comprise:

- 20 affordable residential dwellings, comprising:
  - o 12 one bed apartments; and
  - o 8 three bed houses.
- 16 Car Parking Spaces, comprising:
  - o 8 including one disabled for use by apartments (67%); and
  - o 8 for use by houses (100%).
- 28 Cycle Storage Spaces located in 2 separate storage facilities, with 12 spaces for apartments (100%) and 16 spaces for houses (200%).

1.1.3 This Transport Statement (TS) has been prepared in accordance with guidance relating to transport statements prepared and issued by the Department for Communities and Local Government (DCLG).

1.1.4 This report sets out the transport issues relating to the proposed development and identifies if any measures are required to accommodate the anticipated transport impacts of the scheme.

1.1.5 The TS considers the sustainability of the Site, reviewing the provision and quality of facilities and connections to and from the surrounding areas. It covers a variety of topics and the document structure is as follows:

- Chapter 2 – describes the Site and the existing transport conditions including a review of accident data;
- Chapter 3 – defines the development proposals including the access strategy;
- Chapter 4 – describes the accessibility of the Site by non-car modes including accessibility to local facilities/services; and
- Chapter 5 – summarises and concludes the report.

## 2. Baseline Conditions

2.1.1 This chapter describes the Site and considers the existing conditions on the surrounding highway network for a range of transport modes. It also includes a review of accident data.

### 2.2 Existing Site

2.2.1 The proposed Site is located to the north-west of Sulby Street, Manchester. It is bound to the north-west by St Dunstan's RC Primary School, to the south-east by existing Sulby Street residential dwellings and to the south-west by St Luke's Church and Bacup Street.

2.2.2 The proposed development area is currently occupied by a derelict building once occupied by St Luke's Social Club. The land is fenced and gated along its boundaries.

2.2.3 The Site in relation to the strategic and local transport networks is shown on Figure 1. An extract of which is shown in Image 2.1.

**Image 2.1 Site Location**



## 2.3 Existing Local Highway Network

2.3.1 Sulby Street is an adopted single carriageway road which runs along a south-east to north-west axis towards the proposed development site. Sulby Street has no enforced parking restrictions.

2.3.2 Sulby Street is 4.8m in width and is subject to a 30mph speed limit. Footpaths are provided on either side of the carriageway to a width of circa 4m.

2.3.3 Bacup Street is an adopted single carriageway which runs from Kenyon Lane to the south of the site north to the south-western boundary of the Site, it currently provides access to St Dunstan's RC Primary School.

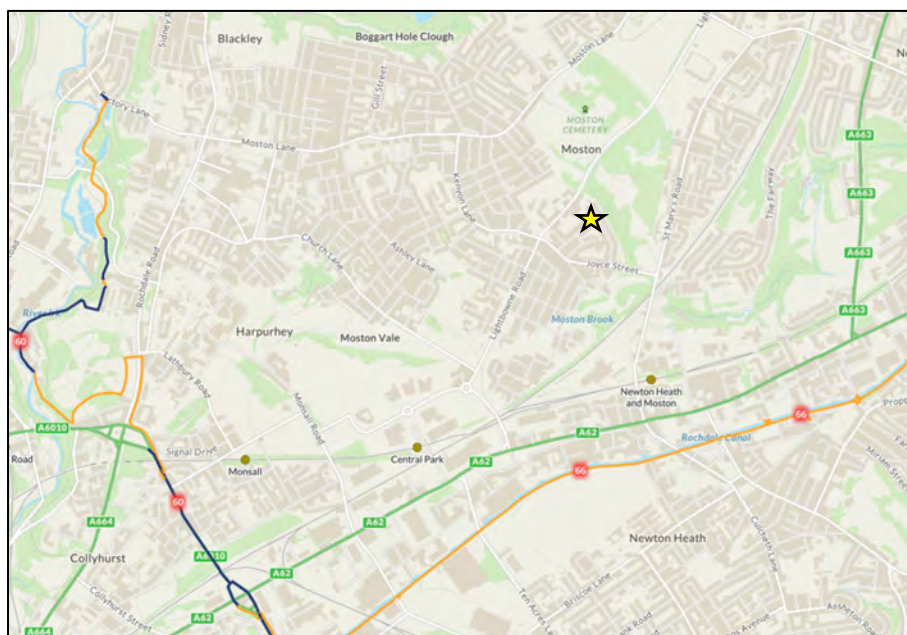
2.3.4 Bacup Street is 5.7m in width with footpaths on either side of the carriageway of circa 2m. School Keep Clear parking restrictions are in place between 8am and 5pm on weekdays on the eastern side of the carriageway. No parking restrictions are enforced on the western flank.

## 2.3.5 Cycle Infrastructure

2.3.6 National Cycle Network (NCN) Route 66 runs from east to west approximately 1km to the south of the proposed Site. The route travels into Manchester City Centre.

2.3.7 Image 2.2 shows the NCN route is in relation to the Site.

**Image 2.2 Cycle Network**

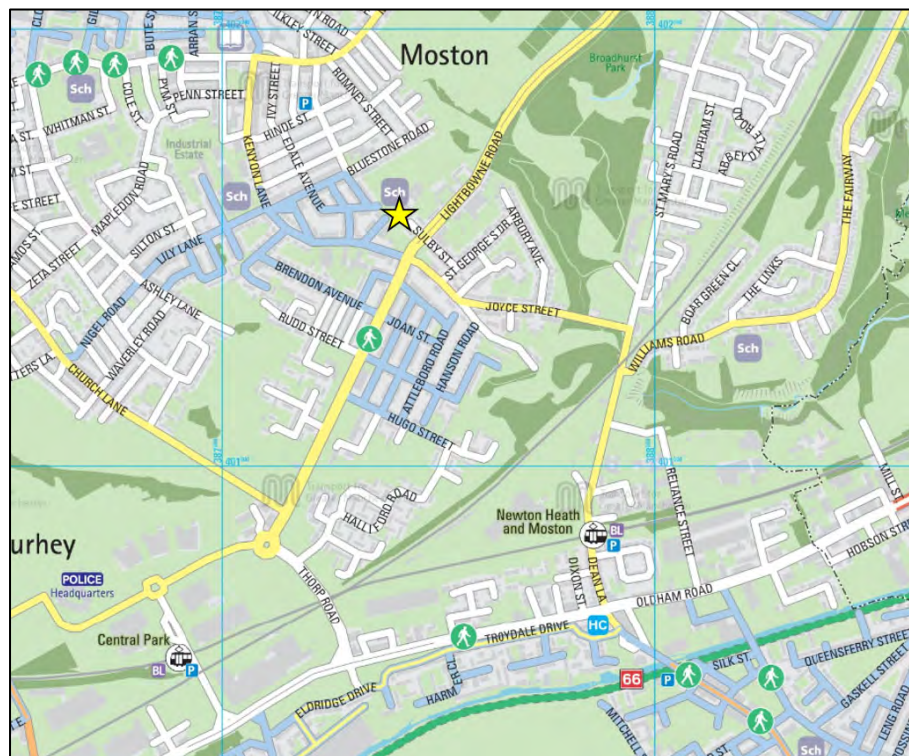


2.3.8 In addition to the NCN, Transport for Greater Manchester has its own cycle infrastructure in place, as is shown in Image 2.3 below.

2.3.9 The yellow lines show advisory on road routes which directly link the site to NCN Route 66 in the south-east of Figure 2.3. Route 66 provides access into Manchester City Centre via a traffic free route (green lines).

2.3.10 This demonstrates that a good cycle network is in place within the proximity of the Site, which provides connections to the NCN Route 66 and Manchester City Centre.

**Image 2.3 Extract of Transport for Greater Manchester Cycle Map**



## 2.4 Existing Bus Services/Facilities

2.4.1 There are a number of bus services operating within the vicinity of the Site, with the nearest stops provided on Keyon Lane, approximately 80m east of the Site and on Lightbowne Road some 200m south of the Site.

2.4.2 The bus stops on Kenyon Lane are provided with a pole, plate and clearway road markings. The bus stops on Lightbowne Road are provided with bus shelters. The available services at the nearest stops are summarised in Table 2.1.

**Table 2.1 Local Bus Services**

| Location                          | Distance (straight) | Facilities                 | Destinations                                                           | Service Numbers                   | Approx. Combined Frequency |
|-----------------------------------|---------------------|----------------------------|------------------------------------------------------------------------|-----------------------------------|----------------------------|
| Lightbowne Church                 | 80m                 | Timetable Pole             | Piccadilly Gardens, Ashton-under-Lyne, Failsworth                      | 114, 151, 704, 718, 724, 726, 849 | 4 per hour                 |
| Deanway                           | 150m                | Timetable Pole             | Alkington, Higher Crumpsall, Moston, Harpurhey                         | 114, 151, 704, 718, 724, 726, 849 | 5 per hour                 |
| Lightbowne Road – Outside McColls | 160m                | Timetable Pole and Shelter | Piccadilly Gardens, Harpurhey, Monstall, Ashton-under-lyne, Failsworth | 114, 151, 688, 718                | 5 per hour                 |
| Lightbowne Road /Brendon Avenue   | 180m                | Timetable Pole and Shelter | Alkington, Boarshaw, Higher Crumpsall                                  | 114, 151, 688, 718                | 4 per hour                 |

2.4.3 A plan showing the local bus services is shown in Image 2.4.

**Image 2.4 Extract taken from Greater Manchester Bus Network Map**



## **2.5 Existing Tram Services/Facilities**

2.5.1 Newton Heath and Moston Tram stop is located 800m to the south of the proposed Site and occupies the pink line to East Didsbury. Services run at a frequency of 10 per hour.

2.5.2 The tram stop benefits from information screens, seating, ticket machine, step free access and 5 cycle stands.

## **2.6 Existing Rail Services/Facilities**

2.6.1 Moston Train Station is located approximately 2km northeast of the Site. It provides 3 services per hour to Clitheroe, Manchester Victoria and Rochdale.

2.6.2 Moston station benefits from 10 cycle storage spaces, CCTV, step free access, seating and shelter.

2.6.3 Trains from Moston connect directly to Manchester Victoria train station via a 9-minute direct train journey operating every 60 minutes. Manchester Victoria Train Station provides frequent services to further locations including York, Liverpool Lime Street, Manchester Airport, Leeds and Blackburn.

## **2.7 Existing Accident Data Analysis**

2.7.1 Personal injury accident data has been obtained from Transport for Greater Manchester for the period between May 2016 to April 2021. The study area is shown in Appendix B and includes the following junctions:

- Bacup Street/Keyon Lane;
- Sulby Street/B6393 Lightbowne Road; and
- Keyon Lane/B6393 Lightbowne Road.

2.7.2 For the five year period, a total of 7 accidents were recorded within the specified area, 6 of which were slight and one was serious. No fatal incidents were recorded.

2.7.3 No accidents were recorded on Bacup Street or Sulby Street. One accident occurred at the junction of Sulby Street and Lightbowne Road which involved two cars and was caused by a rear shunt.

2.7.4 Whilst any accident is regrettable, having reviewed the accidents in detail there is no evidence to suggest that the proposed development will materially exacerbate the existing situation.

### **3. Proposed Development and Access Strategy**

#### **3.1 Development Proposals**

3.1.1 The development proposals, which are shown on the Architects site plan drawing contained in Appendix A, comprise the following:

- 20 affordable residential dwellings, comprising:
  - o 12 one bed apartments; and
  - o 8 three bed houses.
- 16 Car Parking Spaces, comprising:
  - o 8 for use by apartments including one disabled (67%); and
  - o 8 for use by houses (100%).
- 28 Cycle Storage Spaces located in 2 separate storage facilities, with 12 spaces for apartments (100%) and 16 spaces for houses (200%).

#### **3.2 Pedestrian/Cycle Access**

3.2.1 Pedestrian and cycle access is proposed via Sulby Street which is a low traffic cul de sac. A footway is extended into the Site on the southern flank to a width of 1.5m, however the 5.5m wide carriageway is proposed to be provided as a shared surface.

3.2.2 A private gated access for pedestrian/cyclists from Bacup Street to the south west of the site will also be provided.

#### **3.3 Vehicular Site Access**

3.3.1 Vehicular access to the Site is provided via the existing Sulby Street adopted carriageway. The internal road will be proposed for adoption and is provided to a width of 5.5m with a 1.5m footway to the southern side and 450mm margin to the northern flank. A section of land between the site boundary and Sulby Street is an area of unregistered ownership over which the site has right of access over.

3.3.2 A S228 agreement will be progressed for the area where the ownership of the land is unregistered (shown green). The areas are shown in the drawing contained in Appendix C.

#### **3.4 Refuse/Servicing Access**

3.4.1 Refuse from the apartments will be stored in a refuse store at the southern end of the site. On collection days this will be transferred by the management company onto an area of hardstanding for refuse collection adjacent to the apartment building, this is shown on the masterplan in Appendix A.

3.4.2 Refuse storage units for the houses are situated at the front of each dwelling and will be moved out on bin collection day by residents for the refuse vehicle to collect.

3.4.3 The Site Access drawing contained in Appendix C shows the creation of a turning head capable of accommodating a large refuse vehicle. This provision will improve the existing bin collection arrangement for adjacent dwellings on Sulby Street where bins are currently moved to Lightbowne Road for collection.

### 3.5 Cycle Parking

3.5.1 28 secure cycle parking spaces are proposed for the Site within two secure cycle storage units.

3.5.2 The house cycle storage unit will contain 8 double stacked stands for 16 bicycles thereby providing a 200% provision. The apartment cycle storage unit will contain 6 double stacked stands for 12 bicycles (100% provision).

3.5.3 In addition, a cycle pump and repair kit will be located within each storage unit for use by residents.

### 3.6 Car Parking Provision

3.6.1 Eight car parking spaces are proposed for the residential apartments, one of which is disabled. This equates to a provision of 67% for the apartments. A further 8 car parking spaces (100%) are proposed for the houses. This totals 16 car parking spaces across the development site and an 80% provision overall.

3.6.2 The Manchester City Centre Design Guide states that if a residential development does not have 100% parking, reduced on site provision may be justified on the basis of the following:

*'Secure cycle parking in excess of 50% provision relative to apartment numbers',*  
and

*'Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme' (page 90).*

3.6.3 The level of car parking proposed for the development is deemed appropriate due to the following reasons:

- Sustainable location due to frequent bus, tram and train services within a 20 minute walk from the site;
- 100% cycle parking provided for apartments;
- 200% cycle parking provided for the houses;
- Cycle repair and pump facilities provided in both cycle storage units;
- Car ownership levels in the area are 0.56% (data attached in Appendix D), which is less than the ratio of parking that is being provided;
- The affordable nature of the development, with future residents likely to have a lower demand for car ownership; and
- Planning policy supports promoting sustainability and restricting the use of the private car.

### 3.7 Trip Generation

3.7.1 It is considered that the development does not have the potential to generate any significant material transport impact on the local highway network due to quantum of dwellings proposed on the site. As such, no further assessment is required.

## 4. Site Accessibility

### 4.1 Pedestrian Accessibility

4.1.1 The residential design guide "Manual for Streets" (MfS) advises that "walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas..." (ref para 4.4.1). However, this is not regarded as an upper limit in MfS and reference is also made to walking offering "the greatest potential to replace short car trips, particularly those under 2km". The acceptability of walking trips up to 2km (an approximate 25 minute walk time) is also supported in the CIHT document 'Providing for Journeys on Foot'.

4.1.2 There are a number of local facilities situated in close proximity to the proposed Site as summarised below and shown on Figure 2:

- Four supermarkets are located within a 25 minute walk of the Site;
- Three GP's are located within a 20 minute walk of the Site with St Georges Medical Centre within a 5 minute walk (155m);
- Moston Train Station is located within a 30 minute walk north-east of the proposed Site;
- Five primary schools are located within a 15 minute walk; and
- Broadhurst Park and associated grounds are located within a 15 minute walk of the Site.

4.1.3 It is therefore concluded that the proposed Site will provide excellent accessibility by foot to a range of local services and facilities provided in and around the local area thus reducing the need to travel by car.

### 4.2 Accessibility by Cycle

4.2.1 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 kilometres as referred to in Local Transport Note 2/08 (published by the Department for Transport (DfT)). However, the same guidance also refers to commuting cycle trips up to 8km.

4.2.2 There are a number of facilities situated within a reasonable cycle distance from the proposed development as summarised below and shown on Figure 3:

- Moston Train Station is located within a 10 minute cycle distance of the proposed Site;
- Within a 20 minute cycle of two further train stations: Manchester Victoria and Mill's Hill;
- Local tram stops are within a 10 minute cycle distance including Failsworth, Central Park and Newton Heath and Moston;
- North Manchester General Hospital is located within a 20 minute cycle distance;
- Within a 25 minute cycle distance of Manchester City Centre; and
- Close proximity to the National Cycle Network (NCN) Route 66 providing traffic free cycle access to Manchester City Centre.

4.2.3 It is therefore concluded that the proposed Site, will provide excellent cycle accessibility to a range of local services within a 25 minute cycle ride.

### **4.3 Accessibility by Bus**

4.3.1 As detailed in Chapter 2 there are several bus services offering frequent services along Keyon Lane and Lightbowne Road (B6393) within 180m of the Site. These bus stops provide access to destinations including: Piccadilly Gardens, Failsworth, Alkrington, Higher Crumpsall and education hubs including Wright Robinson Sports College and Gorton Education Village.

4.3.2 The proposed site is within 200m of four local bus stops as shown in Figure 4.

4.3.3 The existing bus services will provide future residents of the Site with access to the entirety of Manchester City Centre and surrounding regions within a short journey time.

4.3.4 It is therefore concluded that the proposed Site, will provide excellent bus accessibility to a range of local services, education, employment and retail opportunities within a 30 minute bus ride.

### **4.4 Accessibility by Rail/Tram**

4.4.1 Moston Train Station is located approximately 2km north east of the proposed Site. The station has a frequency of 3 trains per hour to Clitheroe, Manchester Victoria and Rochdale.

4.4.2 Manchester Victoria Train Station is a 9 minute direct train journey from Moston Train Station operating once per hour which provides frequent services to further locations including York, Liverpool Lime Street, Manchester Airport, Leeds and Blackburn.

4.4.3 Newton Heath and Moston and Abraham Moss Tram Stops are located within 3km of the proposed Site. The stops occupy the Pink line to East Didsbury, the Green line to Bury and the Yellow line to Piccadilly. Services across the two stations have a combined frequency of 30 per hour.

## 5. Summary and Conclusions

5.1.1 This Transport Statement (TS) has been prepared on behalf of Abacus Solicitors to support a detailed planning application for a residential development located on land adjacent to Sulby Street, Manchester.

5.1.2 The proposed layouts are shown on the architects plans in Appendix A and comprise:

- 20 residential dwellings, comprising:
  - o 12 one bed apartments; and
  - o 8 three bed houses.
- 16 Car Parking Spaces, comprising:
  - o 8 for use by apartments (including one disabled); and
  - o 8 for use by houses.
- 28 Cycle Storage Spaces located in 2 separate storage facilities, with 12 spaces for apartments and 16 spaces for houses.

5.1.3 Vehicular access to the Site is provided via the existing Sulby Street adopted carriageway. The internal road will be proposed for adoption and is provided to a width of 5.5m with a 1.5m footway to the southern side and 450mm margin to the northern flank. A section of land between the site boundary and Sulby Street is an area of unregistered ownership over which the site has right of access over and will be adopted through a S228 agreement.

5.1.4 An assessment of the accessibility of the site has been completed in Chapter 4 concluding the following:

- Moston train station is located within a 30 minute walk and 10 minute cycle north-east of the Site;
- Four supermarkets are located within a 25 minute walk of the Site;
- Three doctors surgeries are located within a 20 minute walk of the Site;
- Close proximity to the National Cycle Network (NCN) Route 66 providing traffic free cycle access into Manchester City Centre; and
- Local tram stops are within a 10 minute cycle distance of the Site including Failsworth, Central Park and Newton Heath and Moston.

5.1.5 It is therefore concluded that the proposed Site will provide excellent accessibility by foot, cycle and public transport to a range of services, facilities and employment opportunities.

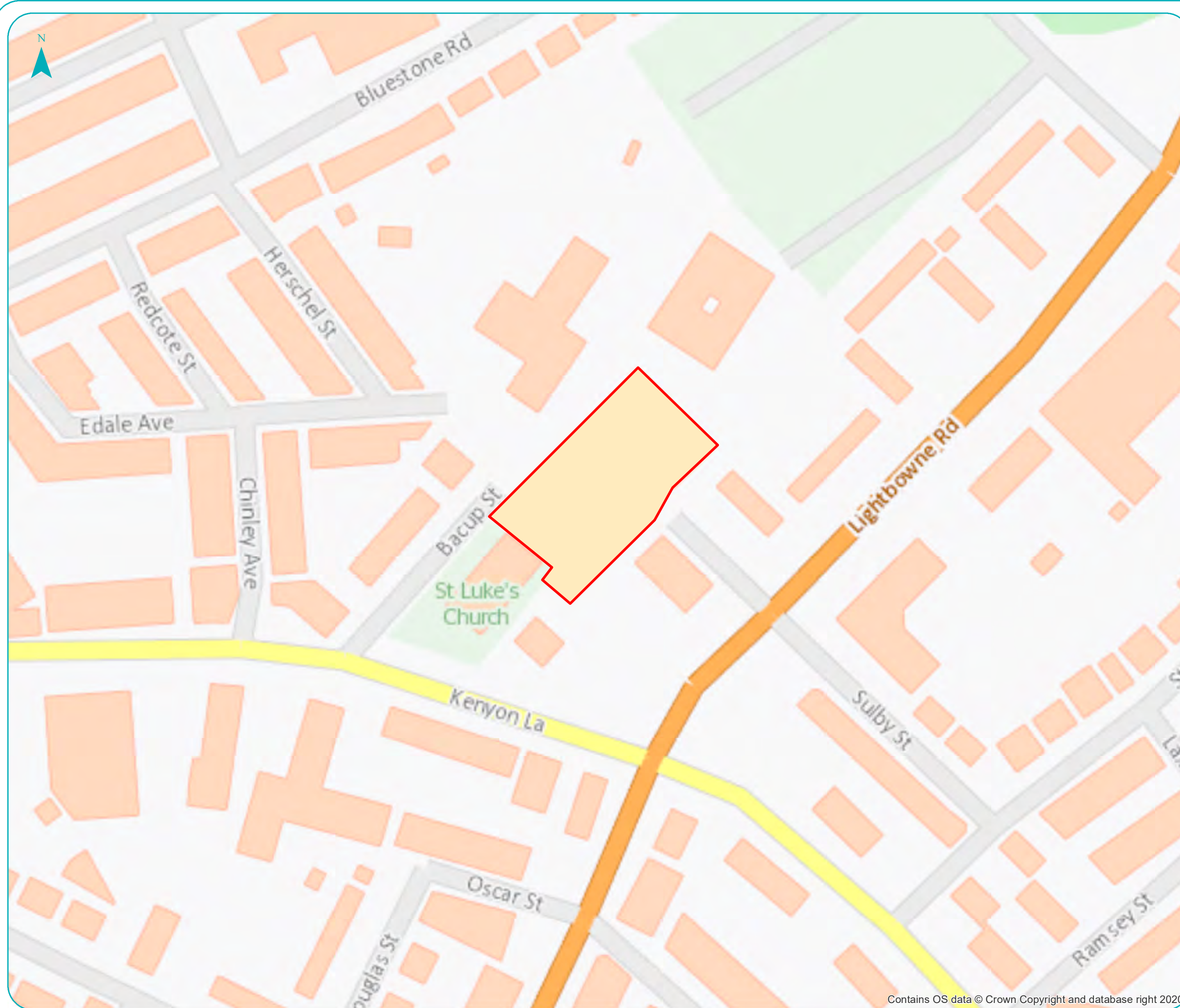
5.1.6 Due to the excellent accessibility of the proposed development and the nature of the development it is appropriate to provide the proposed levels of parking due to the following reasons:

- Sustainable location due to frequent bus, tram and train services within a 20 minute walk from the site;
- 100% cycle parking provided for apartments;
- 200% cycle parking provided for the houses;
- Cycle repair and pump facilities provided in both cycle storage units;

- Car ownership levels in the area are 0.56%, which is less than the ratio of parking that is being provided (80%);
- The affordable nature of the development, with future residents likely to have a lower demand for car ownership; and
- Planning policy supports promoting sustainability and restricting the use of the private car.

5.1.7 From the work undertaken it is concluded that there are no reasons on highways or transport grounds why the development Site should not be granted planning permission for residential purposes.

# Figures

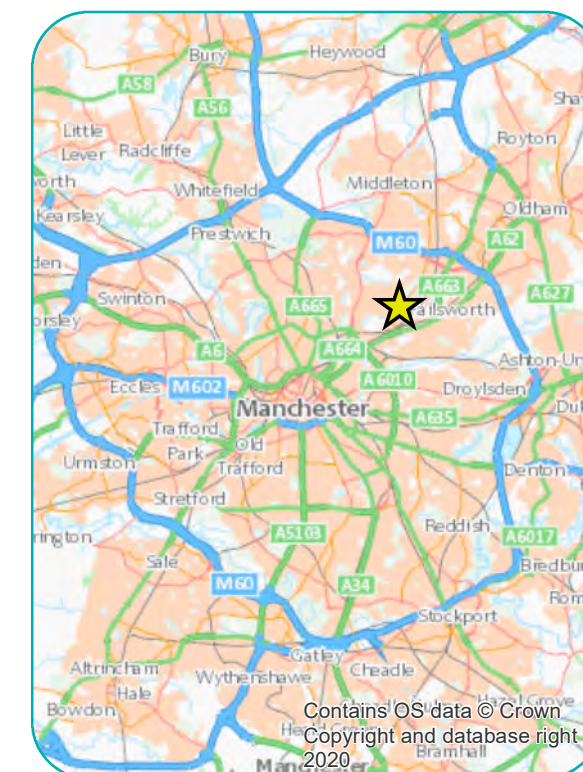


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## Key

★ Site location

□ Indicative Site Boundary

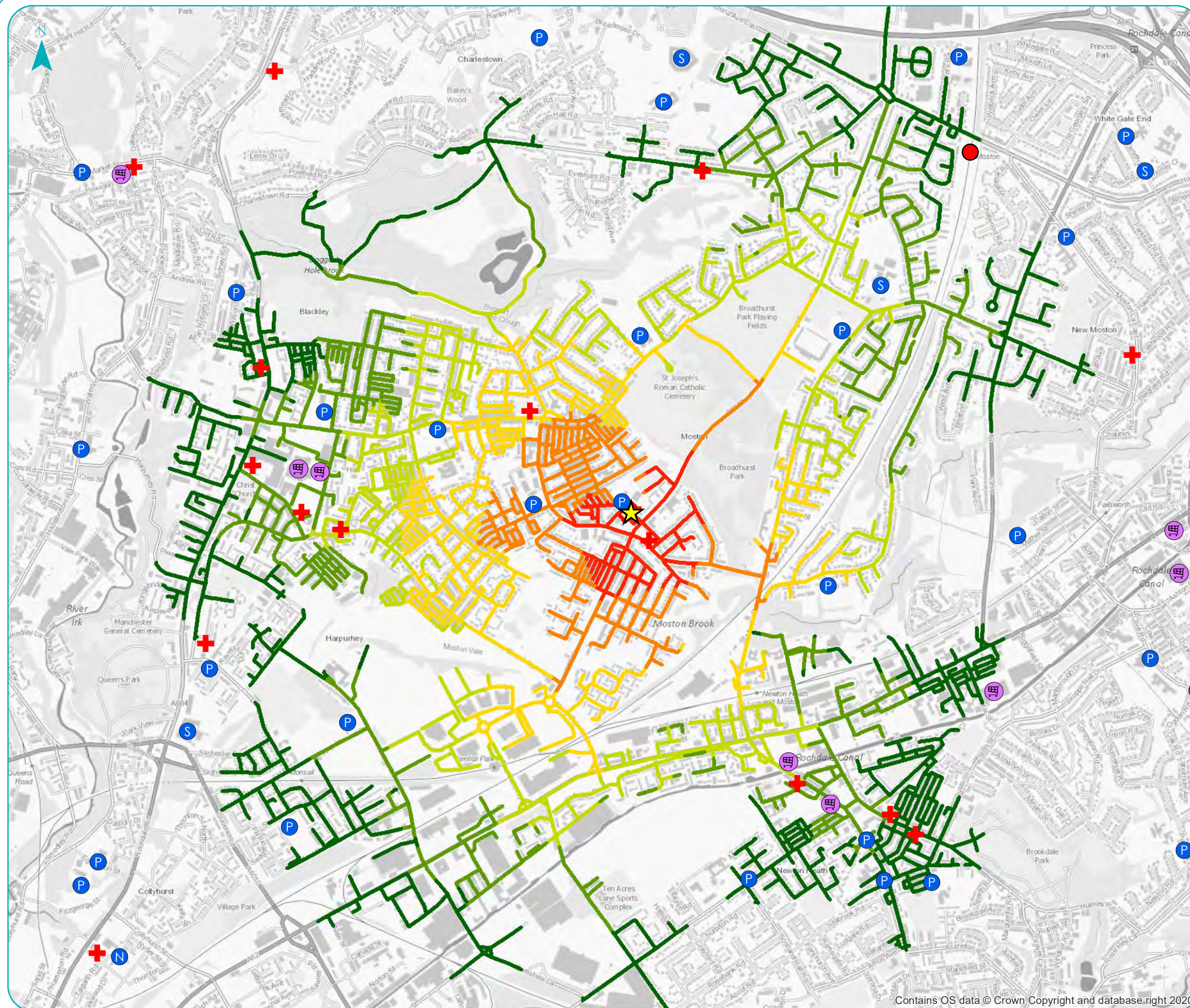


Sulby Street, Manchester  
Residential Led Development  
Site Location Plan

Figure 1

Scale @ A3 1:1,250

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## Key

- ★ Site Location
- 🛒 Supermarkets
- 🚉 Railway Stations
- ✚ GP

## Schools

- All Through
- Nursery
- Primary
- Secondary
- College

## Pedestrian Accessibility (4.8kph)

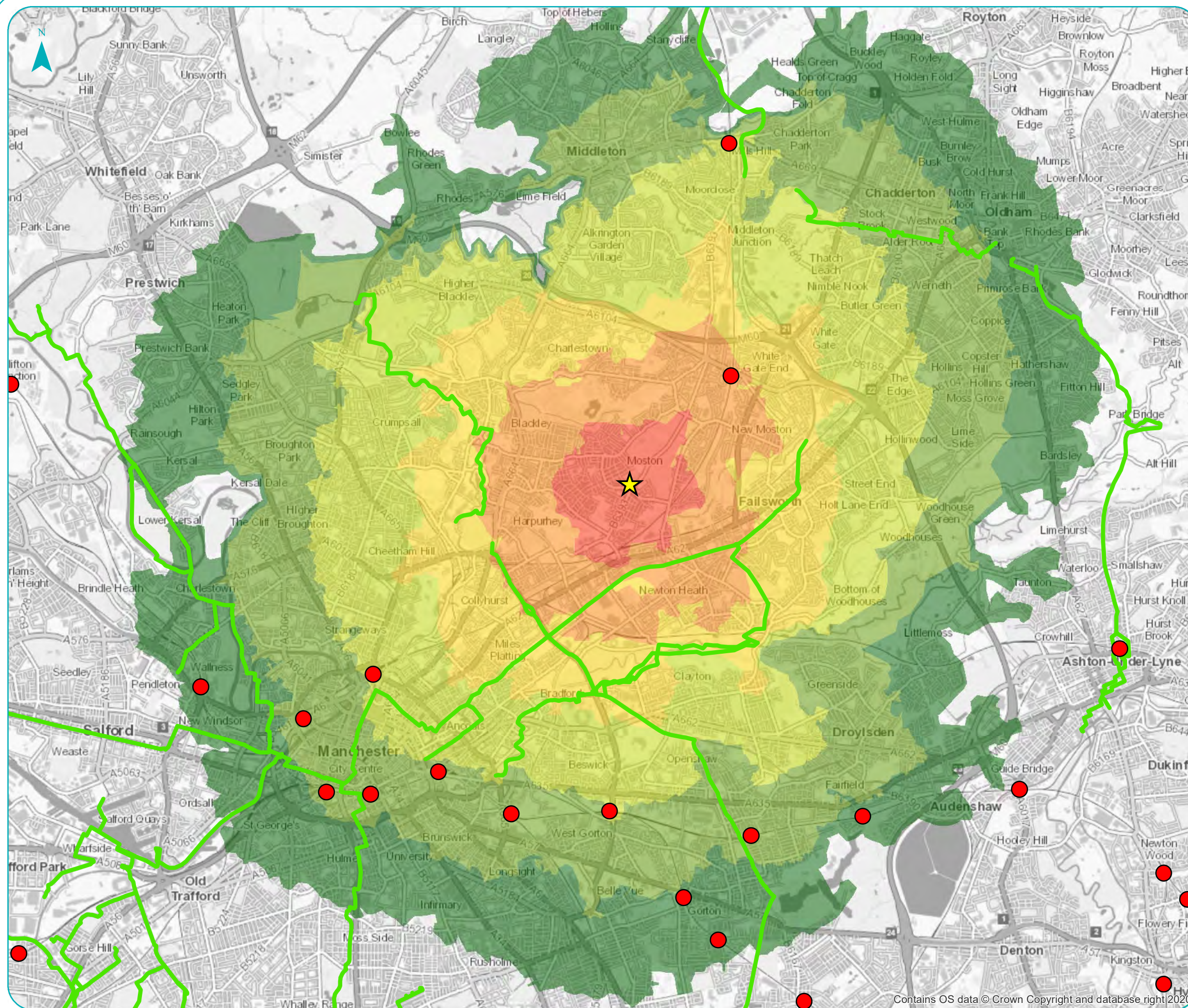
- 0-5 minutes
- 5-10 minutes
- 10-15 minutes
- 15-20 minutes
- 20-25 minutes
- 25-30 minutes

Sulby Street, Manchester  
Residential Led Development  
Pesestrian Accessibility

Figure 2

Scale @ A3 1:15,000

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## Key

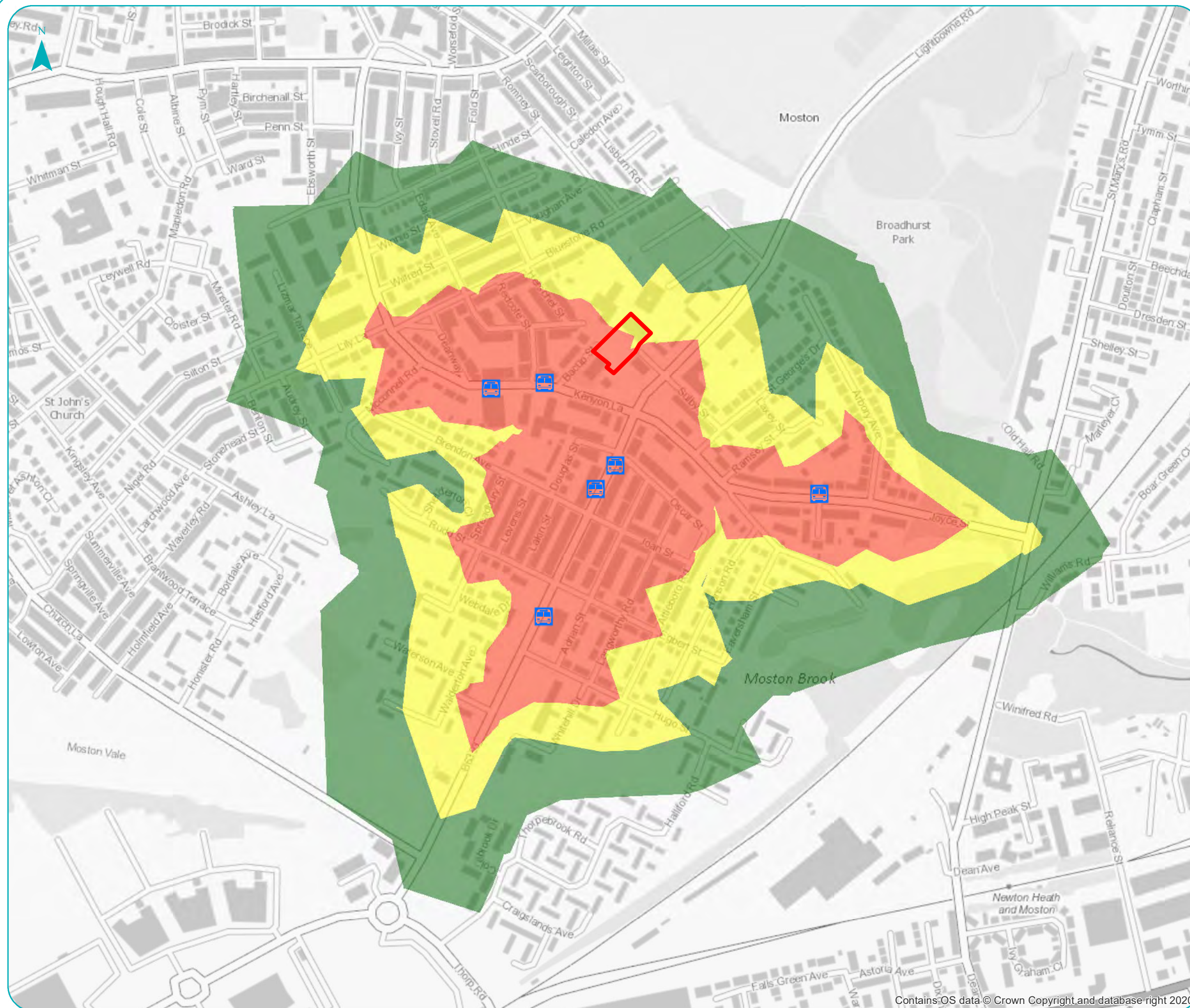
- ★ Site Location
  - Railway Stations
  - National Cycle Routes
- Cycle Accessibility (16kph)
- 0-5 minutes
  - 5-10 minutes
  - 10-15 minutes
  - 15-20 minutes
  - 20-25 minutes
  - 25-30 minutes

Sulby Street, Manchester  
Residential Development  
Cycle Accessibility

Figure 3

Scale @ A3 1:50,000

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## Key

Indicative Site Boundary

Railway Stations

Bus Stop Walk Distance (m)

0-200m

200-300m

300-400m

Sulby Street, Manchester  
Residential Development Bus  
Stop Accessibility

Figure 4

Scale @ A3 1:5,000

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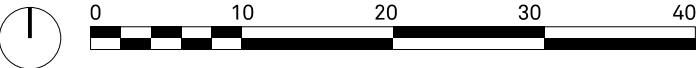
# Appendices

## Appendix A Masterplan



Notes

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KEY:

 RPA of Tree to be Retained.

|      |          |     |         |             |
|------|----------|-----|---------|-------------|
| P02  | 22.02.22 | AM  | MG      | Key added.  |
| P01  | 10.02.22 | AM  | MG      | First Issue |
| Rev: | Date:    | By: | Chk By: | Rev Note:   |

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|----------------------------------|---------------------|------------|
| Project Title                    |                     |            |
| Sulby Street, Moston, Manchester |                     |            |
| Client                           |                     |            |
| Abacus Solicitors                |                     |            |
| Drawing Title                    |                     |            |
| Proposed Ground Floor Site Plan  |                     |            |
| Drawing No.                      |                     |            |
| P20064-FCH-XX-00-DR-A-1200       |                     |            |
| Status                           | Issue suitable for: | Date       |
| S2                               | INFORMATION         | 09.02.22   |
| Job No.                          | Drawing Stage       | Scale      |
| P20-064                          | PLANNING            | 1:500 @ A3 |

|            |
|------------|
| Rev        |
| P02        |
| Drawn By   |
| AM         |
| Checked By |
| MG         |

## **Appendix B      Accident Data**

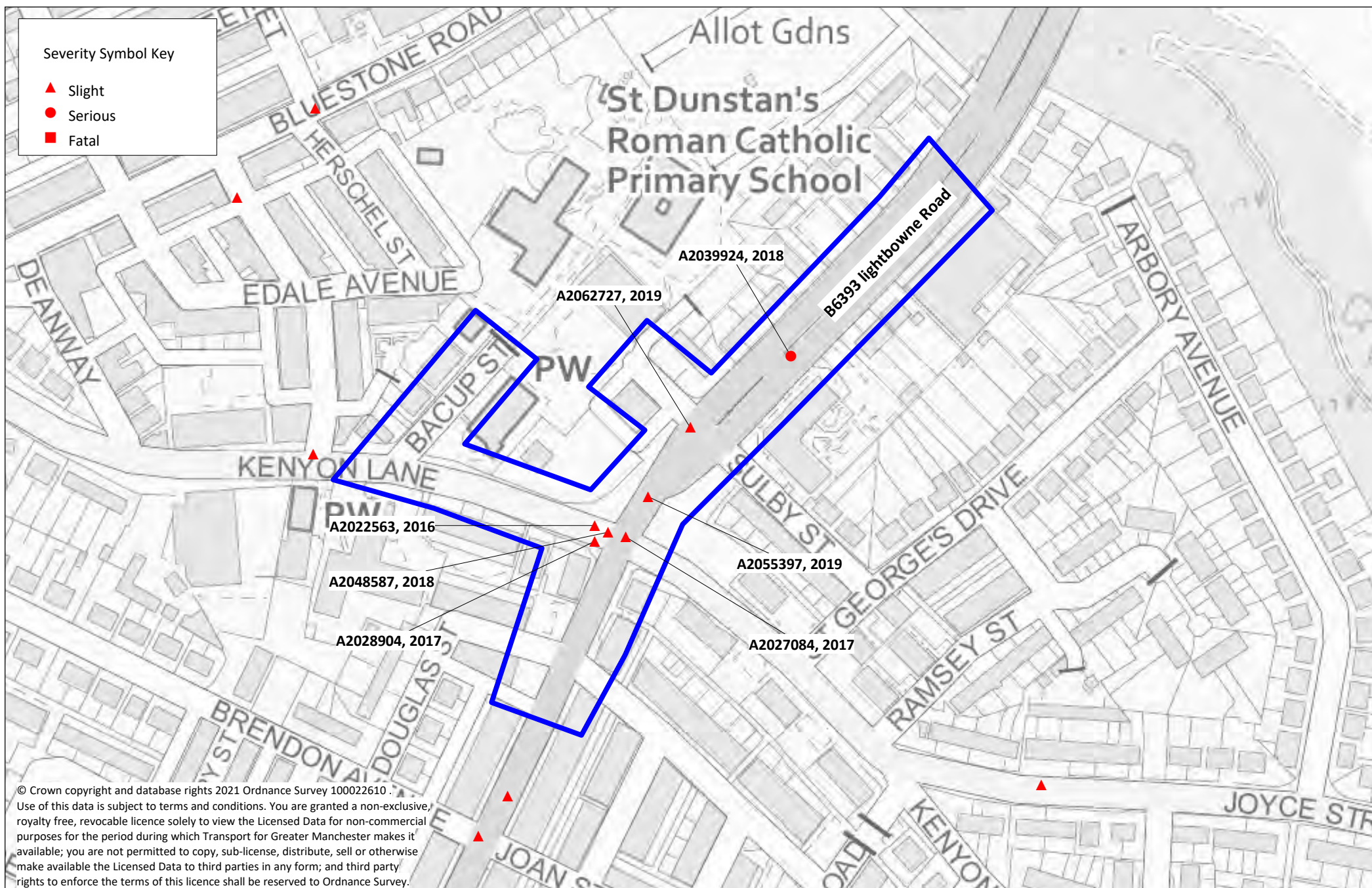
# TRANSPORT FOR GREATER MANCHESTER



Traffic Accident Data for

**Mosodi Ltd**

**Reported Injury Accidents in Specified Area of Sulby Street and  
B6393 Lightbowne Road, Manchester,  
01/05/2016 to 30/04/2021**



# TRANSPORT FOR GREATER MANCHESTER



**Reported Injury Accidents in Specified Area of Sulby Street and B6393 Lightbowne Road,  
Manchester, 01/05/2016 to 30/04/2021**

| <b>Injury<br/>Accidents</b> | <b>May -<br/>Dec<br/>2016</b> | <b>2017</b> | <b>2018</b> | <b>2019</b> | <b>2020</b> | <b>Jan-<br/>Apr<br/>2021</b> | <b>Total</b> |
|-----------------------------|-------------------------------|-------------|-------------|-------------|-------------|------------------------------|--------------|
| <b>Fatal</b>                | <b>0</b>                      | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>                     | <b>0</b>     |
| <b>Serious</b>              | <b>0</b>                      | <b>0</b>    | <b>1</b>    | <b>0</b>    | <b>0</b>    | <b>0</b>                     | <b>1</b>     |
| <b>Slight</b>               | <b>1</b>                      | <b>2</b>    | <b>1</b>    | <b>2</b>    | <b>0</b>    | <b>0</b>                     | <b>6</b>     |
| <b>Total</b>                | <b>1</b>                      | <b>2</b>    | <b>2</b>    | <b>2</b>    | <b>0</b>    | <b>0</b>                     | <b>7</b>     |

# Standard Totals Report : Reported Injury Accidents in Specified Area of Sulby Street and B6393 Lightbourne Road, Manchester, 01/05/2016 to 30/04/2021

## Accidents

|                        |          |
|------------------------|----------|
| Serious                | 1        |
| Slight                 | 6        |
| <b>Total Accidents</b> | <b>7</b> |

## Casualties Broken Down By Type

| Car (Driver)    | 0-15     | 16+      | Total    |
|-----------------|----------|----------|----------|
| Slight          | 0        | 4        | 4        |
| <b>Total</b>    | <b>0</b> | <b>4</b> | <b>4</b> |
| Pedestrian      | 0-15     | 16+      | Total    |
| Serious         | 0        | 1        | 1        |
| Slight          | 0        | 1        | 1        |
| <b>Total</b>    | <b>0</b> | <b>2</b> | <b>2</b> |
| Cyclist (Rider) | 0-15     | 16+      | Total    |
| Slight          | 0        | 1        | 1        |
| <b>Total</b>    | <b>0</b> | <b>1</b> | <b>1</b> |
| <b>Total</b>    | <b>0</b> | <b>7</b> | <b>7</b> |

## Casualties By Age and Sex

| Severity                | 0 - 15   | 16 - 59  | 60 - 69  | 70 +     | Total    |
|-------------------------|----------|----------|----------|----------|----------|
| Serious                 |          |          |          |          |          |
| Male                    | 0        | 1        | 0        | 0        | 1        |
| <b>Total</b>            | <b>0</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>1</b> |
| Slight                  |          |          |          |          |          |
| Male                    | 0        | 3        | 0        | 0        | 3        |
| Female                  | 0        | 3        | 0        | 0        | 3        |
| <b>Total</b>            | <b>0</b> | <b>6</b> | <b>0</b> | <b>0</b> | <b>6</b> |
| <b>Total Casualties</b> | <b>0</b> | <b>7</b> | <b>0</b> | <b>0</b> | <b>7</b> |

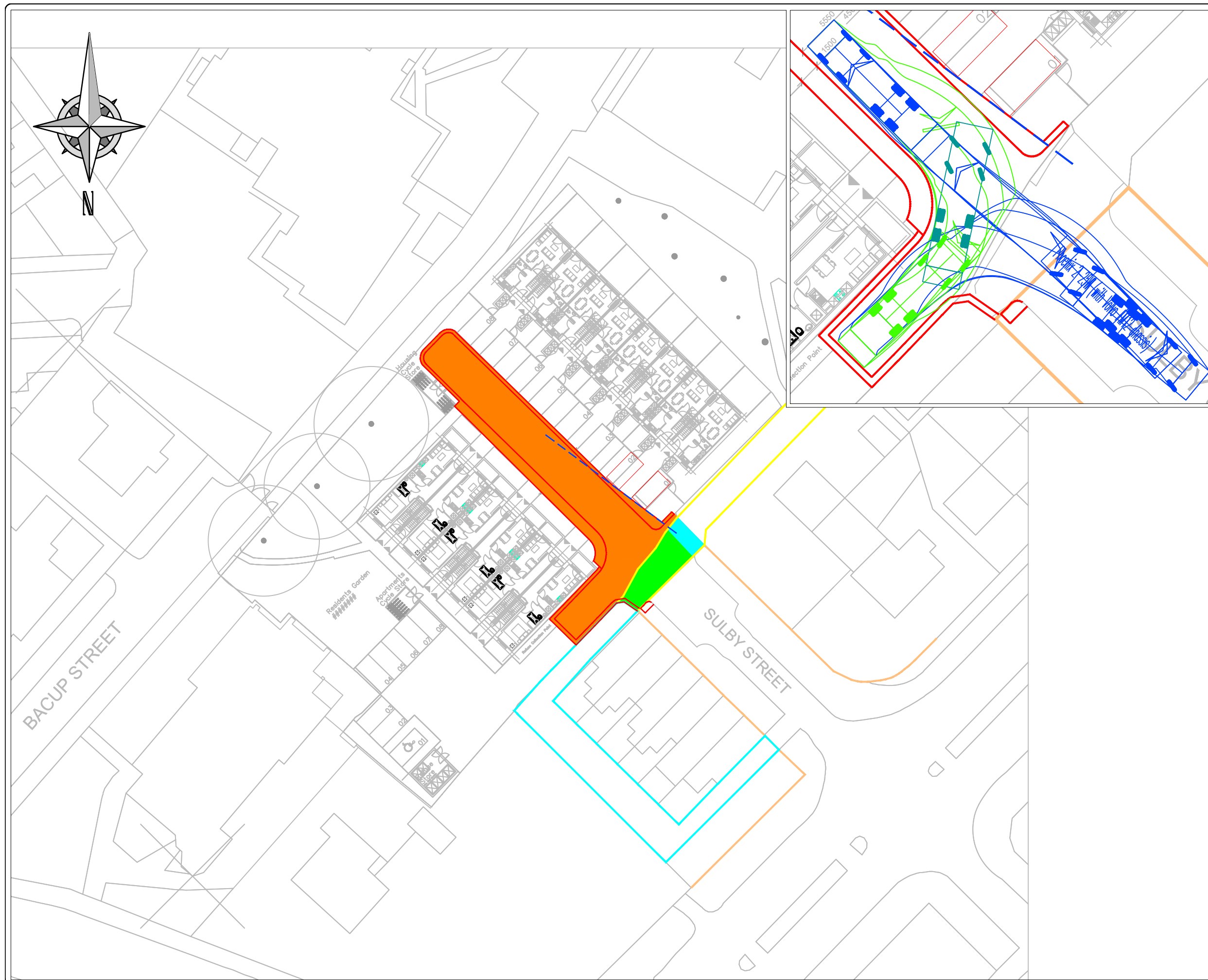
## Casualties By Age and Class

| Severity                | 0 - 15   | 16 - 59  | 60 - 69  | 70 +     | Total    |
|-------------------------|----------|----------|----------|----------|----------|
| Serious                 |          |          |          |          |          |
| Pedestrian              | 0        | 1        | 0        | 0        | 1        |
| <b>Total</b>            | <b>0</b> | <b>1</b> | <b>0</b> | <b>0</b> | <b>1</b> |
| Slight                  |          |          |          |          |          |
| Driver or rider         | 0        | 5        | 0        | 0        | 5        |
| Pedestrian              | 0        | 1        | 0        | 0        | 1        |
| <b>Total</b>            | <b>0</b> | <b>6</b> | <b>0</b> | <b>0</b> | <b>6</b> |
| <b>Total Casualties</b> | <b>0</b> | <b>7</b> | <b>0</b> | <b>0</b> | <b>7</b> |

## Cyclist (Rider and Pillion) and Pedestrian Casualties By Age

| Severity                | 0 - 15   | 16 - 59  | 60 - 69  | 70 +     | Total    |
|-------------------------|----------|----------|----------|----------|----------|
| Serious                 | 0        | 1        | 0        | 0        | 1        |
| Slight                  | 0        | 2        | 0        | 0        | 2        |
| <b>Total Casualties</b> | <b>0</b> | <b>3</b> | <b>0</b> | <b>0</b> | <b>3</b> |

## Appendix C      Site Access Drawing



Notes:

1. This drawing is subject to copyright and is not to be reproduced in part or whole without approval.
2. Do not scale this drawing - check all dimensions on site.
3. Preliminary layout subject to detailed design including full CDM compliance, statutory undertakers search/ diversion requirements, highway drainage provision and local authority approval.
4. Alignment of land ownership and adopted highway information has been transposed from OS onto Topo and as such the boundaries should be confirmed on Site.
5. Tracking Analysis undertaken with a 11.125m refuse vehicle.

KEY

- Proposed Highway Works
- Existing Extent of Adopted Highway
- Existing Area Maintained by Manchester City Council outside of Adopted Highway
- Existing Unadopted Alley
- Extent of S38 Adopted Highway within development ownership
- Extent of S228 Adopted Highway
- Extent of S38 Adopted Highway within MCC Ownership

|      |          |                             |     |
|------|----------|-----------------------------|-----|
| B    | 23.02.22 | UPDATED WITH REVISED LAYOUT | KG  |
| A    | 16.12.21 | UPDATED WITH TOPO SURVEY    | SJP |
| -    | 09.04.21 | INITIAL ISSUE               | SJP |
| Rev: | Date:    | Status/Amendments:          | By: |

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mobility solutions through design and innovation

Manchester  
0161 413 5168

Leeds  
0113 323 0854

Client:  
Abacus Solicitors

Project:  
Sulby Street, Moston

Drawing Title:  
Proposed Access Arrangements

|                                |                    |                           |
|--------------------------------|--------------------|---------------------------|
| Drawn By:<br>SJP               | Checked By:<br>RAM | Approved By:<br>SJP       |
| Scale:<br>1:500                | Paper Size:<br>A3  | Date Created:<br>09.04.21 |
| Drawing Number:<br>20074-GA-01 |                    | Drawing Revision:<br>A    |

## **Appendix D                      Car Ownership Census Data**

**QS416EW - Car or van availability**

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|             |                                       |
|-------------|---------------------------------------|
| population  | All households; All cars or vans      |
| units       | Households                            |
| area type   | 2011 super output areas - lower layer |
| area name   | E01005225 : Manchester 007C           |
| rural urban | Total                                 |

|                                         |             |                                    |
|-----------------------------------------|-------------|------------------------------------|
| <b>Cars</b>                             | <b>2011</b> |                                    |
| All categories: Car or van availability | 837         |                                    |
| No cars or vans in household            | 451         |                                    |
| 1 car or van in household               | 317         |                                    |
| 2 cars or vans in household             | 60          |                                    |
| 3 cars or vans in household             | 6           |                                    |
| 4 or more cars or vans in household     | 3           |                                    |
| sum of All cars or vans in the area     | 470         | <div>0.56</div> Cars per household |



