

McGoff Group Projects Ltd

Proposed Residential Development, Phase 2, Rochdale Road, Manchester

Transport Statement

250389

MARCH 2026



SCP GENERAL NOTES

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Title: Proposed Residential Development, Phase 2, Rochdale Road, Manchester, Transport Statement

Client: McGoff Group Projects Ltd

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

CONTENTS

1	INTRODUCTION	3
	General	3
	Planning History	4
	Purpose and Structure of Report	4
2	POLICY CONTEXT	6
	National policy	6
	National Planning Policy Framework (NPPF)	6
	Local Policy	6
	Manchester's Local Development Framework – Core Strategy Development Plan Document (July 2012)	6
	Places for Everyone Joint Development Plan 2022 to 2039, Adopted March 2024	7
	Greater Manchester Transport Strategy 2040	10
3	EXISTING CONDITIONS	11
	General	11
	Site Location and Composition	11
	Local Transport Network	11
	Road Safety	12
4	SUSTAINABLE TRANSPORT APPRAISAL	14
	General	14
	Pedestrians	14
	Cycle Accessibility	15
	Public Transport	17
	Bus Accessibility	17
	Metrolink	18
	National Rail	19
	Summary	20
5	DEVELOPMENT PROPOSALS	21
	Overview	21
	Proposed Access Arrangements	21
	Refuse / Servicing	21
	Parking	21
	Car Free Development	21
6	SUMMARY AND CONCLUSION	25

TABLES

Table 4.1 – Key Facilities	15
Table 4.2 – Bus Service Summary	18
Table 5.1 – Car Ownership Data	22
Table 5.2 – Summary of Nearby Car Parks	22

FIGURES

Figure 1.1 – Site Location – Wider Highway Network	3
Figure 1.2 – Site Location – Local Highway Network	4
Figure 3.1 – Road Safety Plan	12
Figure 4.1 – 2km Walking Accessibility Isochrones	14
Figure 4.2 – 5km Cycle Accessibility Isochrones.....	16
Figure 4.3 – Manchester Cycle Map	17
Figure 4.4 – 60 Minute Public Transport Accessibility Isochrones	20

APPENDICES

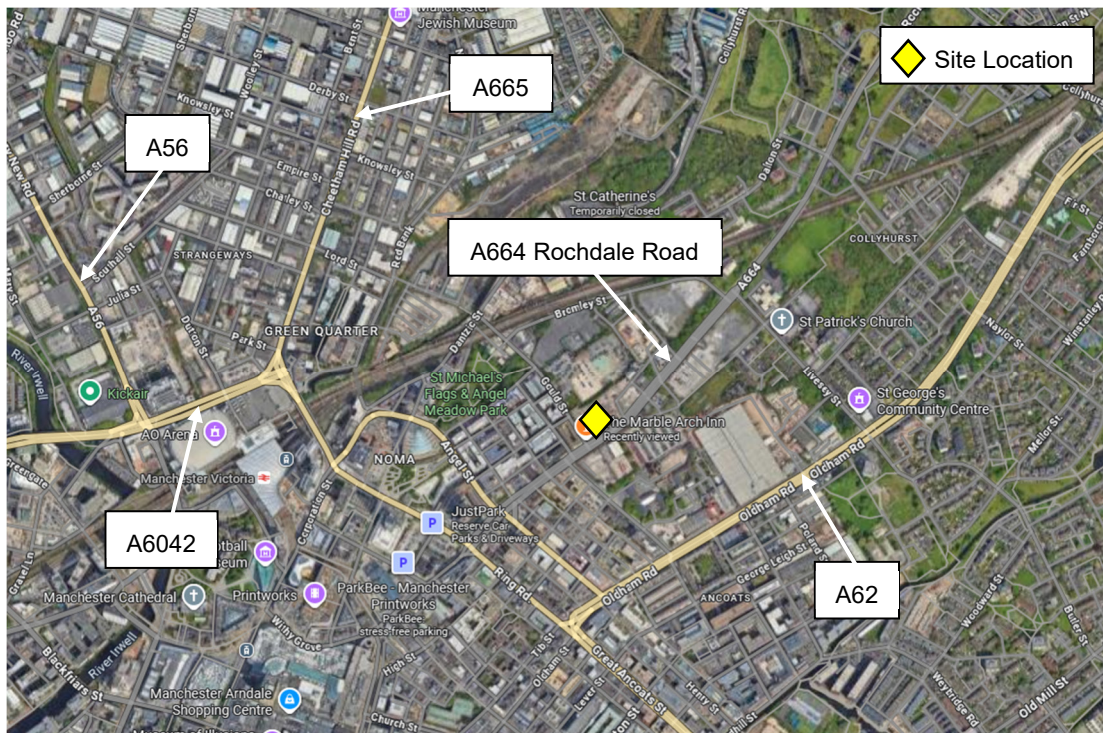
- 1 Accident Data
- 2 Proposed Site Layout

1 INTRODUCTION

General

- 1.1 SCP have been instructed on behalf of McGoff Group Projects Ltd to provide highway, traffic and transport advice in connection with an application for the 'erection of a 17-storey residential apartment building (Use Class C3 (a)), with associated access, amenity, landscaping, public realm, infrastructure and other associated works. Demolition of existing vacant building on site, comprising of ground floor retail and a first floor apartment'.
- 1.2 The location of the application site at 85 Rochdale Road in relation to the wider highway network is shown on **Figure 1.1** below:

Figure 1.1 – Site Location – Wider Highway Network



Source: Google Maps

- 1.3 The site location in a more local context is shown on **Figure 1.2** below:

Figure 1.2 – Site Location – Local Highway Network



Source: Google Maps

Planning History

- 1.4 Phase 1 of the development was approved in February 2022 (Planning Ref: 131708/F0/2021). The scheme was for a total of 237 dwellings with a small basement parking area off Gould Street for 29 cars and a further 6 car parking spaces are provided for the duplexes.

Purpose and Structure of Report

- 1.5 This Transport Statement (TS) has been produced to support the planning application and demonstrate to the Local Planning and Highway Authority that the development is satisfactory from a highway safety, traffic and accessibility perspective.
- 1.6 The TS has been prepared in accordance with the Department for Transport's (DfT's) March 2007 "Guidance on Transport Assessment" document and gives due regard to the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG), with the structure of the report summarised below:-
- Chapter 2 – sets out relevant policy and guidance;
 - Chapter 3 – describes in detail the site location, local transport network and existing use of the site;
 - Chapter 4 – considers the location of the site with regard to the existing local sustainable transport infrastructure;

- Chapter 5 – defines the development proposals including the proposed access, servicing arrangements and car parking;
- Chapter 6 – presents estimates of the trip generating potential of the site along with a summary of impact of the development on the local highway network; and
- Chapter 7 – provides the summary and conclusions to the above chapters.

2 POLICY CONTEXT

- 2.1 This chapter provides an analysis of the development proposals in the context of relevant national and local planning policies in relation to transport. .

National policy

National Planning Policy Framework (NPPF)

- 2.2 The National Planning Policy Framework (December 2024) (NPPF) is published by the Ministry for Communities and Local Government, along with thematic Planning Practice Guidance (PPG) to set the framework under which local transport, parking and accessibility plans and policies are set. The framework aims to streamline the planning process, making it more accessible at neighbourhood and community level and simplifying the decision-making process.
- 2.3 The NPPF aims to promote sustainable transport, and ensure that transport issues are considered from the earliest stages of plan making and development proposals so that:
- The potential impacts of development on transport networks can be addressed.
 - Opportunities from existing or proposed transport infrastructure and changing transport technology and usage are realised.
 - Opportunities to promote walking, cycling and public transport use are identified and pursued.
 - The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account.
 - Patterns of movements, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
- 2.4 Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.
- 2.5 As stated in Paragraph 118, all developments which generate significant amounts of movement should be required to provide a travel plan, and that the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Local Policy

Manchester's Local Development Framework – Core Strategy Development Plan Document (July 2012)

- 2.6 The Core Strategy Manchester's Local Development Framework was adopted by MCC in 2012 and describes the Council's vision for Manchester in 2027 along with the planning objectives and policies which will be used to deliver that vision.
- 2.7 Objective 5 relates to transport;

“Improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.”

2.8 There are some policies that have been set out, to help achieve this objective.

Policy T1 Sustainable Transport

2.9 To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses by;

- *‘Improving choice by developing alternatives to the car;*
- *Promoting regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;*
- *Improving access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life;*
- *Improving pedestrian routes and the pedestrian environment and Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail);*
- *Contributing to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision’*

Policy T2 Accessible areas of opportunity and need

2.10 The Council will proactively guide development to ensure that any new proposals are:

- *‘located to ensure good access to the City's main economic drivers;*
- *easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities’*

Places for Everyone Joint Development Plan 2022 to 2039, Adopted March 2024

Efficient Use of Land Resources

‘Development will need to be undertaken at an appropriate density and with suitable provision for green infrastructure. Securing higher densities in the most accessible locations will help to maximise the ability of people to travel by walking, cycling and public transport, and reduce reliance on the car. Unless specified, the terms “accessible” and “accessibility” refer to being able to reach, approach or enter a location, making the most efficient use of land resources, delivering a sustainable pattern of development, reducing the need to travel by unsustainable modes and increasing the proportion of trips made by walking, cycling and public transport. In relation to places or services, it means accessible to all, inclusive of people with disabilities and particular mobility requirements. The term “access” is used in accordance with the dictionary definition “to enable the means or opportunity to approach or enter a place”.’

Policy JP-Strat1: Core Growth Area

‘Complementary to, but not at the expense of, its economic function it will see a significant increase in the number and range of homes in areas with good connections to employment, training and education facilities. Infrastructure provision will support the growth and continued capacity of the Core Growth Area.’

Policy JP-C5: Streets for All

‘Streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport. Targeted improvements to the highway network will be supported through studies and scheme development, where they complement the aim of securing a significant increase in the proportion of trips made by walking, cycling and public transport (as set out in Policy JP-C6 ‘Walking and Cycling’ and Policy JP-C3 ‘Public Transport’).

We will seek to ensure:

- 1. The design and management of streets will follow a Streets for All approach, including by:*
 - a. Understanding the ‘movement and place function’ of streets as the starting point for improvement;*
 - b. Ensuring that streets are welcoming for all, and respond to the needs of those with reduced mobility;*
 - c. Delivering new and improved walking and cycling routes and facilities as part of the delivery of an integrated sustainable transport network;*
 - d. Maximising the ability of pedestrians and cyclists to navigate easily, safely and without delay, and minimising barriers and obstacles to their movement;*
 - e. Providing frequent opportunities for people to rest, linger and socialise, and for children to play, particularly in streets with a high ‘place function’;*
 - f. Setting aside space for cycle parking (including for bike-sharing schemes where appropriate), high-quality public transport waiting areas, and other facilities that will support sustainable modes of travel;*
 - g. Incorporating increased levels of greenery including trees where possible;*
 - h. Offering shelter from wind and rain, and shade from the sun;*
 - i. Delivering priority for public transport and facilities for public transport users;*
 - j. Providing appropriate places and routes for servicing, deliveries and ‘drop-off’;*
 - k. Mitigating the impacts of air and noise pollution and carbon emissions from road transport;*
 - l. Ensuring the efficient movement of people and goods on streets with a high ‘movement function’ and;*
 - m. Harnessing new mobility innovations such as traffic signals technology and ULEV charging infrastructure.*

2. *Improvements to the highways network are part of a multi-modal strategy to increase public transport, cycling and walking and improve access for all;*
3. *Any new infrastructure minimises the negative effects of vehicle traffic; and*
4. *New infrastructure includes provision for utilities and digital infrastructure where required.'*

Policy JP-C6: Walking and Cycling

'In order to help deliver a higher proportion of journeys made by walking and cycling, we will support a range of measures, including:

1. *Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to national and locally adopted design guidance;*
2. *Ensuring routes are direct, easily navigable and integrated with the street and public transport network;*
3. *Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle;*
4. *Creating, where needed, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings;*
5. *Increasing the capacity and quality of walking and cycling infrastructure in locations where significant growth in the number of short journeys is anticipated, and where quality of place improvements are proposed;*
6. *Utilising and enhancing green infrastructure, including canals, parks and recreation grounds, to create opportunities for walking and cycling.'*

Policy JP-C8: Transport Requirements of New Development

'We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

Connectivity

1. *Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C1 'An Integrated Network', including;*
 - *Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should:*
 - *be direct, safe and convenient;*
 - *connect to nearby facilities, employment areas, public transport stops; and*
 - *improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision;*

- Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability; and
- Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment;

2. Ensure appropriate connectivity to the existing highway network.

Public Transport

- 5. Ensuring (through funding improvements where appropriate) that the nearest public transport stops (both within and adjacent to the development site) are attractive to users in terms of seating, shelters, information and easy step-free access;
- 6. Subsidising new or amended public transport services where the development would otherwise have inadequate public transport access

Parking Infrastructure

- 9. Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing:
 - i. Showers, changing facilities and lockers for cyclists and walkers
 - ii. Pool or hire bikes for use by occupiers
 - iii. Information in advance about facilities to visitors;
- 10. Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces.'

Greater Manchester Transport Strategy 2040

- 2.11 The Greater Manchester Transport Strategy 2040 focuses on creating an integrated, sustainable and well-coordinated transport system that supports a wide range of different travel needs. The strategy is based on seven core principles:
- Integration – to allow customers to move seamlessly between modes and services;
 - Inclusion – to provide accessible and afford transport;
 - Health – through promotion of walking and cycling for local trips;
 - Environmental Responsibility – to deliver lower emissions, and a better quality environment;
 - Reliability – to give customers confidence in journey times;
 - Safety and security – to reduce accidents and deaths; and
 - Well maintained and resilient – to be able to withstand unexpected events and weather conditions.
- 2.12 The ambition for 2040 is to deliver a transport system which makes it easier for residents, business and visitors of Greater Manchester to travel by sustainable means to a wide range of destinations and opportunities, and where sustainable transport is a viable and attractive alternative to the car.

3 EXISTING CONDITIONS

General

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

Site Location and Composition

- 3.2 The site is located off the A664 Rochdale Road in Manchester City Centre. The site is bordered by the 87 Rochdale Road (phase 1) development to the north and east, Rochdale Road to the south, and the Marble Arch pub to the west.
- 3.3 The majority of the site is covered with various areas of hardstanding and is currently being utilised as a surface car park with space for circa 14 cars. The site is also occupied by 85 Rochdale Road which is currently disused, but was historically in use as a hotel, a B&B, and then a convenience store.

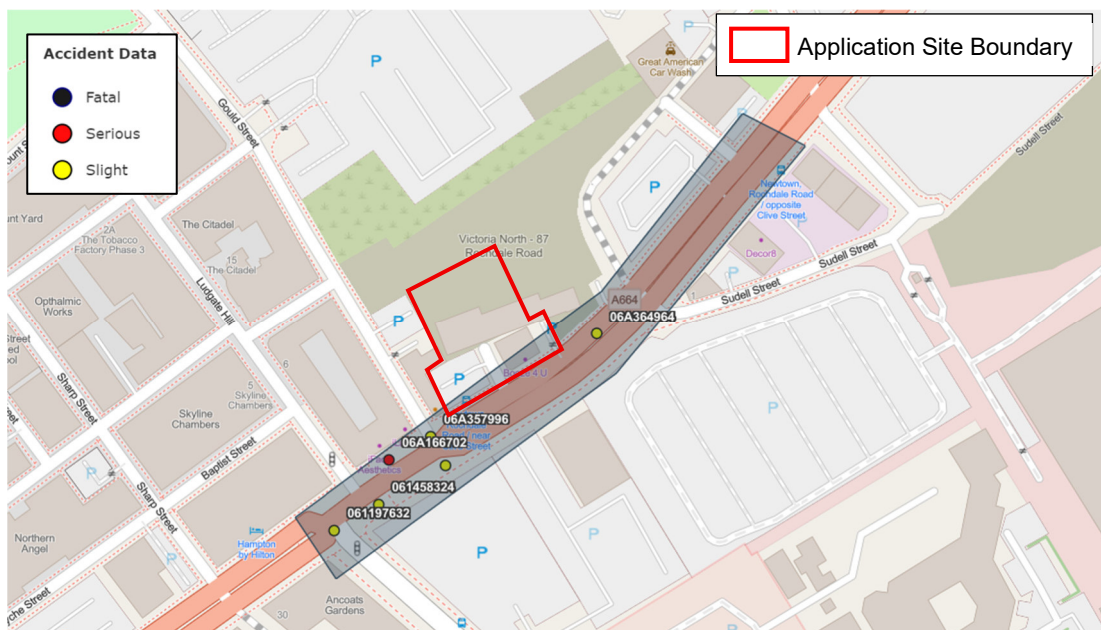
Local Transport Network

- 3.4 The A664 is located to the south of the site and forms a main arterial route through Manchester City Centre. The road runs north for approximately 19.8km, providing a connection into Rochdale. In the vicinity of the site, the A664 has a carriageway width of approximately 7m with bus lanes present in each direction. Footways are provided on both sides of the carriageway, measuring between 2-3m wide on the northern side and 4m wide on the southern side.
- 3.5 The A664 benefits from regularly spaced street lighting columns, and dropped kerbs are provided at most side roads. A signalised pedestrian crossing is located approximately 50m south west of the site.
- 3.6 Gould Street is present to the south west of the site and is subject to a 20mph speed limit, and Clive Street / Back St George's Road is present to the north east. Both streets provide local access to existing properties, with footways present on both sides of the carriageway along the entirety of their lengths.
- 3.7 Single yellow lines are present along Gould Street, indicating no waiting or parking between 8am and 8pm.
- 3.8 Along Clive Street, double yellow lines are in place for a short section at its junction with the A664, indicating no waiting or parking at any time. These restrictions then resume for a short length along the bend where Clive Street becomes Back St George's Road. There are no parking restrictions on the northern side of the carriageway along the section which borders the 87 Rochdale Road development. On the southern side of Back St George's Road, double yellow lines are present approximately 10m south west of its junction with Hinton Street, and continue north east to the junction with Peary Street.
- 3.9 There is a stub of a road located mid-way across the site called Ashley Street. This currently serves as access to the surface car park. The road will be stopped up via s247 of the Town & Country Planning Act 1990 in order to facilitate the development.

Road Safety

- 3.10 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”.
- 3.11 In order to identify critical locations on the network with a poor accident record, the personal injury accident data has been obtained from the Department for Transport (DfT), for the most recently available 5-year period ending mid-2024. The location and severity of any accidents within the study area during this period, are shown in **Figure 3.1** below. The accident reports can be found in **Appendix 1**.

Figure 3.1 – Road Safety Plan



Source: ArcGIS

- 3.12 **Figure 3.1** demonstrates that there have been six accidents recorded within the study area. One of the accidents was recorded as serious in severity, with the rest recorded as slight.
- 3.13 One of the accidents occurred on the A664 to the south west of its junction with Clive Street. The accident took place in darkness in November 2019. It involved a car which was travelling north east on the A664 approaching the junction, when it hit a pedestrian who was crossing in the carriageway from the driver's nearside. The pedestrian suffered slight injuries as a result.
- 3.14 Two accidents occurred at the A664 / Gould Street junction and were both classified as slight in severity. The earlier of the two occurred in June 2019 in wet or damp conditions. The accident involved a car which was turning right onto the A664, when a car which was travelling north east on the A664 collided into its offside. Another car was also travelling north east when it collided into the rear of the car in front. The collisions led to slight injuries for all three drivers involved.

- 3.15 The more recent of the two slight accidents at the A664 / Gould Street junction took place in April 2021. It involved a collision between an e-scooter and a car which were both travelling south west on the A664. The e-scooter rider sustained slight injuries as a result.
- 3.16 One serious accident happened on the A664 to the south west of its junction with Gould Street, and occurred in darkness and in wet or damp conditions in January 2020. It involved a car which was travelling north east when it hit a lamp post on the driver's nearside. This resulted in serious injuries for the driver.
- 3.17 The remaining incident in the study area occurred in June 2022 at the A664/Thompson Street junction. It involved a car which was travelling north west on Thompson Street approaching the junction, when it collided into the rear end of a car in front which was also approaching the junction or waiting/parked at the junction approach. The driver of the car in front sustained slight injuries.
- 3.18 A total of six accidents over a five-year period (average of 1.2 accidents per year) is not considered to be a significant frequency given the volume of traffic and number of junctions in the area. The evidence presented above and illustrated in **Figure 3.1** demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals.

4 SUSTAINABLE TRANSPORT APPRAISAL

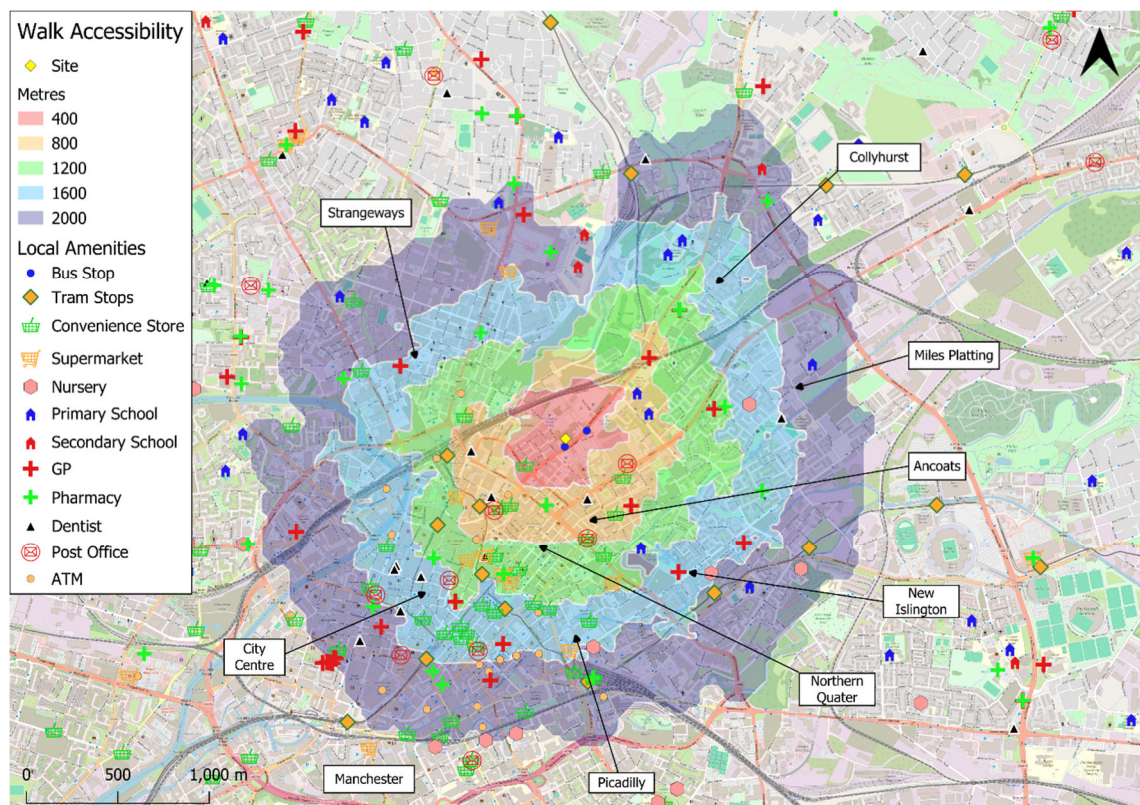
General

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

Pedestrians

- 4.2 The Manual for Streets (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 residents 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 The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) software to produce isochrones mapping. The purpose of the isochrones is to demonstrate the areas within an acceptable walk distance of the site.
- 4.4 The 2km walk distance isochrones is shown on **Figure 4.1** below.

Figure 4.1 – 2km Walking Accessibility Isochrones



Source: Basemap TRACC

- 4.5 As can be seen from the above, all of Ancoats, Collyhurst, and a large portion of Manchester City Centre are within acceptable walk distance of the site. The above

demonstrates that the site is within an easy walking distance of numerous amenities, including public transport facilities.

- 4.6 **Table 4.1** identifies some of the local facilities within an acceptable 2km walking distance of the site. This list is not exhaustive but is intended to give an indication of key everyday facilities close to the site.

Table 4.1 – Key Facilities

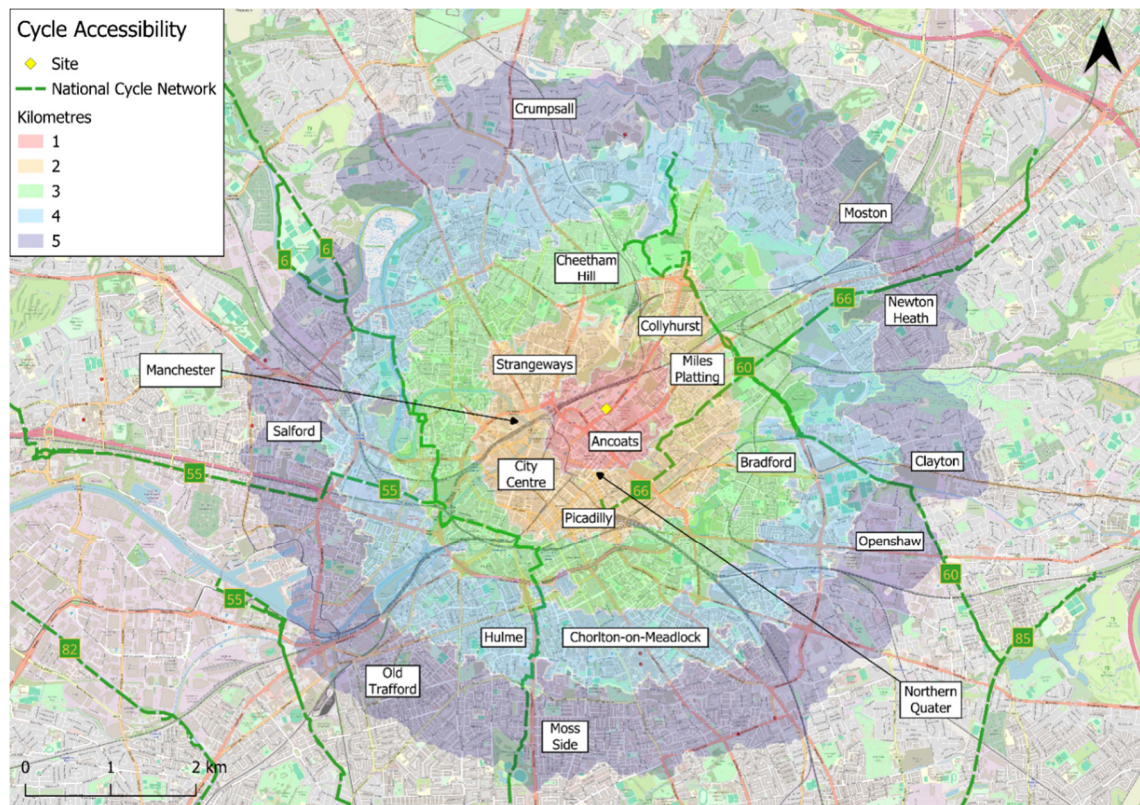
Facility	Name	Distance from Site (m)
Bus Stop	Clive Street	<50m
Pub	The Mable Arch Inn, Rochdale Road	<50m
Park	St Michael's Flags & Angel Meadow Park	100m
Convenience Store	Co-op Food - Manchester - Angel Street	230m
Primary School	Abbott Community Primary School, Livesey Street	350m
Café	Cuppello's Coffee & Juice, Oldham Road	450m
Dentist	New Cross Dental Surgery, Oldham Road	450m
ATM	Spar Free ATM, New George Street	500m
Tram Stop	Shudehill	650m
Post Office	Manchester CDO Customer Service Point, Royal Mail, Oldham Road	700m
Supermarket	Ancoats General Store, Great Ancoats Street	750m
Pharmacy	Superdrug, Manchester Arndale	850m
GP	Whitley Road Medical Centre	950m
Nursery	WMB Winstanley Day Nursery, Winstanley Road	1300m
Secondary School	Elden Boys' and Elden Girls' Leadership Academy, Rayburn Way	1400m

- 4.7 Overall, the site benefits from high levels of accessibility by foot, allowing walking to be a viable alternative to private car use for prospective residents.

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 – 5km Cycle Accessibility Isochrones



Source: Basemap TRACC

- 4.10 The plan demonstrates that the nearby areas of Ancoats, Hulme, Cheetham Hill, Piccadilly, Manchester City Centre and Chorlton-cum-Hardy, amongst others, are all located within the 5km catchment area from the development site.
- 4.11 **Figure 4.2** also shows the site's proximity to National Cycle Route (NCR) 55, present along Liverpool Street that passes 3.7km east of the site. NCR 55 runs in sections between Stoke-on-Trent and Marple, and around Stockport, Manchester and Wigan.
- 4.12 NCR 6 is also present approximately 2.6km to the west of the site and can be accessed within an approximate 11-minute cycle time. NCR 6 runs in sections from London to the Lake District, passing through various locations along its route including Milton Keynes, Northampton, Leicester, Sheffield, Manchester and Lancashire.
- 4.13 NCR 60 runs for 14km from North to East Manchester, and can be accessed approximately 3.7km to the east of the site via Ashton Canal Tow Path.
- 4.14 NCR 66 is present along Rochdale Canal approximately 1.1km to the south east of the site. The route runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley, and Kingston upon Hull.
- 4.15 The Transport for Greater Manchester (TfGM) Cycle Map on the TfGM website shows existing on-road cycle routes, providing access into Manchester City Centre. The map also highlights traffic-free cycle routes as shown on **Figure 4.3** below.

Figure 4.3 – Manchester Cycle Map



Source: Transport for Greater Manchester (TfGM)

- 4.16 **Figure 4.3** identifies the local cycling facilities. There is an on-road cycle route which can be accessed from the immediate south of the site on Rochdale Road. This route runs south west to north east along Rochdale Road from the Gould Street junction to the west of the site, to Topley Street to the north. This connects onto other traffic-free and on-road cycle routes.
- 4.17 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 residents.

Public Transport

Bus Accessibility

- 4.18 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."
- 4.19 The closest bus stop to the site is 'Clive Street' located along Rochdale Road adjacent to the site (<50m walking distance). This stop is served by a great variety of bus services.

4.20 **Table 4.2** provides an overview of the bus services available at the 'Clive Street' bus stop along with the route and an average frequency for service intervals across the week.

Table 4.2 – Bus Service Summary

No.	Route	M-F		Sat		Sun	
		Start-End	Average Freq.	Start-End	Average Freq.	Start-end	Average Freq.
Clive Street							
17	Norden - Shudehill	04:17-04:19 (next day)	15 mins*	04:48-05:19 (next day)	10 mins	06:25-00:19 (next day)	15 mins
17A	Rochdale - Shudehill	06:09	1 service	-	-	-	-
18	Langley - Shudehill	04:50-00:11 (next day)	15 mins*	05:04-00:06 (next day)	10 mins	07:39-00:02 (next day)	15 mins
56	Shudehill - Shudehill	06:32-18:08	35-40 mins	09:38-18:09	30 mins	-	-
81	Piccadilly Gardens - Oldham	05:55-22:54	30 mins	05:55-22:54	60 mins	07:55-22:52	60 mins
112	Piccadilly Gardens - Middleton	05:44-01:04 (next day)	15 mins*	06:30-01:03 (next day)	15 mins	07:59-23:54	30 mins
117	Piccadilly Gardens - Greengate	07:12-18:14	30 mins	09:11-18:41	30 mins	09:45-14:49	60 mins
118	Piccadilly Gardens - Higher Crumpsall	05:20-00:03	15 mins*	06:19-00:04	15-20 mins	06:47-00:04	30 mins
119	Piccadilly Gardens - Higher Blackley	08:19-23:19	30 mins*	08:58-23:19	30 mins	08:48-23:34	60 mins
156	Shudehill - Middleton	05:37-23:45	30 mins*	07:38-23:47	30 mins	07:27-22:27	30 mins
163	Piccadilly Gardens - Bury	05:17-23:57	10-15 mins*	06:16-23:57	10-15 mins	07:54-23:27	15 mins

Source: Traveline

* At peak times

4.21 Having regard to the above, prospective residents will have access to up to 30 bus services per hour which provide access at a high frequency 7-days a week into Manchester City Centre and out towards areas of Greater Manchester such as Rochdale, Bury, and Oldham.

Metrolink

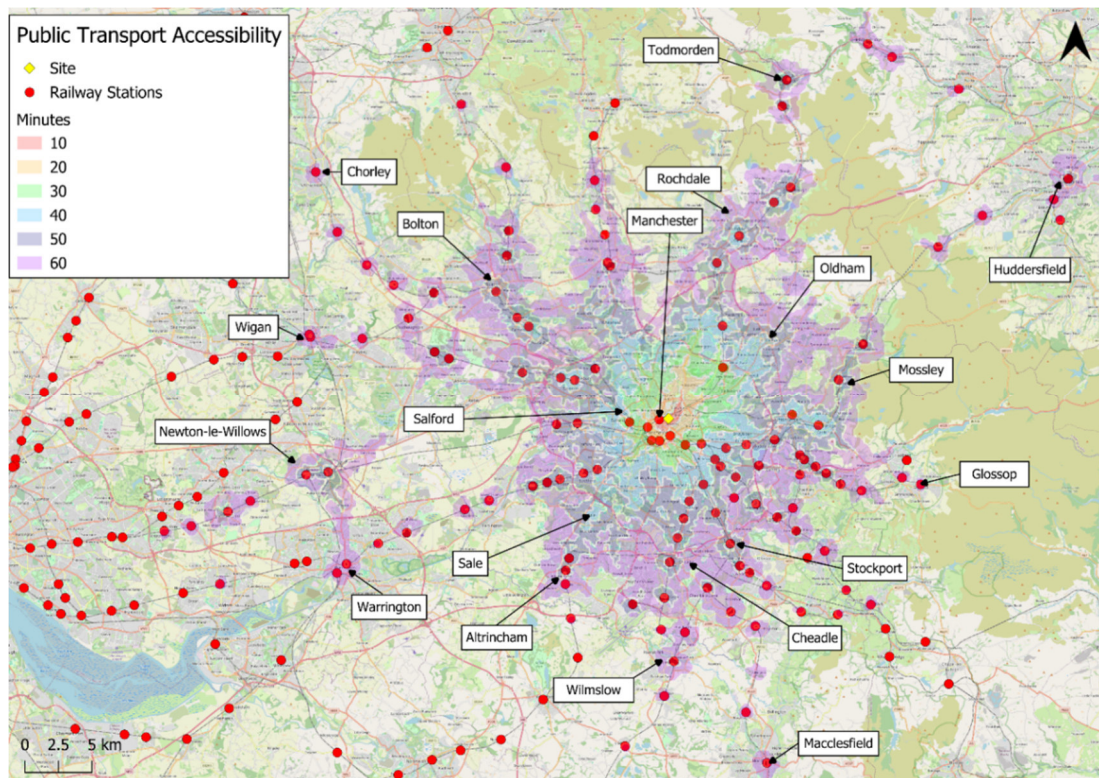
4.22 Shudehill Metrolink Station is the nearest tram stop to the site; it is located approximately 650m south west of the site, an approximate 8-minute walk.

- 4.23 Shudehill tram stop provides cycle stands for 5 bikes. Accessible ticket machines are available along with customer information screens. A ramp is available for access to services along with step-free access coverage to all platforms.
- 4.24 Tram services from the stop run to a variety of destinations along the same line, including Piccadilly, Altrincham, Manchester Airport, Victoria, and Bury. Services run from early morning to late at night every 12 minutes at peak times.

National Rail

- 4.25 Manchester Victoria Railway Station can be accessed in an approximate 12-minute walk time (or 950m walk distance) and is therefore well within an acceptable walking and cycling distance. The railway station offers regular direct services throughout the week including services to Manchester Airport, Rochdale, Leeds, Chester, Blackburn and Southport, amongst others.
- 4.26 Manchester Piccadilly Railway Station is located approximately 1.6km south of the site, equivalent to a 23-minute walking and 7-minute cycle distance. The station offers regular direct services throughout the week to London Euston, Sheffield, Birmingham New Street, Blackpool North, Liverpool and Norwich, as well as other destinations.
- 4.27 Salford Central Railway Station is located approximately 1.9km walking distance from the site, which is a 29-minute walk or 9-minute cycle time. The station offers regular services directly to Manchester, Blackburn, Huddersfield, Southport, Kirkby, Wigan, and others.
- 4.28 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 area 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/rail stops.

Figure 4.4 – 60 Minute Public Transport Accessibility Isochrones



Source: Basemap TRACC

Summary

- 4.29 Having regard to the above, it is considered that the site benefits from very high levels of accessibility by sustainable modes and has a 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 residents will not be reliant on the private car.

5 DEVELOPMENT PROPOSALS

Overview

- 5.1 The proposals comprise the erection of 153 apartments, and will include a new area of landscaping between the Marble Arch pub and the proposed building. The site's existing surface car park will be removed as part of the proposals, and the existing vacant retail unit located onsite will be demolished. The site will be a car free development.
- 5.2 The development proposals are shown on the site layout plan presented in [Appendix 2](#).

Proposed Access Arrangements

- 5.3 Pedestrian access is provided from the south west corner of the building from Rochdale Road.

Refuse / Servicing

- 5.4 The bin store is proposed to be located in the north east corner of the building, adjacent to the cycle store. Refuse collection will take place from Clive Street where bins will be taken out and returned immediately after emptying by on-site staff.

Parking

- 5.5 The site will have no on-site parking provision and will be marketed as a car-free development.
- 5.6 Internal cycle storage will be located on the ground floor, accessible from within the building and externally on the eastern side. Cycle parking will be provided at 70% provision for residents, comprising of 39 double stacking cycle racks providing 78 spaces, and 15 Sheffield stands providing 30 spaces, totalling 108 spaces. Overspill cycle parking provision will be available to residents in Phase 1 of the development which is currently under construction.

Car Free Development

- 5.7 The existing car ownership levels for the area have been obtained from the 2011 census data for the ward that the site sits in, as shown in [Table 5.1](#). This demonstrates that car ownership levels in the vicinity of the site are low with most residents owning either no or one vehicle, which is to be expected given the highly sustainable location of the site.

Table 5.1 – Car Ownership Data

No. of Vehicles in household	Ancoats and Clayton Ward
No Car or Van	58%
1 Car or Van	35%
2 Cars or Vans	6%
3 Cars or Vans	1%
4 or more Cars or Vans	0%

Source: 2011 Census Data

- 5.8 It should be noted that the Census data does not differentiate between houses and apartments (just 'households'), so does not reflect the typical trend for much lower car ownership levels in flats.
- 5.9 The table below presents a number of car parks within the vicinity of the site, which could be utilised by users of the development to provide short stay parking for visitors and contract parking for residents.

Table 5.2 – Summary of Nearby Car Parks

Car Park	Pay and Display Rates	Permit Rates	No. of Spaces	Distance From Site
Shudehill (Riga Street)	Mon-Sun - All day 1 Hour £4.20 2 Hours £7.80 4 Hours £12.70 8 Hours £15.50 12 Hours £18.00 24 Hours £24.00	-	84	450m
Hanover Street	Mon-Sun - All day 1 Hour £4.20 2 Hours £7.80 4 Hours £12.70 8 Hours £15.50 12 Hours £18.00 24 Hours £24.00	-	145	450m
Manchester Printworks	Mon-Sun - All day 1 Hour £3.50 2 Hours £7.40 4 Hours £12.50 6 Hours £16.50 10 Hours £22.00 24 Hours £24.00 Early Bird £7.50 (in 06:00-09:00 up to 12 hours)	Month £123.00 Quarter £333.00 Year £1,290.00	777	500m
Cable Street	Mon-Sun - All day	-	34	500m

	2 Hours £4.40 4 Hours £5.90 12 Hours £8.30 24 Hours £9.30			
Miller Street	Mon-Sun - All day 1 Hour £4.00 2 Hours £5.50 4 Hours £8.00 6 Hours £8.50 12 Hours £11.00 24 Hours £11.50	-	66	650m
Arndale	Mon-Sun - All day 1 Hour £3.80 2 Hours £6.90 3 Hours £9.40 4 Hours £12.60 5 Hours £15.60 24 Hours £21.00 Overnight £8.00 (in 17:00-06:00 up to 12 hours) Flat Rate £8.20 (in 06:00-07:30 up to 12 hours; (in 10:00-11:30 up to 12 hours)	Quarter £296.25 6 Months £592.50 Year £1,185.00	1,382	650m
Dantzic Street	Mon-Sun - All day 1 Hour £1.50 2 Hours £3.50 3 Hours £6.00 4 Hours £7.50 6 Hours £8.00 12 Hours £10.00 24 Hours £18.00	Month £110.00 Quarter £300.00	27	750m

- 5.10 The above demonstrates that there are a large variety of options for residents and visitors to park if absolutely necessary.
- 5.11 For residents who don't own a car but may occasionally require one to rent for short periods, Enterprise Car Club rents vehicles by the hour (or day) and has a selection of cars ranging from smaller economy cars to larger SUVs. There is one Enterprise vehicle located on New Mount Street, an approximate 4-minute walk from the site. There are also two Enterprise vehicles located on High Street, an approximate 9-minute walk from the site.
- 5.12 In addition, the site is a 12-minute walk from the Ancoats' Mobility Hub, which provides 406 car parking spaces for residents and visitors, and 30 spaces for car club/car share schemes. Enterprise car club vehicles are available to hire at the Hub.

- 5.13 However, given the accessibility of the site and the existing low levels of car ownership in the area, the development is not expected to generate a significant level of parking demand, if any.

6 SUMMARY AND CONCLUSION

- 6.1 SCP have been instructed on behalf of McGoff Group Projects Ltd to provide highway, traffic and transport advice in connection with an application for the '*erection of a 17-storey residential apartment building (Use Class C3 (a)), with associated access, amenity, landscaping, public realm, infrastructure and other associated works. Demolition of existing vacant building on site, comprising of ground floor retail and a first floor apartment*'. The scheme will deliver 153 apartments.
- 6.2 The proposed development will be 'car-free' but will provide cycle parking at 70% provision for residents in a secure area of the building, accessed internally. Overspill cycle parking provision will be available to residents in Phase 1 of the development which is currently under construction.
- 6.3 Pedestrian and cycle access will be provided from the south west corner of the building from Rochdale Road. Bin collection will take place from Clive Street.
- 6.4 The personal injury accident data for the most recently available five-year period in the vicinity of the site has been reviewed and does not represent a material concern in the context of the proposed development.
- 6.5 It has been demonstrated that the development is sustainable with excellent levels of accessibility to the site for those travelling by foot and by bicycle and is served by frequent bus services within a short walk distance of the site. Numerous tram and rail services are also available within acceptable walk distance of the site, making commuting from the site by non-car modes a realistic option.
- 6.6 In line with the NPPF, there is no evidence to suggest that the proposed development would result in an unacceptable impact on highway safety, nor a severe impact on the local road network. There is therefore no reason to prevent or refuse the application on traffic, transport or highways related grounds.

S|C|P

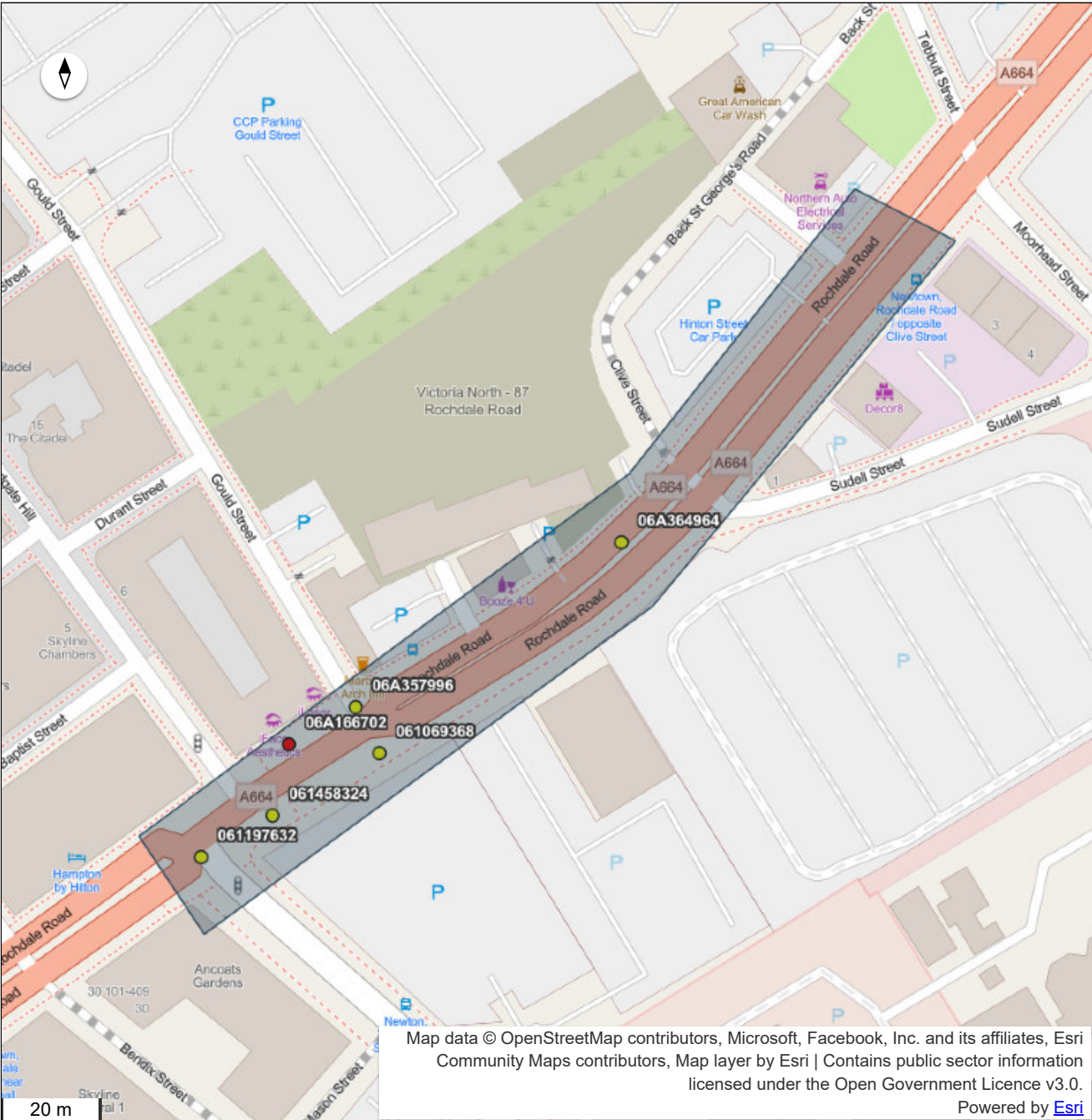
APPENDIX 1

Near Me Report

Area of Interest (AOI) Information

Area:

Date: Wed Oct 15 2025 17:11:50 GMT+0100 (British Summer Time)



DfT Road Safety Data 2019 to mid 2024

Collisions 2019 - mid 2024

Collision severity

- Fatal
- Serious
- Slight

Vehicles 2019 - mid 2024

Collisions 2019 - mid 2024 | Total count: 6

#	Collision index	Collision reference	Date and time
1	201906A357996	06A357996	17/06/2019, 16:36
2	201906A364964	06A364964	29/11/2019, 20:30
3	202006A166702	06A166702	05/01/2020, 06:03
4	2021061069368	061069368	17/04/2021, 17:10
5	2022061197632	061197632	19/06/2022, 05:13
6	2024061458324	061458324	05/06/2024, 18:00

#	Collision severity	Number of vehicles	Number of casualties
1	Slight	3	3
2	Slight	1	1
3	Serious	1	1
4	Slight	2	1
5	Slight	2	1
6	Slight	2	1

#	Enhanced severity collision	Day of week	First road class
1	Data missing or out of range	Monday	A
2	Data missing or out of range	Friday	A
3	Data missing or out of range	Sunday	A
4	Slight	Saturday	A
5	Slight	Sunday	A
6	Slight	Wednesday	A

#	First road number	Light conditions	Road type
1	664	Daylight	Dual carriageway
2	664	Darkness - lighting unknown	Dual carriageway
3	664	Darkness - lights lit	Dual carriageway
4	664	Daylight	Single carriageway
5	664	Daylight	Dual carriageway
6	664	Daylight	Dual carriageway

#	Speed limit	Junction detail	Junction control
1	30	T or staggered junction	Give way or uncontrolled
2	30	Crossroads	Give way or uncontrolled
3	30	T or staggered junction	Auto traffic signal
4	30	Other junction	Give way or uncontrolled
5	30	T or staggered junction	Auto traffic signal
6	30	T or staggered junction	Auto traffic signal

#	Second road class	Second road number	Pedestrian crossing human control
1	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	Control by other authorised person
2	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres
3	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres
4	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres
5	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres
6	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	unknown (self reported)

#	Pedestrian crossing physical facilities	Weather conditions	Road surface conditions
1	Pedestrian phase at traffic signal junction	Raining no high winds	Wet or damp
2	No physical crossing facilities within 50 metres	Fine no high winds	Frost or ice
3	Pedestrian phase at traffic signal junction	Fine no high winds	Wet or damp
4	No physical crossing facilities within 50 metres	Fine no high winds	Dry
5	Pedestrian phase at traffic signal junction	Fine no high winds	Dry
6	unknown (self reported)	Fine no high winds	Dry

#	Special conditions at site	Carriageway hazards	Urban or rural area
1	None	None	Urban
2	None	None	Urban
3	None	None	Urban
4	None	None	Urban
5	None	None	Urban
6	unknown (self reported)	unknown (self reported)	Data missing or out of range

#	Trunk road flag	Police force	Did police officer attend scene
1	Non-trunk	Greater Manchester	Yes
2	Non-trunk	Greater Manchester	No
3	Non-trunk	Greater Manchester	Yes
4	Non-trunk	Greater Manchester	Yes
5	Non-trunk	Greater Manchester	No
6	Data missing or out of range	Greater Manchester	No - accident was reported using a self completion form (self rep only)

#	Local authority ONS district	Local authority highway	Local authority district
1	Manchester	Manchester	Manchester
2	Manchester	Manchester	Manchester
3	Manchester	Manchester	Manchester
4	Manchester	Manchester	Code deprecated
5	Manchester	Manchester	Code deprecated
6	Manchester	Manchester	Code deprecated

#	LSOA of collision location	ObjectID	Location northing OSGR
1	E01033664	31593	399069
2	E01033664	31645	399108
3	E01033651	143281	399060
4	E01033651	238283	399058
5	E01033651	340472	399033
6	Data missing or out of range	534208	399043

#	Location easting OSGR	Longitude	Latitude
1	384679	-2.232367	53.488123
2	384743	-2.231405	53.488475
3	384663	-2.232608	53.488042
4	384685	-2.232276	53.488024
5	384642	-2.232926	53.487784
6	384659	No data	No data

#	GlobalID	Collision year	Closest Approximate Distance
1	02ed6dcf-b3ca-42c8-a389-0874dfa947a6	2019	0 m
2	19f46434-8ce3-4f3c-951f-d52f254b553f	2019	0 m
3	9bc2c126-168a-4187-8050-08f2b0213b03	2020	0 m
4	571942ba-ff76-43d0-8b2f-6f0a6e128a14	2021	0 m
5	b1c91d4b-f428-4a65-ac73-b5a06441d424	2022	0 m
6	55f70b81-67e2-4e9b-8227-4dbced6da123	2024 - Provisional	0 m

Vehicles 2019 - mid 2024 | Total count: 11

#	Collision index	Collision year	Collision reference
1	201906A357996	2019	06A357996
2	201906A357996	2019	06A357996
3	201906A357996	2019	06A357996
4	201906A364964	2019	06A364964
5	202006A166702	2020	06A166702
6	2021061069368	2021	061069368
7	2021061069368	2021	061069368
8	2022061197632	2022	061197632
9	2022061197632	2022	061197632
10	2024061458324	2024 - Provisional	061458324
11	2024061458324	2024 - Provisional	061458324

#	Collision severity	Vehicle reference	Vehicle type
1	Slight	1	Car
2	Slight	2	Car
3	Slight	3	Car
4	Slight	1	Car
5	Serious	1	Car
6	Slight	1	Other vehicle
7	Slight	2	Car
8	Slight	1	Car
9	Slight	2	Car
10	Slight	1	Car
11	Slight	2	Car

#	Generic make model	Age of vehicle	Propulsion code
1	VAUXHALL ASTRA	12	Petrol
2	VAUXHALL ASTRA	13	Petrol
3	HYUNDAI I30	5	Heavy oil
4	NISSAN JUKE	4	Petrol
5	BMW 3 SERIES	15	Heavy oil
6	Data missing or out of range	Data missing or out of range	Undefined
7	FORD FIESTA	12	Petrol
8	BMW 3 SERIES	14	Heavy oil
9	VOLKSWAGEN PASSAT	8	Heavy oil
10	Data missing or out of range	Data missing or out of range	Undefined
11	Data missing or out of range	Data missing or out of range	Undefined

#	Engine capacity cc	Vehicle left hand drive	Escooter flag
1	1796	No	Vehicle was not an e-scooter
2	1598	No	Vehicle was not an e-scooter
3	1582	No	Vehicle was not an e-scooter
4	1598	No	Vehicle was not an e-scooter
5	1995	No	Vehicle was not an e-scooter
6	Data missing or out of range	No	Vehicle was an e-scooter
7	1388	No	Vehicle was not an e-scooter
8	1995	No	Vehicle was not an e-scooter
9	1598	No	Vehicle was not an e-scooter
10	Data missing or out of range	No	Vehicle was not an e-scooter
11	Data missing or out of range	No	Vehicle was not an e-scooter

#	Towing and articulation	Vehicle manoeuvre	First point of impact
1	No tow/articulation	Turning right	Offside
2	No tow/articulation	Going ahead other	Back
3	No tow/articulation	Going ahead other	Front
4	No tow/articulation	Going ahead other	Front
5	No tow/articulation	Going ahead other	Front
6	No tow/articulation	Going ahead other	Front
7	No tow/articulation	Going ahead other	Front
8	No tow/articulation	Going ahead other	Front
9	No tow/articulation	Going ahead other	Back
10	No tow/articulation	Changing lane to left	Front
11	Data missing or out of range	Going ahead other	Offside

#	Junction location	Skidding and overturning	Vehicle location restricted lane
1	Mid Junction - on roundabout or on main road	None	On main c'way - not in restricted lane
2	Mid Junction - on roundabout or on main road	None	On main c'way - not in restricted lane
3	Mid Junction - on roundabout or on main road	None	On main c'way - not in restricted lane
4	Approaching junction or waiting/parked at junction approach	None	On main c'way - not in restricted lane
5	Cleared junction or waiting/parked at junction exit	None	On main c'way - not in restricted lane
6	Mid Junction - on roundabout or on main road	None	On main c'way - not in restricted lane
7	Mid Junction - on roundabout or on main road	None	On main c'way - not in restricted lane
8	Approaching junction or waiting/parked at junction approach	None	On main c'way - not in restricted lane
9	Approaching junction or waiting/parked at junction approach	None	On main c'way - not in restricted lane
10	Approaching junction or waiting/parked at junction approach	None	On main c'way - not in restricted lane
11	Approaching junction or waiting/parked at junction approach	None	On main c'way - not in restricted lane

#	Hit object in carriageway	Hit object off carriageway	Vehicle leaving carriageway
1	None	None	Did not leave carriageway
2	None	None	Did not leave carriageway
3	None	None	Did not leave carriageway
4	None	None	Did not leave carriageway
5	None	Lamp post	Nearside
6	None	None	Did not leave carriageway
7	None	None	Did not leave carriageway
8	None	None	Did not leave carriageway
9	None	None	Did not leave carriageway
10	None	None	Did not leave carriageway
11	None	None	Did not leave carriageway

#	Vehicle direction from	Vehicle direction to	Journey purpose of driver
1	North West	South West	Commuting to/from work
2	South West	North East	Commuting to/from work
3	South West	North East	Commuting to/from work
4	South West	North East	Not known
5	South West	North East	Not known
6	North East	South West	Not known
7	North East	South West	Not known
8	South East	North West	Not known
9	South East	North West	Other
10	North East	South West	Not known
11	North East	South West	Not known

#	Sex of driver	Age of driver	Age band of driver
1	Female	61	56 - 65
2	Male	24	21 - 25
3	Male	49	46 - 55
4	Not known	Data missing or out of range	Data missing or out of range
5	Female	20	16 - 20
6	Male	11	11 - 15
7	Not known	30	26 - 35
8	Not known	30	26 - 35
9	Male	45	36 - 45
10	Not known	Data missing or out of range	Data missing or out of range
11	Male	21	21 - 25

#	Driver home area type	Driver IMD Decile	LSOA of driver
1	Urban area	Less deprived 30-40%	E01005920
2	Urban area	Least deprived 10%	E01025380
3	Urban area	More deprived 30-40%	E01004993
4	Data missing or out of range	Data missing or out of range	Data missing or out of range
5	Urban area	Most deprived 10%	E01032912
6	Data missing or out of range	Data missing or out of range	Data missing or out of range
7	Data missing or out of range	Data missing or out of range	Data missing or out of range
8	Data missing or out of range	Data missing or out of range	Data missing or out of range
9	Urban area	More deprived 10-20%	E01005338
10	Data missing or out of range	Data missing or out of range	Data missing or out of range
11	Urban area	More deprived 10-20%	E01004879

#	Driver distance banding	Direction from east	Direction from north
1	Collision occurred between 5.001 and 10km of drivers home postcode	Data missing or out of range	Data missing or out of range
2	Collision occurred between 20.001 and 100km of drivers home postcode	Data missing or out of range	Data missing or out of range
3	Collision occurred between 5.001 and 10km of drivers home postcode	Data missing or out of range	Data missing or out of range
4	Data missing or out of range	Data missing or out of range	Data missing or out of range
5	Collision occurred within 5km of drivers home postcode	Data missing or out of range	Data missing or out of range
6	Data missing or out of range	Data missing or out of range	Data missing or out of range
7	Data missing or out of range	Data missing or out of range	Data missing or out of range
8	Data missing or out of range	Data missing or out of range	Data missing or out of range
9	Collision occurred between 5.001 and 10km of drivers home postcode	Data missing or out of range	Data missing or out of range
10	Data missing or out of range	Data missing or out of range	Data missing or out of range
11	Data missing or out of range	Data missing or out of range	Data missing or out of range

#	Direction to east	Direction to north	OBJECTID
1	Data missing or out of range	Data missing or out of range	56999
2	Data missing or out of range	Data missing or out of range	57000
3	Data missing or out of range	Data missing or out of range	57001
4	Data missing or out of range	Data missing or out of range	57096
5	Data missing or out of range	Data missing or out of range	263683
6	Data missing or out of range	Data missing or out of range	438295
7	Data missing or out of range	Data missing or out of range	438296
8	Data missing or out of range	Data missing or out of range	625829
9	Data missing or out of range	Data missing or out of range	625830
10	Data missing or out of range	Data missing or out of range	978944
11	Data missing or out of range	Data missing or out of range	978945

#	Location easting OSGR	Location northing OSGR	parentGlobalID	Closest Approximate Distance
1	384679	399069	02ed6dcf-b3ca-42c8-a389-0874dfa947a6	0 m
2	384679	399069	02ed6dcf-b3ca-42c8-a389-0874dfa947a6	0 m
3	384679	399069	02ed6dcf-b3ca-42c8-a389-0874dfa947a6	0 m
4	384743	399108	19f46434-8ce3-4f3c-951f-d52f254b553f	0 m
5	384663	399060	9bc2c126-168a-4187-8050-08f2b0213b03	0 m
6	384685	399058	571942ba-ff76-43d0-8b2f-6f0a6e128a14	0 m
7	384685	399058	571942ba-ff76-43d0-8b2f-6f0a6e128a14	0 m
8	384642	399033	b1c91d4b-f428-4a65-ac73-b5a06441d424	0 m
9	384642	399033	b1c91d4b-f428-4a65-ac73-b5a06441d424	0 m
10	384659	399043	55f70b81-67e2-4e9b-8227-4dbced6da123	0 m
11	384659	399043	55f70b81-67e2-4e9b-8227-4dbced6da123	0 m

Casualties 2019 - mid 2024 | Total count: 8

#	Collision index	Collision year	Collision reference
1	201906A357996	2019	06A357996
2	201906A357996	2019	06A357996
3	201906A357996	2019	06A357996
4	201906A364964	2019	06A364964
5	202006A166702	2020	06A166702
6	2021061069368	2021	061069368
7	2022061197632	2022	061197632
8	2024061458324	2024 - Provisional	061458324

#	Vehicle reference	Casualty reference	Casualty severity
1	1	1	Slight
2	2	2	Slight
3	3	3	Slight
4	1	1	Slight
5	1	1	Serious
6	1	1	Slight
7	2	1	Slight
8	2	1	Slight

#	Casualty class	Casualty type	Sex of casualty
1	Driver or rider	Car occupant	Female
2	Driver or rider	Car occupant	Male
3	Driver or rider	Car occupant	Male
4	Pedestrian	Pedestrian	Female
5	Driver or rider	Car occupant	Female
6	Driver or rider	Other vehicle occupant	Male
7	Driver or rider	Car occupant	Male
8	Driver or rider	Car occupant	Male

#	Age of casualty	Age band of casualty	Enhanced casualty severity
1	61	56 - 65	Data missing or out of range
2	24	21 - 25	Data missing or out of range
3	49	46 - 55	Data missing or out of range
4	23	21 - 25	Data missing or out of range
5	20	16 - 20	Data missing or out of range
6	11	11 - 15	Slight
7	45	36 - 45	Slight
8	21	21 - 25	Slight

#	Car passenger	Bus or coach passenger	Pedestrian location
1	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
2	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
3	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
4	Not car passenger	Not a bus or coach passenger	In carriageway, crossing elsewhere
5	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
6	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
7	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
8	Not car passenger	Not a bus or coach passenger	Not a Pedestrian

#	Pedestrian movement	Pedestrian road maintenance worker	Casualty home area type
1	Not a Pedestrian	No / Not applicable	Urban area
2	Not a Pedestrian	No / Not applicable	Urban area
3	Not a Pedestrian	No / Not applicable	Urban area
4	Crossing from driver's nearside	No / Not applicable	Urban area
5	Not a Pedestrian	No / Not applicable	Urban area
6	Not a Pedestrian	No / Not applicable	Data missing or out of range
7	Not a Pedestrian	No / Not applicable	Urban area
8	Not a Pedestrian	No / Not applicable	Urban area

#	Casualty distance banding	Casualty IMD decile	LSOA of casualty
1	Collision occurred between 5.001 and 10km of casualties home postcode	Less deprived 30-40%	E01005920
2	Collision occurred between 20.001 and 100km of casualties home postcode	Least deprived 10%	E01025380
3	Collision occurred between 5.001 and 10km of casualties home postcode	More deprived 30-40%	E01004993
4	Collision occurred between 10.001 and 20km of casualties home postcode	Less deprived 30-40%	E01005395
5	Collision occurred within 5km of casualties home postcode	Most deprived 10%	E01005190
6	Data missing or out of range	Data missing or out of range	Data missing or out of range
7	Collision occurred between 5.001 and 10km of casualties home postcode	More deprived 10-20%	E01005338
8	Data missing or out of range	More deprived 10-20%	E01004879

#	OBJECTID	Location easting OSGR	Location northing OSGR	parentGlobalID	Closest Approximate Distance
1	38579	384679	399069	02ed6dcf-b3ca-42c8-a389-0874dfa947a6	0 m
2	38580	384679	399069	02ed6dcf-b3ca-42c8-a389-0874dfa947a6	0 m
3	38581	384679	399069	02ed6dcf-b3ca-42c8-a389-0874dfa947a6	0 m
4	38643	384743	399108	19f46434-8ce3-4f3c-951f-d52f254b553f	0 m
5	183749	384663	399060	9bc2c126-168a-4187-8050-08f2b0213b03	0 m
6	303815	384685	399058	571942ba-ff76-43d0-8b2f-6f0a6e128a14	0 m
7	433566	384642	399033	b1c91d4b-f428-4a65-ac73-b5a06441d424	0 m
8	682140	384659	399043	55f70b81-67e2-4e9b-8227-4dbced6da123	0 m

S|C|P

APPENDIX 2



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- NOTES:**
1. Do not scale from this drawing.
 2. Always work to noted dimensions.
 3. All dimensions are in millimetres unless otherwise stated.
 4. All setting out, levels and dimensions to be agreed on site.
 5. The dimensions of all materials must be checked on site before being laid out.
 6. This drawing must be read with the relevant specification clauses and detail drawings.
 7. Order of construction and setting out to be agreed on site.

KEY

Phase 2 Planning Boundary

Note: Drawings to be read in conjunction with drawings:
3917.2-PLA-XX-XX-DR-L-1000
3917.2-PLA-XX-XX-DR-L-2000
3917.2-PLA-XX-XX-DR-L-4000

P02	10/03/26	Updated layout	JD/AS	AS
P01	24/09/25	Planning Issue	JD	AS

Revision	Date	Description	Drawn	Apprv.
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Project 87 Rochdale Road
Phase 2

Drg Title General Arrangement

Created on 08/10/2025
Created by JD
Approved by AS

Scale 1:250
Size A3
Workstage Planning
Status

Drg No. 3917.2-PLA-XX-XX-DR-L-0001
Suitability S3
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