BURO HAPPOLD

All Saints Library Development

Transport Statement

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Glossary

Term	Definition
CEMP	Construction Environmental Management Plan
DAS	Design and Access Statement
GEA	Gross External Area
GIA	Gross Internal Area
GMAL	Greater Manchester Accessibility Level
HGV	Heavy Goods Vehicle
LGV	Light Goods Vehicle
MCC	Manchester City Council
NPPF	National Planning Policy Framework
TfGM	Transport for Greater Manchester
TRICS	Trip Rate Information Computer System
TS	Transport Statement

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1 Introduction

1.1 Preamble

1.1.1 Buro Happold have been appointed by Manchester Metropolitan University (the Applicant) to provide transport consultancy services in support of a planning application for the re-development of the All Saints Library in Manchester (the Site) to be submitted to Manchester City Council (MCC).

1.2 Site Description and Existing Land Use

1.2.1 This 0.6-hectare site in Manchester City Centre is bound by Oxford Road to the east, by the Mancunian Way to the north, Manchester Metropolitan University's Faculty of Business and Law to the west, and All Saints Park to the south. The Site currently comprises the vacant All Saints Library Building - a seven-storey brick building. The building on site is considered no longer fit for purpose and has been vacant since summer 2024. The Site is subject to a planning application (submitted August 2025) for demolition – due to be determined early December 2025. The location is shown in Figure 1.1.

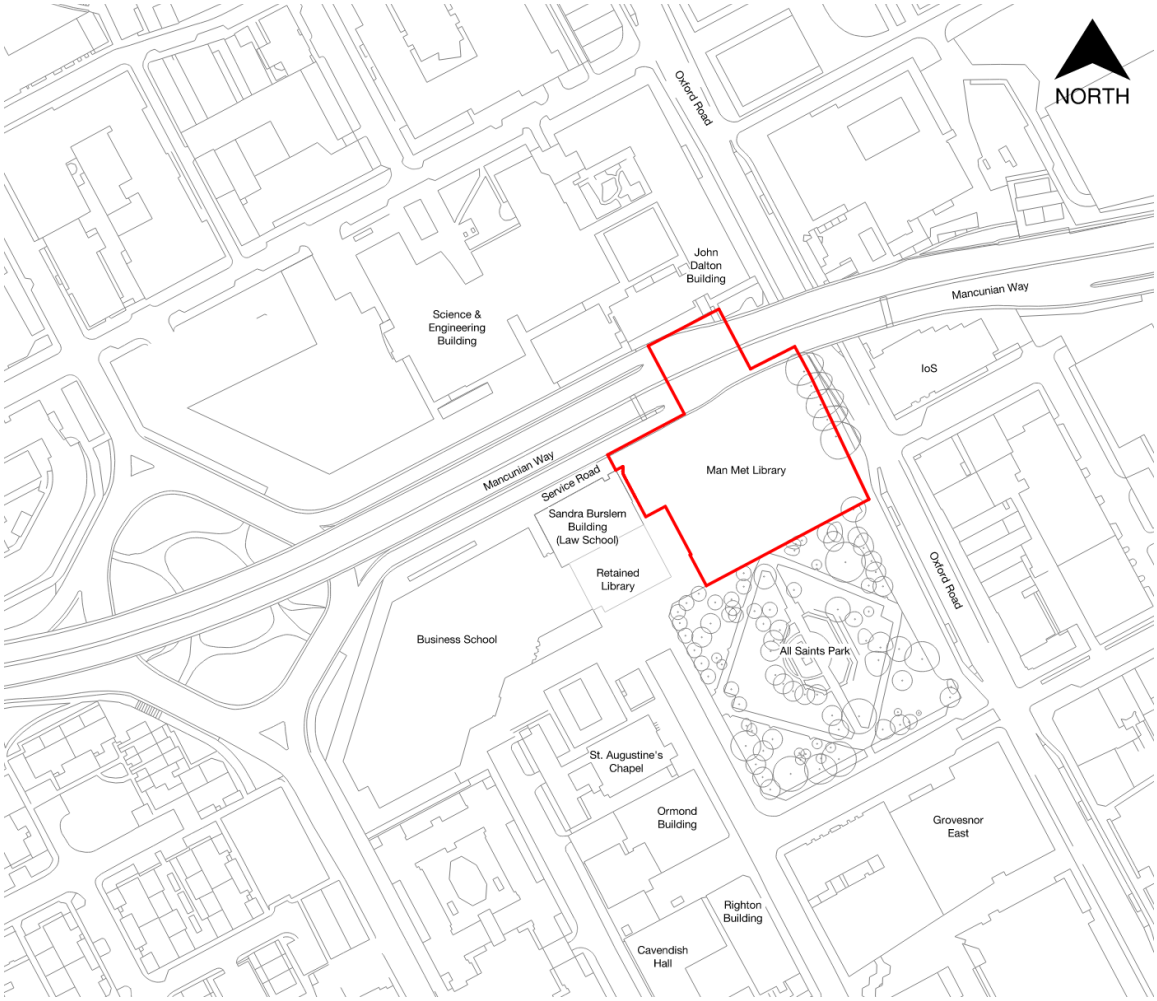


Figure 1.1 Site Location

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1.3 Proposed Development

1.3.1 The proposed development is summarised as follows:

Development of a nine storey library building (Use Class F1), public realm, access and servicing arrangements and other associated works.

1.3.2 The construction of a new library is part of the University's estate strategy and upgrades to the wider All Saints Campus, which prioritise creating inspiring learning spaces to enhance the student experience and attract top students, staff, and research funding.

1.3.3 Further details of the proposals are included in Chapter 3 of this document.

1.4 Planning History and Pre-Application Consultation

1.4.1 Manchester Metropolitan University's proposals to redevelop the Library have been subject to a previous planning application. Submitted on 27 October 2023, application ref. 138424/FO/2023 sought consent for the refurbishment of the existing library building, and the demolition of the adjacent building to make way for a new 12 storey development fronting Oxford Road.

1.4.2 The application was approved 16 February 2024. A Non-Material Amendment Application was submitted to Manchester City Council (MCC) on 21 May 2024 (ref. 140100/NMC/2024) for amendments to the wording of Condition 3 (Materials).

1.4.3 The 138424/FO/2023 planning consent has not been implemented due to changes to the proposed campus strategy.

1.4.4 Significant engagement has taken place between the Applicant and MCC with respect to the decision to not implement the previous consent, and in advance of the three separate planning applications (for demolition, refurbishment and new library developments) now proposed with respect to the Site. An application (ref. 143943/FO/2025) for partial demolition, temporary weatherproofing and associated works to library building was submitted in August 2025 and is expected to be determined in December 2025. Following demolition, the remaining structure will be refurbished as part of the "retained library refurbishment" project (due to be submitted for planning in early 2026) and a new library building constructed (described herein).

1.4.5 As part of a wider process of pre-application consultation, a Transport Statement (TS) Scoping Note was sent to MCC on 21 August 2025 setting out the proposed scope of the TS for the new library proposals. A response to the scoping was received from MCC on 28 August 2025, which confirmed that the proposed approach to the TS was acceptable. Additional feedback on the content of the TS was outlined, which has been addressed in the design and application documents.

1.4.6 The scoping correspondence can be found in Appendix A.

1.5 Report Structure

1.5.1 Following this introduction the report is structured as follows:

- Policy Context – Description of the relevant National, Regional and Local planning policies.

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- Baseline Conditions – Description of the existing transport baseline conditions, including the pedestrian and cycle networks, public transport facilities and the highway network. Analysis of road traffic collisions in the vicinity of the Site over the last five years is also included.
- Proposed Development – Description of the proposed development, including land use, quantum and mix, proposed access, parking and vehicle servicing arrangements.
- Transport Impacts – Qualitative assessment of the transport impact resulting from the proposed development.
- Summary and Conclusions – Summary of the findings of the TS.

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2 Policy Context

2.1 Introduction

2.1.1 This chapter of the report provides an overview of the key transport planning policies and associated guidance relevant to the development proposals. The following policy documents have been reviewed as part of this TS:

- National Planning Policy Framework (NPPF) (2024);
- Transport for the North (TfN) Strategic Transport Plan (2019);
- Places for Everyone (2024)
- Greater Manchester's Transport Strategy 2040 (2021);
- Made to Move: 15 Steps to transform Greater Manchester, by changing the way we get around (2017);
- Manchester City Council's Core Strategy Development Plan (2012); and
- Oxford Road Corridor Strategic Vision to 2025 and Strategic Spatial Framework (2018).

2.1.2 These policy and guidance documents can be categorised at the national, regional and local level, as described below. Refer also to the Planning Statement for a more detailed review of wider policy considerations.

2.2 National Policy

National Planning Policy Framework (MHCLG, 2024)

2.2.1 The National Planning Policy Framework (NPPF) was published by Ministry of Housing, Communities & Local Government (MHCLG) in July 2021, and last updated in December 2024.

2.2.2 Section 9 of the NPPF (para. 109 to 114) sets out the approach for promoting sustainable transport. It states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- The potential impacts of development on transport networks can be understood and addressed;
- Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- 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 – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

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2.2.3 When considering development proposals, the NPPF recommends that applications ensure that:

- *'Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- *Safe and suitable access to the site can be achieved for all users; and*
- *Any significant impacts from the development on the transport network (in term of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.'*

2.2.4 Paragraph 116 states that development 'should only be prevented or refused on highways grounds if the residual cumulative impacts on the road network or road safety would be severe, taking into account all reasonable future scenarios.'

2.2.5 Paragraph 11 states that applications for development should:

- *'Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

2.2.6 Having regard to the above objectives, the proposed site access strategy includes measures to connect the Site with the adjacent community and sustainable travel network, including existing public transport services. This TS considers the accessibility of the Site by all modes and proposes a layout and access strategy that seeks to maximise the use of sustainable modes.

2.3 Regional Policy

Transport for the North's Strategic Transport Plan (TfN, 2024)

2.3.1 Transport for the North (TfN) became England's first sub-national transport body in April 2018. As a partnership, TfN encompasses 20 local transport authorities in northern England, together with Network Rail and National Highways, to plan and prioritise long-term infrastructure investment in the North.

2.3.2 TfN's role is to add strategic value by ensuring that funding and strategy decisions about transport in the North are informed by local knowledge and requirements. TfN published its Strategic Transport Plan in 2019 setting out proposals for the northern transport network through to 2050. Following consultation in May to August 2023, the final Plan was approved by the TfN board and submitted to government in March 2024.

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2.3.3 The TfN's core vision is to have 'a thriving North of England, where world class transport supports sustainable economic growth, excellent quality of life and improved opportunities for all.' Supporting this vision are the four pan-Northern transport objectives, which are:

- Transforming economic performance;
- Increasing efficiency, reliability, integration, and resilience in the transport system;
- Improving inclusivity, health, and access to opportunities for all; and
- Promoting and enhancing the built, historic and natural environment.

2.4 Local Policy

Places for Everyone (2024)

2.4.1 The Places for Everyone (PfE) Plan was adopted by nine of the Greater Manchester Authorities, including Manchester City Council in March 2024, covering the period between 2022 and 2039. It also functions as an Addendum to Manchester City Council's 2012 Core Strategy.

2.4.2 By producing the PfE plan, it is envisaged that the nine district Councils will be able to continue to:

- Progress the strategic policies in the Greater Manchester Spatial Framework, for example net zero carbon development, affordable housing and space and accessibility standards for new housing;
- Maximise the use of sustainable urban/brownfield land and limit the need for Green Belt to accommodate the development needs of the nine Boroughs; and,
- Align with wider Greater Manchester strategies for transport and other infrastructure investment.

2.4.3 The PfE sets out the Councils' plan for sustainable growth by setting out how they should develop up to the year 2039; identifies the amount of new development that will come forward for different land uses; identifies the important environmental assets which will be protected and enhanced; allocates sites for employment and housing; supports the delivery of key infrastructure and defines a new Green Belt boundary.

2.4.4 The PfE plan supports the presumption in favour of sustainable development set out within the NPPF which is reflected in the overall strategy of the plan, the proposed scale and location of development and the individual policies and allocations outlined within the strategy. It includes protecting and enhancing key environmental resources, combating and adapting to climate change, reducing carbon emissions, and delivering sustainable patterns of development which minimise the need to travel and reliance on the car.

Greater Manchester Transport Strategy 2040 (2021)

2.4.5 The Greater Manchester Transport Strategy (GMTS) sets out the long-term proposals to 2040 to create a cleaner, greener, more prosperous city region through better transport connections and simpler travel. This includes the aspiration for 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040.

2.4.6 In line with the GTMS, the transport strategy aims to deliver "World class connections that support long-term sustainable economic growth and access to opportunities for all".

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2.4.7 Integration is at the heart of the strategy with an ambition to create a high-quality network for Greater Manchester that enables people to move efficiently and effortlessly between different modes of transport. Integrated land use and transport planning are recognised as key tools in realising this ambition.

2.4.8 Policies aim to improve the reliability, accessibility and efficient use of available capacity of the public transport network in Greater Manchester while encouraging people to undertake journeys by sustainable modes of transport.

2.4.9 Policy 3 indicates that a programme of interventions, with journey planning tools and information to encourage travel behaviour change and mode shift will be supported, particularly in order to make the most efficient use of available capacity (particularly during peak periods).

2.4.10 Policy 4 states that new developments should be accessible by sustainable modes to reduce transport emissions and impacts on the highway network.

Made to Move (2017)

2.4.11 The Made to Move Strategy document was published in 2017 and sets out the 15 steps required to make Greater Manchester into one of the best places in the world to walk and cycle. This vision was then followed up by the Beelines proposal to a comprehensive network of walking and cycling routes.

2.4.12 The Beelines network proposes 279 new or upgraded crossings in Manchester enabling 94% of the population to use Beelines. In addition, three miles of Beelines on busy roads are proposed.

2.4.13 Improvements to the Wilmslow Road Cycleway (on Oxford Road, to the east of the Site) have been completed in Winter 2018, including segregating the cycle route, improving junctions and providing bus-stop by-passes. This route links Rusholme to the south of the Site to Manchester city centre.

Manchester City Council's Core Strategy (2012)

2.4.14 Manchester's Core Strategy, adopted in July 2012, outlines MCC's vision for development of Manchester City up to 2027. Strategic Objective 5 of the Local Plan primary focus is transport. The relevant policies attached to this objective are discussed below. It is noted that Places for Everyone, adopted in 2024, is considered to be an Addendum to the Core Strategy, partially replacing some of the Core Strategies (including the hierarchy of road users set out in Policy T1).

<u>T1: Sustainable Transport</u>

2.4.15 In line with the GMTS ambitions, Policy T1 seeks the delivery of a 'sustainable, high quality, integrated transport system' that promotes the use of sustainable modes by developing alternatives to the car; improving pedestrian routes and the public realm; improving and developing Manchester's cycle network; and the provision of an efficient and reliable public transport network.

2.4.16 The policy supports proposals that:

- Promote 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;
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life;

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- Contribute 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;
- Facilitate modes of transport that can reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location; and
- Reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.

2.4.17 Additionally, the policy sets out a hierarchy of needs for road users that should be considered by developers. This hierarchy has been superseded by the version included in Policy JP-C1 of Places of Everyone, as follows:

- Pedestrians (and people using mobility aids);
- Cyclists, powered two-wheelers, and public transport users;
- People doing business or providing services (such as taxis/private hire, deliveries or waste collection); and
- People in personal motorised vehicles.

T2: Accessible Areas of Opportunity and Need

2.4.18 Policy T2 ensures that a good level of access to/from new developments to other parts of the city is established. Policy T2 also elaborates on the MCC parking policies stating that MCC will consider each development upon its own merit.

T3: Strategic Integration

2.4.19 Policy T3 requires development to, where possible, contribute to the creation of a sustainable transport network that is both economically viable and environmentally friendly. It also states that any proposals that show any form of prejudice in the implementation of strategic transport schemes will be refused.

Oxford Road Corridor Strategic Vision to 2025 and Strategic Spatial Framework (2018)

2.4.20 The Oxford Road Corridor strategic vision for 2025 sets out strong ambitions to be *'Manchester's cosmopolitan hub and world-class innovation district, where talented people from the city and across the world learn, create, work, socialise, live and do business; contributing to the economic and social dynamism of one of Europe's leading cities'*.

2.4.21 The vision is underpinned by the March 2018 Strategic Spatial Framework (SSF), which sets out a clear ambition to guide the redevelopment, transformation and future development within the SRF boundary.

2.4.22 The SSF identifies the Manchester Metropolitan University's All Saints and Birley Fields areas of the University campus as key transformational areas. Identified within the SSF, is an opportunity to capitalise on the location and proximity to other key transformation areas such as the Manchester Royal Infirmary and the Science Park, which can contribute to the regeneration of a significant portion of Manchester City Centre and create a redefined knowledge quarter.

2.4.23 The SSF identifies key principles which are important to achieving its strategic vision and among these is the need to showcase the world leading work and activities taking place within the Oxford Road Corridor. In addition, it identifies the need to maximise public realm and optimise opportunities for improving connectivity through well-planned and designed streetscape.

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2.4.24 The clustering of existing institutions and businesses on the Oxford Road Corridor make it a primary location for Greater Manchester's future employment growth. Commercialisation of education and healthcare activities in conjunction with private sector partners will deliver high added value economic growth and employment in key sectors, such as science and technology, which will benefit the wider Greater Manchester economy and an important consideration is the finite quantum of land and therefore availability of space to grow within the Manchester Oxford Road Corridor, which is critical to the realisation of these objectives.

2.4.25 In conclusion, the strategic context supports the provision of high-quality educational buildings with market-leading sustainable credentials, which are needed to support Manchester's growing education sector and broader inclusive growth agenda.

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3 Baseline Conditions

3.1 Walking Accessibility

3.1.1 The All Saints Campus, including the Site, is located in a highly accessible location, in good proximity to local amenities and with excellent connections by public transport and cycle infrastructure.

3.1.2 Figure 3.1 shows the current access arrangements for pedestrians to the All Saints Library. The library is mainly accessed via the south, from Oxford Road, Lower Chatham Street and Lower Ormond Street. Pedestrian access is also available under the Mancunian Way, through the existing car park from Chester Street. Additional access is provided from the Faculty of Science and Engineering buildings to the north.

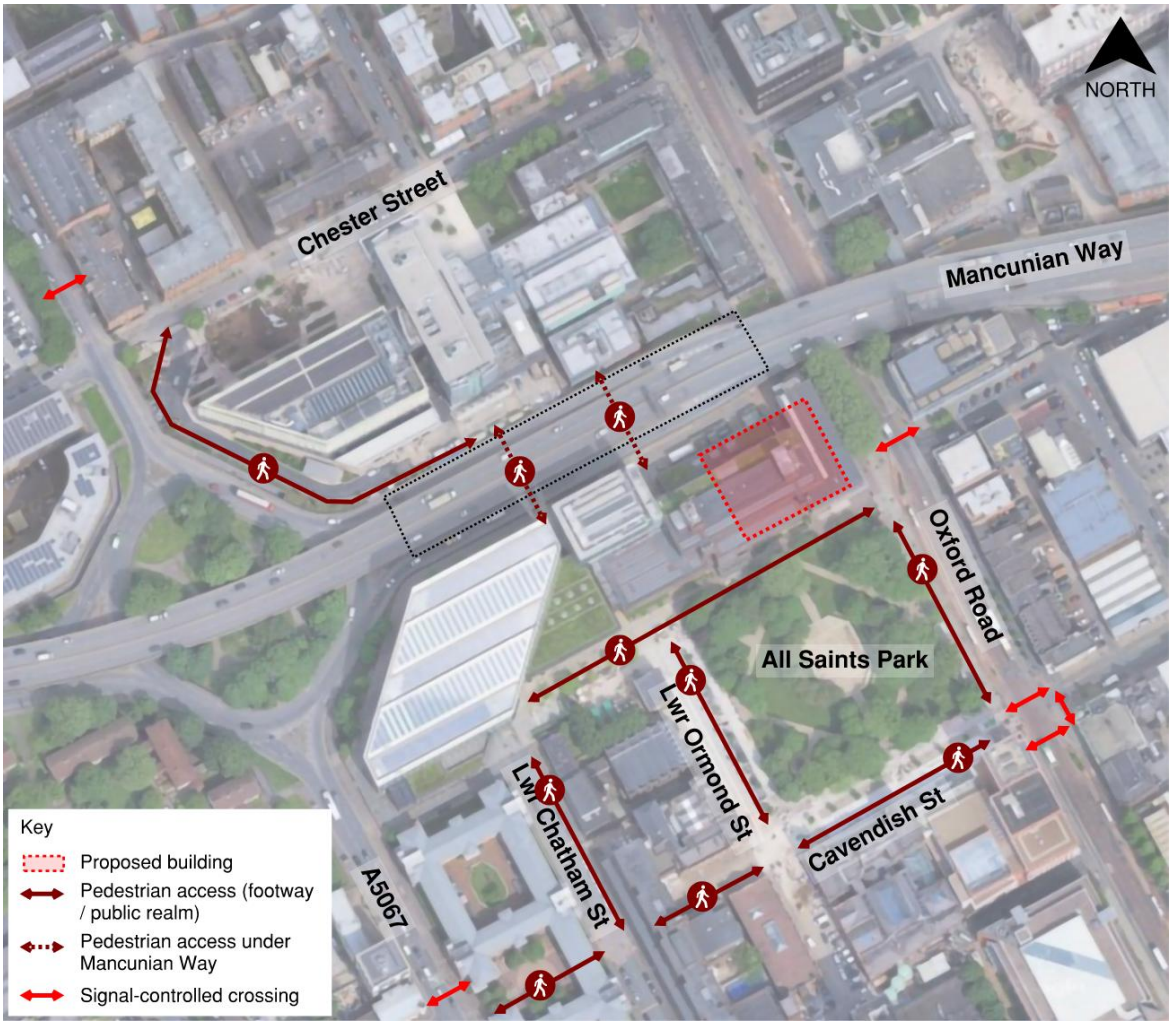


Figure 3.1: All Saints Library - Existing Pedestrian Access

3.1.3 A fence line prevents pedestrian access from Oxford Road to the north of the All Saints library, where the access road and loading bay area are located.

3.1.4 Works to pedestrianise Lower Ormond Street and Cavendish Street have been completed, with restricted/controlled vehicle access now provided on three sides of the park (planning ref. 128485/FO/2020).

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3.1.5 Pedestrian access to the bus stops on Oxford Road is facilitated by signal-controlled crossings, with tactile paving and cropped-kerbs.

3.1.6 The 5-, 10-, 15-, 20- minute walking isochrones for the Site are shown in Figure 3.2. It shows that most of Manchester University can be reached within 10-minute walk. Key destinations such as Manchester Piccadilly railway station and Manchester city centre are within a 20-minute walk from the Site.

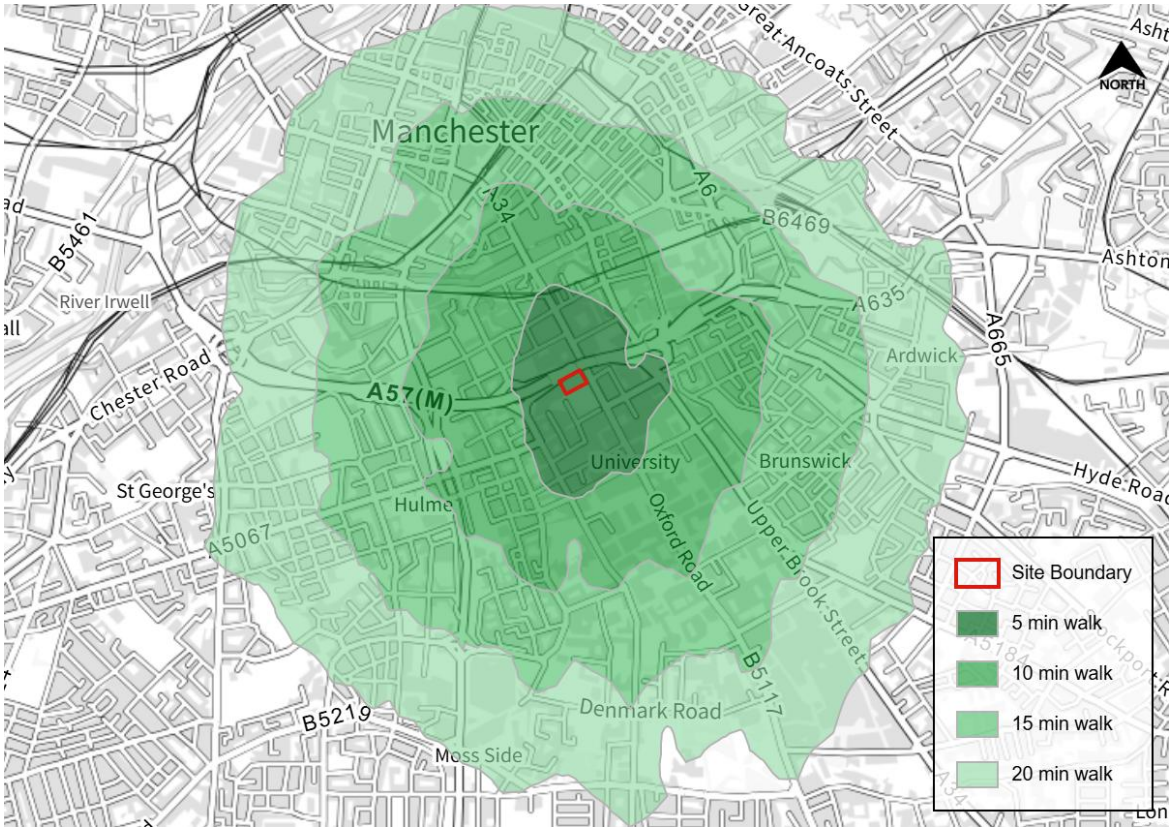


Figure 3.2 Walking Isochrones

3.1.7 As set out in Section 3.4, the site location provides convenient walking (and cycling) access to a wide range of local amenities, which have been assessed in line with the BREEAM methodology.

3.1.8 Furthermore, as described in Section 3.5, the location provides excellent walking access to public transport, with bus stops immediately adjacent to the Site on Oxford Road and the nearest rail station just 500m to the north (c.6-minutes' walk).

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3.2 Cycle Accessibility

3.2.1 Figure 3.3 illustrates the current access arrangements for cyclists to the All Saints Library. The Site benefits from adjacency to a major north-south cycle route on Oxford Road, with physically segregated cycle lanes on both sides of the street. Convenient access is also available to an important east-west link that runs via Cavendish Street, to the south of All Saits Park, connecting to Manchester Picadilly to the east and the University's Birley site to the west. Cycle access to the Site is also possible via Lower Chatham Street and Lower Ormond Street to the south, although there are no dedicated cycle facilities. Cyclists can also access the north of the All Saints library via Chester Street and the existing car park.

3.2.2 A number of cycle parking spaces are available in the vicinity of the Site, including Sheffield stands on Oxford Road and to the south of the library (between Lower Chatham Street and Lower Ormond Street). Cycle shelters are also available along the access road, to the north of the Faculty of Business and Law building. A secure cycle lockable compound, owned and operated by the University, is also provided under the Mancunian Way, with direct access from Oxford Road only (see Section 3.3 for further details on cycle parking).

3.2.3 A cycle hire scheme also operates in Greater Manchester; there are a number of 'Bee Network' cycle hire stations in the immediate vicinity.

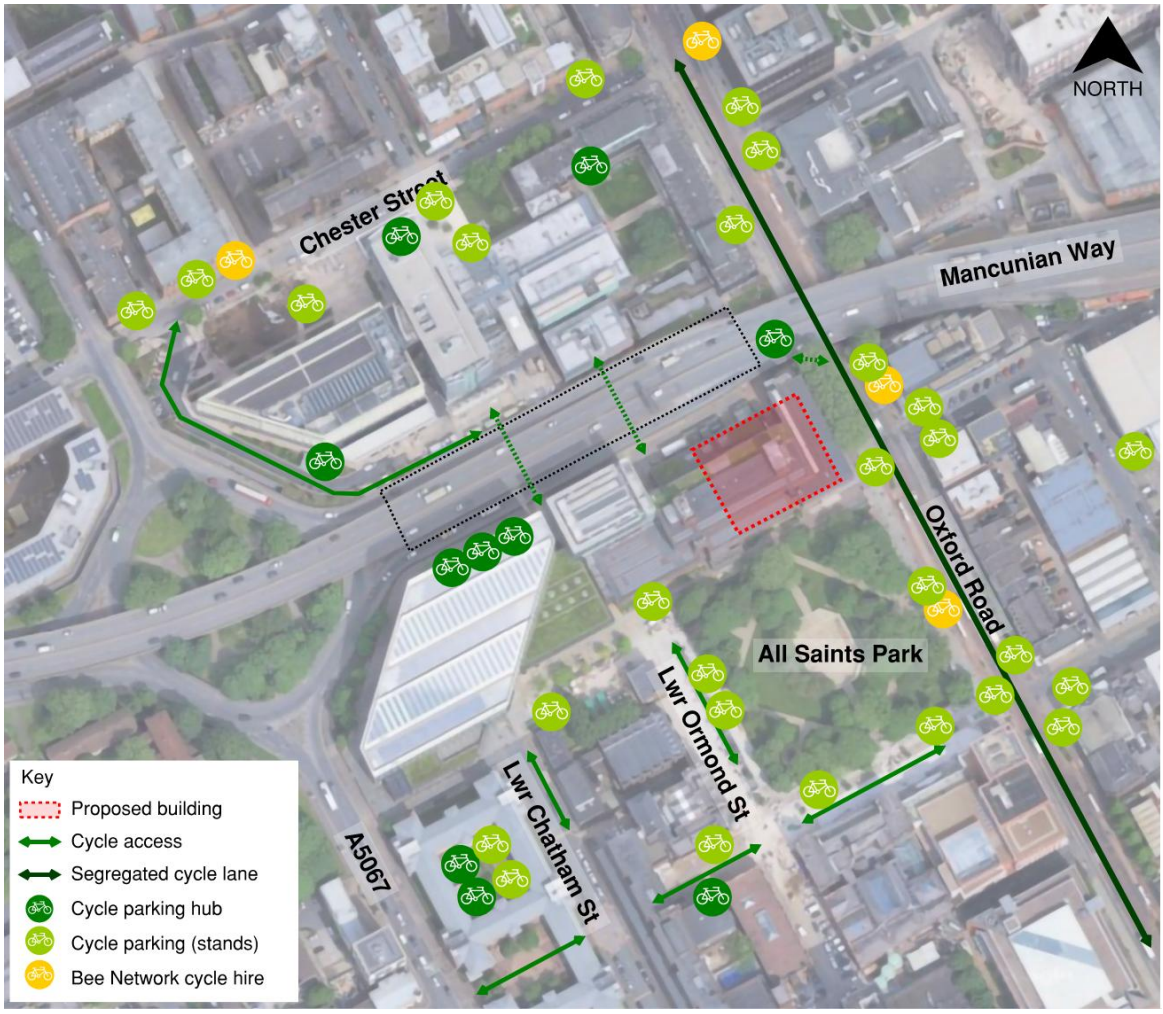


Figure 3.3: All Saints Library - Existing Cycle Access

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3.2.4 There are six cycle hire stations within 500m distance of the library entrance. Additional details are provided in Table 3.1 and Figure 3.4, based on information from Beryl Bikes, who operate the cycle hire scheme for the local authority.

Table 3.1 Closest Cycle Hire Facilities

Ref.	Location	Docking Stations	Approx. Distance from Site
1	Oxford Road	6	100m
2	All Saints Park	18	85m
3	Circle Square/Oxford Road	16	250m
4	Grosvenor Street	10	300m
5	Rosamund Street West	5	300m
6	Chester Street	6	450m



Figure 3.4 Closest Cycle Hire Locations

3.2.5 The 10-, 20- and 30- minute cycle isochrones for the Site are shown in Figure 3.5. It shows that most of Manchester city centre can be reached within 10-minute cycle. Key destinations such as West Didsbury and Eccles are within a 30-minute cycle from the Site.

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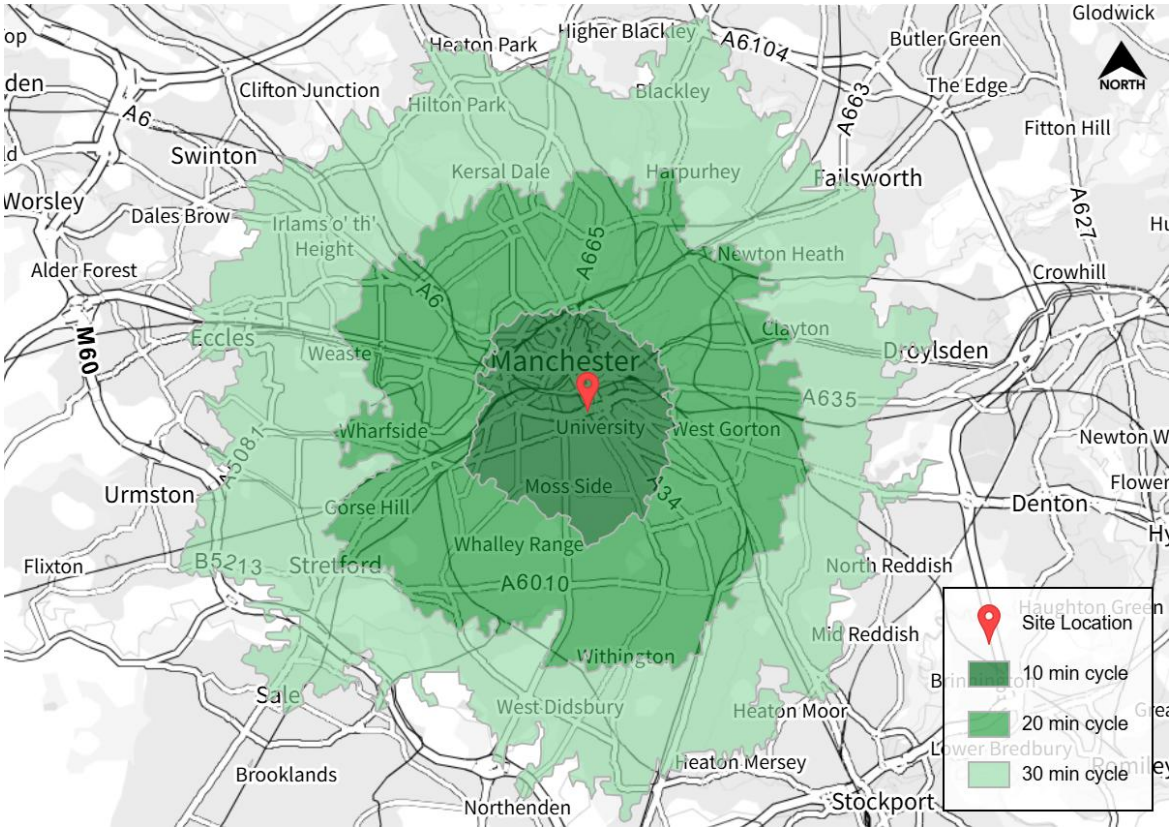


Figure 3.5 Cycle Isochrones

3.2.6 Figure 3.6 shows an excerpt of wider cycle access and infrastructure surrounding the Site, taken from TfGM's Cycle Map. The cycle map is shown in Appendix B.

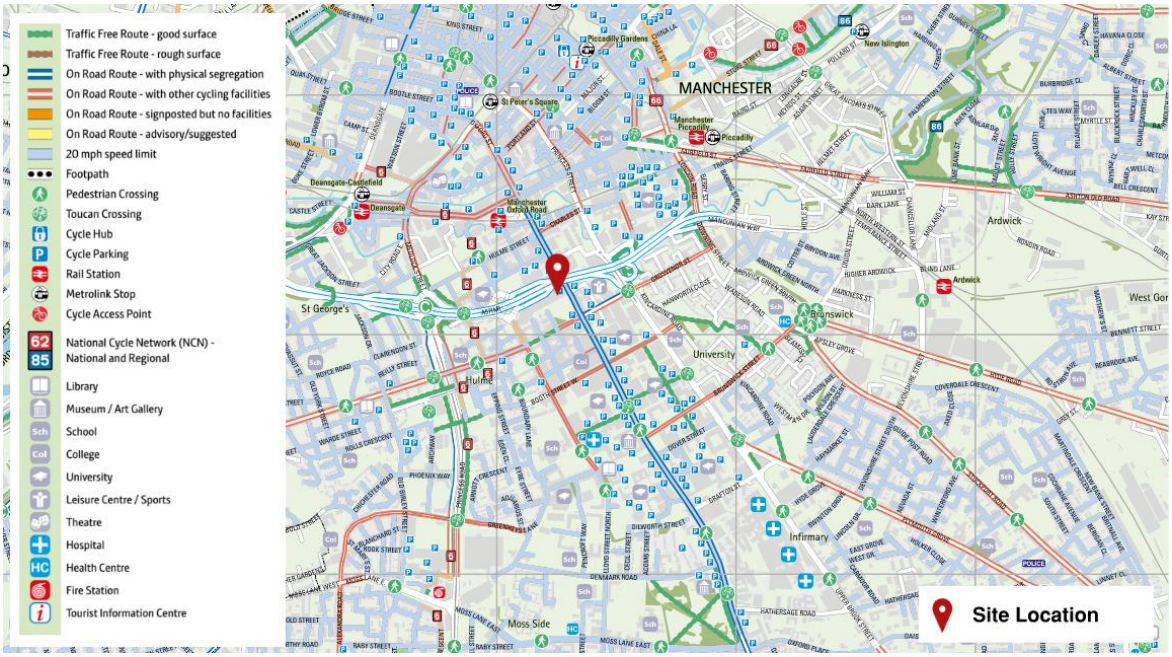


Figure 3.6 Manchester Cycle Map (Source: TfGM Cycle Map: Manchester)

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3.3 Cycle Parking

3.3.1 As referenced in Section 3.2/Figure 3.3, there are plentiful cycle parking opportunities close to the Site. The University operate/maintain a significant number of cycle facilities within the extent of their campus, including those within the public realm on Lower Ormond Street and Cavendish Street (which are not public highway). Additional public realm facilities are provided by MCC on adopted streets in the vicinity.

3.3.2 Across their entire campus, the University currently provide more than a thousand cycle parking spaces, including a mixture of secure enclosures, cycle lockers and traditional Sheffield Stands. These are audited monthly as part of a strategy to review the utilisation, condition and effectiveness of its cycle parking and to improve and expand facilities campus-wide.

3.3.3 The most recent audit identified more than 400 spaces within c.200m of the library, as summarised in Table 3.2. In addition to average and peak term time occupancy, the audit information also includes peak occupancy month and average out-of-term occupancy for the secure facilities (not shown below).

Table 3.2 Cycle Parking Provision in Vicinity of Library (highlighting nearest secure and open facilities)

Cycle Parking Location	Secure / Open Access	Type	Capacity	Term Time Average Occupancy (%)	Term Time Peak Occupancy (%)
Oxford Rd (Mancunian Way)	Secure	Staff & Students	106 spaces	35%	45%
Business School hubs 1	Secure	Staff	20 spaces	45%	55%
Business School hub 2	Secure	Staff	20 spaces	3%	10%
Business School hub 3	Secure	Students	20 spaces	10%	15%
Business School Lyceum Pl.	Open	All / public	60 spaces	20%	*Not available*
All Saints Library	Open	All / public	54 spaces	38%	*Not available*
All Saints - Lower Ormond Avenue	Open	All / public	32 spaces	13%	*Not available*
All Saints - Cavendish Avenue	Open	All / public	24 spaces	83%	*Not available*
Ormond/ Righton / Cavendish walkway	Open	All / public	70 spaces	30%	*Not available*
Cavendish	Secure	Staff & Students	18 spaces	83%	94%
Total			**424 spaces**	**33%**	**44% *(secure only)***

3.3.4 In addition to the above, there are additional public realm spaces on nearby streets that are not included in the audit. Within 200m walking distance, this notably includes the section of Oxford Road from the junction with Brancaster Road to the north and the Cavendish Street/Grosvenor Road junction to the southeast. Between these two junctions, including the Sidney Street junction and eastern side of the park, there are approximately 120 additional cycle parking spaces provided by Sheffield stands.

3.3.5 The University has a Sustainable Travel Plan, which sets targets for the number of cycle parking spaces along with measures and actions supporting active travel (see Section 5.2).

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3.3.6 As set out in Section 4.2, there will be no loss of cycle parking spaces as a result of the proposals.

3.4 Access to Amenities

3.4.1 Convenient access to a range of amenities encourages travel by sustainable modes, especially walking and cycling.

3.4.2 The applicable amenities within 500m of the Site are listed below in Table 3.3 to Table 3.11.. The information provided within this section covers criteria 2e of the BREEAM transport assessment.

3.4.3 There are numerous food outlets located on Oxford Road, as detailed in Table 3.3:

Table 3.3 Access to Appropriate Food Outlets

Name	Postcode	Distance (m)	Walk time
The Eighth Day Shop and Café	M1 7DU	35m	1-minute
Archies	M1 7DU	68m	1-minute
Popolino	M1 7DU	75m	1-minute
Babylon	M1 7DU	96m	1-minute
Zaytoni	M1 7DY	100m	1-minute
Dixy Chicken	M1 7DY	110m	1-minute
Pizza Hut	M1 7DY	110m	1-minute

3.4.4 It should also be noted that there are numerous food outlets available on campus. These include the following:

- Art School Café,
- Brooks food court and Starbucks,
- Costa and the Hub food court at the Business School,
- Dalton pop-up kiosk, food court, and
- The Grove Eatery and Bar.

Table 3.4 Access to Cash Machines

Name	Street	Postcode	Distance (m)	Walk time
Govin Newsagents	Oxford Road	M1 7DY	94m	1-minute
Tesco Bank ATM	Oxford Road	M1 7EF	220m	3-minutes
Sainsburys	Whitworth Street	M1 5EA	500m	7-minutes

Table 3.5 Access to Outdoor Spaces

Name	Street	Postcode	Distance (m)	Walk time
All Saints Park	Oxford Road	M15 6BX	10m	>1-minute
University Green	Oxford Road	M13 9RD	500m	7-minutes

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Table 3.6 Access to Recreation or Leisure Facility

Name	Street	Postcode	Distance (m)	Walk time
Sugden Sports Centre	Grosvenor Street	M1 7HL	190m	3-minutes
Jetts	Oxford Road	M1 7FS	250m	3-minutes
MCRactive	Oxford Road	M13 9SS	290m	4-minutes

Table 3.7 Access to Postal Facility

Name	Street	Postcode	Distance (m)	Walk time
All Saints Post Box	Oxford Road	M15 6BW	96m	1-minute
Oxford Road Post Office	Oxford Road	M1 5QA	270m	4-minutes

Table 3.8 Access to Community Facility

Name	Type	Street	Postcode	Distance (m)	Walk time
Sandbar	Pub	Grosvenor Street	M1 7HL	220m	3-minutes
Prayer Room	Chaplaincy	Lower Chatham Street	M15 6BG	200m	3-minutes
The Union	Student Union	Cambridge Street	M15 6AD	400m	5-minutes

Table 3.9 Access to Over the Counter Services with a Pharmacy

Name	Street	Postcode	Distance (m)	Walk time
Faith Pharmacy and Clinic	Booth Street	M15 6PQ	550m	7-minute
Boots Pharmacy	Portland Street	M1 4RL	700m	10-minutes

Table 3.10 Access to GP Surgery or General Medical Centre

Name	Street	Postcode	Distance (km)	Walk time
Manchester Royal Infirmary	Oxford Road	M13 9WL	1.5km	21-minutes

Table 3.11 Access to Childcare Facility or School

Name	Street	Postcode	Distance (m)	Walk time
Pain Pots Day Nursery	Charles Street	M1 7BD	450m	6-minutes
Manley Park Primary	Great Marlborough Street	M1 5AL	450m	6-minutes
Echoes Day Nursery	Charles Street	M1 7DQ	600m	8-minutes
St Phillips C of E Primary	Loxford Street	M15 6GH	700m	9-minutes
Trinity High School	Higher Cambridge Street	M15 6HP	750m	10-minutes

3.4.5 It should be noted that access to childcare facilities or schools have been included for the benefit of staff and mature students.

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3.5 Public Transport Accessibility

3.5.1 The closest bus, train and Metrolink nodes are illustrated in Figure 3.7.



Figure 3.7 Overview of Nearest Public Transport Facilities

Bus

3.5.2 Bus services in Greater Manchester are operated by the local government under the 'Bee Network' umbrella.

3.5.3 The closest bus stops are at All Saints Park (on Oxford Road), located immediately to the south/east of the Site. These are served by service numbers 15, 18, 41, 42, 42A, 42B, 42C, 43, 85, 85A, 86, 87, 111, 142, 143, 250, 253, 263 and 751. These services provide connections to destinations such as Manchester City Centre, Stockport, East Didsbury, Altrincham and Burnage. Additional services such as the 191, 197, 724, V1, V2 and V4 are available at another All Saints Park stop, approximately 90m south-east of the Site.

3.5.4 Further to the north (adjacent to Oxford Road station), Oxford Road (Stop E) is served by the number 1 free bus, providing 6 services per hour.

3.5.5 Epping Street is served by the number 53 bus (2 services per hour). Finally, Cavendish Street/Higher Cambridge Street provides access to service numbers 101 (4 per hour), 102 (1 per hour) and 103 (2 per hour).

3.5.6 In total, there are 96 different bus services per hour within 650m of the Site.

3.5.7 All buses running in Greater Manchester meet legal accessibility standards. The new zero-emission electric Bee Network buses provide enhanced accessibility features; these includes two wheelchair spaces, audio visual announcements and a hearing induction loop. Other buses running in Greater Manchester are being incrementally upgraded to provide best-in-class facilities.

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Rail and Metrolink

3.5.8 Manchester has an extensive rail and metro (tram) network, managed under the Bee Network umbrella (though trains run by other operators also serve the principal train stations). An extract from the network map is shown in Figure 3.8 (see also Appendix C).

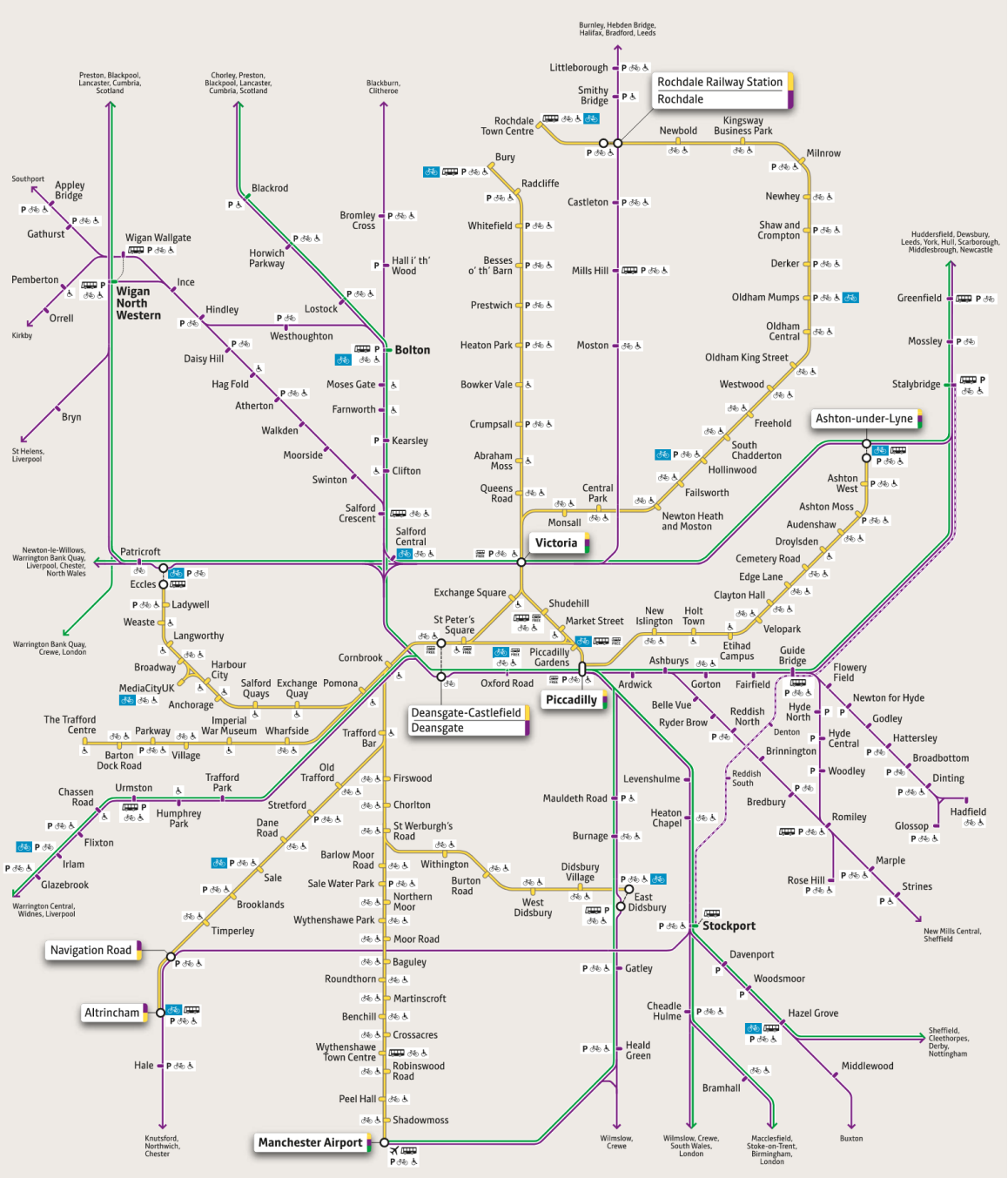


Figure 3.8 Extract from Rail/Metrolink Network Map

3.5.9 Manchester Oxford Road station is the nearest mainline rail station serving the Site. It is located approximately 500m to the north (6-minutes' walk/2-minute cycle).

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3.5.10 The station provides frequent rail services to Manchester Airport, Liverpool Lime Street, Llandudno, Nottingham and Barrow in Furness. It also connects to Manchester Piccadilly, which provides rail services nationwide, including to London Euston, Edinburgh, Bristol and Bournemouth. Between 08:00-09:00, there are 21 arrivals at Manchester Oxford Road.

3.5.11 The station is classed as a 'Category B' station and offers step-free access to some platforms via lifts and an overbridge, but not all platforms are accessible. Lifts are available at the Piccadilly end connecting platforms 4 and 5 with 2/3, but there is no lift access to platform 1. A wide range of other accessibility features are provided, including induction loop, accessible toilets, height-adjusted ticket office counter and ramp for train access.

3.5.12 Manchester Piccadilly and Deansgate stations are also within walking (or cycling) distance for many people, at c.1.2km, or c.17 minutes' walk, to both stations.

3.5.13 Metrolink is a modern system with a range of accessibility features. All Metrolink trams and tram stops are accessible for wheelchair users. Mobility scooter users must have a mobility scooter permit to take their scooter on a tram. Every tram stop has a ramp, lift, or escalator, step-free access for wheelchair users and people with pushchairs, CCTV and emergency call-points and platforms with tactile edges for visually impaired passengers. Every tram has an area for people who use wheelchairs, space for pushchairs, seats marked for people who have trouble standing and emergency call points.

3.5.14 St Peter's Square Metrolink stop is the nearest tram stop and is located approximately 950m to the North of the Site. The Metrolink stop is accessible with a 12-minute walk, or 3-minute cycle from the Site and provides frequent connections to destinations such as Altrincham, Eccles, Bury, Rochdale and Ashton-under-Lyne, as well as Manchester Piccadilly.

BREEAM Accessibility Index

3.5.15 The BREEAM Accessibility Index (AI) tool has been used to calculate the AI for the Site. The public transport information set out in this note has been used to inform the calculation.

3.5.16 The Site is shown to currently have an AI score of 36.32.

3.5.17 Bus stops considered:

- All Saints Park - Stop ID: MANGPGWM (90m away) - 62 services per hour
- All Saints Park - Stop ID: MANGPGWT (140m away) – 19 services per hour
- Oxford Road Station (Stop E) - Stop ID: MANGPTMD (570m away) – 6 services per hour
- Epping Street/Streford Road - Stop ID: MANGTDWM (430m away) – 2 services per hour
- Higher Cambridge Street/Cavendish Street - Stop ID: MANGTMWP (385m away) – 7 services per hour.

3.5.18 Train stations considered:

- Manchester Oxford Road (595m away); 08:00-09:00 used for arrival frequencies – 21 services per hour.

3.5.19 To be conservative, Metrolink services (from St Peter's Square) have not been considered in the calculation.

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Greater Manchester Accessibility Level

3.5.20 The Greater Manchester Accessibility Level (GMAL) tool measures the accessibility of a location to public transport. It provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is an excellent level of accessibility.

3.5.21 The Site has a GMAL score of 8, as illustrated in Figure 3.9. This is the best possible score, indicating a very good level of public transport accessibility.

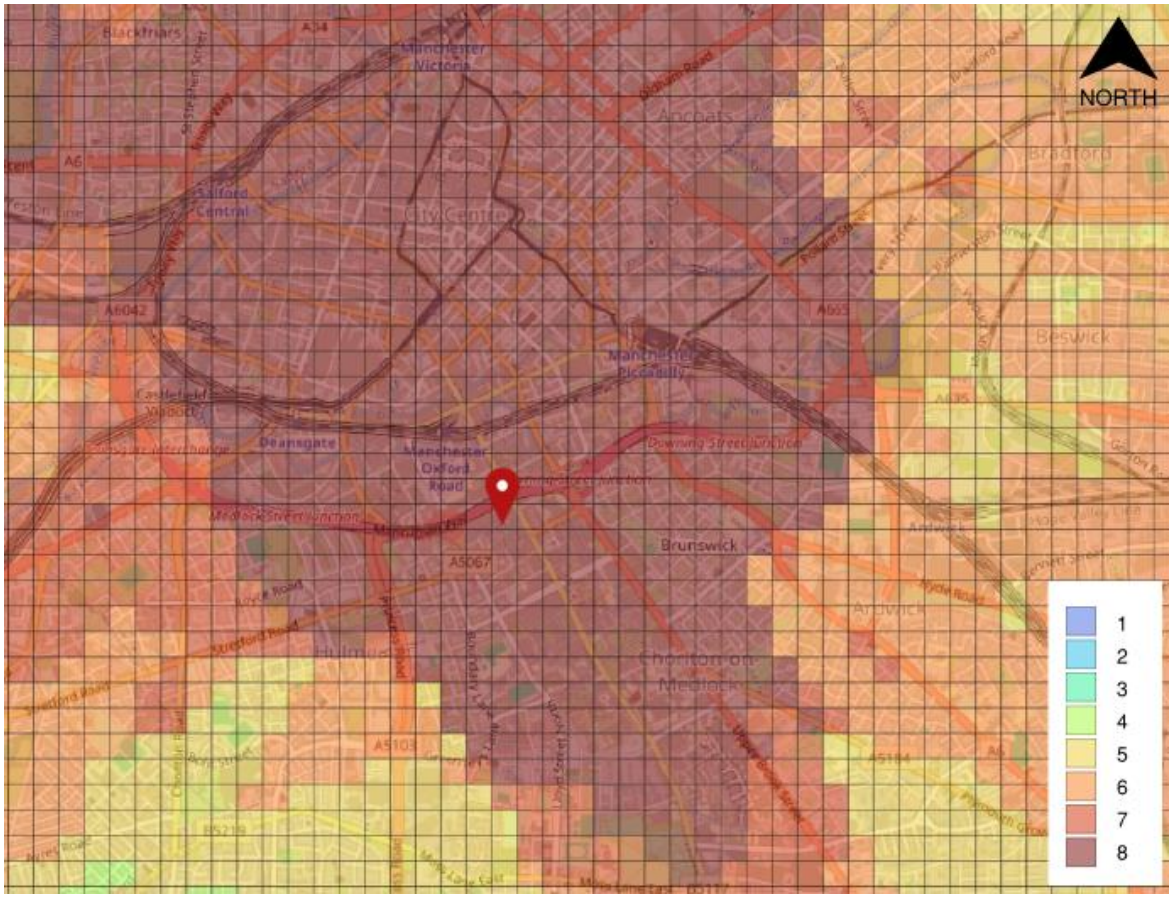


Figure 3.9 Greater Manchester Accessibility Level Map

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3.6 Highways Access

Car Access and Parking

3.6.1 The vehicular access and parking arrangement for private vehicles are illustrated in Figure 3.10. The car parking under the Mancunian Way (John Dalton and Oxford Road car parks) is operated by the University through a permit system and is available only for University staff, students and registered visitors. It is accessed mainly via Chester Street to the north, with a secondary access via the service road from Lower Chatham Street. The car parking entrance has a height restriction of 2 metres (on the northern entrance), which restricts access to high vehicles. Part of the car park to the west is restricted by a control barrier and contractors are not allowed to park in this area of the car park. Accessible parking bays are available at a number of locations within the car park, including several parking bays to the north of the All Saints library (see also Section 4.3).

3.6.2 There is no direct vehicular access to the southern side of the library – Lower Ormond Street and the eastern section of Cavendish Street are pedestrianised with access (for St Augustine's church and events) controlled by rising bollards. The pedestrianisation (and stopping up of these streets) was undertaken as part of a wider package of public realm improvements (planning ref. 128485/FO/2020).

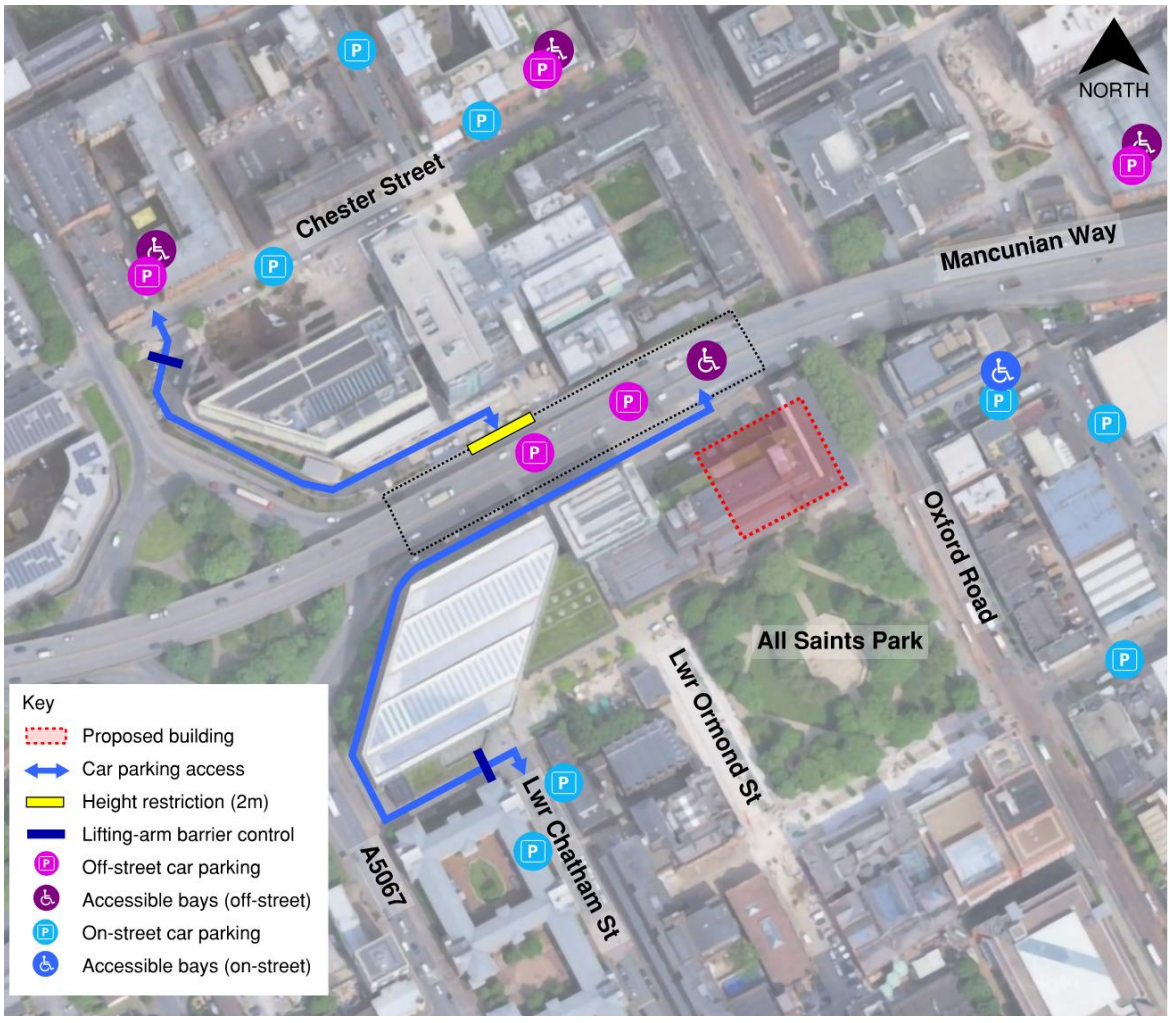


Figure 3.10 All Saints Library - Car Access and Parking

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3.6.3 Public parking is primarily available in the NCP Manchester Chester Street and NCP Manchester Circle Square off Brook Street to the north-east of the Site. Further parking is available on-street around the Site for limited stays, including some disabled parking provision.

3.6.4 It is noted that the Site does not lie within a Controlled Parking Zone (CPZ) but does lie immediately adjacent to one, as the land north of the Mancunian Way lies within a CPZ. Consequently, the University buildings north of Mancunian Way, along with Chester Road, fall within 'Zone 3' which is subject to parking charges on Monday-Sunday, from 8am to 8pm, with a maximum stay of three hours.

Emergency Vehicle Access

3.6.5 As shown in Figure 3.11, emergency vehicles can access the All Saints library from the surrounding road network. The south of the library can be accessed directly from Oxford Road, Lower Ormond Street and Lower Chatham Street. The north of the library can be accessed from Oxford Road, via the existing gates, and from the access road via Lower Chatham Street.

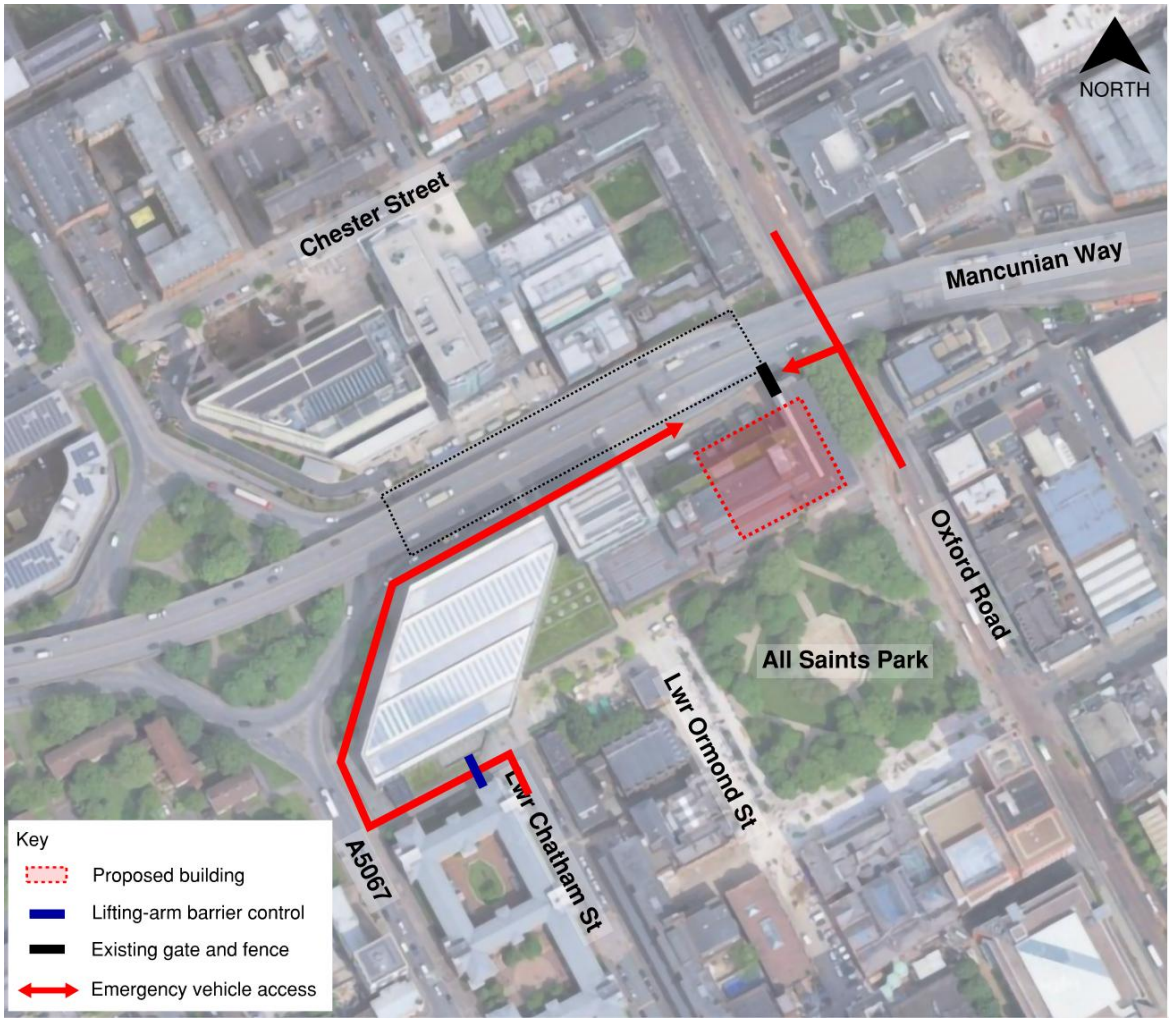


Figure 3.11 All Saints Library - Emergency Vehicle Access

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Existing Servicing/Delivery Access

3.6.6 The Site benefits from a private access road linking Lower Chatham Street to the north of the All Saints library, via a lifting arm barrier access control. This is operated by the University security team, who are on-site 24-hours a day. Delivery vehicles are therefore currently using the access road as the main route for deliveries and collection from the north of the library.

3.6.7 A small loading bay/turning head is located to the west of the library, as indicated in Figure 3.12. The existing loading bay is used for various deliveries and collections for the library and Business School, including electrical items/batteries, furniture and book collections. Private individuals can also use the access road and loading bay to deliver archives and/or donations. The service yard area north of the library is very restricted due to MEP plant and storage, resulting in restricted manoeuvring space.

3.6.8 The 2m height restriction located at the entrance of the car parking area when accessed from Chester Road to the north restricts the access of high vehicles via this route. It is therefore assumed that there is no access for delivery and servicing vehicles from this route. The majority of deliveries are made using large tail lift vans and light vans.

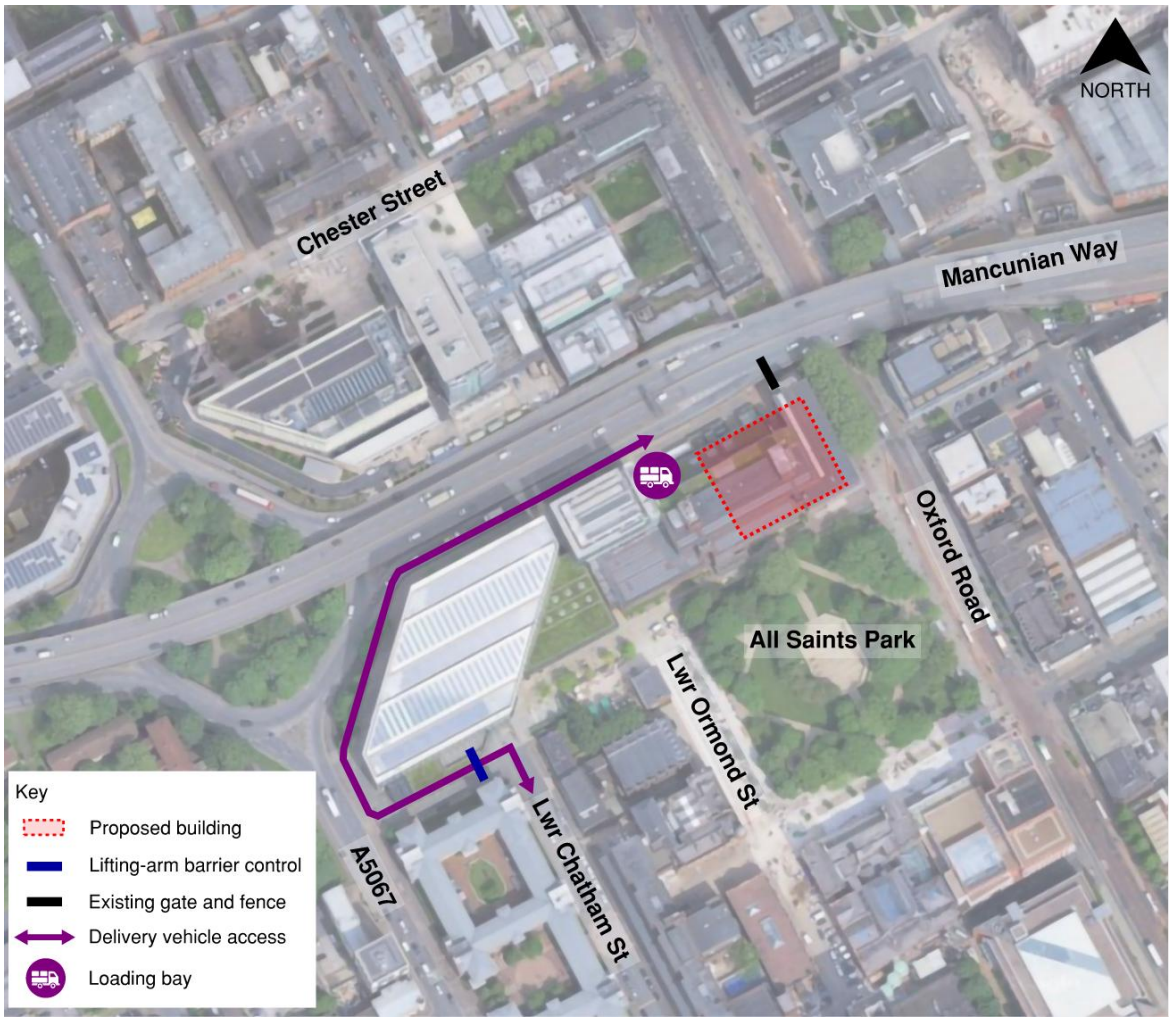


Figure 3.12 All Saints Library – Servicing/Delivery Vehicles Access

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Waste Collection

3.6.9 As illustrated in Figure 3.13, a waste collection area is located to the north of the library under the Mancunian Way. The area provides waste storage space for the library but also other nearby buildings, and includes storage for different waste streams including general waste, food, plastic bottles/cans, and paper/card.

3.6.10 The University have confirmed that the bins are currently collected via the service road but have, in the past (or during works to the service road), been collected via Oxford Road as their waste contractor has an exemption from the traffic restrictions that are in place after 6am. Collection is understood to generally take place early in the morning, before 8am.

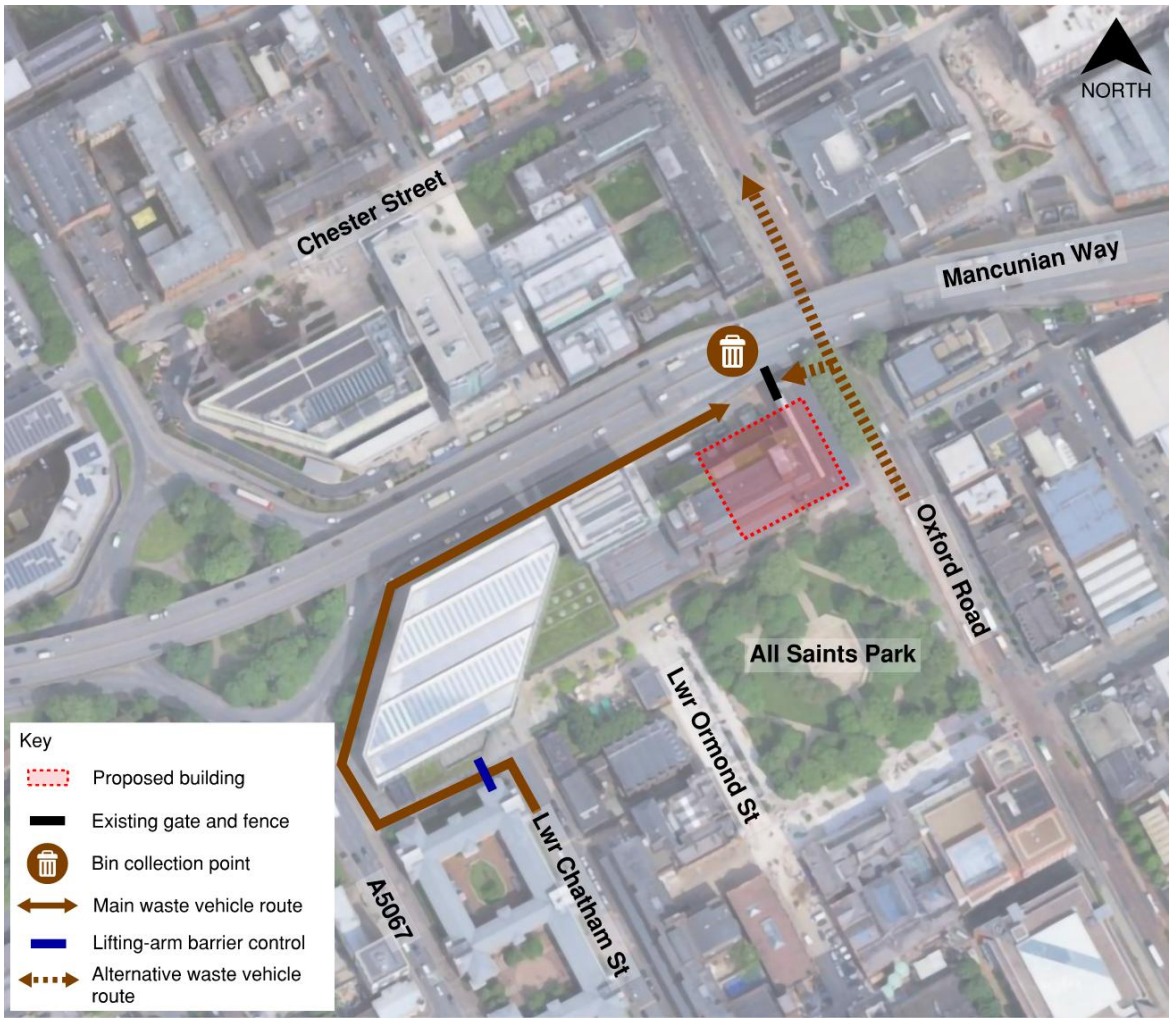


Figure 3.13 All Saints library - Waste Collection Route

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3.7 Reported Road Injury Collisions

3.7.1 Road injury collision data has been obtained from TfGM for the most recent five-year period (2020-2025). It is noted that this is the most up to date traffic collision information available at the time of writing this report. TfGM have stated that the 2024 and 2025 data so far should be considered as provisional as the data is still subject to change until the end of year process is complete.

3.7.2 A plot showing the locations of the recorded road injury collisions is provided in Figure 3.14; an enlarged map and the full data set is included in Appendix D.

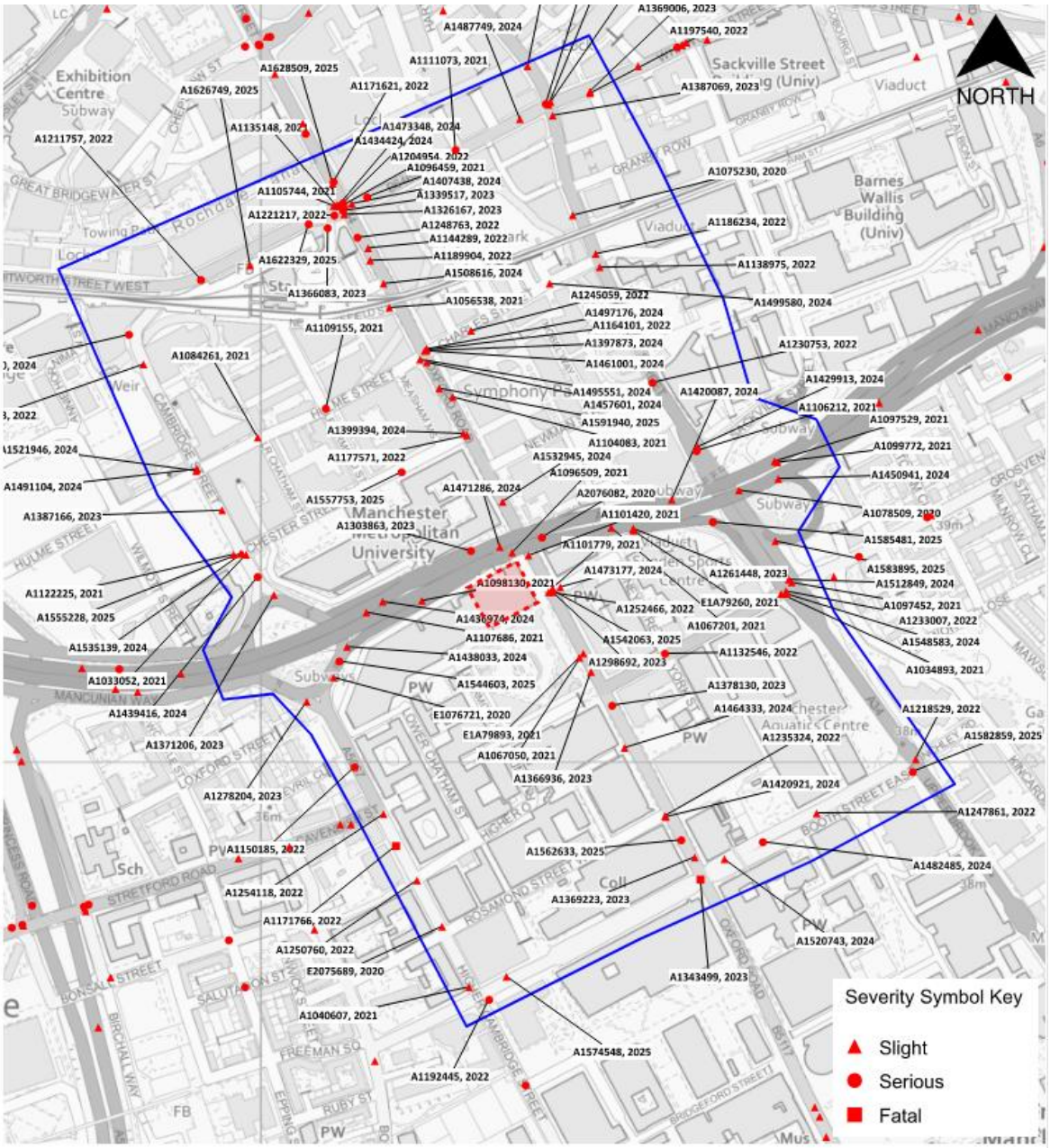


Figure 3.14: Collision Data, 2020-2025

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3.7.3 The study area illustrated in Figure 3.14 includes Oxford Road along the frontage of the Site and extends northwards to encompass Oxford Road station, southwards to Booth Street, westwards to A5067 Cambridge Street and eastwards to A34 Upper Brook Street. The area also includes a section (c.700m) of the A57(M) Mancunian Way motorway.

3.7.4 According to TfGM, there were a total of 119 collisions in the study area over the most recent 5-year period between 01/09/2020 and 31/08/2025. The 119 collisions resulted in a total of 151 casualties; the type and severity are summarised in Table 3.12.

Table 3.12 Total Number of Casualties by Type and Severity

Type	Fatal	Very Serious	Serious	Mod. Serious	Less Serious	Slight	Total
Car (driver)	-	-	2	1	3	29	35
Car (passenger)	-	-	-	1	2	15	18
Pedestrian	1	1	-	-	7	16	25
TWPV (rider)	-	-	-	1	1	1	3
Cyclist (rider)	1	2	-	2	7	38	50
PSV (driver)	-	-	-	-	-	1	1
PSV (passenger)	-	-	-	-	3	12	15
Other (driver)	-	-	-	-	-	3	3
Other (passenger)	-	-	-	-	1	-	1
Total	**2**	**3**	**2**	**5**	**24**	**115**	**151**

3.7.5 The data set provided by TfGM also includes summaries of casualty severity by age and sex; over 90% of casualties are in the 16-59 age bracket and c.62% are attributed to males (further detail in Appendix D).

3.7.6 A summary is also provided of the number of collisions by year, reproduced in Table 3.13. TfGM note that changes in traffic volumes have been affected since the pandemic which would in turn have an impact on the number of collisions; consequently, any apparent trends should be treated with caution.

Table 3.13 Total Number of Collisions by Year and Severity

Severity	Sep-Dec 2020	2021	2022	2023	2024	Jan-Aug 2025	Total
Fatal	-	-	1	1	-	-	2
Very Serious	-	1	-	-	1	1	3
Serious	1	1	-	-	-	-	2
Mod. Serious	-	-	1	-	2	2	5
Less Serious	-	2	7	4	3	3	19
Slight	4	21	18	10	27	8	88
Total	**5**	**25**	**27**	**15**	**33**	**14**	**119**

3.7.7 Of the above incidents, there are only a small number in close proximity to the All Sanits Library, with six collisions immediately east of the Site on Oxford Road.

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3.7.8 One of these appears to be an isolated incident involving two cars with a rear-end collision. But there is a cluster of five collisions between 2021 and 2025 involving cyclists at the Sidney Street/Oxford Road junction. Three of these appear to relate to vehicles making a right turn into Sideny Street across the path of southbound cyclists, resulting in a collision. One of the other incidents also involved a vehicle turning right into Sideny Street, but this time clipping a northbound cyclist on their near side. The fifth incident involved a vehicle making a right turn out of Sidney Street (an illegal manoeuvre) colliding with a southbound cyclist on Oxford Road. All five incidents were categorised as 'slight'. Given the similarities in these incidents, this may be worth further investigation by MCC/TfGM to determine wither any mitigation is feasible.

3.7.9 Another cluster of four incidents were identified around the Oxford Road/Cavendish Road/Grosvenor Road junction, at the southeast corner of All Saints Park, with three 'slight' incidents to the north of the junction and one 'less serious' to the south. The types of incident varied significantly, with a collision between stopping bus and a car, a car attempting a u-turn reversing into a cyclist, two cars colliding as pulling away at the traffic lights and a car colliding with a pedestrian crossing the street. There is no obvious commonality between these incidents that would merit mitigation.

3.7.10 A number of incidents close to the Site can also be seen along the northern boundary of the Site – but these relate to incidents on the A57(M) Mancunian Way or its slip roads, which are subject to high traffic volumes but no pedestrians/cyclists.

3.7.11 The two fatal incidents within the study area have also been reviewed to determine if there are any obvious needs from mitigation resulting from these:

- May 2022, Higher Cambridge Street (between Cavendish Street and Boundary Street West) – at c.1am in the morning, a pedestrian crossing the road was struck by an aggressively driven car.
- August 2023, Oxford Road/Booth Street East junction – at c.10pm in the evening, a collision took place involving a taxi, a cyclist and a bus.

3.7.12 Based on the data provided by TfGM, it is considered unlikely that there are any straightforward mitigation measures that could be adopted to mitigate the possibility of similar incidents in the future.

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4 Proposed Development

4.1 Development Proposals

4.1.1 The masterplan for this part of the campus includes the following:

- Demolition of most (15,313sqm GIA) of the existing All Saints Library Building (planning ref. 143943/FO/2025);
- Retained library refurbishment - refurbishment works to the remaining element of the library (2,300sqm GIA) and addition of new circulation core (c.460sqm to be added) - application to be submitted in early 2026; and
- Construction of a new library building (12,021sqm GIA) within the footprint of the demolished building.

4.1.2 Each element of the proposals outlined above is subject to a separate planning application. This application relates to the construction of the new library.

4.1.3 The footprint of the new building will broadly sit within the outline of the existing building as shown on Figure 3.1 below.

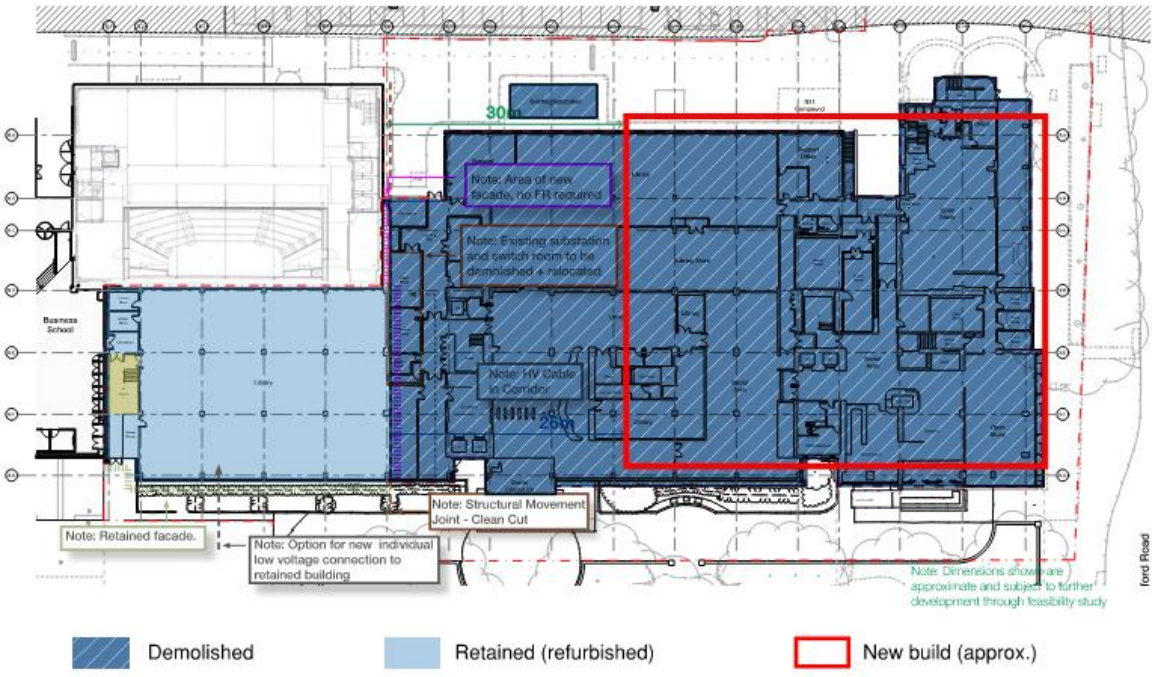


Figure 4.1 All Saints Library Redevelopment (Indicative)

4.1.4 The proposed development is for a nine-storey library building (Use Class F1), public realm, access and servicing arrangements and other associated works.

4.1.5 It is noted that the proposals described herein supersede those submitted in 2023 (planning reference 138424/FO/2023), which included a significant net increase in total development area (c.9,000sqm).

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4.1.6 The revised proposals being submitted (accounting for the demolition, refurbishment and new library) result in a net reduction in area relative to the existing library of c.2,800sqm GIA (and a significant reduction in both area and height compared to the approved 2023 proposals).

4.1.7 The proposed site layout is shown on Figure 4.2, with a larger Ground Floor Plan available at Appendix E.



Figure 4.2 All Saints Library Proposed Ground Floor Arrangement and Landscaping

4.1.8 For further details, in particular for the landscape strategy, street furniture and materials, please refer to the Design and Access Statement (DAS). It is noted that part of the public realm (on the eastern side of the development) is within the adopted highway. Refer to the Planning Statement for details of the proposed strategy for maintenance of this area.

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4.2 Pedestrian and Cycle Access

4.2.1 The current pedestrian and cycle access arrangements largely remain in place as part of the proposed development. The changes to the building footprint allow the creation of an additional north-south link to increase permeability and accessibility to/from the car park under the Mancunian Way and the campus development to the north. Pedestrian and cycle access along the northern elevation of the library, where the proposed loading bay is located, is not generally advised, and a fence and gate will be retained between this area and Oxford Road to minimise the interaction between servicing vehicles and pedestrians/cyclists.

4.2.2 The library is planned to cater for the same student population as the existing building (i.e., there will be no change/increase in student population as a result of the proposed development).

4.2.3 The current cycle access and existing secure cycle parking compound under the Mancunian Way (providing 106 cycle spaces) will remain unchanged. The existing short-stay hoops (27 no. hoops, i.e. 54 cycle spaces) along the southern elevation of the library will be reinstated across two clusters, as illustrated in Figure 4.3. There will be no loss of cycle parking spaces as a result of the proposals and existing facilities have significant 'reserve' capacity (see Section 3.3).

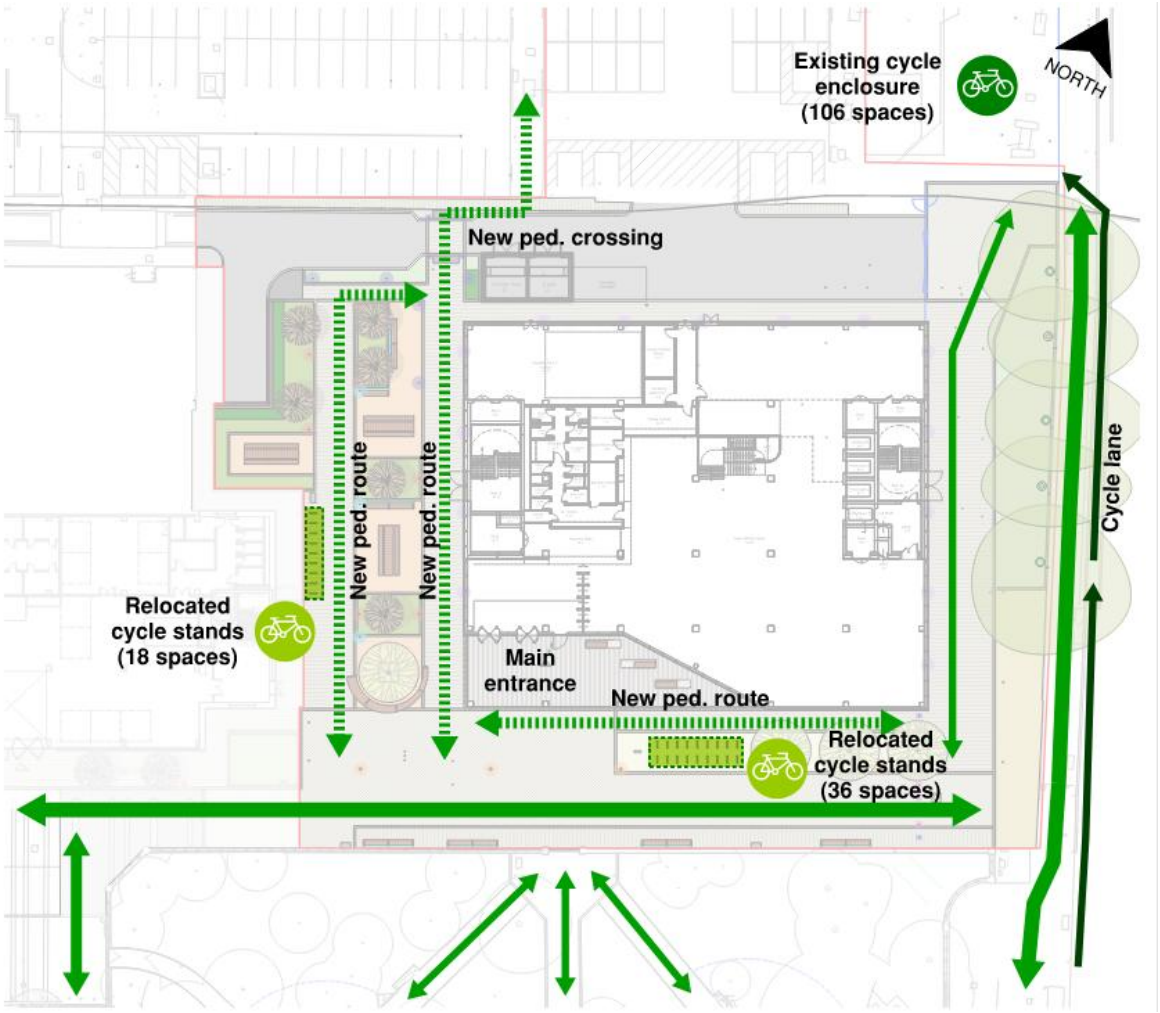


Figure 4.3 Pedestrian and Cycle Access and Cycle Parking

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4.3 Vehicle Access and Parking

4.3.1 The access road from Chatham Road will remain in place after the re-development of the All Saints Library and will continue to act as the main route for deliveries and collections. There will be no change in the type and frequency of delivery vehicles accessing the north of the library. The 'service yard' area will undergo minor reconfiguration to suit the new building footprint but the approach will remain fundamentally as per existing arrangements (see Section 4.4). The existing emergency vehicles access route will also be maintained, with access via the service road and the route through the existing gate off Oxford Road retained, and additional provision included through the public realm to the south and east of the building (see Section 4.5).

4.3.2 As noted above, the library is planned to cater for the same student population as the existing building and the number of trips to the library is therefore not expected to increase as a result of the development. Trips to the Site are expected to be made predominantly by public transport and active modes rather than private car (as per the existing mode share) and the University's Travel Plan will continue to promote sustainable and active travel over private vehicles. As a result, there should not be any additional demand for car parking.

4.3.3 No new parking is proposed as part of the development proposals. The existing Oxford Road car park under the Mancunian Way provides parking bays for staff, students and visitors, with c.136 standard bays (28 within the red-line boundary) and 10 accessible bays (six of which are within the red-line).

4.3.4 Minor adjustments to the layout of the eastern end of the car park are proposed as illustrated in Figure 4.4 (see Appendix F for enlarged version). These changes facilitate service vehicle manoeuvring, as described in Section 4.4 and reduce dead-end aisle length within the car park. The single accessible bay adjacent to the northern elevation of the library has also been relocated to within the car park to reduce conflict in the service yard area, improving safety for these vulnerable individuals.

4.3.5 The revised layout results in a small reduction in parking numbers (reduction of four standard bays), equating to a loss of c.3% of total standard bay provision within the car park. The number of accessible bays is maintained.

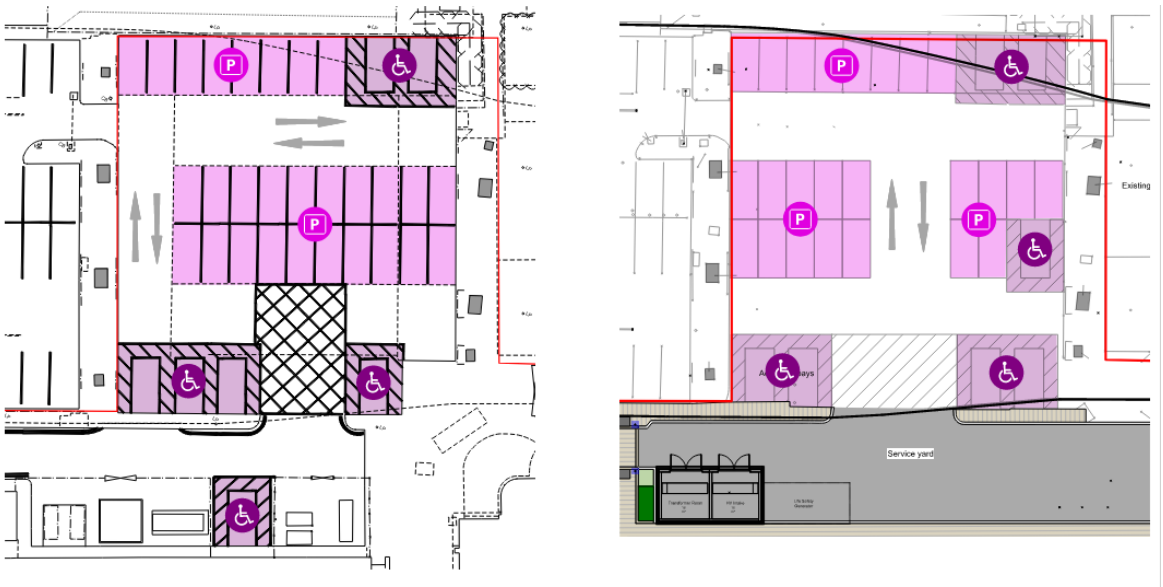


Figure 4.4 Existing Car Park Layout (Left) and Proposed Adjustments (Right)

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4.4 Servicing, Deliveries and Waste

Introduction

4.4.1 As noted above, the access road from Chatham Road will remain in place after the re-development of the All Saints Library and will continue to act as the main route for deliveries and collections. There will be a modest reduction in area of the library and it is assumed that there will be no material increase (or reduction) in the number of users and that there will be no change in the type and frequency of delivery vehicles accessing the north of the library.

4.4.2 The 'service yard' area will undergo minor reconfiguration to suit the new building footprint, but the approach will remain fundamentally as per existing arrangements.

4.4.3 For ease of reference, the servicing arrangements are described below.

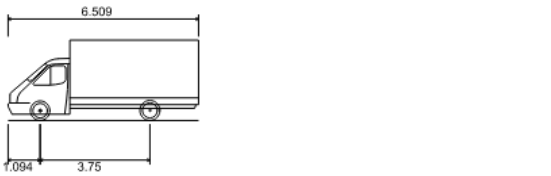
Servicing Vehicle Types

4.4.4 Based on discussions with the University and experience of other similar sites, it is anticipated that servicing trips will be made using a combination of heavy and light goods vehicles with <15% comprising Heavy Goods Vehicles (HGVs) and >85% comprising Light Goods Vehicles (LGVs) and other smaller service vehicles (e.g. motorcycles and cargo bikes).

4.4.5 In this context, LGVs would typically include cars and vans up to 3.5 tonnes GVW such as a 3.5 tonne panel van (often referred to generically as 'transit vans'). These vary widely in size from car-derived vans up to 'jumbo vans' of around 7m long. For the purpose of this simplification, HGVs are considered to generally comprise vehicles in excess of 3.5 tonnes gross vehicle weight (GVW) such as 7.5t box trucks, generally 8 metres in length, and refuse vehicles. With the exception of refuse trucks (which are likely to weigh c.26t GVW), it is likely that vehicles in excess of 7.5t would be infrequent.

4.4.6 The images below show the types of service vehicles that could be typically used, together with indicative vehicle specifications.

4.4.7 The vast majority of servicing trips to the Site will be undertaken using LGVs, including car-derived vans, panel vans and small box vans. Vans such as these are expected to be used for mail, parcels, office supplies, janitorial/housekeeping supplies and maintenance activity. Some specialist waste streams may also be collected in vehicles of this size.



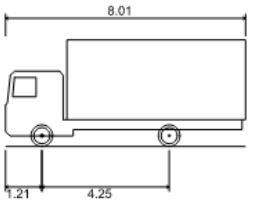
3.5t box van	
Overall Length	6.509m
Overall Width	2.200m
Overall Body Height	2.741m
Min Body Ground Clearance	0.214m
Max Track Width	1.959m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.280m



Figure 4.5 LGV – Small Box Van

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4.4.8 Larger vehicles will only be used for a very small proportion of deliveries. Small box trucks (of c.6-8m long), typically categorised as 7.5t trucks (but may include trucks up to 12-14t GVW), are likely to be used for occasional furniture and equipment deliveries along with waste streams such as cooking oils and waste electrical and electronic equipment (WEEE).



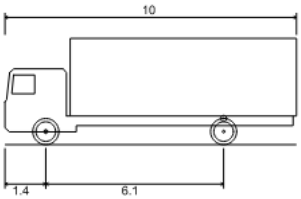
7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m



Figure 4.6 HGV – 7.5t Box Truck

4.4.9 The use of vehicles larger than this is expected to be very rare/infrequent. The design considers provision for occasional use of a large rigid truck, assumed to be 18t GVW.

4.4.10 Larger trucks (e.g. articulated trucks) are not anticipated within the Site and are not provided for within the proposed layout as the existing service road is not able to accommodate these.



FTA Design 13/18 Tonne Rigid Vehicle (2016)	
Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.000m

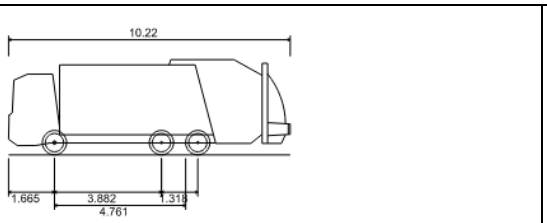


Figure 4.7 HGV - Large Rigid Truck

4.4.11 Refuse/recycling collection will also rely on HGVs. General (residual) waste, paper/card and mixed recycling are collected several times per week by private contractor using a large 'rear end loader' (REL) similar to that illustrated in Figure 4.8. Food waste and glass are collected at least once a week using a smaller REL – as this is less onerous for design/swept paths, a specific vehicle profile for a small REL is not shown below.

4.4.12 As mentioned above, some specialist waste streams may be collected in vans/small trucks on an as-needed basis; similarly, bulky waste may be collected in small trucks for ad-hoc collections or using a skip when appropriate.

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Dennis Eagle Elite 2 6x2 ML with bin lift	
Overall Length	10.220m
Overall Width	2.530m
Overall Body Height	3.449m
Min Body Ground Clearance	0.336m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.450m



Figure 4.8 HGV - Refuse Trucks

4.4.13 In addition to the 'traditional' servicing vehicles described above, it is anticipated that proportion of servicing will be undertaken by smaller vehicles, including powered and non-powered two-wheelers such as motorcycles, mopeds, E-cargo bikes and pedal cycles. Powered two-wheelers will typically use any available parking bay rather than a designated area; pedal cycles and cargo bikes would generally utilise the short-stay cycle parking stands located near the building entrance.

Servicing Demand and Timing

4.4.14 Using trip rates found in the TRICS (Trip Rate Information Computer System) database, a nationally recognised source for trip generation assessments, a university building of this size would be expected to generate approximately 15 servicing trips (inbound) per day, with a maximum of two to three vehicles arriving in any given hour.

4.4.15 Discussions with the University indicate that this is an over-estimate and that activity is significantly lower than this, with only a few service vehicles per day, with most 'regular' deliveries happing only once a week or once a month, with other deliveries being more ad-hoc. On this basis, it is considered unlikely that the servicing area would need to cater for more than two vehicles per hour. Accounting for typical dwell time, it would routinely only need to accommodate one vehicle at any given time. Any need to cater for two vehicles simultaneously would be exceptional rather than routine and would generally be pre-planned, e.g. for major maintenance activity or for a significant event, and would therefore be heavily managed.

4.4.16 Deliveries, servicing and collections organised by the University or their Facilities Management operator, including waste collections, shall not take place outside the following hours: 06:30 to 21:00, Monday to Saturday, and 10:00 to 18:00 on Sundays/Bank Holidays. These timings are considered appropriate given the very urban location and lack of residential properties close to the service yard.

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Servicing Access/Facilities

4.4.17 As noted above, the proposals assume that the servicing strategy will remain largely as per current arrangements. The service access road from Lower Chatham Street will continue to be the primary route to the library for deliveries and waste collection. No changes to the route itself or the access control measures are planned.

4.4.18 A secondary access point to the library is located off Oxford Road and this access will be maintained for emergency vehicles and as a secondary route for delivery and servicing vehicles to be used infrequently on occasions such as the access road becoming blocked (for example, due to roadworks). The existing railings/gate will be adjusted slightly, and the inclusion of separate vehicle and pedestrian gates will provide improved flexibility. Similarly, the existing external waste compound under the Mancunian Way will also be retained.

4.4.19 The servicing strategy is summarised illustratively in Figure 4.9.

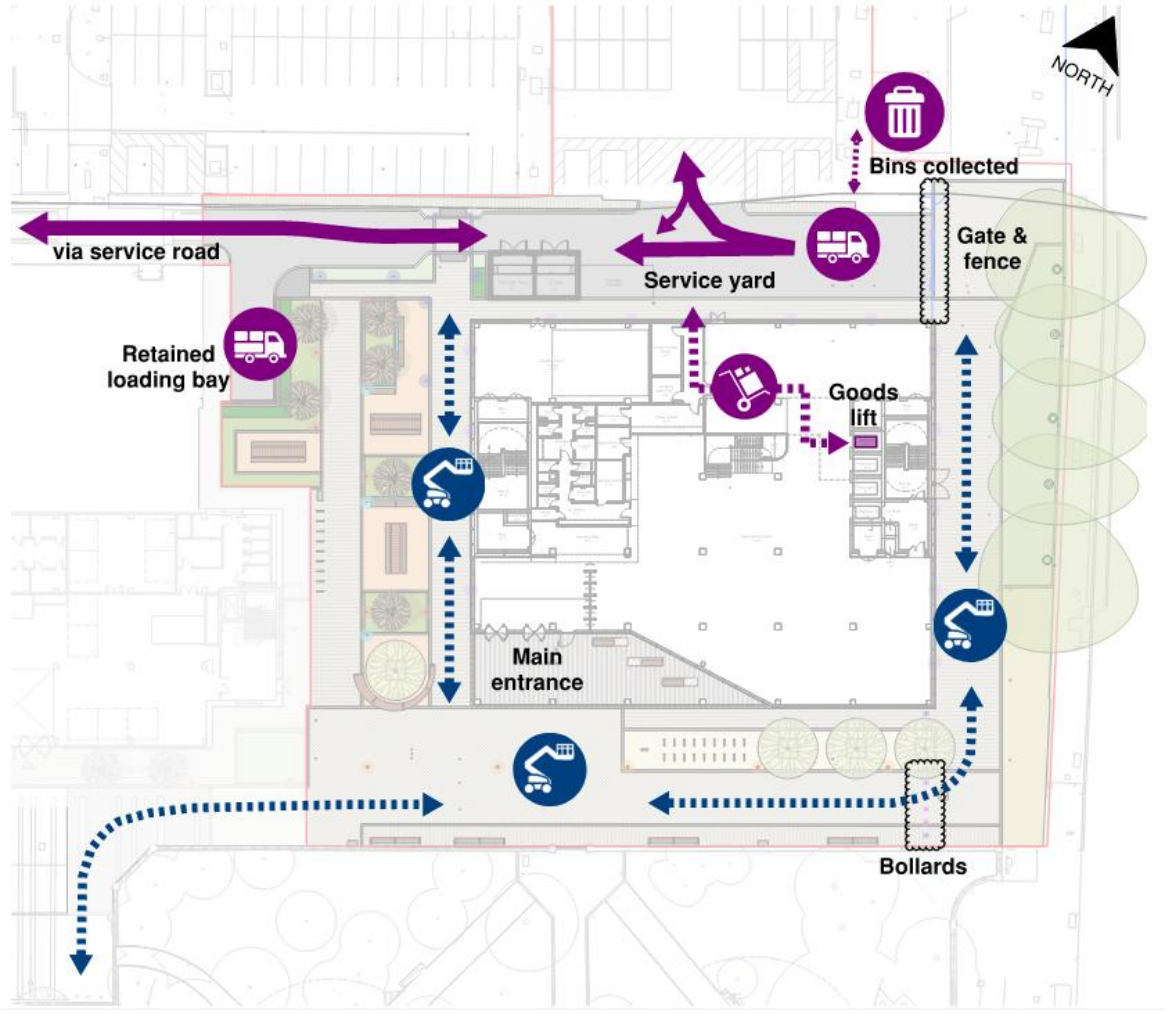


Figure 4.9 Proposed Servicing and Waste Strategy

4.4.20 The loading bay adjacent to the Sandra Burslem building will be retained and an enlarged service area will be provided immediately to the north of the new library building, with direct access to the retained bin compound.

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4.4.21 This 'service yard' area will be capable of accommodating one larger truck or several vans simultaneously.

4.4.22 Due to spatial constraints, vehicles will need to utilise the southern car park access point to undertake a three-point turn (as is generally the case at present), either to park or to exit (see Swept Path Analysis in Appendix G). As illustrated in Figure 4.4, the car park layout has been adjusted around this access point to account for this, providing more generous manoeuvring space than in the existing configuration.

4.4.23 The headroom constraints at this location, beneath the structure of the Mancunian Way, have been checked to ensure sufficient clearance is available for the vehicle types described above. The clearance beneath the viaduct beams has been measured as at least 4.35m from kerb level, which equates to at least 4.5m at 'road' level along the southern edge of the car park, and increasing from west to east (see annotated plan in Appendix F). This is sufficient clear headroom for the manoeuvring of a standard refuse truck, fire tender or rigid delivery truck but height restriction signs should be suitably positioned as a warning in the unlikely case of a taller vehicle requiring access. Should this occasionally be required, the Oxford Road gates could potentially be utilised as a special case to allow either access or egress to avoid the need to turn a tall vehicle within the Site.

4.4.24 A service door on the northern elevation of the library provides onwards access to the main goods lift, allowing convenient distribution of deliveries to the upper floors.

4.4.25 Waste storage will continue to utilise the existing enclosure located under the Mancunian Way. Refuse vehicles will enter the Site via the service access road from Lower Chatham Street and turn around within the Site, as per current arrangements. The secondary access route via gates to/from Oxford Road provides a secondary option should this route occasionally not be available.



Figure 4.10 Refuse Truck Swept Path

4.4.26 The public realm proposals also include several designated locations to accommodate mobile elevating work platforms (MEWPs) for façade access and maintenance.

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4.5 Emergency Access

4.5.1 It is proposed to retain the existing emergency vehicle access provision, and to improve upon it by also providing access through the public realm to the south of the building. Fire engines and ambulances will be able to reach the building via several routes, including via the service road around the rear of the Business School, via the gate to Oxford Road and via the pedestrianised public realm of Lower Ormond Street, providing three different approach routes for resiliency. These routes are generally subject to some degree of access control, either via the lifting arm barrier on the main service route, the gate from Oxford Road, or rising bollards in the public realm route from the south (Higher Ormond Street). Fire engines can also stop within the carriageway of Oxford Road to the east of the Site, outside the site boundary, to provide convenient access to the eastern side of the Site without needing to leave the primary road network.

4.5.2 Swept path analysis (see Appendix G) for a standard fire engine has been used to ensure that the landscaping proposals also enable emergency vehicles to turn around and depart in each of these directions, as shown schematically in Figure 4.11. The strategy allows for the need to limit dead-end routes to no more than 20m.

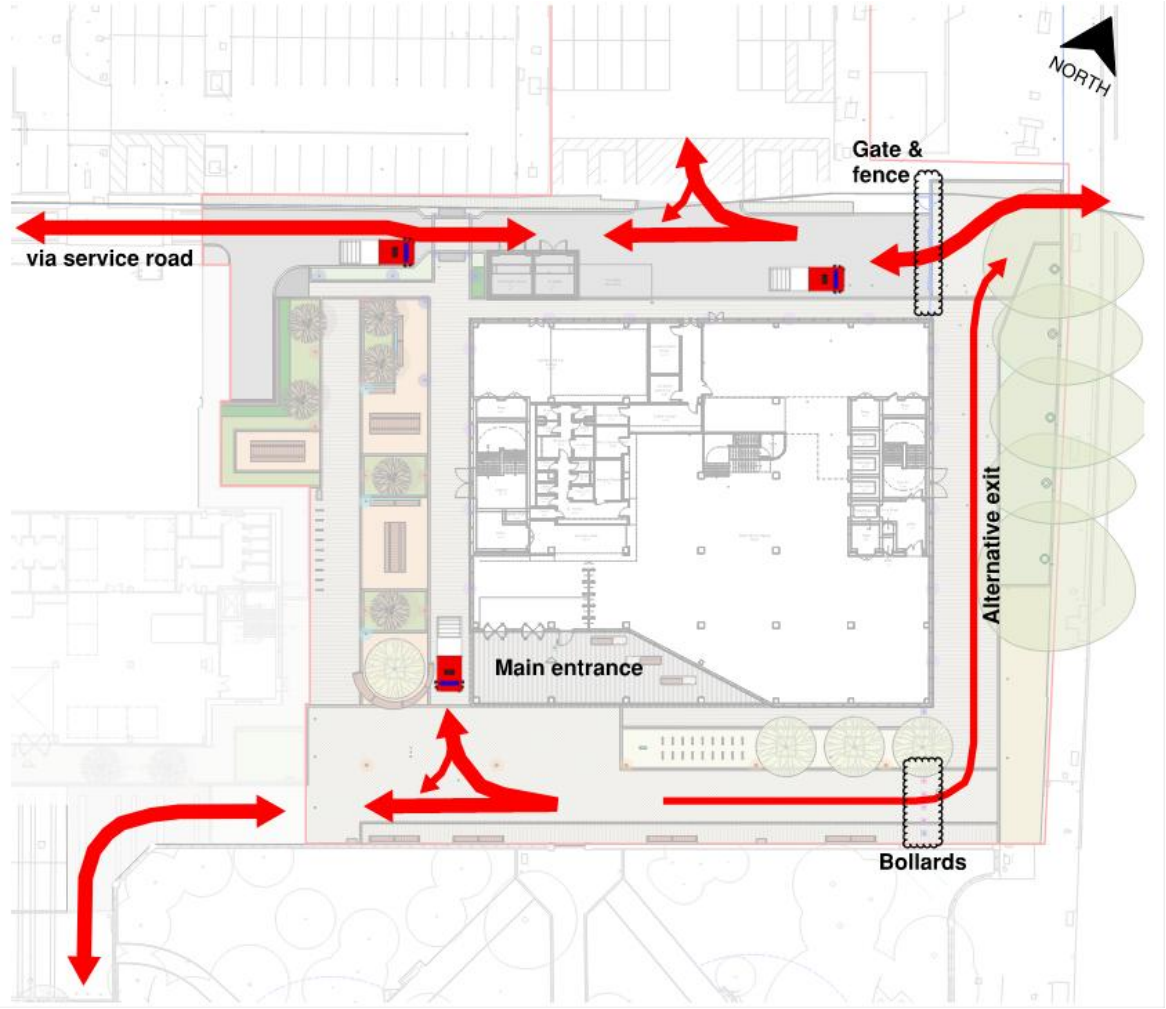


Figure 4.11 Proposed Emergency Services Access Strategy

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4.5.3 Ambulance access has not specifically been analysed but as ambulances are substantially smaller than a fire tender, they are therefore able to use the same routes.

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5 Transport Impacts

5.1 Impact of the Proposed Development

Operational Impact

5.1.1 When considered together, the demolition works, refurbishment and new library building will result in no net increase in floorspace on the Site (rather, they will result in a net reduction of c.2,800sqm GIA).

5.1.2 Similarly, there will be no increase in staff or student population as a result of the library proposals. As a result, the modal share and trip generation from/to the Site will be similar to the existing library.

5.1.3 The shift patterns of employees means that not all employees would travel to or be on-site at the same time, therefore spreading the trips on the transport networks. While library staff work during regular working hours (i.e., from 9am to 5.30pm), support staff generally work in shifts. Cleaners, for example, are expected to work before the library opens, reception staff are expected to work in shifts and security will include the library building as part of their campus routine walk. Similarly, students will use the library throughout the day and into the evening, spreading travel beyond the standard peak hours.

5.1.4 Importantly, no new/additional car parking provision is proposed as part of the development; a small reduction in parking spaces beneath Mancunian Way is expected to have no significant impact on travel behaviour, as the majority of students and staff travel by public transport or active travel modes.

5.1.5 It is therefore expected that the operational impact of the development on the nearby transport networks will be negligible.

Construction Impact

5.1.6 It is inevitable that there will be some short-term impacts on local transport infrastructure as a result of the construction works, in particular an increase in HGV traffic in and out of the Site via particular routes along with associated noise and air quality impacts.

5.1.7 There may also be a need to temporarily restrict access to certain parts of the campus for vehicles and/or pedestrians, or to suspend parking to facilitate access for construction vehicles e.g. along Higher Chatham Street/Lower Chatham Street or for construction compound/welfare facilities.

5.1.8 Any such impacts will be considered in detail and set out in a Construction Management Plan for approval by MCC prior to the commencement of works, with a particular view to minimising impact especially on vulnerable road users such as pedestrians and cyclists.

5.2 Mitigation Measures

Sustainable Travel Plan

5.2.1 The University has a Sustainable Travel Plan in place for their estate, including the existing All Saints Library. The latest version of the Travel Plan has been submitted as a standalone document alongside this TS as part of this planning application. The Travel Plan demonstrates the University's commitment to promoting sustainable travel modes amongst all users of their estate.

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Construction Environmental Management Plan

5.2.2 An outline Construction Environmental Management Plan (CEMP) It is envisaged that a detailed CEMP would be secured by planning condition. The aims of the CEMP will be to:

- Minimize environmental impact of construction activities through lower vehicle emissions and noise levels, and through the efficient use of on-site resources and co-working with other developments in the area,
- Minimise risks to road users, specifically in relation to construction vehicle movements to and from the Site,
- Minimise congestion, by reducing the number of vehicle trips, particularly in peak periods, and
- Minimise costs, through efficient working practices and reduced deliveries.

5.2.3 The section below outlines potential strategies and measures that could be applied during the construction phase as part of the CMP to minimise construction impact associated with vehicle movements.

Vehicle Routing

5.2.4 It is envisaged that construction vehicles would be routed primarily via the strategic highway network i.e. A-roads, wherever possible. It is envisaged that HGVs would access the Site primarily via the A5067 Cambridge Street, Boundary Street West and Chatham Street.

Traffic Management

5.2.5 It is envisaged that all vehicles would be received by a traffic marshal. Vehicles will be checked against the daily manifest and directed to the relevant loading location. Deliveries will require pre-booked slots to allow for off-loading in a systematic and controlled manner, and no unauthorised delivery vehicles will be accepted.

5.2.6 Traffic marshals will be stationed at each designated unloading zone in order to safely facilitate the manoeuvring of vehicles within the unloading zone. Traffic marshals at site entrances will be responsible for ensuring the protection of pedestrians and other road users when vehicles are arriving/departing from site.

5.2.7 The on-site compound and storage areas would be confirmed as part of the detailed CMP.

Other Measures

5.2.8 It is envisaged that the anticipated core working hours would be followed in line with MCC guidance:

- 07:30 – 18:00 hours Monday - Friday;
- 08:00 – 13:00 hours Saturday; and
- No working on Sundays or Bank Holidays.

5.2.9 The contractor would hold meetings with the various local landowners, residents, adjacent development and businesses. These meetings will take place periodically throughout the lifecycle of the project to explain anticipated works for the forthcoming months and how these will impact upon our neighbours.

5.2.10 It is anticipated that waste would be generated during all stages of the construction programme. However, this will be carefully managed and cleared to prevent nuisances such as litter, dust, odour and pests, and to maintain

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a 'clean' working and site environment, for the benefit of all parties. The detailed CMP will provide recommendations and information on how waste management initiatives will be implemented throughout the construction of the project, in order to minimise waste generation and increase the recovery of construction waste.

5.2.11 The responsibility for developing the initiatives will fall with the principal contractor, who should appoint a waste champion to ensure that the commitments in the plan are met. A fundamental aim during construction will be to reduce the amount of waste generated and exported from the Site. This approach complies with the waste hierarchy whereby the intention is first to minimise then to treat at source or compact, to recycle material if possible, and finally, to dispose of off-site as necessary.

5.2.12 It is anticipated that the Site would follow the industry standard safety and environmental programmes, such as CLOCS Standard (The Standard for construction logistics: Managing work related road risk), FORS (Fleet Operator Recognition Scheme) and the Considerate Constructors Scheme.

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6 Summary and Conclusions

6.1 Summary

6.1.1 Buro Happold has prepared this Transport Statement on behalf of Manchester Metropolitan University in support of a planning application for a new library building at the site of the existing All Saints Library.

6.1.2 The Site was previously used as a library for the University's students, as part of the wider All Saints campus, but is no longer fit for purpose. The majority of the existing library is to be demolished and the remaining western section is to be retained and refurbished (under separate planning applications). The construction of a new library is part of the University's estate strategy and upgrades to the wider All Saints Campus, which prioritise creating inspiring learning spaces to enhance the student experience and attract top students, staff, and research funding.

6.1.3 The proposed new library building development comprises 12,021sqm (GIA) of Class F use. Across the proposed demolition, refurbishment and new build applications, there will be a modest net reduction in floor area.

6.1.4 The Site has the maximum possible Greater Manchester Accessibility Level (GMAL) rating of 8 and is therefore considered to be highly accessible by sustainable modes. It is located in good proximity to local amenities and has excellent connections to surrounding areas by public transport, walking and cycle infrastructure.

6.1.5 There are no changes proposed at the Site in terms of vehicle access. The (private) service access road from Chatham Road is proposed to remain in place as part of the re-development and will continue to act as the main route for deliveries and collections to the library. There will be no change in the type and frequency of delivery vehicles accessing the north of the library.

6.1.6 The existing secondary vehicle access on Oxford Road will be maintained for delivery and servicing and emergency vehicle access. The route would only be used for servicing on the rare occasion when the primary route from Chatham Road is unavailable, during maintenance etc. On these occasions, the route from Oxford Road would be used temporarily to ensure that operation of the Site can be maintained.

6.1.7 There will be no changes to the public (adopted) highway, with the exception of minor public realm works on the Oxford Road frontage (primarily surface materials and street furniture - no adjustments are proposed to the kerb-line).

6.1.8 There will be no reduction to cycle parking provision; minor changes to the position and layout of short-stay cycle hoops are proposed as part of the landscaping/public realm works but the quantum is to be maintained. Regular audits demonstrate that there remains significant 'reserve' capacity in the existing cycle parking facilities.

6.1.9 Minor adjustments to the layout of the adjacent car park underneath the Mancunian Way are proposed as part of the development and these will result in a small reduction in parking capacity (4 no. spaces), but the level of accessible parking will be maintained.

6.1.10 There will be no increase in student or staff population as a result of the proposals. As a result, the modal share and trip generation from/to the Site will be similar to the existing situation. The proposed development is therefore expected to have negligible impacts on the nearby transport networks.

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6.1.11 The University has a Sustainable Travel Plan in place for their estate, including the existing All Saints Library. The latest Travel Plan has been submitted as a standalone document alongside this TS as part of this planning application. The Travel Plan demonstrates the University's commitment to promoting sustainable travel modes amongst all users of their estate.

6.1.12 It is envisaged that a detailed Construction Environmental Management Plan (CEMP) would be secured by planning condition to manage the temporary risks associated with construction activities, including construction traffic, noise, air quality, etc.

6.2 Conclusions

6.2.1 Based on the assessment outlined in this TS, it is concluded that the proposals accord with prevailing transport policy guidance and that the development proposals are appropriate for the location.

6.2.2 It is noted that the proposed development supersedes plans submitted in 2023 and subsequently approved (planning reference 138424/FO/2023) and are based on a reduced quantum/scale of development compared to the 2023 plans. Consequently, any associated impacts on travel demand and behaviour are also reduced by comparison to the consented plans.

6.2.3 In conclusion, it is considered that there are no reasons in transport terms why the proposed development should not be granted planning permission.

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Appendix A Pre-Application Correspondence

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BURO HAPPOLD

Transport Note – 1350B-BHE-XX-XX-RP-TP-000010

Project	Manchester Metropolitan University (MMU) All Saints Library
Subject	Transport Planning Documentation Scope
Project no	0065290
Date	21 August 2025

Revision	Description	Issued by	Date	Approved
00	Draft (in progress)	NJH	21/08/25	RE

1 Introduction

1.1 Purpose of this Note

This Transport Scoping Note has been prepared on behalf of Manchester Metropolitan University (MMU) in relation to the forthcoming planning application for the proposed redevelopment of the All Saints Library, All Saints Park, Manchester M15 6BH (the Site).

The scoping note aims to inform the pre-application consultations with Transport/Highways Officers at Manchester City Council (MCC) and propose a scope for the Transport Statement (TS) required to support the planning application, due to be submitted in late 2025. It is noted that this is separate from (and in addition to) discussions on Environmental Impact Assessment Screening/Scoping.

1.2 Proposed Development

The development proposals for the Site are summarised as follows:

- Demolition of most of the existing All Saints Library Building);
- Refurbishment of the retained western section of the library, and
- Construction of a new library building within the footprint of the demolished building.

It is envisaged that three separate planning applications will be submitted, one for each element of the proposals outlined above. Details of the proposals are included in Chapter 3 of this document.

It is noted that these proposals supersede those submitted in 2023 (planning reference 138424/FO/2023) and have been developed taking account of feedback received on those proposals during Scoping discussions in August 2023.

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2 Site Context

2.1 Introduction

The Site currently comprises the All Saints Library and is part of the MMU main campus. The Site is bound by the All Saints Park to the south, Oxford Road to the East, the Mancunian Way to the north (with a car park beneath), and other university building to the west. The Site location is shown on Figure 2.1 below.

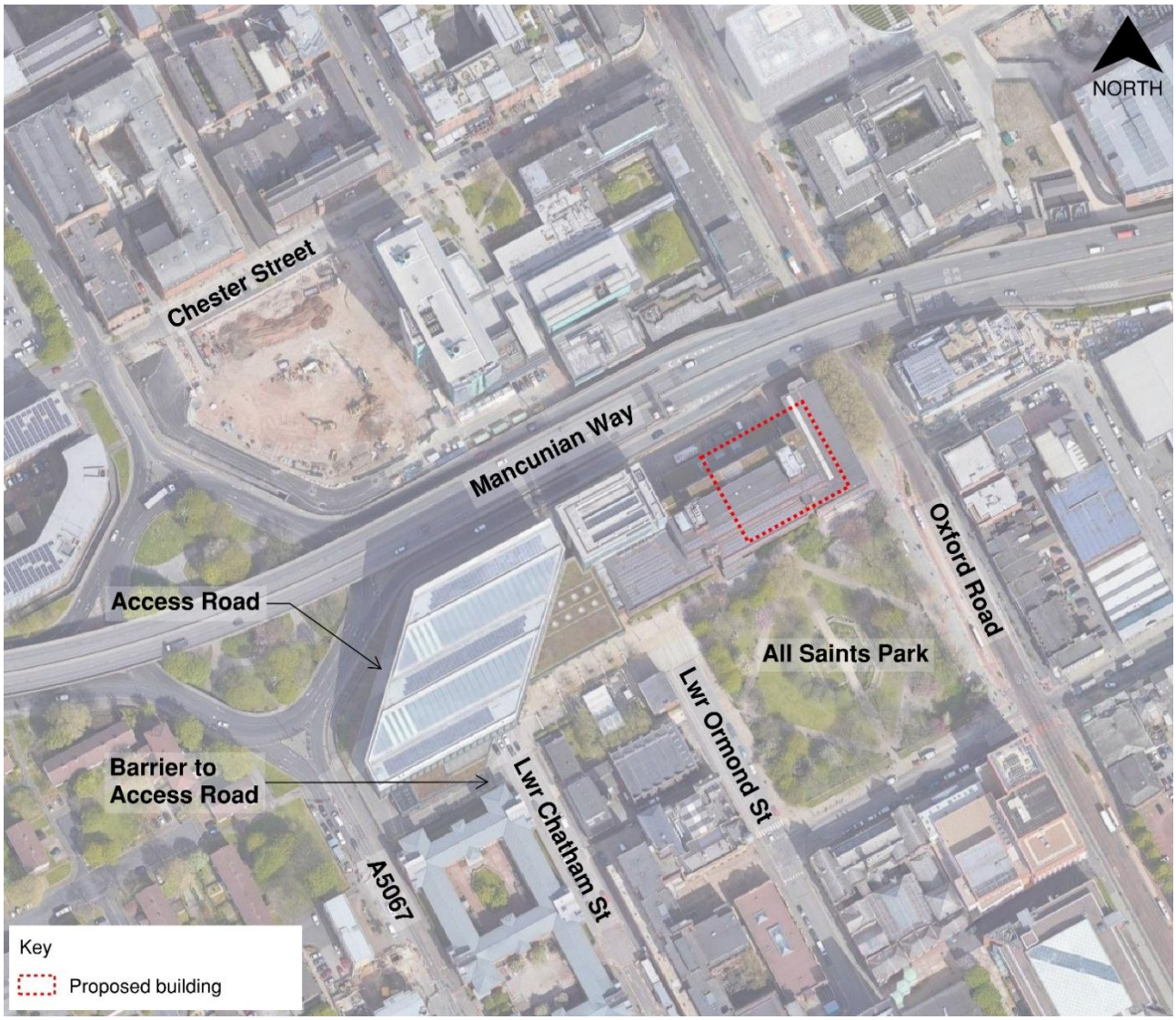


Figure 2.1: Site Location

Oxford Road is an important transport corridor, with high volumes of buses and a segregated cycle route in both directions. Traffic restrictions also limit access (between 6am and 9pm), with only buses, taxis, bikes and permit holders permitted.

The Mancunian Way is an elevated urban motorway, the A57(M) and forms part of Manchester's inner ring road, and the area beneath is mainly occupied by car parking and 'back of house' facilities associated with the University including bin storage and cycle parking. Along the northern boundary of the site, it takes the form of two lanes in each direction, with additional entry/exit slip roads to either side, rising from an intersection at the western end of the site.

The redevelopment of All Saints Park and adjoining streets was completed in the autumn of 2024 and included the pedestrianisation of Cavendish Street and Lower Ormond Street, significantly improving the environment for pedestrians and cyclists.

2.2 Pedestrian Accessibility

The MMU campus is located in a highly accessible location, having good proximity to local amenities and with excellent connections by public transport and walking and cycle infrastructure.

Figure 2.2 below shows the current access arrangements for pedestrians to the All Saints Library. The library is mainly accessed via the south, from Oxford Road, Lower Chatham Street and Lower Ormond Street. Pedestrian access is also available under the Mancunian Way, through the existing car park from Chester Street. Additional access is provided from the Faculty of Science and Engineering buildings to the north.

A fence line prevents pedestrian access from Oxford Road to the north of the All Saints Library, where the access road and loading bay area are located.

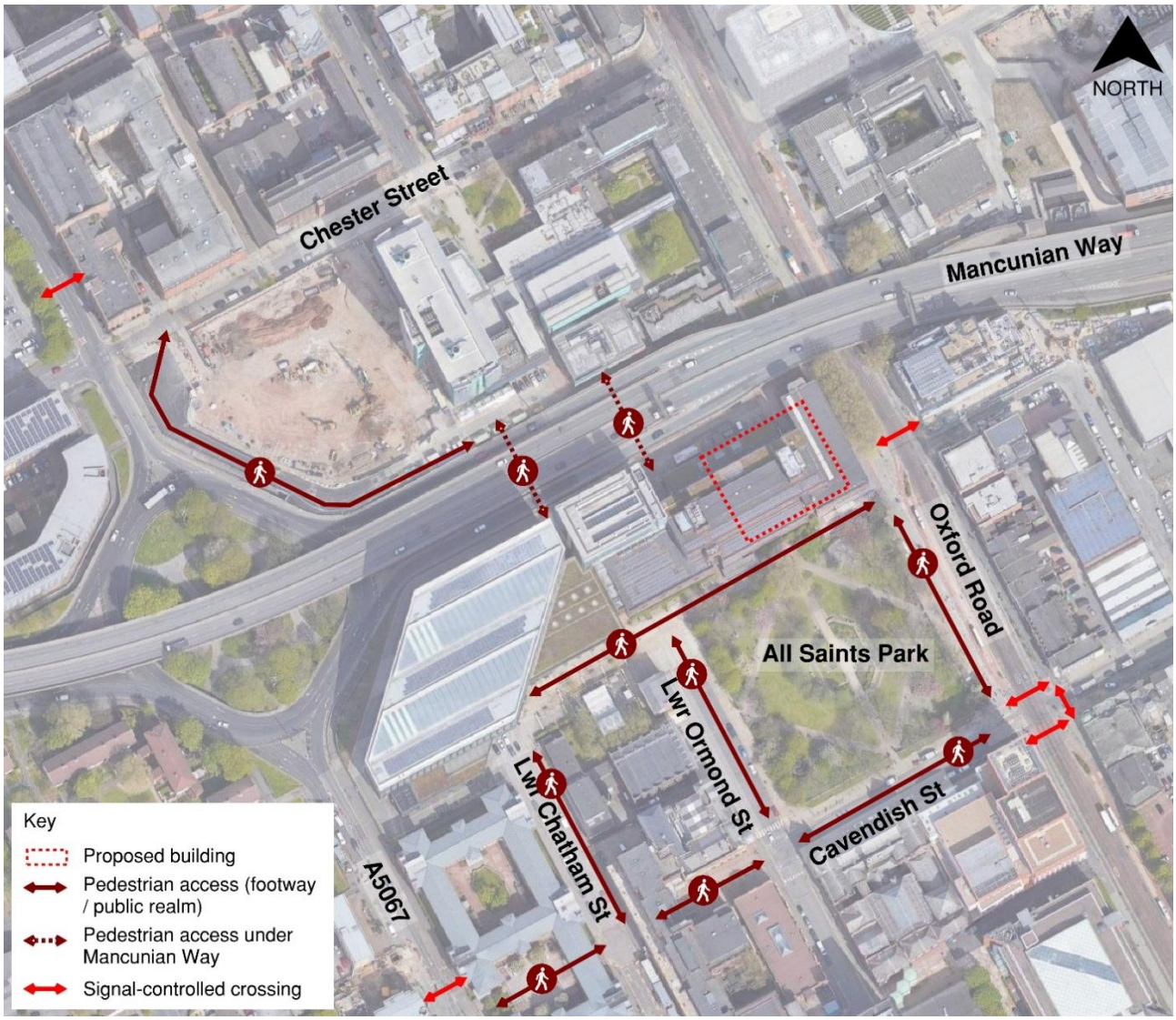


Figure 2.2: All Saints Library - Existing Pedestrian Access

Works to pedestrianise Lower Ormond Street and Cavendish Street have been completed, with restricted/controlled vehicle access now provided on three sides of the park.

Pedestrian access to the bus stops on Oxford Road is facilitated by signal-controlled crossings, with tactile paving and cropped-kerbs.

2.3 Cycle Accessibility

Figure 2.3 illustrates the current access arrangements for cyclists to the All Saints Library. A number of cycle parking spaces are available in the vicinity of the site, including Sheffield stands on Oxford Road and to the south of the library (between Lower Chatham Street and Lower Ormond Street). Cycle shelters are also available along the access road, to the north of the Faculty of Business and Law building. A secure cycle lockable compound, owned and operated by MMU, is also provided under the Mancunian Way, with a direct access from Oxford Road.

A segregated cycle lane is available on both sides of Oxford Road along the frontage of the site. Cycle access is also possible via Lower Chatham Street and Lower Ormond Street to the south, although there are no dedicated cycle facilities. Cyclists can also access the north of the All Saints Library via Chester Street and the existing parking, however no access to the secure cycle parking under Mancunian Way is possible from the car park.

A Greater Manchester Bee Network cycle hire station is also located to the east of the All Saints Library, on the eastern side of Oxford Road, as well as another further south, adjacent to the All Saints Park.

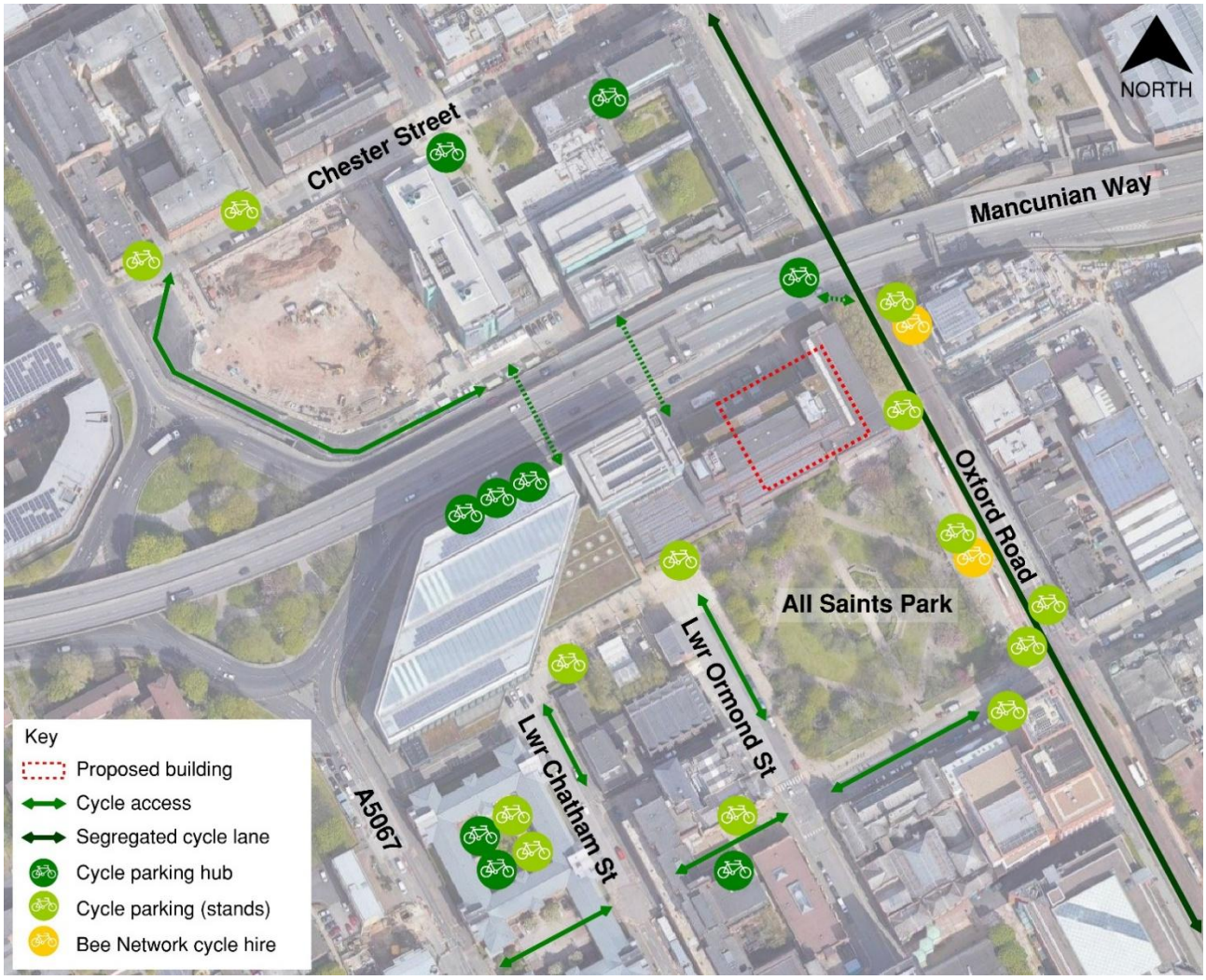


Figure 2.3: All Saints Library - Existing Cycle Access

2.4 Public Transport Accessibility

The Greater Manchester Accessibility Level (GMAL) tool measures the accessibility of a location to public transport. It provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is an excellent level of accessibility. The site has a GMAL score of 8. This is the best possible score, indicating a very good level of public transport accessibility across the Site.

The closest bus stop is All Saints Park, located approximately 25m to the south-east of the site. It is served by service numbers 15, 18, 41, 42, 42A, 42B, 42C, 43, 85, 85A, 86, 87, 111, 142, 143, 250, 253, 263 and 751. These services provide connections to destinations such as Manchester City Centre, Stockport, East Didsbury, Altrincham and Burnage.

Additional services such as the 191, 197, 724, V1, V2 and V4 are available at another All Saints Park stop, approximately 90m south-east of the site.

Further afield, Oxford Road (Stop E) is served by the number 1 free bus, providing 6 services per hour. Epping Street is served by the number 53 bus (2 services per hour). Finally, Higher Cambridge Street provides access to service numbers 101 (4 per hour), 102 (1 per hour) and 103 (2 per hour).

In total, there are 96 different bus services per hour within 650m of the site. Manchester Oxford Road station is the nearest mainline rail station serving the Site. It is located approximately 500m to the north (6-minutes' walk/2-minute cycle).

Manchester Oxford Road provides frequent rail services to Manchester Airport, Liverpool Lime Street, Llandudno, Nottingham and Barrow in Furness. It also connects to Manchester Piccadilly, which provides rail services nationwide, including to London Euston, Edinburgh, Bristol and Bournemouth. Between 08:00-09:00, there are 21 arrivals at Manchester Oxford Road Manchester Piccadilly and Deansgate stations are also within walking (or cycling) distance for many people, at c.1.2km, or c.17 minutes' walk, to both stations.

St Peter's Square Metrolink stop is the nearest tram stop and is located approximately 950m to the North of the Site. The Metrolink stop is accessible with a 12-minute walk, or 3-minute cycle from the Site and provides frequent connections to destinations such as Altrincham, Eccles, Bury, Rochdale and Ashton-under-Lyne, as well as Manchester Piccadilly.



Figure 2.4 Overview of Nearest Public Transport Facilities

2.5 Vehicular Access

Car Access and Parking

The vehicular access and parking arrangement for private vehicles are illustrated in Figure 2.5. The car parking under the Mancunian Way (John Dalton and Oxford Road car parks) is operated by MMU through a permit system and is available only for MMU staff, students and registered visitors. It is accessed mainly via Chester Street to the north, with a secondary access via the service road from Lower Cambridge Street. The car parking entrance has a height restriction of 2 metres (on the northern entrance), which restricts access to high vehicles. Part of the car park to the west is restricted by a control barrier and contractors are not allowed to park in this area of the car park.

Accessible parking bays are available at a number of locations within the car park, including several parking bays to the north of the All Saints Library.

Public parking is predominantly available in the NCP Manchester Chester Street and NCP Manchester Circle Square off Brook Street to the north-east of the site. Further parking is available on-street around the site for limited stays, including some disabled parking provision.

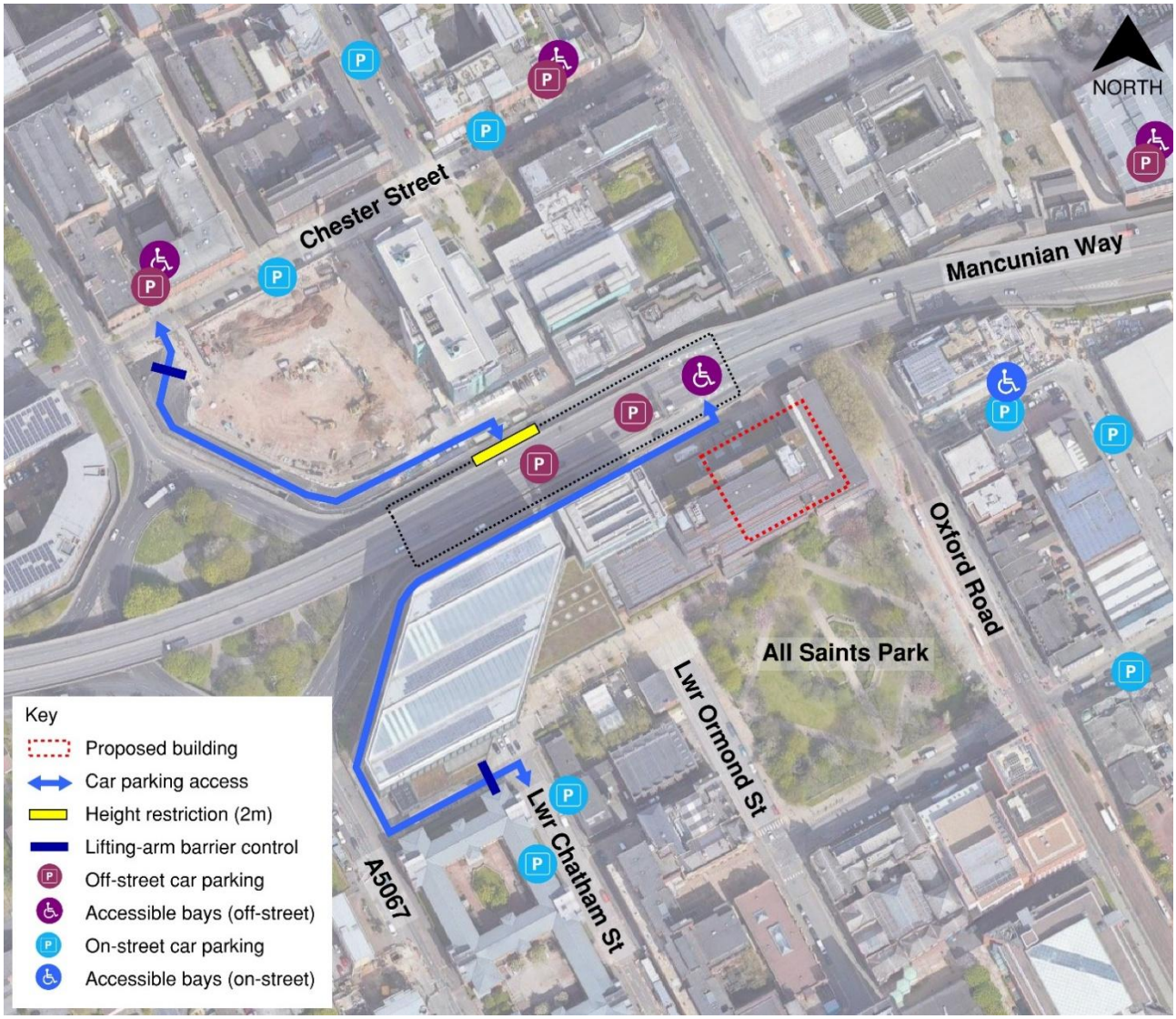


Figure 2.5 All Saints Library - Car Access and Parking

Emergency Vehicle Access

As shown in Figure 2.6, emergency vehicles can access the All Saints Library from the surrounding road network. The south of the library can be accessed directly from Oxford Road, Lower Ormond Street and Lower Chatham Street. The north of the library can be accessed from Oxford Road, via the existing gates, and from the access road via Lower Chatham Street.

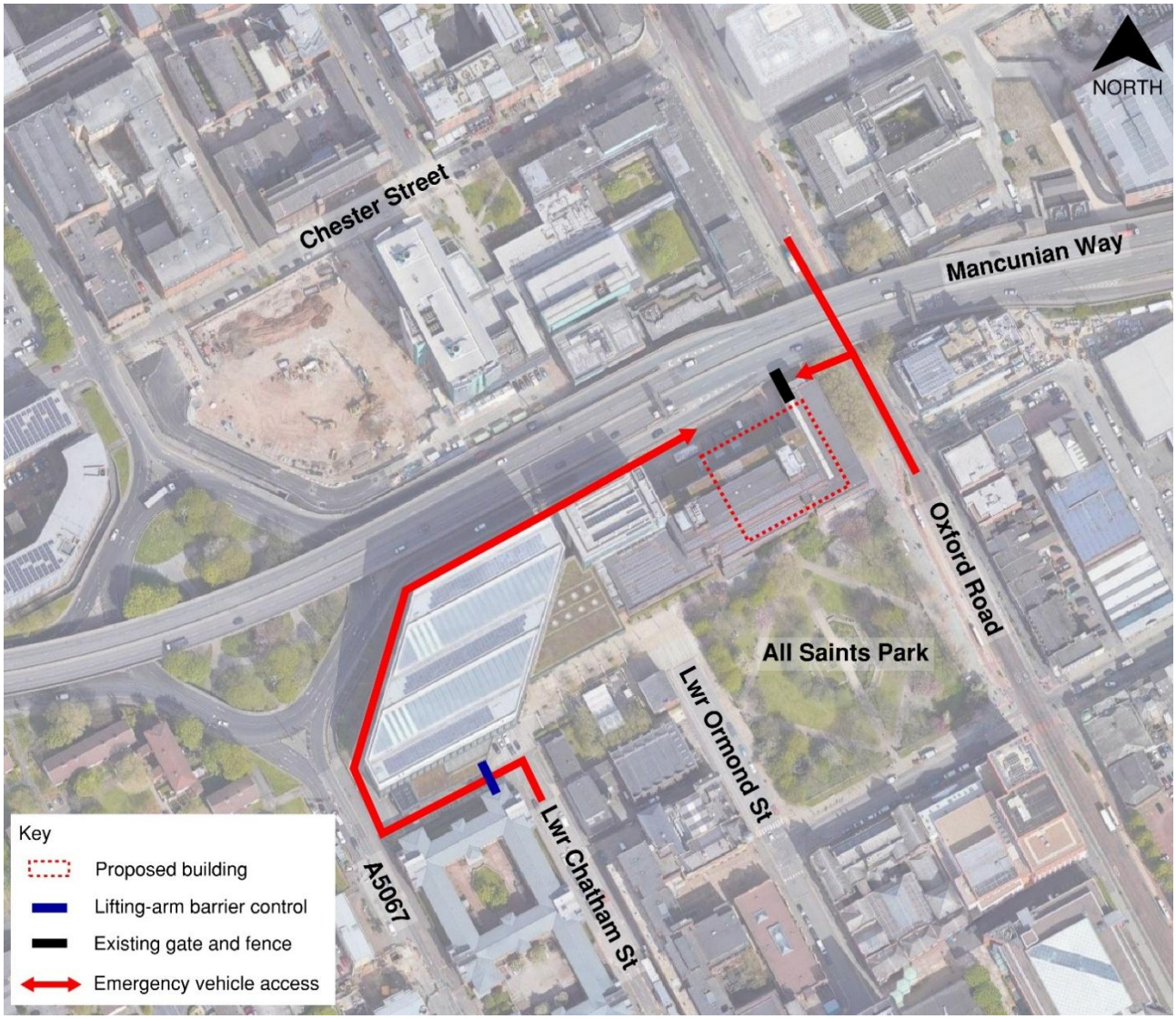


Figure 2.6 All Saints Library - Emergency Vehicle Access

Existing Servicing/Delivery Access

The site benefits from a private access road linking Lower Chatham Street to the north of the All Saints Library, via a lifting arm barrier access control. This is operated by the MMU security team, who are on-site 24-hours a day. Delivery vehicles are therefore currently using the access road as the main route for deliveries and collection from the north of the library.

A small loading bay/turning head is located to the west of the library, as indicated in Figure 2.7. The existing loading bay is used for various deliveries and collections for the library and Business School, including electrical items/batteries, furniture and book collections. Private individuals can also use the access road and loading bay to deliver archives and/or donations. The service yard area north of the library is very restricted due to MEP plant and storage, resulting in restricted manoeuvring space.

The 2m height restriction located at the entrance of the car parking area when accessed from Chester Road to the north restricts the access of high vehicles via this route. It is therefore assumed that there is no access for delivery and servicing vehicles from this route. The majority of deliveries are made using large tail lift vans and light vans.

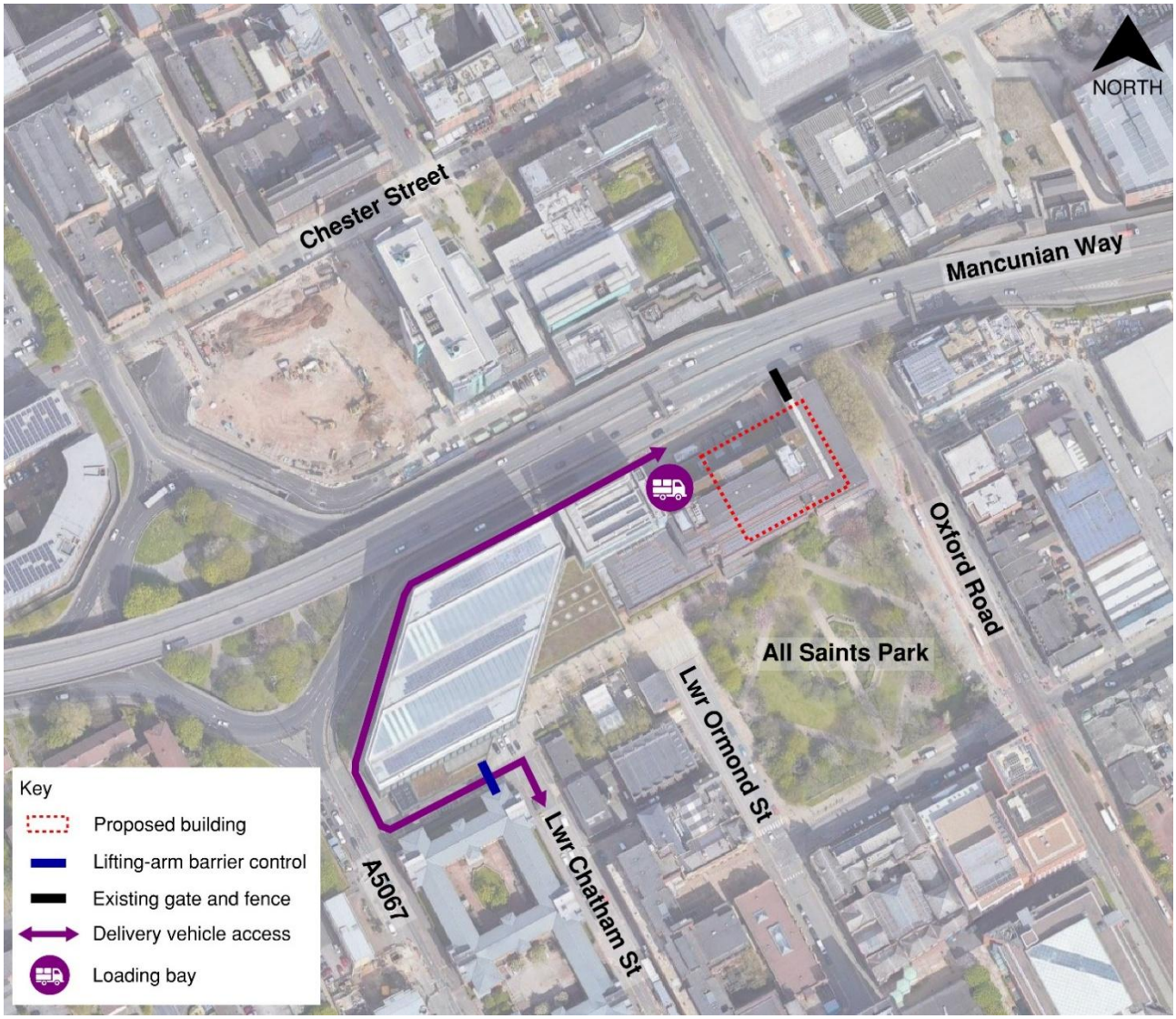


Figure 2.7 All Saints Library – Servicing/Delivery Vehicles Access

Waste Collection

As illustrated in the figure below, a waste collection area is located to the north of the library under the Mancunian Way. The area provides waste storage space for the library but also other nearby buildings, and includes storage for different waste streams including general waste, food, plastic bottles/cans, and paper/card.

MMU have confirmed that the bins are currently collected via the site service road but have, in the past (or during works to the service road) been collected via Oxford Road as their waste contractor has an exemption from the traffic restrictions that are in place after 6am. Collection is understood to generally take place early in the morning, before 8am.

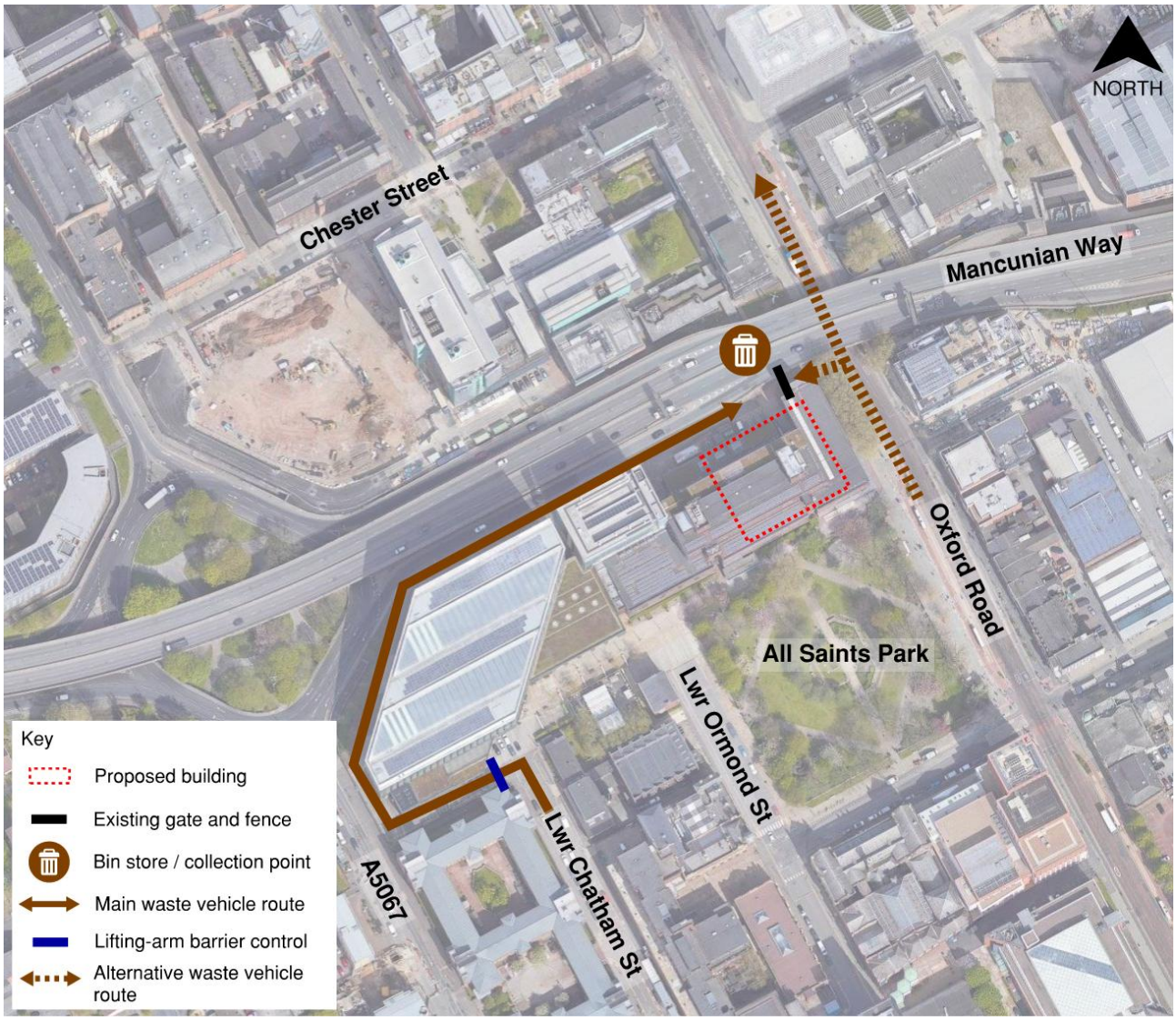


Figure 2.8 All Saints library - Waste Collection Route

3 Proposed Development

3.1 Proposals

The existing library is proposed to be redeveloped, as follows:

1. Demolition of most of the existing All Saints Library Building;
2. Refurbishment works to the remaining element of All Saints Library and adjacent Sandra Burslem Building façade, following proposed demolition works; and
3. Construction of a new library building (max. 12,000sqm GIA) within the footprint of the demolished building.

It is envisaged that three separate planning applications will be submitted, one for each element of the proposals outlined above. The footprint of the new building will broadly sit within the outline of the existing building as shown on Figure 3.1 below.

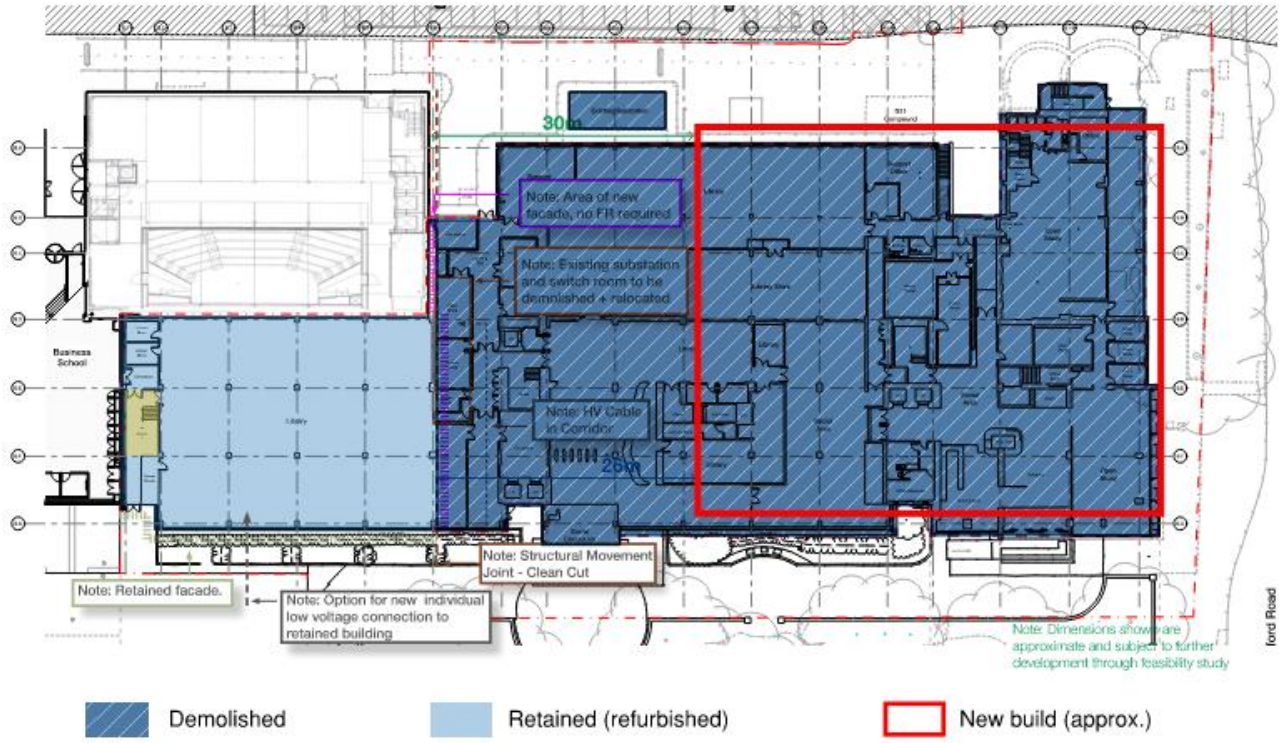


Figure 3.1: MMU Library – Indicative Site Layout

The proposed site layout is still being progressed and therefore subject to change as the scheme design progresses, but an indicative layout is shown in Figure 3.2.

The proposed new library building is conceived as a broadly cuboidal form, of c.45m by 38m and seven storeys high (ground floor plus levels 1-6) with a plant enclosure occupying part of the roof level (with a maximum height of c.35.5m above ground level). The proposed massing is shown illustratively in Figure 3.3.

It is noted that these proposals supersede those submitted in 2023 (planning reference 138424/FO/2023), which included a significant net increase in total development area (the submitted Transport Statement indicated a net increase of c.9,000sqm GIA) and adjusted massing, with the eastern section of the building being increased to 13 storeys in height.

The new proposals are expected to result in net decrease in area and a substantially reduced maximum height.



Figure 3.2 Indicative Ground Floor Arrangement and Landscaping (subject to ongoing development)



Figure 3.3 Illustrative Massing Model

3.2 Proposed Pedestrian and Cycle Access

The current pedestrian and cycle access arrangements are assumed to remain in place as part of the proposed development. The changes to the building footprint allow the creation of an additional north-south link to increase permeability and accessibility to/from the car park under the Mancunian Way and the campus development to the north.

The library is planned to cater for the same student population as the existing building (i.e., there will be no change/increase in student population as a result of the proposed development). Accordingly, there are currently no plans to specifically change/expand cycle parking in association with the proposed development.

Cycle parking proposals are currently under review as part of the refinement of landscaping proposals around the retained/refurbished building and new library building.

3.3 Proposed Vehicular Access

The access road from Chatham Road will remain in place after the re-development of the All Saints Library and will continue to act as the main route for deliveries and collections. There will be no change in the type and frequency of delivery vehicles accessing the north of the library. The 'service yard' area will undergo minor reconfiguration to suit the new building footprint but the approach will remain fundamentally as per existing arrangements.

The existing emergency vehicles access route will also be maintained, with access via the service road and the route through the existing gate off Oxford Road retained and additional; provision included through the public realm to the south and east of the building.

3.4 Car Parking

As noted above, the library is planned to cater for the same student population as the existing building and the number of trips to the library is therefore not expected to increase as a result of the development. Trips to the site are expected to be made predominantly by public transport and active modes rather than private car (as per the existing mode share) and the University's Travel Plan will continue to promote sustainable and active travel over private vehicles. As a result, there should not be any additional demand for car parking.

No new parking is proposed as part of the development proposals. The existing Oxford Road car park (under the Mancunian Way) provides parking bays for staff, students and visitors, and includes a number of accessible parking bays. Minor adjustments to the layout of the eastern end of the car park are proposed, with a small reduction in parking numbers (expected (loss of 2-3 'standard' bays expected, subject to final developed layout) but no reduction in accessible parking.

4 Transport Impact

4.1 Impact of Proposals

The redevelopment strategy includes the demolition of most of the existing All Saints Library Building (circa 15,500 sqm GIA), and replacement with a new library building of c.12,000sqm, broadly within the existing building footprint.

There will be no increase in development area between the existing library and proposed new building (a net reduction is currently assumed). The proposed development will also have the same land-use as the existing library and there will be no increase in student population on site as a result of the proposals.

As a result, the modal share and trip generation from/to the site will be generally as per the existing library, such that no new transport impacts are expected. No significant change in the level of parking demand (or provision) or in volume of servicing activity are predicted as a result of the development.

Principle points of access or pedestrians, vehicles and servicing will remain as per current arrangements. The new library will occupy a smaller footprint than the existing, which will allow for public realm enhancements and better site permeability/connectivity.

4.2 Conclusion

The site is highly accessible by public transport and active modes and there will be no significant change to the existing access arrangements as part of the proposals. The staff/student population will not increase as a result of the proposals, with no noticeable change to travel demand as a result.

Therefore, it is proposed to provide a Transport Statement with the application, rather than a more detailed Transport Assessment. It is proposed that the impact assessment for the proposed development will be undertaken qualitatively, and no traffic modelling will be undertaken. This is the same approach as was agreed with MCC for the (larger) 2023 scheme.

5 Planning Application Deliverables

5.1 Transport Statement

With reference to the previous planning application submitted in 2023, it is proposed to submit a Transport Statement (TS) with the planning application for the proposed redevelopment of the MMU All Saints Library incorporating the following key elements:

- **Policy Context** – relevant National, Regional and Local planning policy will be described.
- **Baseline Conditions** – the existing transport baseline conditions will be described with regard to the pedestrian and cycle networks, public transport facilities and the highway network. Analysis of road traffic collisions in the vicinity of the Site over the last five years will also be included.
- **Proposed Development** – the proposed development will be described, including land use quantum and mix, proposed access, parking and vehicle servicing arrangements.
- **Transport Impacts** – this section will contain the qualitative assessment of the transport impact resulting from the proposed development. The transport impact from the proposed development is expected to be minimal and no traffic modelling is proposed to be undertaken.
- **Summary and Conclusions** – this section will summarise the findings of the TS.

5.2 Travel Plan

MMU has a university-wide Sustainable Travel Plan (TP) in place which is reviewed/revised periodically, with the most recent version applying from 2023-2030. This includes the existing All Saints Library but allows the University to review measures on a strategic level as well as considering site-specific issues.

It is therefore envisaged that the latest iteration of this TP will be submitted with the planning application, as per the previous (2023) submission. It is considered that a plot-specific TP would not be advised as it would increase the management/administrative burden for the University and MCC/TfGM, but sustainable travel modes would continue to be promoted at the site as part of the existing TP for MMU.

5.3 Delivery and Servicing Management Strategy

Based on the approach taken for the (larger) 2023 development proposals, it is considered that there is no need for a stand-alone Delivery and Servicing Management Strategy (or equivalent) as part of the planning application, as there are no significant changes to the arrangements for deliveries and waste collection, and no expectation of any noticeable increase in servicing activity/frequency (given no increase in development area).

The servicing strategy, along with the proposed back of house facilities, estimated servicing activity and appropriate swept path analysis will be included within the Transport Statement.

5.4 Environmental Impact Assessment (EIA)

The requirements for EIA are currently being evaluated, but it is anticipated that Transport matters will be scoped out of any EIA, as with the 2023 application. The revised proposals are expected to have even less 'transport' impact than those considered in 2023, which were already considered to be not significant.

5.5 Construction Management Plan

At this stage, it is still under review as to whether a Construction Management Plan (CMP) or equivalent will be submitted as part of the application or whether the Applicant will seek for this to be conditioned.

Outlook

RE: Forthcoming Planning Application: All Saints Library - Supporting Transport Information

[redacted]

Date Thu 28/08/2025 13:04

[redacted]

External Email. This email originated from outside Buro Happold.

Hi Eleanor

Overall the proposed Highways submission scope looks fine – I have a couple of additional points which will need consideration:

- If existing (secure/sheltered) cycle parking is to be retained, the TS should fully justify that the level of provision is appropriate. It's unclear how much cycle parking is currently provided, or whether this provides sufficient capacity to meet staff demand. Similar review should be included based on visitor/student cycle parking demand with reference to existing short-stay provisions in the vicinity.
- Similar to the previous scheme, landscaping works to the adopted section of footway directly east of the site on Oxford Rd will need to be subject to further review/agreements in terms of retained footway widths and surfacing materials. Plans should dimension pedestrian route widths around the site.
- Amendments to the servicing area and car park area would likely need to be supported by swept-path assessment within the TS.
- Appreciate that on occasion servicing access takes place from the Oxford Rd access – however the layout/ongoing operations should ensure that this continues to be a secondary option only.
- Noted that plans appear to show doorways opening directly onto adjacent footways - I can't see what these doors are associated with due to resolution (fire doors?) but all other doors should open internally to ensure no conflict with passing pedestrians.

Kind Regards,

Becky Hesketh
BSc (Hons) MSc MCIHT MSoRSA
Highways Development Control Team Manager
Manchester City Council

[redacted]

Web: http://www.manchester.gov.uk
POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA



[redacted]

Subject: Forthcoming Planning Application: All Saints Library - Supporting Transport Information

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Hi both,

Hope you are well.

I am writing to you regarding a forthcoming full planning application for the redevelopment of the All Saints Library, Oxford Road, Manchester, and the preparation of the associated transport technical information.

For context, this proposal follows on from receipt of approval for a previous scheme at the Site (application ref. 138424/FO/2023) in February 2024, which is no longer coming forwards. The newly proposed development will have the same proposed building use (educational) as that previously approved, however the building will be of a smaller scale (c.9 storeys) and of a different design.

During the determination and post-determination period of the previous application, significant discussions were undertaken between our team and Highways – therefore, we are seeking to engage and agree the proposed approach with you as early as possible.

Please find a technical note prepared by our transport consultant attached, which sets out the proposed scope of the transport documents to be submitted alongside the planning application. We would be grateful for your review and agreement with that outlined, or any queries or comments on the proposed approach.

Many thanks,

Eleanor Scrafton
Pronouns: she / her / hers
Planner | Deloitte LLP
100 Embankment, Cathedral Approach, Manchester, M3 7FB
[redacted]

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Appendix B Cycle Map

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Map 8: Manchester

- Traffic Free Route - good surface
- Traffic Free Route - rough surface
- On Road Route - with physical segregation
- On Road Route - with other cycling facilities
- On Road Route - signposted but no facilities
- On Road Route - advisory/suggested
- 20 mph speed limit
- Footpath
- Pedestrian Crossing
- Toucan Crossing
- Cycle Hub
- Cycle Parking
- Rail Station
- Metrolink Stop
- Cycle Access Point

- National Cycle Network (NCN) - National and Regional
- Library
- Museum / Art Gallery
- School
- College
- University
- Leisure Centre / Sports
- Theatre
- Hospital
- Health Centre
- Fire Station
- Tourist Information Centre

Walking time: 0 1 2 3 4 5 6 7 8 9 10 minutes; 0 50 calories

Cycling time: 0 1

Map 8: Manchester

- Traffic Free Route - good surface
- Traffic Free Route - rough surface
- On Road Route - with physical segregation
- On Road Route - with other cycling facilities
- On Road Route - signposted but no facilities
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- Cycle Hub
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- Rail Station
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- National Cycle Network (NCN) - National and Regional
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- Museum / Art Gallery
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- College
- University
- Leisure Centre / Sports
- Theatre
- Hospital
- Health Centre
- Fire Station
- Tourist Information Centre

Walking time: 0 1 2 3 4 5 6 7 8 9 10 minutes / 0 50 calories

Cycling time: 0 1 2 3minutes / 0 30 calories

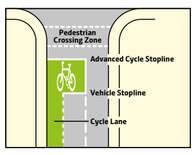
Scale 1:16,000: 0 200m 400m 600m 800m 1km / 0 1/4 mile 1/2 mile

N

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Road signs

- Route for cycles only
- Route shared with pedestrians (no separation)
- Route shared with pedestrians (cycle track & footpath are separate)
- Mandatory cycle lane (motor vehicles must not enter the lane during hours of operation)
- Advisory cycle lane (motor vehicles should not enter this lane unless it is unavoidable)
- Bus and cycle lane
- Tram and cycles only
- Marton 3 — Directions on recommended route
- 60 — National Cycle Network (NCN) Route number
- 80 — National Cycle Network Regional Route number
- Cycle parking
- No motor vehicles (cycling permitted)
- No cycling



Advanced stop lines

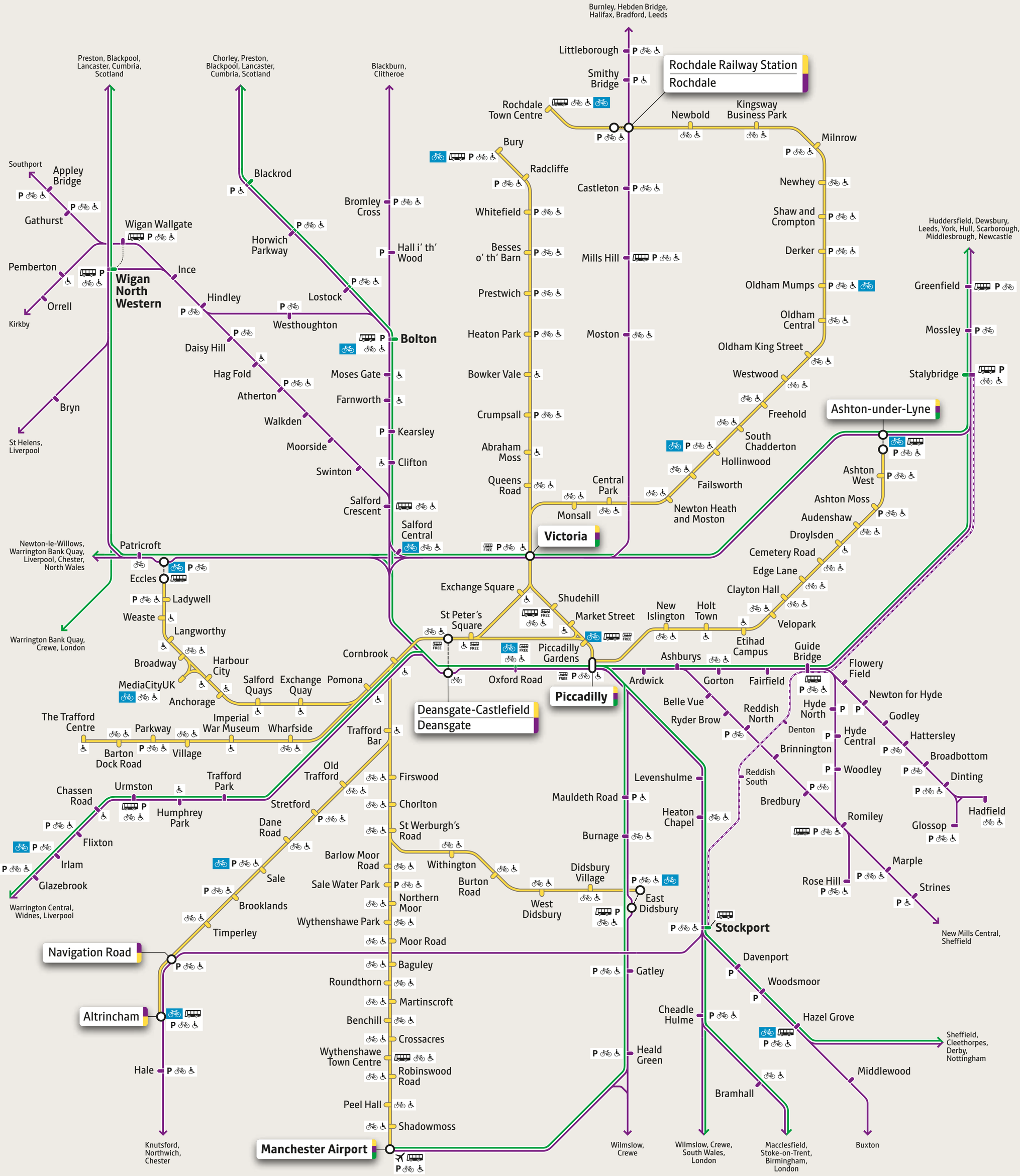
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see over

Appendix C Rail/Metrolink Network Map

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Metrolink and stop

Northern

Limited service (one train per week)

Rail/Metrolink interchange

Other trains:
Avanti West Coast
Cross Country
East Midlands Railway
TransPennine Express
Transport for Wales

Major bus interchange

Interchange with free bus

Parking available

Cycle Hub
Membership required

Cycle parking or storage available

Within easy walking distance

Station or stop with step-free access to all platforms

Please refer to individual operators for specific routing and timetable information

TfGM–24-0152–April 2024

National Rail Enquiries
08457 48 49 50
@nationalrailenq

Public transport information
0161 244 1000

7am – 8pm Mon to Fri
8am – 8pm Sat, Sun & public holidays

Appendix D Collision Data

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TRANSPORT FOR GREATER MANCHESTER

Traffic Accident Data for

BuroHappold Engineering

Reported Road Injury Collisions in Specified Area of Oxford Road, Manchester.
01/09/2020 to 31/08/2025



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Transport for Greater Manchester
2 Piccadilly Place
Manchester
M1 3BG

Report Injury accident in Specified Area of Oxford Road in Manchester from 01/09/2020 to 31/08/2025

Drawn By : liuj

Note: A road collision which occurs at or within 20m of a junction, is coded as a junction collision

Date : 06/10/2025

TRANSPORT FOR GREATER MANCHESTER

Transport for Greater Manchester

Reported Road Injury Accidents in the Specified Area of Oxford Road, Manchester. 01/09/2020 to 31/08/2025

Injury Accidents	Sep - Dec 2020	2021	2022	2023	2024	Jan-Aug 2025	Total
1: Fatal	0	0	1	1	0	0	**2**
2:Serious	1	1	0	0	0	0	**2**
5:Very Serious	0	1	0	0	1	1	**3**
6:Moderately Serious	0	0	1	0	2	2	**5**
7:Less Serious	0	2	7	4	3	3	**19**
3:Slight	4	21	18	10	27	8	**88**
Total	**5**	**25**	**27**	**15**	**33**	**14**	**119**

Standard Totals Report : Report Injury accident in Specified Area of Oxford Road in Manchester from 01/09/2020 to 31/08/2025

Accidents

Fatal	2
Serious	2
Very serious	3
Moderately serious	5
Less serious	19
Slight	88
Total Accidents	**119**

Casualties By Age and Sex

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Fatal					
Male	0	1	0	0	1
Female	0	1	0	0	1
Total	**0**	**2**	**0**	**0**	**2**
Serious					
Female	0	2	0	0	2
Total	**0**	**2**	**0**	**0**	**2**
Very serious					
Male	0	3	0	0	3
Total	**0**	**3**	**0**	**0**	**3**
Moderately serious					
Male	0	3	0	0	3
Female	0	2	0	0	2
Total	**0**	**5**	**0**	**0**	**5**
Less serious					
Male	0	13	0	2	15
Female	0	9	0	0	9
Total	**0**	**22**	**0**	**2**	**24**
Slight					
Male	0	68	0	3	71
Female	4	36	1	3	44
Total	**4**	**104**	**1**	**6**	**115**
Total Casualties	**4**	**138**	**1**	**8**	**151**

Casualties By Age and Class

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Fatal					
Driver or rider	0	1	0	0	1
Pedestrian	0	1	0	0	1
Total	**0**	**2**	**0**	**0**	**2**
Serious					
Driver or rider	0	2	0	0	2
Total	**0**	**2**	**0**	**0**	**2**
Very serious					
Driver or rider	0	2	0	0	2
Pedestrian	0	1	0	0	1
Total	**0**	**3**	**0**	**0**	**3**
Moderately serious					
Driver or rider	0	4	0	0	4
Veh or pillion pas	0	1	0	0	1
Total	**0**	**5**	**0**	**0**	**5**
Less serious					
Driver or rider	0	10	0	1	11
Veh or pillion pas	0	6	0	0	6
Pedestrian	0	6	0	1	7
Total	**0**	**22**	**0**	**2**	**24**
Slight					
Driver or rider	0	71	0	1	72
Veh or pillion pas	3	19	1	4	27
Pedestrian	1	14	0	1	16
Total	**4**	**104**	**1**	**6**	**115**
Total Casualties	**4**	**138**	**1**	**8**	**151**

Casualties Broken Down By Type

Car (Driver)	**0-15**	**16+**	**Total**
Serious	0	2	2
Moderately serious	0	1	1
Less serious	0	3	3
Slight	0	29	29
Total	**0**	**35**	**35**
Car (Passenger)	**0-15**	**16+**	**Total**
Moderately serious	0	1	1
Less serious	0	2	2
Slight	2	13	15
Total	**2**	**16**	**18**
Pedestrian	**0-15**	**16+**	**Total**
Fatal	0	1	1
Very serious	0	1	1
Less serious	0	7	7
Slight	1	15	16
Total	**1**	**24**	**25**
TWPV (Rider)	**0-15**	**16+**	**Total**
Moderately serious	0	1	1
Less serious	0	1	1
Slight	0	1	1
Total	**0**	**3**	**3**
Cyclist (Rider)	**0-15**	**16+**	**Total**
Fatal	0	1	1
Very serious	0	2	2
Moderately serious	0	2	2
Less serious	0	7	7
Slight	0	38	38
Total	**0**	**50**	**50**
PSV (Driver)	**0-15**	**16+**	**Total**
Slight	0	1	1
Total	**0**	**1**	**1**
PSV (Passenger)	**0-15**	**16+**	**Total**
Less serious	0	3	3
Slight	1	11	12
Total	**1**	**14**	**15**
Other (Driver)	**0-15**	**16+**	**Total**
Slight	0	3	3
Total	**0**	**3**	**3**
Other (Passenger)	**0-15**	**16+**	**Total**
Less serious	0	1	1
Total	**0**	**1**	**1**
Total	**4**	**147**	**151**

Cyclist (Rider and Pillion) and Pedestrian Casualties By Age

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Fatal	0	2	0	0	2
Very serious	0	3	0	0	3
Moderately serious	0	2	0	0	2
Less serious	0	12	0	2	14
Slight	1	51	0	2	54
Total Casualties	**1**	**70**	**0**	**4**	**75**

Standard Report - Report Injury accident in Specified Area of Oxford Road in Manchester from 01/09/2020 to 31/08/2025

This printout has been generated from the Transport for Greater Manchester's database of road traffic accident records using the query system, GMAXI.

The road traffic accident database contains STATS19 data supplied by Greater Manchester Police and further validated by the Highways Forecasting and Analytical Services (HFAS) section of Transport for Greater Manchester. It is maintained by HFAS on behalf of the ten District Councils in Greater Manchester.

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Accident Reference Number: A1463780 **Day:** Thursday **Date:** 13/06/2024 **Time:** 18:00

Place Reported: Self **District:** Manchester

Location: Gloucester Street 55 metres SW Of Whitworth Street West

Description: Both Vehs Trav Ne Gloucester St Thru RHB, V1 Staty, As V2 (Pedal Cycle) Passes V1, Passenger Of V1 Opens Door Into Path Of V2. N/s Of V1 Colls With O/s Of V2

Locational Details			Conditions		Accident Details	
Road:	C	Junction Details:	Road Surface:	Wet	Severity:	Less serious
OSGR:	383863 397445	Junction Control: n/a	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	Weather Conditions:	Fine	No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Stopg	S	NE	
p/c	Waitg	S	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	02	LS	Un

Accident Reference Number: A1239333 **Day:** Sunday **Date:** 23/10/2022 **Time:** 03:55

Place Reported: Scene **District:** Manchester

Location: Cambridge Street 120 metres NW Of Hulme Street

Description: V2 (HGV With Unknown Weight) Trav Nw Cambridge St, V1 Trav Se Cambridge St Thru L/H/B, V1 Loses Control & N/s Collides With O/s Of V2. V1 Fts

Locational Details			Conditions		Accident Details	
Road:	C	Junction Details:	Road Surface:	Dry	Severity:	Slight
OSGR:	383878 397414	Junction Control: n/a	Light Conditions:	Dark	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	Weather Conditions:	Fine	No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Lbend	NE	SE	S&O
UHG	Ahead	SE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	29	Sl	Un

Accident Reference Number: A1521946 **Day:** Wednesday **Date:** 13/11/2024 **Time:** 20:14

Place Reported: Self **District:** Manchester

Location: Hulme Street At Junction With Cambridge Street, Manchester, Manchester

Description: I Was On The South Of Hulme Street And About To Cross Cambridge Street From East To West The Car Was Coming West Of Hulme St And Hit Me As I Was Crossing The Street

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	F	23	Sl	Oo

Locational Details

Road:	C/U	Junction Details:	Othr	
OSGR:	383933	397303	Junction Control:	GW
Speed Limit:	30		Ped Crossing:	Unkn

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

Accident Reference Number: A1491104 **Day:** Friday **Date:** 13/09/2024 **Time:** 13:30

Place Reported: Self **District:** Manchester

Location: Cambridge Street At Junction With Hulme Street, Manchester, Manchester

Description: Update In Progress 29/10/24 @ 11:01 Has As Rtc Even Occurred, No Contact Made Between V1 & Pedestrian So Therfore No Rtc? After Leaving Q Parks, First Street, I Was Navigating My Way Out Of Central Manchester To Head Home On The A57. At The Crossroads Of Hulme Street And Cambridge Street, I Indicated To Turn Right Onto Cambridge Street, Pulled Out Of Hulme Street And Mr Evans And His Colleagues Stepped Out Into The Edge Of The Crossroads To Cross To The Other Side. I Put My Foot To The Brak

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Unkn	Pk	Pk	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	M	+02	Sl	Oo

Locational Details

Road:	U/U	Junction Details:	Xrds	
OSGR:	383934	397305	Junction Control:	GW
Speed Limit:	30		Ped Crossing:	Unkn

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Othr

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

Accident Reference Number: A1211757 **Day:** Monday **Date:** 08/08/2022 **Time:** 09:30

Place Reported: Scene **District:** Manchester

Location: Whitworth Street West 25 metres NE Of Gloucester Street

Description: V2 (Pedal Cycle) Trav Sw Whitworth St W, V1 (Parked HGV With Unknown Weight) On Whitworth St W & Opens N/s Door, N/s Of V1 Collides With O/s Of V2

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
UHG	Parkd	Pk	Pk	
p/c	O/Ts	NE	SW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	54	MS	Un

Locational Details

Road:	B6469	Junction Details:		
OSGR:	383938	397502	Junction Control:	n/a
Speed Limit:	30		Ped Crossing:	

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Moderately serious
No. of Vehicles:	2
No. of Casualties:	1

Accident Reference Number: A1387166 **Day:** Thursday **Date:** 07/12/2023 **Time:** 17:41

Place Reported: Scene **District:** Manchester

Location: Cambridge Street 50 metres SE Of Hulme Street

Description: Both Vehs Trav Se Cambridge St, V1 Waiting To Go Ahead But Held Up In Traffic, Front Of V2 Colls With Rear Of V1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Waitg	NW	SE	
Car	Ahead	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Pas	F	10	Sl	Un
2 Pas	F	6	Sl	Un

Locational Details

Road:	C	Junction Details:		
OSGR:	383960	397262	Junction Control:	n/a
Speed Limit:	30		Ped Crossing:	

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	2

Accident Reference Number: A1122225 **Day:** Wednesday **Date:** 03/11/2021 **Time:** 15:00

Place Reported: Self **District:** Manchester

Location: Chester Street at junction with Cambridge Street

Description: Both Vehs Trav E Chester St. V2 Waiting To Go Ahead But Held Up At Jct Approach, V1 Trav Behind & Front Collides With Rear Of V2. V1 Fts

Locational Details

Road:	U/C	Junction Details:	Xrds		
OSGR:	383972 397216	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	W	E	
Car	Waitg	W	E	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	38	Sl	Un

Accident Reference Number: A1555228 **Day:** Sunday **Date:** 16/02/2025 **Time:** 00:23

Place Reported: Self **District:** Manchester

Location: Chester Street At Junction With Cambridge Street, Manchester, Manchester

Description: I Had Just Walked With My Friend To Their Accomodation At New Medlock House, M15 6jx And Had Got On My Bike And Cycled Onto Chester St Where I Was Waiting At The Junction Between Chester St And Cambridge St. Whilst I Was Waiting And Stationary A Driver Turns Right From Cambridge St Into Chester St, As She Didn't See Me And Was Driving On The Wrong Side Of The Road She Caused A Head On Collision, Knocking Me Off My Bike And Causing Damage To Both Myself And My Bike.

Locational Details

Road:	C/U	Junction Details:	Xrds		
OSGR:	383979 397217	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:	PedX		

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
p/c	Waitg	W	E	
Car	TurnR	NW	SW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	21	Sl	Oo

Accident Reference Number: A1535139 **Day:** Sunday **Date:** 22/12/2024 **Time:** 21:10

Place Reported: Self **District:** Manchester

Location: Cambridge Street At Junction With Chester Street, Manchester, Manchester

Description: I Was Crossing The Road When Tp Pulled Out From Other Side Crossing Road But Turned Right Onto Main Road Hitting My Right Side

Locational Details

Road:	C/U	Junction Details:	Tjun		
OSGR:	383981 397217	Junction Control:	Unkn		
Speed Limit:	30	Ped Crossing:	Unkn		

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
p/c	Ahead	Pk	Pk	
Car	TurnR	Pk	Pk	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	22	Sl	Oo

Accident Reference Number: A1033052 **Day:** Monday **Date:** 08/03/2021 **Time:** 16:45

Place Reported: Scene **District:** Manchester

Location: Cambridge Street at junction with Chester Street

Description: V1 (Taxi) Trav Se Cambridge St. V2 (Pedal Cycle) Trav W Chester St Carelessly, Fails To Give Way At Jct & Collides With N/s Of V2. V2 Left C/way Straight Ahead At Jct

Locational Details

Road:	C/U	Junction Details:	Xrds		
OSGR:	383985 397216	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DFLook	VLike	V2
DLoss	VLike	V2
DCare	VLike	V2

Vehicle Details

Type	Move	From	To	Skid
Taxi	Ahead	NW	SE	
p/c	Ahead	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	F	20	Sl	Un

Accident Reference Number: A1626749 **Day:** Saturday **Date:** 09/08/2025 **Time:** 15:20
Place Reported: Self **District:** Manchester
Location: Great Marlborough Street Near Junction With Whitworth Street West (b6469), Manchester, Manchester
Description: V2 Collided With V1.

Locational Details

Road:	U/B6469	Junction Details:	Tjun		
OSGR:	383989 397517	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Dry		
Light Conditions:	Light		
Weather Conditions:	Fine		

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
p/c	Ahead	Unk	Unk	
Taxi	TurnL	Unk	Unk	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	52	Sl	Oo

Accident Reference Number: A1439416 **Day:** Saturday **Date:** 04/05/2024 **Time:** 22:30
Place Reported: Scene **District:** Manchester
Location: Cambridge Street 30 metres SE Of Chester Street
Description: V1 (PCV) Trav Se Cambridge St Moving Off, C1 (Pedestrian) Crossing From Drivers N/s Heading Sw-bd. C1 Is Hit By Front Of V1

Locational Details

Road:	C	Junction Details:			
OSGR:	383997 397193	Junction Control:	n/a		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Dry		
Light Conditions:	Dark		
Weather Conditions:	Fine		

Accident Details

Severity:	Less serious
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
Alcoh	VLike	C1
PCare	VLike	C1
FObs	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
PCV	Start	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	F	21	LS	Un

Accident Reference Number: A1084261 **Day:** Sunday **Date:** 01/08/2021 **Time:** 19:20
Place Reported: Self **District:** Manchester
Location: Hulme Street at junction with Lower Chatham Street
Description: Both Vehs Trav E Hulme St, V1 Trav Behind & Collides Into Rear Of V2 (Motorcycle). V1 Fts

Locational Details

Road:	U/U	Junction Details:	Tjun		
OSGR:	383997 397338	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Dry		
Light Conditions:	Light		
Weather Conditions:	Fine		

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	W	E	
m/s	Start	W	E	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	31	Sl	Un

Accident Reference Number: A1371206 **Day:** Saturday **Date:** 28/10/2023 **Time:** 23:40
Place Reported: Self **District:** Manchester
Location: Cambridge Street at junction with Cambridge Street junction Roundabout
Description: Both Vehs Trav Se Cambridge St, V2 Staty Appr Rdabt, Front Of V1 Collides With Rear Of V2

Locational Details

Road:	C/A5103	Junction Details:	Rdbt		
OSGR:	384014 397174	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Dry		
Light Conditions:	Dark		
Weather Conditions:	Fine		

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NW	SE	
Car	Stopg	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	30	Sl	Un

Accident Reference Number: A1278204 **Day:** Thursday **Date:** 26/01/2023 **Time:** 10:30

Place Reported: Self **District:** Manchester

Location: Cambridge Street at junction with Mancunian Way Roundabout

Description: Both Vehs Trav N Cambridge St, V2 Staty Appr Rdabt, V1 Fails To React & Front Collides With Rear Of V2. V1 Fts

Locational Details

Road:	A5067/A5103	Junction Details:	Rdbt
OSGR:	384048 397063	Junction Control:	GW
Speed Limit:	30	Ped Crossing:	

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	S	N	
Car	Waitg	S	N	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	F	27	Sl	Un

Accident Reference Number: A1622329 **Day:** Tuesday **Date:** 29/07/2025 **Time:** 21:05

Place Reported: Scene **District:** Manchester

Location: Whitworth Street West 15 metres SW Of Oxford Road Station Approach

Description: V1 (Taxi) Trav Sw Whitworth St W, C1 (Pedestrian) In Centre Of C/way Crossing From Drivers O/s. C1 Is Hit By O/s Of V1

Locational Details

Road:	B6469/U	Junction Details:	Tjun
OSGR:	384050 397560	Junction Control:	GW
Speed Limit:	30	Ped Crossing:	ATS

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Less serious
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
Alcoh	VLike	C1
FObs	VLike	C1
PDang	VLike	C1

Vehicle Details

Type	Move	From	To	Skid
Taxi	Start	NE	SW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	M	70	LS	Oo

Accident Reference Number: A1109155 **Day:** Monday **Date:** 04/10/2021 **Time:** 11:50

Place Reported: Self **District:** Manchester

Location: Hulme Street at junction with Great Marlborough Street

Description: V2 Trav Ne Hulme St Passes Crossroads With Great Marlborough St & V1 Trav Se Marlborough St. V1 Fails To Give Way & Front Collides With Front Of V2

Locational Details

Road:	U/U	Junction Details:	Tjun
OSGR:	384068 397368	Junction Control:	GW
Speed Limit:	30	Ped Crossing:	

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Serious
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NW	SE	
Car	Ahead	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	F	23	Se	Un

Accident Reference Number: A1366083 **Day:** Wednesday **Date:** 11/10/2023 **Time:** 19:22

Place Reported: Self **District:** Manchester

Location: Station Approach 10 metres S Of Whitworth Street West

Description: V1 Trav Ne Whitworth St W T/R Illegally Onto Station Approach On Wrong Side Of Road. C1 (P/trian) Crossing From Drivers O/s Heading Sw-bd. C1 Is Hit By Front Of V1

Locational Details

Road:	U/B6469	Junction Details:	Tjun
OSGR:	384070 397556	Junction Control:	GW
Speed Limit:	30	Ped Crossing:	

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Less serious
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	SW	S	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	M	27	LS	Un

Accident Reference Number: A1628509 **Day:** Tuesday **Date:** 12/08/2025 **Time:** 14:55

Place Reported: Self **District:** Manchester

Location: Oxford Street (a34) - 30 Metres From Junction With Whitworth Street (b6469), Manchester, Manchester

Description: As Mentioned Above, I Was Walking To Oxford Road Station And As I Went To Cross The Road At The Cross Roads Junction Of Portland Street And Oxford Road I Felt A Bag And Ended Up On The Floor. The Car Involved Didn't Stop And I Was Helped Up By A Young Lady. I Was A Bit Dazed And Confused And Headed Over To The Train Station Where I Got Medical Help

Contributory Factors

Factor	Conf	Ref

Locational Details

Road:	A34/B6469	Junction Details:	Xrds
OSGR:	384075 397602	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	ATS

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	Unk	Unk	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	M	49	Sl	Oo

Accident Reference Number: E1076721 **Day:** Sunday **Date:** 11/10/2020 **Time:** 13:50

Place Reported: Else **District:** Manchester

Location: Mancunian Way at junction with Cambridge Street

Description: Both Vehs Trav Se Mancunian Way Rdabt, V1 Towards Princess Rd, But V2 (Pedal Cycle) Hits From Behind By V1. Driver Of V1 Stops. Rider Of V2 Sustains Minor Injury

Contributory Factors

Factor	Conf	Ref

Locational Details

Road:	A5103/A5067	Junction Details:	Rdbt
OSGR:	384076 397088	Junction Control:	GW
Speed Limit:	30	Ped Crossing:	

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NW	SE	
p/c	Ahead	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	33	Sl	

Accident Reference Number: A1105744 **Day:** Tuesday **Date:** 05/10/2021 **Time:** 16:35

Place Reported: Self **District:** Manchester

Location: Whitworth Street West at junction with Oxford Street

Description: Both Vehs Trav Ne Whitworth St W. V2 (Pedal Cycle) Waiting At Jct, As V2 Moves Off Once Ats Turn Green, V1 Trav Behind & Front Collides With Rear Of V2. V1 Fts

Contributory Factors

Factor	Conf	Ref

Locational Details

Road:	B6469/A34	Junction Details:	Xrds
OSGR:	384076 397579	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SW	NE	
p/c	Ahead	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	F	36	Sl	Un

Accident Reference Number: A1171621 **Day:** Saturday **Date:** 16/04/2022 **Time:** 18:00

Place Reported: Else **District:** Manchester

Location: Oxford Street 20 metres NW Of Whitworth Street

Description: Both Vehs Trav Se Oxford St, V1 (Taxi) Staty At Kerb & Drops Off Passenger, V2 (Pedal Cycle) O/takes V1 On Its O/s, As O/s Passenger Opens Door & Strikes N/s Of V2

Contributory Factors

Factor	Conf	Ref

Locational Details

Road:	A34/B6469	Junction Details:	Xrds
OSGR:	384076 397604	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Less serious
No. of Vehicles:	2
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
Taxi	Stopg	NW	SE	
p/c	O/Ts	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	19	LS	Un

Accident Reference Number: A1221217 **Day:** Tuesday **Date:** 20/09/2022 **Time:** 23:36

Place Reported: Scene **District:** Manchester

Location: Whitworth Street West 5 metres SW Of Oxford Road

Description: V1 Trav Sw Withworth St W, C1 (Pedestrian) Crossing Road From Drivers N/s Heading N-bd On Pedestrian Crossing. C1 Fails To Judge V1's Path & Hit By Front Of V1

Locational Details

Road:	B6469/A34	Junction Details:	Xrds
OSGR:	384077 397569	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Less serious
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
PJudge	VLike	C1
PAlcoh	Poss	C1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NE	SW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	F	18	LS	Un

Accident Reference Number: A1135148 **Day:** Monday **Date:** 29/11/2021 **Time:** 16:35

Place Reported: Scene **District:** Manchester

Location: Whitworth Street at junction with Oxford Street

Description: V1 (Motorcycle) Trav Ne Whitworth St. C1 (Pedestrian) Steps Out From Foothpath From Drivers N/s But Dir Unknown, C1 Fails To Look Properly & Hit By N/s Of V1

Locational Details

Road:	B6469/A34	Junction Details:	Xrds
OSGR:	384079 397579	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
PFLook	VLike	C1
PJudge	VLike	C1

Vehicle Details

Type	Move	From	To	Skid
m/c	Ahead	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	F	31	Sl	Un

Accident Reference Number: A1434424 **Day:** Saturday **Date:** 20/04/2024 **Time:** 16:15

Place Reported: Self **District:** Manchester

Location: Oxford Street at junction with Whitworth Street

Description: V1 (Pedal Cycle) Trav Nw Oxford St & Goes Thru A Green Light, V2 (Pedal Cycle) Trav Ne Whitworth St Goes Thru Red Light, Front Of V2 Colls With N/s Of V1

Locational Details

Road:	A34/B6469	Junction Details:	Xrds
OSGR:	384081 397579	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Less serious
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
p/c	Ahead	SE	NW	
p/c	Ahead	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	27	LS	Un

Accident Reference Number: A1544603 **Day:** Monday **Date:** 20/01/2025 **Time:** 21:20

Place Reported: Self **District:** Manchester

Location: Mancunian Way 18 metres SW Of Mancunian Way Off Sliproad

Description: V2 Trav Sw Mancunian Way Off Sliprd Enters Rdbt. V1 Trav Sw On Rdbt, Nearside V1 Collides Rear V2

Locational Details

Road:	A5103/A57(M)	Junction Details:	Tjun
OSGR:	384082 397105	Junction Control:	GW
Speed Limit:	30	Ped Crossing:	Unkn

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Rain

Accident Details

Severity:	Moderately serious
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NE	SW	
Car	Ahead	NE	SW	Skid

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	23	MS	Oo

Accident Reference Number: A1339517 **Day:** Tuesday **Date:** 08/08/2023 **Time:** 12:35

Place Reported: Scene **District:** Manchester

Location: Oxford Street at junction with Whitworth Street

Description: V1 (PCV) Trav Sw Whitworth Rd Towards Oxford Rd. When Passing Crossroads, V1 Mounts Kerb & Continues Without Breaking Before Crashing Into A Central Reservation

Locational Details

Road:	A34/B6469	Junction Details:	Xrds
OSGR:	384086 397574	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Less serious
No. of Vehicles:	1
No. of Casualties:	16

Contributory Factors

Factor	Conf	Ref
Other	VLike	C1

Vehicle Details

Type	Move	From	To	Skid
PCV	Ahead	NE	SW	

Casualty Details

	Type	Sex	Age	Sev	Pupil
1	Drv	M	54	Sl	Un
2	Pas	M	85	Sl	Un
3	Pas	F	21	Sl	Un
4	Pas	M	24	Sl	Un
5	Pas	F	17	Sl	Un
6	Pas	M	48	Sl	Un
7	Pas	F	47	Sl	Un
8	Pas	F	48	Sl	Un
9	Pas	F	60	Sl	Un
10	Pas	M	46	LS	Un
11	Pas	M	30	LS	Un
12	Pas	F	58	Sl	Un
13	Pas	F	39	Sl	Un
14	Pas	F	27	LS	Un
15	Pas	M	24	Sl	Un
16	Pas	F	10	Sl	Un

Accident Reference Number: A1473348 **Day:** Friday **Date:** 26/07/2024 **Time:** 21:20

Place Reported: Scene **District:** Manchester

Location: Oxford Street At Junction With Whitworth Street

Description: Both Vehs Trav S On Oxford St. V2 Turns Left Across Path Of V1 (Pedal Cycle). Front Of V1 Collides With Nearside Of V2. V2 Fts

Locational Details

Road:	A34/B6469	Junction Details:	Xrds
OSGR:	384086 397582	Junction Control:	TS
Speed Limit:	20	Ped Crossing:	TSX

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Othr

Accident Details

Severity:	Very serious
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DComp	VLike	V3

Vehicle Details

Type	Move	From	To	Skid
p/c	Ahead	N	S	S&O
Car	TurnL	N	E	

Casualty Details

	Type	Sex	Age	Sev	Pupil
1	Rid	M	16	VS	Un

Accident Reference Number: A1326167 **Day:** Saturday **Date:** 10/06/2023 **Time:** 09:00

Place Reported: Self **District:** Manchester

Location: Oxford Street at junction with Whitworth Street

Description: Both Vehs Trav Nw Oxford St, V1 Turns Left Onto Whitworth St West, Front Of V2 (Pedal Cycle) Collides With Rear Of V1

Locational Details

Road:	A34/B6469	Junction Details:	Xrds
OSGR:	384087 397570	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnL	SE	SW	
p/c	Ahead	SE	NW	

Casualty Details

	Type	Sex	Age	Sev	Pupil
1	Rid	M	30	Sl	Un

Accident Reference Number: A1204954 **Day:** Saturday **Date:** 30/07/2022 **Time:** 10:22

Place Reported: Self **District:** Manchester

Location: Oxford Street at junction with Whitworth Street

Description: V1 (PCV) Trav Se Oxford St Turns Left Onto Whitworth St, C1 (Pedestrian) Crossing Road But Movement & Dir Both Unknown. C1 Hit By Front Of V1

Contributory Factors

Factor	Conf	Ref

Locational Details

Road:	A34/B6469	Junction Details:	Xrds
OSGR:	384087 397580	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
PCV	TurnL	NW	E	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	M	30	Sl	Un

Accident Reference Number: A1438033 **Day:** Wednesday **Date:** 01/05/2024 **Time:** 22:10

Place Reported: Self **District:** Manchester

Location: Mancunian Way 44 metres NE Of Cambridge Street

Description: V1 Trav S Mancunian Way Rdabt. V2 Location & Direction Not Recorded. V2 Collides Rear V1. V2 Fts

Contributory Factors

Factor	Conf	Ref

Locational Details

Road:	A5103/A57(M)	Junction Details:	Tjun
OSGR:	384090 397120	Junction Control:	GW
Speed Limit:	30	Ped Crossing:	Unkn

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Othr

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	2

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	N	S	Unkn
Car	Ahead	NE	SW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	45	Sl	Oo
2 Pas	F	47	Sl	Oo

Accident Reference Number: A1407438 **Day:** Monday **Date:** 29/01/2024 **Time:** 08:50

Place Reported: Self **District:** Manchester

Location: Whitworth Street 10 metres NE Of Oxford Street

Description: V1 (Pedal Cycle) Trav Ne Whitworth St, C1 (Pedestrian) Crossing From Drivers O/s Heading N-bd On Crossing. C1 Is Hit By Front Of V1. V1 Fts

Contributory Factors

Factor	Conf	Ref

Locational Details

Road:	B6469/A34	Junction Details:	Xrds
OSGR:	384095 397581	Junction Control:	TS
Speed Limit:	30	Ped Crossing:	TSX

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
p/c	Ahead	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	F	18	Sl	Un

Accident Reference Number: A1150185 **Day:** Thursday **Date:** 20/01/2022 **Time:** 16:30

Place Reported: Self **District:** Manchester

Location: Cambridge Street 15 metres NW Of Bristle Street

Description: Both Vehs Trav Nw Cambridge St. V2 (Motorcycle) Is Filtering Through Traffic. V1 Changes Lane To Left & Into Path Of V2, Front Of V1 Collides With O/s Of V2

Contributory Factors

Factor	Conf	Ref

Locational Details

Road:	A5067/U	Junction Details:	Tjun
OSGR:	384098 396995	Junction Control:	GW
Speed Limit:	30	Ped Crossing:	

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Less serious
No. of Vehicles:	2
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
Car	chlnL	SE	NW	
m/s	Ahead	SE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	25	LS	Un

Accident Reference Number: A1248763 **Day:** Friday **Date:** 11/11/2022 **Time:** 09:30

Place Reported: Self **District:** Manchester

Location: Oxford Street 25 metres SE Of Whitworth Street

Description: V2 (Pedal Cycle) Trav Nw Along Oxford St Segregated Cycle Lane Onto Main C/way. V1 Trav Same Dir Changes Lane To Left And Collides With Cyclist.

Locational Details			Conditions		Accident Details	
Road:	A34	Junction Details:	Road Surface:	Dry	Severity:	Less serious
OSGR:	384101 397546	Junction Control: n/a	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:	Weather Conditions:	Fine	No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	chlnL	SE	NW	
p/c	Ahead	SE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	30	LS	Un

Accident Reference Number: A1107686 **Day:** Saturday **Date:** 06/11/2021 **Time:** 13:35

Place Reported: Self **District:** Manchester

Location: Mancunian Way 115 metres W Of Mancunian Way On-slip Road

Description: All Vehs Trav E-bd Manicunian Way. V1 Cuts Infront Of V2, Causes V2 To Swerve Into Another Lane & Infront Of V3 (Taxi), Front Of V3 Hits Rear Of V2. V1 Not Hit & Fts

Locational Details			Conditions		Accident Details	
Road:	A57(M)	Junction Details:	Road Surface:	Wet	Severity:	Slight
OSGR:	384110 397156	Junction Control: n/a	Light Conditions:	Light	No. of Vehicles:	3
Speed Limit:	50	Ped Crossing:	Weather Conditions:	Rain	No. of Casualties:	2

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	W	E	
Car	Ahead	W	E	
Taxi	Ahead	W	E	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	40	Sl	Un
2 Pas	F	82	Sl	Un

Accident Reference Number: A1096459 **Day:** Friday **Date:** 13/08/2021 **Time:** 18:05

Place Reported: Self **District:** Manchester

Location: Whitworth Street West 25 metres E Of Oxford Street

Description: V1 (Pedal Cycle) Trav E Whitworth St W & Front Hits Pedestrian Walking Across Road, As Uninjured Pedestrian Got Up But Notices Rider On The Floor & Unconsious

Locational Details			Conditions		Accident Details	
Road:	B6469	Junction Details:	Road Surface:	Dry	Severity:	Very serious
OSGR:	384111 397588	Junction Control: n/a	Light Conditions:	Light	No. of Vehicles:	1
Speed Limit:	30	Ped Crossing:	Weather Conditions:	Fine	No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
p/c	Ahead	W	E	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	30	VS	Un

Accident Reference Number: A1144289 **Day:** Wednesday **Date:** 16/02/2022 **Time:** 14:16

Place Reported: Else **District:** Manchester

Location: Oxford Street 35 metres NW Of Wakefield Street

Description: V1 (PCV) Trav Se Oxford St, C1 (Pedestrian) Crossing Road From Drivers O/s Masked By Parked Veh Heading E-bd. C1 Fails To Look Properly & Hit By Front Of V1

Locational Details			Conditions		Accident Details	
Road:	A34	Junction Details:	Road Surface:	Wet	Severity:	Slight
OSGR:	384112 397535	Junction Control: n/a	Light Conditions:	Light	No. of Vehicles:	1
Speed Limit:	30	Ped Crossing:	Weather Conditions:	Fine	No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DStat	VLike	V1
PFLook	VLike	C1
PXMas	VLike	C1

Vehicle Details

Type	Move	From	To	Skid
PCV	Ahead	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	M	37	Sl	Un

Accident Reference Number: A1189904 **Day:** Friday **Date:** 03/06/2022 **Time:** 22:30

Place Reported: Self **District:** Manchester

Location: Oxford Street 25 metres NW Of Wakefield Street

Description: V1 (Pedal Cycle) Trav Nw Oxford St, C1 (Pedestrian) Crossing Road But Movement & Direction Both Unknown. C1 Hit By Front Of V1

Locational Details

Road:	A34		Junction Details:		
OSGR:	384114	397522	Junction Control:	n/a	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
p/c	Ahead	SE	NW	O/tn

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	F	25	Sl	Un

Accident Reference Number: A1436974 **Day:** Saturday **Date:** 20/04/2024 **Time:** 14:25

Place Reported: Self **District:** Manchester

Location: Mancunian Way 95 metres SE Of Mancunian Way Off-slip Road

Description: Both Vehs Trav Sw Mancunian Way, Front Of V1 (Taxi) Colls With N/s Of V2. V1 Fts

Locational Details

Road:	A57(M)		Junction Details:		
OSGR:	384127	397167	Junction Control:	n/a	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	3

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Taxi	Ahead	NE	SW	
Car	Ahead	NE	SW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	F	22	Sl	Un
2 Pas	F	+02	Sl	Un
3 Pas	F	+02	Sl	Un

Accident Reference Number: A1254118 **Day:** Tuesday **Date:** 29/11/2022 **Time:** 00:01

Place Reported: Scene **District:** Manchester

Location: Higher Cambridge Street at junction with Cavendish Street

Description: V1 Trav Se Higher Cambridge St. A Group Of People Are Crossing Road, C1 (Pedestrian) Runs Back The Way She Came Dir Unknown. C1 Is Hit By Front V1

Locational Details

Road:	C/A5067		Junction Details:	Tjun	
OSGR:	384128	396946	Junction Control:	TS	
Speed Limit:	30		Ped Crossing:	TSX	

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
Surf	VLike	V1
DSpee	Poss	V1
DBlind	Poss	V1
DJudge	Poss	V1
DSwerv	VLike	V1
PCare	VLike	C1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	F	18	Sl	Un

Accident Reference Number: A1508616 **Day:** Thursday **Date:** 24/10/2024 **Time:** 17:50

Place Reported: Else **District:** Manchester

Location: Oxford Street At Junction With Wakefield Street

Description: Both Vehs Trav NW Oxford St, V1 (UHGV) T/l Onto Wakefield Rd & Across Path Of V2 (Pedal Cycle), Front Of V2 Colls With N/s Of V1

Locational Details

Road:	A34/U		Junction Details:	Tjun	
OSGR:	384128	397498	Junction Control:	GW	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
UHG	TurnL	SE	E	
p/c	Ahead	SE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	M	30	Sl	Oo

Accident Reference Number: A1056538 **Day:** Thursday **Date:** 03/06/2021 **Time:** 00:01

Place Reported: Else **District:** Manchester

Location: New Wakefield Street at junction with Oxford Road

Description: Both Vehs Trav E New Wakefield St, V2 Turns Left Onto Oxford Rd & Across The Path Of V1 (Pedal Cycle). Front Of V2 Collides With Front Of V1. V2 Fts

Contributory Factors

Factor	Conf	Ref

Locational Details

Road:	U/A34		Junction Details:	Tjun	
OSGR:	384134	397473	Junction Control:	GW	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
p/c	Ahead	W	E	
Car	TurnL	W	N	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	26	Sl	Un

Accident Reference Number: A1171766 **Day:** Sunday **Date:** 01/05/2022 **Time:** 00:52

Place Reported: Else **District:** Manchester

Location: Higher Cambridge Street 40 metres NW Of Boundary Street West

Description: V1 Trav Nw Higher Cambridge St In An Aggressive Manner, C1 (Pedestrian) Crossing Road From Drivers O/s Heading Sw-bd. C1 Hit By O/s Of V1

Contributory Factors

Factor	Conf	Ref
DAggre	VLike	V1
PJudge	Poss	C1

Locational Details

Road:	C		Junction Details:		
OSGR:	384141	396913	Junction Control:	n/a	
Speed Limit:	20		Ped Crossing:	TSX	

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Rain

Accident Details

Severity:	Fatal
No. of Vehicles:	1
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	F	36	Fa	Un

Accident Reference Number: A1557753 **Day:** Monday **Date:** 24/02/2025 **Time:** 16:00

Place Reported: Scene **District:** Manchester

Location: Chester Street 36 Metres E Of Lower Ormond Street

Description: V1 Trav W On Chester St. C1 (Pedestrian) Attempts To Cross From N/s Of Same Masked By Cars Into Path Of V1. V1 Collides With C1

Contributory Factors

Factor	Conf	Ref
DarkC	VLike	C1
FObs	Poss	V1
DStat	Poss	V1

Locational Details

Road:	U/U		Junction Details:	Tjun	
OSGR:	384147	397302	Junction Control:	GW	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Less serious
No. of Vehicles:	1
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NE	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	M	20	LS	Oo

Accident Reference Number: A1250760 **Day:** Thursday **Date:** 24/11/2022 **Time:** 17:20

Place Reported: Self **District:** Manchester

Location: Higher Cambridge Street at junction with Boundary Street West

Description: V2 (Pedal Cycle) Trav Se Higher Cambridge St, V1 Trav Sw Boundary St W T/R Onto Higher Cambridge St & Across Path Of V2, Front Of V1 Colls N/s Of V2

Contributory Factors

Factor	Conf	Ref

Locational Details

Road:	C/U		Junction Details:	Tjun	
OSGR:	384163	396877	Junction Control:	GW	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	NE	NW	
p/c	Ahead	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	38	Sl	Un

Accident Reference Number: A1495551 **Day:** Tuesday **Date:** 24/09/2024 **Time:** 10:00

Place Reported: Scene **District:** Manchester

Location: Hulme Street At Junction With Oxford Road

Description: Both Vehs Trav Nw On Oxford Rd. V1 Turns Left Onto Hulme St As V2 (Pedal Cycle) Undertakes. Nearside V1 Collides Offside V2

Locational Details

Road:	U/A34		Junction Details:	Xrds	
OSGR:	384166	397419	Junction Control:	TS	
Speed Limit:	30		Ped Crossing:	PedX	

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
PCare	VLike	
FObs	VLike	V1
FObs	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
Car	TurnL	SE	SW	
p/c	Ahead	SE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	22	Sl	Oo

Accident Reference Number: A1098130 **Day:** Wednesday **Date:** 13/10/2021 **Time:** 17:20

Place Reported: Scene **District:** Manchester

Location: Mancunian Way Westbound Off-sllip Road 88 metres E Of Mancunian Way Roundabout With Cambridge Street

Description: All Vehs Trav W-bd Mancunian Way Off-slip Road, Front Of V1 (Drunken) Collides Into Rear Of V2. Driver Of V1 Fts & Collides Into Rear Of V3. Driver Of V1 Is Then Detained

Locational Details

Road:	A57(M)		Junction Details:		
OSGR:	384168	397168	Junction Control:	n/a	
Speed Limit:	50		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	3
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DAlcoh	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	E	W	
Car	Ahead	E	W	
Car	Ahead	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	43	Sl	Un

Accident Reference Number: A1397873 **Day:** Wednesday **Date:** 10/01/2024 **Time:** 18:36

Place Reported: Scene **District:** Manchester

Location: Oxford Road at junction with Charles Street

Description: V2 (Pedal Cycle) Trav Se Oxford Rd, V1 Trav Nw Oxford Rd Turns Right Charles St & Across Path Of V2, Front Of V1 Collides With O/s Of V2. V1 Fts

Locational Details

Road:	A34/U		Junction Details:	Tjun	
OSGR:	384171	397428	Junction Control:	TS	
Speed Limit:	30		Ped Crossing:	TSX	

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DSpee	Poss	V1
DCare	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	SE	NE	
p/c	Ahead	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	47	Sl	Un

Accident Reference Number: A1461001 **Day:** Saturday **Date:** 01/06/2024 **Time:** 18:10

Place Reported: Self **District:** Manchester

Location: Oxford Road at junction with Hulme Street

Description: V1 (Pedal Cycle) Trav Se Oxford Rd Enters Crossroads Thru Green Ats, V2 Trav Ne Hulme St Turns Right Onto Oxford Rd & Front Collides With O/s Of V1

Locational Details

Road:	A34/U		Junction Details:	Xrds	
OSGR:	384172	397428	Junction Control:	TS	
Speed Limit:	30		Ped Crossing:	TSX	

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
p/c	Ahead	NW	SE	O/tn
Car	TurnR	SW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	19	Sl	Un

Accident Reference Number: A1457601 **Day:** Tuesday **Date:** 18/06/2024 **Time:** 10:05

Place Reported: Self **District:** Manchester

Location: Oxford Road At Junction With Charles Street

Description: I Had Just Finished Working At Tortilla When I Began Cycling Home Along Oxford Road Towards The University. The Light Turned Green As I Approached So I Continued Through The Junction And Didn't See The Car Indicating. It Happened Very Quickly But I Didnt See The Car Indicating At The Junction So Just Continued Through It. As The Car Turned Right I Collided With The Front Of The Car On My Right Side And Was Thrown Onto The Pavement. The Driver Pulled Over So I Could Lock My Bike Up Then She Drove

Contributory Factors

Factor	Conf	Ref

Locational Details

Road:	A34/U	Junction Details:	Xrds		
OSGR:	384173 397416	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:	ATS		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
p/c	Ahead	Pk	Pk	
Car	TurnR	Pk	Pk	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	20	Sl	Oo

Accident Reference Number: A1164101 **Day:** Tuesday **Date:** 01/03/2022 **Time:** 16:20

Place Reported: Self **District:** Manchester

Location: Oxford Road at junction with Charles Street

Description: V2 (Pedal Cycle) Trav Se Oxford Rd, V1 (LGV) Trav Nw Oxford Rd Turns Right Onto Charles St & Across Path Of V2, Front Of V1 Collides With Front Of V2

Contributory Factors

Factor	Conf	Ref

Locational Details

Road:	A34/A34	Junction Details:	Tjun		
OSGR:	384173 397429	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:	TSX		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
LGV	TurnR	SE	NE	
p/c	Start	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	F	30	Sl	Un

Accident Reference Number: A1497176 **Day:** Tuesday **Date:** 10/09/2024 **Time:** 23:20

Place Reported: Scene **District:** Manchester

Location: Charles Street At Junction With Oxford Road

Description: V2 (Pedal Cycle) Trav S Oxford Rd, V1 (Taxi) Trav N Same Fails To Notice & T/r Onto Charles St Across Path Of V2, Front Of V2 Colls With N/s Of V1

Contributory Factors

Factor	Conf	Ref
FObs	Poss	V1
FObs	Poss	V2
FObs	Poss	V1
DComp	Poss	V2

Locational Details

Road:	U/A34	Junction Details:	Xrds		
OSGR:	384173 397430	Junction Control:	TS		
Speed Limit:	20	Ped Crossing:	PedX		

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
Taxi	TurnR	S	N	
p/c	Ahead	N	S	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	F	20	Sl	Oo

Accident Reference Number: A1591940 **Day:** Monday **Date:** 19/05/2025 **Time:** 12:03

Place Reported: Scene **District:** Manchester

Location: Oxford Road 35 metres SE Of Hulme Street

Description: V1 (Pedal Cycle) Trav Nw Oxford Rd On Cycle Lane, C1 (Pedestrian) Crossing Road Enters Cycle La. Front Of V1 Colls With C1 Causes Rider To Fall Off The Bike

Contributory Factors

Factor	Conf	Ref
FObs	VLike	C1
Cross	VLike	C1
PCare	VLike	C1

Locational Details

Road:	A34	Junction Details:			
OSGR:	384186 397389	Junction Control:	n/a		
Speed Limit:	20	Ped Crossing:	ATS		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
p/c	Ahead	SE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	M	38	Sl	Oo

Accident Reference Number: E2075689 **Day:** Thursday **Date:** 17/09/2020 **Time:** 14:19
Place Reported: Scene **District:** Manchester
Location: Higher Cambridge Street at junction with Rosamond Street West
Description: Both Vehs Trav Se Higher Cambridge St, V2 Turns Left Onto Rosamond St W, V2 Collides With N/s Of V1 (Pedal Cycle)

Locational Details

Road:	C/U		Junction Details:	Xrds	
OSGR:	384189	396829	Junction Control:	STO	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
p/c	Ahead	NW	SE	
Car	TurnL	NW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	25	Sl	

Accident Reference Number: A1104083 **Day:** Thursday **Date:** 30/09/2021 **Time:** 13:18
Place Reported: Else **District:** Manchester
Location: Oxford Road 40 metres NW Of Chester Street
Description: V1 Trav Se Oxford Rd. C1 (Pedestrian) Crossing From Drivers O/s Heading E-bd. C1 Hit By Front Of V1

Locational Details

Road:	A34		Junction Details:		
OSGR:	384200	397380	Junction Control:	n/a	
Speed Limit:	20		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	F	17	Sl	Un

Accident Reference Number: A1111073 **Day:** Thursday **Date:** 21/10/2021 **Time:** 18:00
Place Reported: Else **District:** Manchester
Location: Whitworth Street at junction with Atwood Street
Description: Both Vehs Trav Ne Whitworth St. V1 Turns Left Onto Atwood St & Front Collides With Front Of V2 (Pedal Cycle). V1 Fts

Locational Details

Road:	B6469/U		Junction Details:	Tjun	
OSGR:	384203	397637	Junction Control:	GW	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Less serious
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnL	SW	NW	
p/c	Ahead	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	18	LS	Un

Accident Reference Number: A1399394 **Day:** Wednesday **Date:** 10/01/2024 **Time:** 14:30
Place Reported: Self **District:** Manchester
Location: Oxford Road at junction with Of Chester Street
Description: V2 (Pedal Cycle) Trav Nw Oxford Rd. V1 (LGV) Trav Ne Chester St, Fails To Give Way At Jct & O/s Collides With Front Of V2. V1 Fts

Locational Details

Road:	A34/U		Junction Details:	Tjun	
OSGR:	384211	397342	Junction Control:	GW	
Speed Limit:	30		Ped Crossing:	Ref	

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
LGV	Ahead	SW	NE	
p/c	Ahead	SE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	24	Sl	Un

Accident Reference Number: A1177571 **Day:** Saturday **Date:** 23/04/2022 **Time:** 22:53

Place Reported: Self **District:** Manchester

Location: Oxford Road at junction with Chester Street

Description: V1 (Electric Bicycle) Trav Se Oxford Rd Turns Right Onto Chester St, V2 Trav E Chester St Turns Right Onto Oxford Rd, Front Of V2 Collides With Rear Of V1

Locational Details

Road:	A34/U	Junction Details:	Xrds		
OSGR:	384215 397340	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:	Ref		

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
othr	TurnR	NW	W	
Car	TurnR	W	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	35	Sl	Un

Accident Reference Number: A1040607 **Day:** Wednesday **Date:** 31/03/2021 **Time:** 15:20

Place Reported: Scene **District:** Manchester

Location: Higher Cambridge Street 5 metres NW Of Booth Street West

Description: V1 Trav Nw Higher Cambridge St, C1 (Child Pedestrian) Runs Out From Drivers O/s From Behind A Bus Heading S-bd. C1 Fails To Look Properly & Hit By V1

Locational Details

Road:	C/C	Junction Details:	Xrds		
OSGR:	384217 396766	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:	TSX		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
PFLook	VLike	
PXMas	VLike	
PPedX	Poss	

Vehicle Details

Type	Move	From	To	Skid
Car	Start	SE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	F	13	Sl	Un

Accident Reference Number: A1303863 **Day:** Saturday **Date:** 22/04/2023 **Time:** 14:38

Place Reported: Self **District:** Manchester

Location: Mancunian Way On-slip Road 15 metres NE Of Mancunian Way

Description: Both Vehs Trav Ne-bd Mancunian Way On Slip Road, V2 Staty Appr Give Way To Join Mancunian Way, Front Of V1 Collides With Rear Of V2. V1 Fts

Locational Details

Road:	A57(M)/A57(M)	Junction Details:	Tjun		
OSGR:	384219 397220	Junction Control:	GW		
Speed Limit:	50	Ped Crossing:			

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Less serious
No. of Vehicles:	2
No. of Casualties:	3

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SW	NE	
Car	Stopg	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	F	35	LS	Un
2 Pas	F	29	LS	Un
3 Pas	F	22	LS	Un

Accident Reference Number: A1245059 **Day:** Sunday **Date:** 30/10/2022 **Time:** 23:30

Place Reported: Self **District:** Manchester

Location: Charles Street 15 metres NE Of Mallard Street

Description: Both Vehs Trav Sw Charles St. V2 (Pedal Cycle) Trav In Cycle Lane, V1 Is Parked In Cycle Lane, V2 O/takes V1 On N/s. As V1 Moves Off, O/s Of V1 Colls With N/s Of V2

Locational Details

Road:	U	Junction Details:			
OSGR:	384219 397449	Junction Control:	n/a		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Start	NE	SW	
p/c	U/T	NE	SW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	36	Sl	Un

Accident Reference Number: A1192445 **Day:** Wednesday **Date:** 22/06/2022 **Time:** 08:40

Place Reported: Self **District:** Manchester

Location: Booth Street West 5 metres NE Of Higher Cambridge Street

Description: V2 (Pedal Cycle) Trav Sw Booth St W, V1 Is Parked On Booth St W. V2 O/takes V1 On Its O/s, As Driver Of V1 Opens Door, O/s Of V1 Collides With Front Of V2. V1 Fts

Contributory Factors

Factor	Conf	Ref

Locational Details

Road:	C/C		Junction Details:	Xrds	
OSGR:	384238	396753	Junction Control:	TS	
Speed Limit:	30		Ped Crossing:	Ref	

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Less serious
No. of Vehicles:	2
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
Car	Parkd	Pk	Pk	
p/c	O/Ts	NE	SW	O/tn

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	23	LS	Un

Accident Reference Number: A1471286 **Day:** Monday **Date:** 22/07/2024 **Time:** 16:56

Place Reported: Self **District:** Manchester

Location: Mancunian Way 345 metres W Of Sackville Street

Description: Both Vehs Trav E On Mancunian Way, V1 Slowing Due To Traffic. V2 Behind Fails To Slow & Front Of V2 Collides With Rear Of V1, V2 Fts

Contributory Factors

Factor	Conf	Ref

Locational Details

Road:	A57(M)		Junction Details:		
OSGR:	384249	397224	Junction Control:	n/a	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
Car	Stopg	W	E	
Car	Ahead	W	E	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	F	29	Sl	Un

Accident Reference Number: A1532945 **Day:** Friday **Date:** 20/12/2024 **Time:** 15:15

Place Reported: Self **District:** Manchester

Location: Oxford Road (a34) - Manchester, Manchester

Description: I Was Leaving The Ncp Manchester Circle Square Car Park When The Third Party Vehicle Cut Across From My Left Hand Side Of Pick Up A Passenger, The Traffic Light Was Red At This Point So I Was Waiting To Exit The Car Park. The Traffic Light Had Turned Green And I Was Starting To Drive To Leave The Car Park When Suddenly And Without Warning The Third Party Vehicle Reversed And Collided Into The Front Right Side Of My Vehicle. The Third Party Then Proceeded To Turn Around And Flee The Scene. Thankf

Contributory Factors

Factor	Conf	Ref

Locational Details

Road:	A34		Junction Details:		
OSGR:	384252	397271	Junction Control:	n/a	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
Car	Waitg	Pk	Pk	
Car	Unkn	Pk	Pk	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	20	Sl	Oo

Accident Reference Number: A1574548 **Day:** Sunday **Date:** 06/04/2025 **Time:** 16:00

Place Reported: Self **District:** Manchester

Location: Booth Street West, Manchester, Manchester

Description: I Was Riding A Bike, And A Stationary Car Door By The Road Was Suddenly Open. I Fell Down And Was Stuck In. The Passengers Helped Me Stand, And The Staff Of The Royal Northern College Of Music Took Notes About Our Information. Then, We Went To The Hospital.

Contributory Factors

Factor	Conf	Ref

Locational Details

Road:	C		Junction Details:		
OSGR:	384256	396777	Junction Control:	n/a	
Speed Limit:	30		Ped Crossing:	Unkn	

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
p/c	Stopg	Unk	Unk	S&O
Car	Unkn	Unk	Unk	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	F	27	Sl	Oo

Accident Reference Number: A1096509 **Day:** Friday **Date:** 08/10/2021 **Time:** 15:32
Place Reported: Else **District:** Manchester
Location: Mancunian Way 55 metres E Of Mancunian Way Off-slip Road To Mancunian Way Roundabout
Description: Both Vehs Trav W-bd Mancunian Way (Elevated Road). V2 Staty In Standing Traffic, V1 Trav Behind & Front Collides Into Rear Of V2

Locational Details

Road:	A57(M)		Junction Details:		
OSGR:	384262	397218	Junction Control:	n/a	
Speed Limit:	50		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	E	W	
Car	Waitg	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
2 Drv	M	57	Sl	Un

Accident Reference Number: A1487749 **Day:** Thursday **Date:** 05/09/2024 **Time:** 16:30
Place Reported: Self **District:** Manchester
Location: Whitworth Street 25 metres NE From Junction With Beaver Street
Description: V1 Trav Ne Whitworth St. V2 (Pedal Cycle) Trav Se Princess St Across Junction On Greent Ats, Front V2 Collides Offside V1

Locational Details

Road:	B6469		Junction Details:		
OSGR:	384270	397669	Junction Control:	n/a	
Speed Limit:	30		Ped Crossing:	Unkn	

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	O/Ts	SW	NE	
p/c	Ahead	SW	NE	S&O

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	ŀ02	Sl	Un

Accident Reference Number: A1485838 **Day:** Saturday **Date:** 31/08/2024 **Time:** 20:01
Place Reported: Self **District:** Manchester
Location: Princess Street 37 Metres South East Of Richmond Street
Description: V1 Trav Unknown Dir Princess St Collides With C1 (Pedestrian) On Footpath.

Locational Details

Road:	A34		Junction Details:		
OSGR:	384278	397724	Junction Control:	n/a	
Speed Limit:	20		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Taxi	Ahead	Pk	Pk	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	F	36	Sl	Un

Accident Reference Number: A1101420 **Day:** Wednesday **Date:** 20/10/2021 **Time:** 21:15
Place Reported: Self **District:** Manchester
Location: Oxford Road 40 metres NW Of Sidney Street
Description: Both Vehs Trav Nw Oxford Rd, V2 Waiting To Go Ahead But Held Up, V1 Trav Behind & Front Collides With Rear Of V2

Locational Details

Road:	A34		Junction Details:		
OSGR:	384279	397215	Junction Control:	n/a	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	2

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SE	NW	
Car	Waitg	SE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	23	Sl	Un
2 Pas	F	23	Sl	Un

Accident Reference Number: A2076082 **Day:** Saturday **Date:** 03/10/2020 **Time:** 20:45
Place Reported: Scene **District:** Manchester
Location: Mancunian Way 85 metres E Of Mancunian Way Off-slip Road
Description: Both Vehs Trav W Mancunian Way, V1 Changes Lane To Right, But Front Of V1 Collides With Front Of V2

Locational Details

Road:	A57(M)	Junction Details:			
OSGR:	384293 397234	Junction Control:	n/a		
Speed Limit:	50	Ped Crossing:			

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Rain

Accident Details

Severity:	Serious
No. of Vehicles:	2
No. of Casualties:	2

Contributory Factors

Factor	Conf	Ref
DTurn	Poss	V1
DJudge	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
Car	chlnR	E	W	
Car	Ahead	E	W	S&O

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	F	59	Se	
2 Drv	M	54	Sl	

Accident Reference Number: A1397220 **Day:** Thursday **Date:** 11/01/2024 **Time:** 07:30
Place Reported: Scene **District:** Manchester
Location: Princess Street at junction with Whitworth Street
Description: V2 (Motorcycle) Trav Ne Whitworth St, V1 Trav Sw Whitworth St Turns Right Onto Princess St & Across Path Of V2, Front Of V1 Collides With Front Of V2

Locational Details

Road:	A34/B6469	Junction Details:	Xrds		
OSGR:	384297 397685	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:	TSX		

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Moderately serious
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
FObs	VLike	V1
FObs	VLike	V1
FObs	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	NE	NW	
m/c	Start	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	27	MS	Un

Accident Reference Number: A1252466 **Day:** Thursday **Date:** 01/12/2022 **Time:** 18:00
Place Reported: Self **District:** Manchester
Location: Oxford Road at junction with Sidney Street
Description: Both Vehs Trav Nw Oxford Rd, V2 (Pedal Cycle) Trav In Cycle Path, V1 Turns Right Onto Sidney St & N/s Of V1 Colls With Front Of V2. V1 Fts

Locational Details

Road:	A34/U	Junction Details:	Tjun		
OSGR:	384300 397177	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:	TSX		

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	SE	NE	
p/c	Ahead	SE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	35	Sl	Un

Accident Reference Number: A1541092 **Day:** Monday **Date:** 13/01/2025 **Time:** 22:30
Place Reported: Scene **District:** Manchester
Location: Princess Street At Junction With Whitworth Street
Description: V1,V3,V4 (Police) Trav N Princess St With Emergency Lights, V2 Trav SW Whitworth St, V1 Enters Jct On Red Ats, V2 Fails To Give Way & Front V2 Colls With O/s V1

Locational Details

Road:	A34/B6469	Junction Details:	Xrds		
OSGR:	384300 397684	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:	ATS		

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	4
No. of Casualties:	2

Contributory Factors

Factor	Conf	Ref
Slip	VLike	V2
DView	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	S	N	
Car	Ahead	NE	SW	Skid
Car	Ahead	S	N	
Car	Ahead	S	N	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	39	Sl	Oo
2 Pas	M	26	Sl	Oo

Accident Reference Number: A1499580 **Day:** Tuesday **Date:** 01/10/2024 **Time:** 20:45

Place Reported: Self **District:** Manchester

Location: Charles Street At Junction With Pritchard Street

Description: V1 (Pedal Cycle) Trav SW Charles St, V2 Trav SE Pritchard St, Fails To Give Way, Enters Cycle Lane And Front O/s Colls With N/s Of V1

Contributory Factors

Factor	Conf	Ref

Locational Details

Road:	U/U	Junction Details:	Tjun		
OSGR:	384301 397498	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
p/c	Ahead	Pk	Pk	
Taxi	Start	W	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	35	Sl	Oo

Accident Reference Number: A1152268 **Day:** Wednesday **Date:** 09/02/2022 **Time:** 16:10

Place Reported: Self **District:** Manchester

Location: Princess Street at junction with Whitworth Street

Description: V2 (Pedal Cycle) Trav S Princess St. V1 Trav N Princess St Turns Right Onto Whitworth St & Across Path Of V2, Front Of V1 Collides With Front Of V2

Contributory Factors

Factor	Conf	Ref

Locational Details

Road:	A34/B6469	Junction Details:	Xrds		
OSGR:	384302 397687	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:	TSX		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	S	E	
p/c	Ahead	N	S	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	54	Sl	Un

Accident Reference Number: A1298692 **Day:** Friday **Date:** 24/03/2023 **Time:** 20:42

Place Reported: Self **District:** Manchester

Location: Oxford Road at junction with Sidney Street

Description: V2 (Pedal Cycle) Trav Se Oxford Rd On Cycle Lane, V1 Trav Sw Sidney St Turns Right Onto Oxford Rd & Across Path Of V2, Front Of V1 Colls With N/s Of V2. V1 Fts

Contributory Factors

Factor	Conf	Ref

Locational Details

Road:	A34/U	Junction Details:	Tjun		
OSGR:	384304 397177	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	NE	NW	
p/c	Ahead	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	F	54	Sl	Un

Accident Reference Number: A1542063 **Day:** Wednesday **Date:** 15/01/2025 **Time:** 15:55

Place Reported: Self **District:** Manchester

Location: Oxford Road (a34) At Junction With Sidney Street, Manchester, Manchester

Description: I Was Riding My Bicycle South Out Of Town On Oxford Road And As I Was Passing Sidney Road, A Royal Mail Can Suddenly Turned Right Into Side Road, Sidney Road Without Indicating And Failed To See My And Hit Me With The Front Edge Of The Van. The Force Pushed My Bike And Myself Onto The Corner Of The Road Onto The Pavement. I Was Thrown Off The Bike And Landed Heavily Across My Bike. I Have Injured My Left Hand, My Thumb Feels Strained And Has No Strength. My Right Leg, Knee Nd Inner Thigh Ha

Contributory Factors

Factor	Conf	Ref

Locational Details

Road:	A34/U	Junction Details:	Tjun		
OSGR:	384304 397179	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:	PedX		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Vehicle Details

Type	Move	From	To	Skid
p/c	Ahead	NW	SE	O/tn
LGV	TurnR	SE	E	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	50	Sl	Oo

Accident Reference Number: A1101779 **Day:** Sunday **Date:** 15/08/2021 **Time:** 14:23

Place Reported: Self **District:** Manchester

Location: Oxford Road at junction with Sidney Street

Description: V2 (Pedal Cycle) Trav Se Oxford Rd, V1 Trav Nw Oxford Rd Turns Right Onto Sidney St & Across Path Of V2. Front Of V1 Collides With Front Of V2

Locational Details

Road:	A34/U	Junction Details:	Tjun		
OSGR:	384304 397181	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:	TSX		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	SE	NE	
p/c	Ahead	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	28	Sl	Un

Accident Reference Number: A1387069 **Day:** Tuesday **Date:** 12/12/2023 **Time:** 07:15

Place Reported: Scene **District:** Manchester

Location: Princess Street 5 metres SE Of Whitworth Street

Description: V1 (Taxi) Trav Ne Whitworth St Turns Right Onto Princess St, V2 (Electric Scooter) Trav Sw-bd Across Princess St On Crossing, Front Of V1 Colls With O/s Of V2

Locational Details

Road:	A34/B6469	Junction Details:	Xrds		
OSGR:	384304 397673	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:	TSX		

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Taxi	TurnR	SW	SE	
othr	Ahead	NE	SW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	29	Sl	Un

Accident Reference Number: A1473177 **Day:** Sunday **Date:** 28/07/2024 **Time:** 21:15

Place Reported: Scene **District:** Manchester

Location: Sidney Street At Junction With Oxford Road

Description: V1 (Police) Trav NW Oxford Rd, Slows & T/r Onto Sidney St, V2 (Pedal Cycle) Trav SE Oxford Rd Fails To Notice V1 & Front Colls With N/s Of V1

Locational Details

Road:	U/A34	Junction Details:	Tjun		
OSGR:	384312 397182	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
FObs	Poss	V1
FObs	Poss	V2
DarkC	Poss	V2

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	SE	NE	
p/c	Ahead	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	F	30	Sl	Un

Accident Reference Number: A1075230 **Day:** Wednesday **Date:** 16/09/2020 **Time:** 20:30

Place Reported: Else **District:** Manchester

Location: Princess Street, outside number 88, 25 metres S Of Granby Row

Description: V1 (Taxi) Parked On Princess St Facing N-bd, V2 (Pedal Cycle) Trav Nw-bd Princess St, N/s Of V2 Collides With O/s Of V1. V1 Then Drives Off & Fts

Locational Details

Road:	A34	Junction Details:			
OSGR:	384325 397569	Junction Control:	n/a		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Taxi	Parkd	Pk	Pk	
p/c	O/Ts	SE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	F	27	Sl	

Accident Reference Number: E1A79893 **Day:** Sunday **Date:** 24/01/2021 **Time:** 18:50
Place Reported: Else **District:** Manchester
Location: Oxford Road 35 metres NW Of Grosvenor Street
Description: Both Vehs Trav Nw Oxford Rd, V1 (PCV) Pulls Into Bus Stop When V2 Crosses Two Lanes Encroaches Into Bus Lane & Collides With N/s Of V1. V2 Fts

Locational Details

Road:	A34		Junction Details:		
OSGR:	384332	397109	Junction Control:	n/a	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Wind

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
PCV	Stopg	SE	NW	
Car	Ahead	SE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	M	38	Sl	

Accident Reference Number: A1067050 **Day:** Sunday **Date:** 30/05/2021 **Time:** 02:50
Place Reported: Self **District:** Manchester
Location: Oxford Road 35 metres NW Of Grosvenor Street
Description: Both Vehs Trav Se Oxford Rd. V2 Moving Off & Pulls Out Without Looking, V1 Swerves To Avoid But O/s Of V2 Collides With N/s Of V1. V2 Fts

Locational Details

Road:	A34		Junction Details:		
OSGR:	384336	397113	Junction Control:	n/a	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	2

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NW	SE	
Car	Start	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	31	Sl	Un
2 Pas	F	27	Sl	Un

Accident Reference Number: A1197540 **Day:** Sunday **Date:** 26/06/2022 **Time:** 00:55
Place Reported: Self **District:** Manchester
Location: Whitworth Street at junction with Samuel Ogden Street
Description: V1 (Taxi) Trav Nw Samuel Ogden St & Turns Left Onto Whitworth St, Front Of V1 Collides With Rear Of V2 (Parked Taxi). V1 Fts

Locational Details

Road:	B6469/U		Junction Details:	Tjun	
OSGR:	384343	397696	Junction Control:	GW	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Taxi	TurnL	SE	SW	
Taxi	Parkd	Pk	Pk	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	39	Sl	Un

Accident Reference Number: A1369006 **Day:** Sunday **Date:** 15/10/2023 **Time:** 19:40
Place Reported: Self **District:** Manchester
Location: Whitworth Street at junction with Samuel Ogden Street
Description: V2 (Taxi) Trav Sw Whitworth St, V1 Trav Nw Samuel Ogden St Turns Right Onto Whitworth St & Across Path Of V2, Front Of V1 Colls With N/s Of V2. V1 Fts

Locational Details

Road:	B6469/U		Junction Details:	Tjun	
OSGR:	384343	397698	Junction Control:	GW	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	SE	NE	
Taxi	Ahead	NE	SW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	45	Sl	Un

Accident Reference Number: A1366936 **Day:** Sunday **Date:** 15/10/2023 **Time:** 19:00

Place Reported: Self **District:** Manchester

Location: Oxford Road 20 Metres NW Of Grosvenor Street

Description: Both Vehs Trav SE Oxford Rd, V1 Staty At Red Ats, Makes A U-turn, Reverses Nw Into Cycle Lane, Rear Of V1 Colls With O/s V2 (Pedal Cycle)

Locational Details

Road:	A34		Junction Details:		
OSGR:	384344	397094	Junction Control:	n/a	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Uturn	NW	NW	
p/c	Ahead	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	23	Sl	Un

Accident Reference Number: A1186234 **Day:** Sunday **Date:** 05/06/2022 **Time:** 03:00

Place Reported: Self **District:** Manchester

Location: Princess Street 1 metre NW Of Charles Street

Description: Both Vehs Trav Se Princess St. V1 Reverses Nw-bd Into V2 & Rear Collides With Front Of V2. V1 Fts

Locational Details

Road:	A34/U		Junction Details:	Tjun	
OSGR:	384349	397529	Junction Control:	TS	
Speed Limit:	30		Ped Crossing:	TSX	

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Revg	SE	NW	
Car	Start	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	51	Sl	Un

Accident Reference Number: A1138975 **Day:** Sunday **Date:** 16/01/2022 **Time:** 09:10

Place Reported: Else **District:** Manchester

Location: Princess Street 5 metres SE Of Charles Street

Description: V1 Trav Nw Princess St, C1 (Pedestrian) Crossing Road From Drivers O/s Heading Sw-bd. C1 Hit By Front Of V1. V1 Fts

Locational Details

Road:	A34/U		Junction Details:	Xrds	
OSGR:	384353	397515	Junction Control:	TS	
Speed Limit:	30		Ped Crossing:	TSX	

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	F	20	Sl	Un

Accident Reference Number: A1067201 **Day:** Saturday **Date:** 17/07/2021 **Time:** 19:40

Place Reported: Scene **District:** Manchester

Location: Mancunian Way at junction with Mancunian Way On-slip Road

Description: V1 Trav W Mancunian Way On-slip Road. V1 Approaching Give Way In Slow Moving Traffic & Enters Main C/way But Front Hits Rear Of V2 Trav W Mancunian Way

Locational Details

Road:	A57(M)/A57(M)		Junction Details:	Slip	
OSGR:	384365	397244	Junction Control:	GW	
Speed Limit:	50		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DTgate	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SE	W	
Car	Stopg	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	37	Sl	Un

Accident Reference Number: A1378130 **Day:** Friday **Date:** 17/11/2023 **Time:** 22:51

Place Reported: Scene **District:** Manchester

Location: Oxford Road 20 metres SE Of Grosvenor Street

Description: V1 Trav Se Oxford Rd, C1 (Pedestrian) Crossing From Drivers O/s Masked By Staty Veh Heading Se-bd. C1 Is Hit By Front Of V1

Locational Details				Conditions		Accident Details	
Road:	B5117/A34	Junction Details:	Tjun	Road Surface:	Wet	Severity:	Less serious
OSGR:	384366 397059	Junction Control:	TS	Light Conditions:	Dark	No. of Vehicles:	1
Speed Limit:	30	Ped Crossing:	TSX	Weather Conditions:	Rain	No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	M	26	LS	Un

Accident Reference Number: A1464333 **Day:** Saturday **Date:** 06/07/2024 **Time:** 17:15

Place Reported: Scene **District:** Manchester

Location: Oxford Road - 65 Metres SE Of Grosvenor Street

Description: Both Vehs Trav NW Oxford Rd. V1 (Bus) Front Collides With O/s of V2 (Pedal Cycle) Riding In Cycle Lane Knocking Rider To The Ground.

Locational Details				Conditions		Accident Details	
Road:	B5117	Junction Details:		Road Surface:	Dry	Severity:	Slight
OSGR:	384379 397015	Junction Control:	n/a	Light Conditions:	Light	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DarkC	Poss	
FObs	Poss	V1
DClose	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
PCV	Ahead	SE	NW	
p/c	Ahead	SE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	31	Sl	Un

Accident Reference Number: E1A79260 **Day:** Tuesday **Date:** 19/01/2021 **Time:** 17:40

Place Reported: Else **District:** Manchester

Location: Mancunian Way On-slip Road 5 metres E Of Mancunian Way

Description: Both Vehs Trav W Mancunian Way On-slip Rd. V2 Stationary On Approach To Join Mancunian Way Main C/way. V1 Trav Behind Fails To Stop & Collides Into Rear Of V2

Locational Details				Conditions		Accident Details	
Road:	A57(M)/A57(M)	Junction Details:	Slip	Road Surface:	Wet	Severity:	Slight
OSGR:	384388 397241	Junction Control:	GW	Light Conditions:	Dark	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Rain	No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DCare	Poss	V1
DFast	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	E	W	
Car	Stopg	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	53	Sl	

Accident Reference Number: A1261448 **Day:** Monday **Date:** 02/01/2023 **Time:** 18:30

Place Reported: Self **District:** Manchester

Location: Mancunian Way On-slip Road at junction with Mancunian Way

Description: Both Vehs Trav W Mancunian Way On Slip Road, V2 Staty & Attempts To Get On The Mancunian Way, Front Of V1 (Taxi) Collides With Rear Of V2. V1 Fts

Locational Details				Conditions		Accident Details	
Road:	A57(M)/A57(M)	Junction Details:	Mult	Road Surface:	Dry	Severity:	Slight
OSGR:	384388 397243	Junction Control:	GW	Light Conditions:	Dark	No. of Vehicles:	2
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Taxi	Ahead	E	W	
Car	Waitg	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	F	24	Sl	Un

Accident Reference Number: A1230753 **Day:** Saturday **Date:** 15/10/2022 **Time:** 15:30
Place Reported: Scene **District:** Manchester
Location: Princess Street at junction with Brancaster Road
Description: V2 Trav Nw Princess St. V1 Trav Ne Brancaster Rd & Fails To Give Way At Jct, O/s Of V1 Collides With Front Of V2

Locational Details

Road:	A34/U	Junction Details:	Tjun
OSGR:	384408 397395	Junction Control:	GW
Speed Limit:	30	Ped Crossing:	

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Rain

Accident Details

Severity:	Less serious
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DTurn	Poss	V2

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SW	NE	
Car	Ahead	SE	NW	O/tn

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	F	19	LS	Un

Accident Reference Number: A1235324 **Day:** Thursday **Date:** 27/10/2022 **Time:** 18:25
Place Reported: Scene **District:** Manchester
Location: Oxford Road at junction with Rosamond Street West
Description: V2 (Pedal Cycle) Trav Nw Oxford Rd, V1 (Taxi) Trav Se Oxford Rd Turns Right Onto Rosamond St W & Across Path Of V2, Driver Of V1 Fails To Look & N/s Hits Front Of V2

Locational Details

Road:	B5117/U	Junction Details:	Tjun
OSGR:	384421 396944	Junction Control:	GW
Speed Limit:	30	Ped Crossing:	

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DFLook	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
Taxi	TurnR	NW	SW	
p/c	Ahead	SE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	41	Sl	Un

Accident Reference Number: A1132546 **Day:** Wednesday **Date:** 05/01/2022 **Time:** 00:01
Place Reported: Scene **District:** Manchester
Location: Grosvenor Street at junction with Sidney Street
Description: V2 (Pedal Cycle) Trav Ne Grosvenor St, V1 Trav Se Sidney St Turns Rignt Onto Grosvenor St & Across Path Of V2. Driver Of V1 Fails To Look & Front Of Hits N/s Of V2

Locational Details

Road:	A34/U	Junction Details:	Xrds
OSGR:	384421 397113	Junction Control:	GW
Speed Limit:	30	Ped Crossing:	

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Less serious
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DFLook	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	NW	SW	
p/c	Ahead	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	23	LS	Un

Accident Reference Number: A1420921 **Day:** Tuesday **Date:** 12/03/2024 **Time:** 17:30
Place Reported: Self **District:** Manchester
Location: Oxford Road at junction with Rosamond Street West
Description: Both Vehs Trav Nw Oxford Rd, V1 Turns Left Onto Rosamond St W & N/s Collides With O/s Of V2 (Pedal Cycle)

Locational Details

Road:	B5117/U	Junction Details:	Tjun
OSGR:	384422 396943	Junction Control:	GW
Speed Limit:	30	Ped Crossing:	

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnL	SE	SW	
p/c	Ahead	SE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	24	Sl	Un

Accident Reference Number: A1420087 **Day:** Wednesday **Date:** 06/03/2024 **Time:** 08:15

Place Reported: Self **District:** Manchester

Location: Mancunian Way 190 metres SW Of Mancunian Way Off-slip Road

Description: Both Vehs Trav Ne Mancunian Way, V2 Waiting To Go Ahead But Held Up, Front Of V1 Colls With Rear Of V2, Structural Frame Is Exposed, Panels Of Car Smashed Off

Locational Details

Road:	A57(M)		Junction Details:		
OSGR:	384428	397273	Junction Control:	n/a	
Speed Limit:	50		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	2

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SW	NE	
Car	Waitg	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	19	Sl	Un
2 Pas	F	19	Sl	Un

Accident Reference Number: A1562633 **Day:** Friday **Date:** 07/03/2025 **Time:** 17:00

Place Reported: Self **District:** Manchester

Location: Oxford Road 28 Metres SE Of Rosamond Street West

Description: Information Limited. V1 Trav On Oxford Rd. C1 (Pedestrian) Crosses Same From O/s V1. N/s V1 Collides C1

Locational Details

Road:	B5117		Junction Details:		
OSGR:	384438	396919	Junction Control:	n/a	
Speed Limit:	30		Ped Crossing:	Unkn	

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Very serious
No. of Vehicles:	1
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Unkn	Unk	Unk	Unkn

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	M	29	VS	Oo

Accident Reference Number: A1369223 **Day:** Sunday **Date:** 15/10/2023 **Time:** 18:00

Place Reported: Self **District:** Manchester

Location: Oxford Road 15 metres NW Of Booth Street East

Description: Both Vehs Trav Se Oxford Rd Appr Ats, V1 Performs A U-turn & Front Collides With N/s Of V2 (Pedal Cycle)

Locational Details

Road:	B5117/C		Junction Details:	Xrds	
OSGR:	384452	396901	Junction Control:	TS	
Speed Limit:	30		Ped Crossing:	TSX	

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Uturn	NW	NW	
p/c	Ahead	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	23	Sl	Un

Accident Reference Number: A1106212 **Day:** Thursday **Date:** 04/11/2021 **Time:** 17:04

Place Reported: Scene **District:** Manchester

Location: Brook Street at junction with Sackville Street

Description: V2, V3 Trav W Sackville St. V1 (Police) On Call Trav Nw Brook St Thru Red Ats, V3 (Taxi) Stops Ahead Of V2 Lets V1 Passes, V2 Swerves Around V3 Hits V1's O/s. V3 Fts

Locational Details

Road:	A34/U		Junction Details:	Xrds	
OSGR:	384454	397324	Junction Control:	TS	
Speed Limit:	30		Ped Crossing:	TSX	

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Less serious
No. of Vehicles:	3
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
EmVeh	VLike	V1
DFLook	Poss	V1
DFLook	Poss	V2

Vehicle Details

Type	Move	From	To	Skid
LGV	Ahead	SE	NW	S&O
Car	Ahead	NE	W	
Taxi	Waitg	NE	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Pas	M	28	LS	Un

Accident Reference Number: A1429913 **Day:** Saturday **Date:** 23/03/2024 **Time:** 23:41
Place Reported: Self **District:** Manchester
Location: Brook Street at junction with Sackville Street
Description: Both Vehs Trav Se Brook St, V1 Turns Left Onto Sackville St & Across Path Of V2, O/s Of V1 Colls With Front Of V2. V1 Fts

Locational Details

Road:	A34/U	Junction Details:	Tjun		
OSGR:	384455 397328	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:	TSX		

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnL	NW	NE	
Car	Ahead	NW	SE	Skid

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	32	Sl	Un

Accident Reference Number: A1343499 **Day:** Friday **Date:** 18/08/2023 **Time:** 22:10
Place Reported: Scene **District:** Manchester
Location: Oxford Road at junction with Booth Street East
Description: V1 (Taxi) Trav Sw Booth St E Colls V3 (Pedal Cycle) Trav Se Oxford Rd Thru Red Ats. V3 Rider Unseated Into Path Of V2 (PCV) Trav Sw Booth St E

Locational Details

Road:	B5117/C	Junction Details:	Xrds		
OSGR:	384458 396878	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:	TSX		

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Rain

Accident Details

Severity:	Fatal
No. of Vehicles:	3
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Start	NE	SW	
PCV	Ahead	NE	SW	
p/c	Ahead	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	20	Fa	Un

Accident Reference Number: A1585481 **Day:** Saturday **Date:** 03/05/2025 **Time:** 03:30
Place Reported: Scene **District:** Manchester
Location: Mancunian Way On-slip Road 75 metres NW Of Brook Street
Description: V1 Fts For V3 & V4 (Police Vehs) Then V1 Disobeyed Traffic Flow Trav Se Mancunian Way On-slip Rd, V3 & V4 Follow, V1 Colls Head On With V2 Trav Nw-bd, Then V3 Hits V1

Locational Details

Road:	A57(M)	Junction Details:			
OSGR:	384471 397250	Junction Control:	n/a		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Moderately serious
No. of Vehicles:	4
No. of Casualties:	2

Contributory Factors

Factor	Conf	Ref
DCare	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NW	SE	
Car	Ahead	SE	NW	
Car	Ahead	NW	SE	
Car	Ahead	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
2 Drv	F	35	LS	Oo
3 Pas	F	36	MS	Oo

Accident Reference Number: A1520743 **Day:** Saturday **Date:** 23/11/2024 **Time:** 14:15
Place Reported: Scene **District:** Manchester
Location: Booth Street East 31 metres E Of Oxford Road
Description: Both Vehs Trav Ne On Booth Street E. V1 (PCV) & V2 (Pedal Cycle) Collide

Locational Details

Road:	C	Junction Details:			
OSGR:	384483 396899	Junction Control:	n/a		
Speed Limit:	30	Ped Crossing:	ATS		

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
PCV	Ahead	SW	NE	
p/c	Ahead	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil

Accident Reference Number: A1078509 **Day:** Monday **Date:** 21/12/2020 **Time:** 20:30

Place Reported: Scene **District:** Manchester

Location: Mancunian Way 120 metres E Of Mancunian Way On-slip Road

Description: Both Vehs Trav W-bd Mancunian Way, V2 Stationary & Waiting To Go Ahead, V1 Trav Behind V2 Starts To Move Off & Hits Rear Of V2 At Low Speed

Locational Details

Road:	A57(M)		Junction Details:		
OSGR:	384498	397283	Junction Control:	n/a	
Speed Limit:	50		Ped Crossing:		

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Start	E	W	
Car	Waitg	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Pas	M	33	Sl	

Accident Reference Number: A1482485 **Day:** Wednesday **Date:** 21/08/2024 **Time:** 18:00

Place Reported: Self **District:** Manchester

Location: Booth Street East 64 Metres NE Of Oxford Road

Description: V1 (Pedal Cycle) Trav NE Booth St, V2 T/I From Manchester Aquatics Centre Car Park Onto Booth St Fails To Give Way & Front Colls With Rear Of V1

Locational Details

Road:	C		Junction Details:		
OSGR:	384523	396917	Junction Control:	n/a	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Moderately serious
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
p/c	Ahead	SW	NE	Unkn
Car	TurnL	NW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	F	43	MS	Un

Accident Reference Number: A1097529 **Day:** Friday **Date:** 17/09/2021 **Time:** 04:30

Place Reported: Self **District:** Manchester

Location: Mancunian Way 30 metres SW Of Exit Slip Road To Sackville Street

Description: Both Vehs Trav Ne Mancunian Way, V2 Trav Behind & Front Collides Into Rear Of V1. V2 Fts

Locational Details

Road:	A57(M)		Junction Details:		
OSGR:	384535	397313	Junction Control:	n/a	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	2

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SW	NE	
Car	Ahead	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Pas	F	23	Sl	Un
2 Pas	F	32	Sl	Un

Accident Reference Number: A1583895 **Day:** Tuesday **Date:** 29/04/2025 **Time:** 11:20

Place Reported: Scene **District:** Manchester

Location: Mancunian Way On-slip Road 10 metres SE Of Brook Street

Description: V1 Trav Se Brook St Turns Left Onto Mancunian Way, V2 (Pedal Cycle) Trav N-bd Across Mancunian Way On-slip Road, Front Of V1 Collides With Front Of V2

Locational Details

Road:	A57(M)/A34		Junction Details:	Othr	
OSGR:	384536	397230	Junction Control:	GW	
Speed Limit:	30		Ped Crossing:		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
FObs	VLike	V1
FObs	Poss	V2

Vehicle Details

Type	Move	From	To	Skid
Car	TurnL	NW	E	
p/c	Ahead	S	N	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	47	Sl	Oo

Accident Reference Number: A1099772 **Day:** Thursday **Date:** 23/09/2021 **Time:** 07:15

Place Reported: Else **District:** Manchester

Location: Mancunian Way 40 metres SW Of Off-slip Road To Sackville Street

Description: Both Vehs Trav Ne Mancunian Way, N/s Of V2 (Crane Veh) Collides With O/s Of V1. V2 Fts

Locational Details

Road:	A57(M)	Junction Details:			
OSGR:	384538 397312	Junction Control:	n/a		
Speed Limit:	50	Ped Crossing:			

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SW	NE	
othr	Ahead	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	F	53	Sl	Un

Accident Reference Number: A1450941 **Day:** Sunday **Date:** 02/06/2024 **Time:** 15:20

Place Reported: Self **District:** Manchester

Location: Brook Street On-slip Road at junction with Mancunian Way

Description: Both Vehs Trav Nw Brook St On-slip Road, V1 Waiting To Go Ahead But Held Up Appr Mancunian Way, V2 Fails To Notice & Front Colls With Rear Of V1

Locational Details

Road:	A57(M)/A57(M)	Junction Details:	Slip		
OSGR:	384539 397295	Junction Control:	GW		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Waitg	SE	NW	
Car	Lbend	SW	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	F	37	Sl	Un

Accident Reference Number: A1034893 **Day:** Monday **Date:** 22/03/2021 **Time:** 22:58

Place Reported: Scene **District:** Manchester

Location: Upper Brook Street at junction with Grosvenor Street

Description: V1 Trav N Upper Brook St Through Green Ats. V2 (Fatigue) Trav W Grosvenor St Disobeyed Red Ats & Enters Jct, N/s Of V2 Collides With Front Of V1. V2 Left C/way O/s

Locational Details

Road:	A34/A34	Junction Details:	Xrds		
OSGR:	384542 397175	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:	TSX		

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	2

Contributory Factors

Factor	Conf	Ref
DATS	VLike	V2
DTired	VLike	V2

Vehicle Details

Type	Move	From	To	Skid
Car	Start	S	N	
Car	Ahead	E	W	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	34	Sl	Un
2 Drv	M	35	Sl	Un

Accident Reference Number: A1233007 **Day:** Wednesday **Date:** 28/09/2022 **Time:** 22:19

Place Reported: Else **District:** Manchester

Location: Grosvenor Street at junction with Brook Street

Description: V1 Trav Nw Upperbrook Street Enters Crossroads Thru A Red Ats. V2 Trav Sw Grosvenor St Turns Right Onto Brook St, Front Of V1 Collides With N/s Of V2. V1 Fts

Locational Details

Road:	A34/A34	Junction Details:	Xrds		
OSGR:	384547 397178	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:	TSX		

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SE	NW	
Car	TurnR	NE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	32	Sl	Un

Accident Reference Number: A1548583 **Day:** Tuesday **Date:** 03/12/2024 **Time:** 08:05

Place Reported: Scene **District:** Manchester

Location: Upper Brook Street At Junction With Grosvenor Street

Description: V1 Trav Ne Grosvenor St Turns Right At Ats. V2 Trav Nw Upper Brook St. Unclear Which Veh Contravenes Red Ats. V1 & V2 Collide Mid Junction

Locational Details

Road:	A34/A34	Junction Details:	Tjun		
OSGR:	384548 397175	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:	ATS		

Conditions

Road Surface:	Dry
Light Conditions:	Dark
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	SW	NE	
Car	Ahead	SE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil

Accident Reference Number: A1512849 **Day:** Tuesday **Date:** 05/11/2024 **Time:** 19:48

Place Reported: Scene **District:** Manchester

Location: Brook Street At Junction With Grosvenor Street

Description: V1 Trav SE Brook St Thru Green Ats, V2 (Pedal Cycle) Crossing From Drivers O/s Heading NE Into Path Of V1, Front Of V1 Colls With O/s Of V2

Locational Details

Road:	A34/C	Junction Details:	Xrds		
OSGR:	384550 397190	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:	ATS		

Conditions

Road Surface:	Wet
Light Conditions:	Dark
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
FObs	VLike	V2
Cross	VLike	V2
FObs	VLike	V2

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	NW	SE	
p/c	Ahead	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	20	Sl	Oo

Accident Reference Number: A1097452 **Day:** Saturday **Date:** 18/09/2021 **Time:** 16:20

Place Reported: Else **District:** Manchester

Location: Grosvenor Street at junction with Brook Street

Description: V2 Trav Se Brook St Turns Left Onto Grosvenor St, V1 Trav Nw Upper Brook St Turns Right Onto Grosvenor St, N/s Of V1 Collides With Front Of V2. V2 Fts

Locational Details

Road:	A34/A34	Junction Details:	Slip		
OSGR:	384553 397187	Junction Control:	TS		
Speed Limit:	30	Ped Crossing:	TSX		

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	3

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	TurnR	SE	NE	
Car	TurnL	NW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	F	53	Sl	Un
2 Pas	F	26	Sl	Un
3 Pas	M	22	Sl	Un

Accident Reference Number: A1247861 **Day:** Wednesday **Date:** 16/11/2022 **Time:** 16:04

Place Reported: Self **District:** Manchester

Location: Booth Street East 25 metres SW Of Entrance Of Car Park Aquatics Centre

Description: Both Vehs Trav Booth St E, N/s Of V1 Collides With Rear Of V2 (Pedal Cycle)

Locational Details

Road:	C	Junction Details:			
OSGR:	384579 396947	Junction Control:	n/a		
Speed Limit:	30	Ped Crossing:			

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SW	NE	
p/c	Ahead	SW	NE	Skid

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	20	Sl	Un

Accident Reference Number: A1582859 **Day:** Monday **Date:** 28/04/2025 **Time:** 08:52

Place Reported: Scene **District:** Manchester

Location: Booth Street at junction with Upper Brook Street

Description: V1 & V2 (Both Police) Enter Junction With Emergency Equipment Activated, Direction Unknown. C1 (Pedestrian) Crosses At Crossing Into Path Of V1. O/s V1 Cols C1

Locational Details

Road:	C/A34		Junction Details:	Tjun
OSGR:	384679	396990	Junction Control:	TS
Speed Limit:	30		Ped Crossing:	ATS

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Less serious
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
DFast	VLike	V1
FObs	Poss	C1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	N	N	
Car	Ahead	N	N	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	F	20	LS	Oo

Accident Reference Number: A1218529 **Day:** Wednesday **Date:** 31/08/2022 **Time:** 17:25

Place Reported: Self **District:** Manchester

Location: Upper Brook Street at junction with Booth Street East

Description: Both Vehs Trav Se Upper Brook St. V1 (PCV) O/takes V2 (Pedal Cycle) On Its O/s, N/s Of V1 Collides With O/s Of V2

Locational Details

Road:	A34/C		Junction Details:	Xrds
OSGR:	384682	397003	Junction Control:	TS
Speed Limit:	30		Ped Crossing:	TSX

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref

Vehicle Details

Type	Move	From	To	Skid
PCV	O/Tkg	NW	SE	
p/c	Ahead	NW	SE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Rid	M	30	Sl	Un

Abbreviations used in GMAXI Reports for New Contributory Factors - 2005/06

WARNING: Please note that -
Codes 101 to 999 only relate to accidents from 1 April 2005. - New National Factors introduced by DfT
Codes 1001 to 1154 relate to accidents from 1 April 1999 to 31 March 2005 only. - Local Factors introduced
Accidents before 1 April 1999 do not have contributory factors attached.

Code	ContribFactor1Name	ContribFactor1Abb
0	None	
101	Poor or defective road surface	Surf
102	Deposit on road (eg oil, mud, chippings)	Dposit
103	Slippery road (due to weather)	Slip
104	Inadequate/masked signs or road markings	Mark
105	Defective traffic signals	DefATS
106	Traffic calming (eg speed cushions, road humps, chicanes)	TCalm
107	Temporary road layout (eg contraflow)	TmpRd
108	Road layout (eg bend, hill, narrow carriageway)	RdLay
109	Animal or object in carriageway	ObjInC
201	Tyres illegal, defective or under inflated	VTyres
202	Defective lights or indicators	VLight
203	Defective brakes	VBrake
204	Defective steering or suspension	VSteer
205	Defective or missing mirrors	VMirr
206	Overloaded or poorly loaded vehicle or trailer	VLoad
301	Disobeyed automatic traffic signal	DATS
302	Disobeyed Give Way or Stop sign or markings	DGWorS
303	Disobeyed double white line	DWhite
304	Disobeyed pedestrian crossing facility	DPedX
305	Illegal turn or direction of travel	DITurn
306	Exceeding speed limit	DSpeed
307	Travelling too fast for conditions	DFast
308	Following too close	DTgate
309	Vehicle travelling along pavement	DPave
310	Cyclist entering road from pavement	DCPave
401	Junction overshoot	DJnOvr
402	Junction restart	DJnRst
403	Poor turn or manoeuvre	DTurn
404	Failed to signal/misleading signal	DSign
405	Failed to look properly	DFLook
406	Failed to judge other person's path or speed	DJudge
407	Passing too close to cyclist, horse rider or pedestrian	DClose
408	Sudden braking	DBrake
409	Swerved	DSwerv
410	Loss of control	DLossC
501	Impaired by alcohol	DAlcoh
502	Impaired by drugs (illicit or medicinal)	DDrugs
503	Fatigue	DTired
504	Uncorrected, defective eyesight	DEye
505	Illness or disability, mental or physical	DIllns
506	Not displaying lights at night or in poor visibility	DNoLit
507	Cyclist wearing dark clothing at night	DCDark
508	Driver using mobile phone	DMobPh
509	Distraction in vehicle	DDisIn
510	Distraction outside vehicle	DDisOu
601	Aggressive driving	DAggre
602	Careless/reckless/in a hurry	DCare

603	Nervous/uncertain/panic	DPanic
604	Driving too slow or conditions or slow vehicle (eg tractor)	DSlow
605	Learner or inexperienced driver/rider	DLearn
606	Inexperience of driving on the left	DInDrL
607	Inexperience with type of vehicle	DInVeh
701	Stationary or parked vehicle(s)	DStat
702	Vegetation	DVeg
703	Road layout (eg bend, winding road, hill crest)	DRdLay
704	Buildings, road signs, street furniture	DBuild
705	Dazzling headlights	DHLigt
706	Dazzling sun	DSun
707	Rain, sleet, snow, or fog	DRain
708	Spray from other vehicles	DFog
709	Visor or windscreen dirty or scratched	DSpray
710	Vehicle blind spot	DWscrn
801	Crossed road masked by stationary or parked vehicle	PXMask
802	Failed to look properly	PFLook
803	Failed to judge vehicle's path or speed	PJudge
804	Wrong use of pedestrian crossing facility	PPedX
805	Dangerous action in carriageway (eg playing)	PDange
806	Impaired by alcohol	PAlcoh
807	Impaired by drugs (illicit or medicinal)	PDrugs
808	Careless/reckless/in a hurry	PCare
809	Pedestrian wearing dark clothing at night	PCloth
810	Disability or illness, mental or physical	PIllns
901	Stolen vehicle	StoVeh
902	Vehicle in course of crime	VCrime
903	Emergency vehicle on call	EmVeh
904	Vehicle door opened or closed negligently	VDoor
999	Other	Other
1001	Failed to stop (mandatory sign)	Fstop
1002	Failed to give way	Fgive
1003	Failed to avoid pedestrian (pedestrian not to blame)	FAPed
1004	Failed to avoid vehicle or object in carriageway	FAObj
1005	Failure to signal/misleading signal	Fsig
1006	Loss of control of vehicle	Loss
1007	Pedestrian entered carriageway without due care	Ped
1008	Passenger fell in or near PSV	Pfell
1009	Swerved to avoid object in carriageway	Swerv
1010	Sudden braking	Brake
1011	Poor turn/manoeuvre	Turn
1012	Poor overtaking	Over
1013	Drove wrong way (e.g. 1-way street)	1Way
1014	Opening door carelessly	Door
1015	Other	Other
1101	Impairment alcohol	Alcoh
1102	Impairment drugs	Drugs
1103	Impairment fatigue	Tired
1104	Impairment illness	Ill
1105	Distraction stress/emotional state of mind	Stress
1106	Distraction physical in/on vehicle	DPhIn
1107	Distraction physical outside vehicle	DPhOut
1108	Behaviour panic	Panic
1109	Behaviour careless/thoughtless/reckless	Care
1110	Behaviour nervous/uncertain	Nerve
1111	Behaviour in a hurry	Hurry

1112	Failure to judge other person's path or speed	Fjudg
1113	Disability	Disab
1114	Failed to look	F2look
1115	Looked but did not see	Nsee
1116	Inattention	Inatt
1117	Person hit wore dark or inconspicuous clothing	Cloth
1118	Other (Personal details)	Pother
1119	Crossed from behind parked vehicle etc	Cross
1120	Ignored lights at crossing	Xlight
1121	Excessive Speed	Speed
1122	Following too close	Tgate
1123	Inexperience of driving	InDri
1124	Inexperience of vehicle	InVeh
1125	Interaction or competition with other road users	Users
1126	Aggressive driving	Aggr
1127	Lack of judgement of own path	Judge
1128	Tyres wrong pressure	Press
1129	Tyres deflation before impact	Deflat
1130	Tyres worn/insufficient tread	Tread
1131	Defective lights or signals	Signal
1132	Defective brakes	Brakes
1133	Other (Vehicle defects)	Vother
1134	Site details poor road surface	Surf
1135	Site details poor/no street lighting	Lightg
1136	Site details inadequate signing	Sign
1137	Site details steep hill	Hill
1138	Site details narrow road	Narr
1139	Site details bend/winding road	Rbend
1140	Site details roadworks	Works
1141	Slippery road	Slip
1142	High winds	Winds
1143	Earlier accident	Earli
1144	Other (Local conditions)	Lother
1145	View windows obscured	Obs
1146	View glare from sun	Glare
1147	View glare from headlights	Head
1148	Surroundings bend/winding road	Bend
1149	Surroundings stationary parked vehicle	Stat
1150	Surroundings moving vehicle	Move
1151	Surroundings buildings, fences, vegetation etc	Fence
1152	Weather (e.g. mist or sleet)	Weath
1153	Failed to see pedestrian or vehicle in blindspot	Blind
1154	Animal out of control	Animal
9999	GMP Out of Range	OoR

Mapping from new road safety factor (RSF) codes to previous contributory factor (CF) codes

This worksheet contains one table. Some cells refer to notes which can be found on the notes worksheet.

Filters are active in row 5 and may hide some data. To turn off all filters select the 'Data' ribbon then 'Filters' button or use [Ctrl, Shift, L]'.

RSF section	RSF code	RSF label	CF section	CF section name	CF code	CF name	Participants [note 1]
B	B1	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	300	Injudicious action	301	Disobeyed automatic traffic signal	V
B	B1	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	300	Injudicious action	302	Disobeyed 'Give Way' or 'Stop' sign or markings	V
B	B1	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	300	Injudicious action	304	Disobeyed pedestrian crossing facility	V
B	B1	Driver / rider illegal turn / direction of travel or failed to comply with traffic sign / signal	300	Injudicious action	305	Illegal turn or direction of travel	V
B	B2	Driver/rider disobeyed double white lines	300	Injudicious action	303	Disobeyed double white lines	V
B	B3	Driver / rider overshot junction or poor turn / manoeuvre	400	Driver/Rider error or reaction	401	Junction overshoot	V
B	B3	Driver / rider overshot junction or poor turn / manoeuvre	400	Driver/Rider error or reaction	403	Poor turn or manoeuvre	V
B	B4	Ineffective observation by either the driver, rider or pedestrian	400	Driver/Rider error or reaction	405	Driver/Rider failed to look properly	VCU
B	B4	Ineffective observation by either the driver, rider or pedestrian	400	Driver/Rider error or reaction	406	Driver/Rider failed to judge other person`s path or speed	VCU
B	B4	Ineffective observation by either the driver, rider or pedestrian	800	Pedestrian only (casualty or uninjured)	802	Pedestrian failed to look properly	VCU
B	B4	Ineffective observation by either the driver, rider or pedestrian	800	Pedestrian only (casualty or uninjured)	803	Pedestrian failed to judge vehicle`s path or speed	VCU
B	B5	Driver/rider inexperienced or learner	600	Behaviour or inexperience	603	Driver/Rider nervous, uncertain or panic	V
B	B5	Driver/rider inexperienced or learner	600	Behaviour or inexperience	605	Learner or inexperienced driver/rider	V
B	B5	Driver/rider inexperienced or learner	600	Behaviour or inexperience	606	Inexperience of driving on the left	V
B	B5	Driver/rider inexperienced or learner	600	Behaviour or inexperience	607	Unfamiliar with model of vehicle	V
B	B6	Driver/rider passing too close to another road user or pedestrian	400	Driver/Rider error or reaction	407	Too close to cyclist, horse rider or pedestrian	V
B	B7	Vehicle door opened into path of another road user or pedestrian	900	Special codes	904	Vehicle door opened or closed negligently	V
B	B8	Sudden braking or braking in a way unsuitable for conditions	400	Driver/Rider error or reaction	408	Sudden braking	V
D	D1	Affected by alcohol	500	Impairment or distraction	501	Driver/Rider impaired by alcohol	VCU
D	D1	Affected by alcohol	800	Pedestrian only (casualty or uninjured)	806	Pedestrian impaired by alcohol	VCU
D	D2	Affected by drugs	500	Impairment or distraction	502	Driver/Rider impaired by drugs (illicit or medicinal)	VCU
D	D2	Affected by drugs	800	Pedestrian only (casualty or uninjured)	807	Pedestrian impaired by drugs (illicit or medicinal)	VCU
D	D3	Driver/rider too tired to drive/ride safely	500	Impairment or distraction	503	Fatigue	V
D	D4	Driver/rider had uncorrected or defective eyesight	500	Impairment or distraction	504	Uncorrected, defective eyesight	V
D	D5	Illness or disability	500	Impairment or distraction	505	Driver/Rider illness or disability, mental or physical	VCU
D	D5	Illness or disability	800	Pedestrian only (casualty or uninjured)	810	Pedestrian disability or illness, mental or physical	VCU
D	D6	Using mobile device	500	Impairment or distraction	508	Driver using mobile phone	VCU
D	D7	Distraction to driver/rider from inside/outside or on vehicle	500	Impairment or distraction	509	Distraction in vehicle	V
D	D7	Distraction to driver/rider from inside/outside or on vehicle	500	Impairment or distraction	510	Distraction outside vehicle	V
D	D7	Distraction to driver/rider from inside/outside or on vehicle	700	Vision affected by external factors	705	Dazzling headlights	V
P	P1	Incorrect use of crossing facility by person crossing the road	800	Pedestrian only (casualty or uninjured)	804	Pedestrian wrong use of pedestrian crossing facility	VCU
P	P2	Vehicle entering road from pavement	300	Injudicious action	310	Cyclist entering road from pavement	V
P	P3	Pedestrian showing risk taking behaviour in carriageway	800	Pedestrian only (casualty or uninjured)	805	Dangerous action in carriageway (eg. playing)	CU
P	P4	Pedestrian careless or in a hurry	800	Pedestrian only (casualty or uninjured)	808	Pedestrian careless, reckless or in a hurry	CU
P	P5	Pedestrian, cyclist, equestrian hard to see	500	Impairment or distraction	507	Rider wearing dark clothing	VCU
P	P5	Pedestrian, cyclist, equestrian hard to see	800	Pedestrian only (casualty or uninjured)	809	Pedestrian wearing dark clothing at night	VCU
R	R1	Poor or defective road surface or deposits on road	100	Road environment contributed	101	Poor or defective road surface	VCU
R	R1	Poor or defective road surface or deposits on road	100	Road environment contributed	102	Deposit on road (eg. oil, mud, chippings)	VCU
R	R2	Road surface was slippery due to weather	100	Road environment contributed	103	Slippery road (due to weather)	VCU
R	R3	Driver/riders view obscured by stationary or parked vehicles	700	Vision affected by external factors	701	Stationary or parked vehicle(s)	V
R	R4	Drivers/riders view obscured by vegetation, buildings, layout or road signs	700	Vision affected by external factors	702	Vegetation	V
R	R4	Drivers/riders view obscured by vegetation, buildings, layout or road signs	700	Vision affected by external factors	703	Road layout (eg. bend, winding road, hill crest)	V
R	R4	Drivers/riders view obscured by vegetation, buildings, layout or road signs	700	Vision affected by external factors	704	Buildings, road signs, street furniture	V
R	R5	Drivers/riders vision affected by adverse weather or dazzling sun	700	Vision affected by external factors	706	Dazzling sun	V
R	R5	Drivers/riders vision affected by adverse weather or dazzling sun	700	Vision affected by external factors	707	Rain, sleet, snow, or fog	V
R	R5	Drivers/riders vision affected by adverse weather or dazzling sun	700	Vision affected by external factors	708	Spray from other vehicles	V
S	S1	Driver/rider exceeding speed limit	300	Injudicious action	306	Exceeding speed limit	V
S	S2	Driver/rider travelling too fast for conditions (including loss of control or swerving)	300	Injudicious action	307	Travelling too fast for conditions	V
S	S2	Driver/rider travelling too fast for conditions (including loss of control or swerving)	400	Driver/Rider error or reaction	409	Swerved	V
S	S2	Driver/rider travelling too fast for conditions (including loss of control or swerving)	400	Driver/Rider error or reaction	410	Loss of control	V
S	S3	Vehicle used in course of crime	900	Special codes	902	Vehicle in course of crime	V

Mapping from new road safety factor (RSF) codes to previous contributory factor (CF) codes

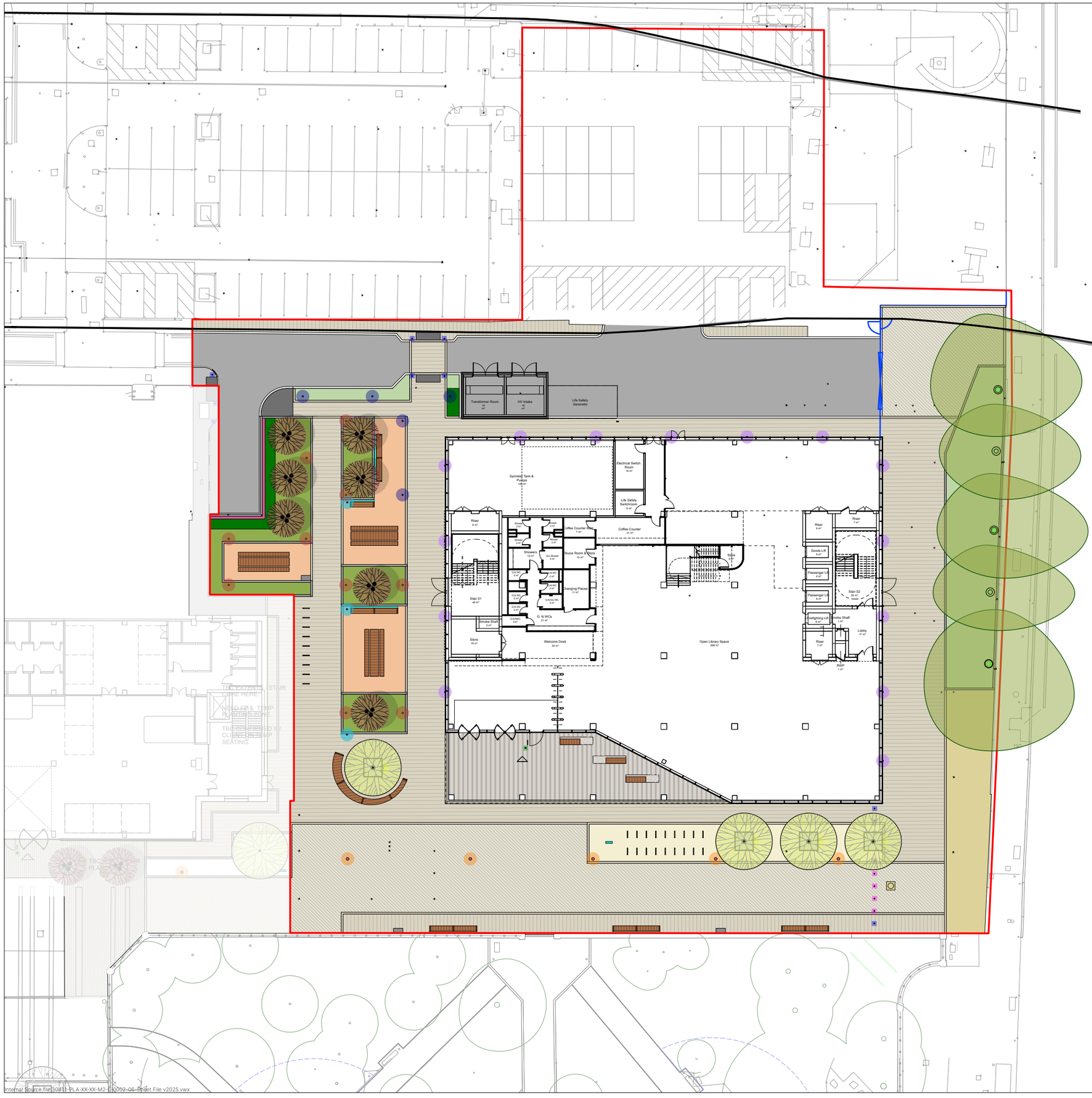
This worksheet contains one table. Some cells refer to notes which can be found on the notes worksheet.

Filters are active in row 5 and may hide some data. To turn off all filters select the 'Data' ribbon then 'Filters' button or use [Ctrl, Shift, L]'.

RSF section	RSF code	RSF label	CF section	CF section name	CF code	CF name	Participants [note 1]
S	S4	Driver/rider being aggressive, dangerous or reckless	300	Injudicious action	308	Following too close	V
S	S4	Driver/rider being aggressive, dangerous or reckless	600	Behaviour or inexperience	601	Aggressive driving	V
S	S4	Driver/rider being aggressive, dangerous or reckless	600	Behaviour or inexperience	602	Driver/Rider careless, reckless or in a hurry	V
S	S5	Driver/rider moving too slowly for conditions	600	Behaviour or inexperience	604	Driving too slow for conditions or slow veh (eg tractor)	V
V	V1	Vehicle defective tyres	200	Vehicle defects	201	Tyres illegal, defective or under inflated	V
V	V2	Vehicle defect (excluding tyres and light)	200	Vehicle defects	203	Defective brakes	V
V	V2	Vehicle defect (excluding tyres and light)	200	Vehicle defects	204	Defective steering or suspension	V
V	V3	Vehicle or trailer was overloaded or poorly loaded	200	Vehicle defects	206	Overloaded or poorly loaded vehicle or trailer	V
V	V4	Driver/Rider view obscured by blind spot	700	Vision affected by external factors	710	Vehicle blind spot	V
V	V5	Vehicle with defective lights or not using headlights when visibility is reduced	200	Vehicle defects	202	Defective lights or indicators	V
V	V5	Vehicle with defective lights or not using headlights when visibility is reduced	500	Impairment or distraction	506	Not displaying lights at night or in poor visibility	V

Appendix E Landscape Drawing

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SOFTWORKS

TREE - EXISTING RETAINED
- Subject to arboricultural management & maintenance works.
-Allowance for crown lifting trees to a minimum 3.0m clear stem.

TREES - PROPOSED, SEMI MATURE
-Refer to softworks schedule

TP **TREE CODE**
-Refer to softworks schedule

TREES - PROPOSED, Multistem
-Refer to softworks schedule

PL1 **PROPOSED PLANTING**
-Density: 8 per m2
30% 5L pots / 70% 3L pots
-To feature a mix of evergreens, semi-evergreens, ornamental and pollinator friendly species
-Refer to softworks schedule for more information

PL2 **PROPOSED DENSE, SCREENING PLANTING**
-Density: 8 per m2
30% 5L pots / 70% 3L pots
-To feature dense evergreen species to screen views and access to service yard
-Refer to softworks schedule for more information

STREET FURNITURE GA

F1 **CYCLE STAND**
- Product reference: Sheffield Cycle Stand
- Material: Stainless Steel
- Finish: Stainless Steel, Grade 316 Satin
- Size: 750mmH x 750mmW
- Fixing: Root Fixed in concrete below ground to Engineer's specification

F2 **FIXED BOLLARD**
- Product: 114 1000 Static Bollard
- Finish: Brushed stainless steel
- Size: 114mm diameter, 1000mm above ground
- Supplier: ATG access or equal and approved.
Root fixed to engineer's details
To match All Saints Campus

F3 **DROP BOLLARD**
- Product: 114 1000 Semi-Automatic Bollard
- Finish: Brushed stainless steel
- Size: 114mm diameter, 900mm above ground. 1550mm foundation depth.
- Supplier: ATG access or equal and approved.
To match All Saints Campus
Non-powered bollards.

F5 **LITTER BIN**
Cumaru timber clad double bin with Man Met to match bins in All Saints Park
- Size: H: 1H: 945 x W:1000 x D: 540 mm (approximate 2 x standard rectangular apertures depending on supplier)
- Supplier: TBA
- branding to sides. Artwork to bin openings removable to allow for change of waste streams.
Specification to be approved by MMU waste management team

F6 **WAYFINDING TOTEM**
Digital Monolith – Double Digital Screen
Power and data to be provided.
Refer to Placemanque's specification and drawings.
To match All Saints Campus specification

F7 **EXISTING WAYFINDING TOTEM - RELOCATED**
Existing totem from outside of Sandra Burslem and Business School showing access to business school relocated

F8 **WALL EDGE BENCH - LOW BACK**
To match All Saints public realm.
to outside edge of All Saints Park Wall
- Material: FSC certified 'Cumaru' hardwood slats on a hot dipped galvanized steel frame, powder coated, Colour - Futura Mars 2525 Sable YX355F.
- To include integrated anti-skate details

F9 **WORK BENCHES AND TABLES**
To match All Saints public realm.
to Lower Ormond Street
- Material: FSC certified 'Cumaru' hardwood slats on a hot dipped galvanized steel frame, powder coated, Colour - Futura Mars 2525 Sable YX355F.
Overall dimension of bench:
Table - 2500mm(L) x 1080mm(W) x 755mm (H)
Benches - 2500mm(L) x 440mm(W) x 480mm (H)
Method of fixing: [Surface pinned into concrete foundation]
- To include integrated anti-skate details

F10 **SINGLE BENCH**
to meanwhile use area
- Material: FSC certified 'Cumaru' hardwood slats on a hot dipped galvanized steel frame, powder coated, Colour - Futura Mars 2525 Sable YX355F.
With arm and back rests
- To include integrated anti-skate details

F11 **FEATURE CIRCULAR BENCH**
To match All Saints public realm.
- Material: FSC certified 'Cumaru' hardwood slats on a hot dipped galvanized steel frame and legs, powder coated.
Colour - Futura Mars 2525 Sable YX355F.
Accessories:
L shaped backrest.
Finish: Natural
Folded stainless steel armrest (allow for 2 no.)
Hot dip galvanised and powder coated bench footing. Tamper proof and
counter sunk fixings to match frame
- To include integrated anti-skate details

F12 **FEATURE GRANITE & TIMBER BENCH**
to meanwhile use area
- Material: FSC certified 'Cumaru' hardwood slats on a hot dipped galvanized steel frame, powder coated. Granite plinth with feature artwork engraving TBC
- To include integrated anti-skate details

F14 **FEATURE SCREEN**
- Material: Powder coated steel
-Size: 1.8m(H) x 1.8m(W) panels
-Colour: RAL TBC
-Finish: Powder coated
-Supplier: Local metal fabricator TBC
Note: To screen car park to north of library building.
To feature artwork perforations, design TBC

F15 **SECURE FENCE,LINE, DOUBLE GATES AND PEDESTRIAN GATES**
- Material: Powder coated steel
-Size: 1.8m(H) x 1.8m(W) panels
-Colour: RAL TBC
-Finish: Powder coated
-Product: Como or equal and approved
-Supplier: Lang and Fulton or equal and approved
Note: To include vertical flat bars

F17 **DOOR PROTECTION HOOPS**
-Product: BX14/ DB Door Barrier or equal and approved
-Finish: RAL TBC
-Size: 450 W x 1020 H (including root for submerged fixing). 42mm diameter
-Supplier: Broxap
-Fixing: Root fixing.
-Other: To include lower and upper flat plate crossbars. To be located 100mm from open door.

F18 **ENTRANCE ACCESS BOLLARD**
-Product: TBC
-Finish: TBC
-Size: TBC
-Supplier: TBC
-Fixing: Root fixing.
-Other: To include show card and push button access
-As per architect's specification

F19 **TREE GRILLE**
-Product: Resi Bond Tree Grille
-Material: 316 Stainless Steel filled with resin bound gravel to match adjacent surface.Size: 1500mm x 1500mm
-Accessories: Allow for integrated aperture for irrigation unit
-Supplier: ASF Architectural Street Furnishing or similar approved t. 01484 421414
- To match All Saints Campus specification

LIGHTING & CCTV

L1 **LIGHTING COLUMN WITH INTEGRATED CCTV**
Refer to M&E engineer's details and specification for more information
To match All Saints Campus

L2 **LIGHTING STACK**
Refer to M&E engineer's details and specification for more information
To match All Saints Campus

L3 **UPLIGHTERS TO TREES**
Refer to M&E engineer's details and specification for more information
To match All Saints Campus

L4 **BENCH LIGHTING**
Refer to M&E engineer's details and specification for more information
To match All Saints Campus

L5 **FACADE LIGHTING**
Refer to M&E engineer's details and specification for more information

L6 **LIGHTING BOLLARDS**
Refer to M&E engineer's details and specification for more information
To match All Saints Campus

M&E

E1 **WIFI POINTS**
Refer to M&E engineer's details and specification for more information

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

KEY

BOUNDARIES

Red Line Boundary

Mancunian Way (A57)

HARDWORKS

H1 **NATURAL STONE PAVING (vehicular)**
- Material: Portuguese Granite
- Mix:
50% Cathedral (bush hammered),
50% Figueiredo (bush hammered),
- Size: W: 250 x L: 500mm x D: 70mm (depth TBC by engineer)
Depth and build up to engineer's details
- Laid Stretcher bond
-Supplier: Hardscape Or acceptable equivalent.
Note: Apply natural stone sealant to prevent staining.

H2 **NATURAL STONE PAVING (vehicular)**
- Material: Portuguese Granite
- Mix:
33% Figueiredo (flamed),
33% Figueiredo (bush hammered),
33% Cathedral (bush hammered)
- Size: W: 125 x L: 250 mm x D: 90 mm (depth TBC by engineer)
Depth and build up to engineer's details
- Laid: Stretcher bond
-Supplier: Hardscape Or acceptable equivalent.
- Note: Apply natural stone sealant to prevent staining.

H3 **FEATURE GRANITE PAVING**
To Building main entrance
- Material: Portuguese Granite
- Mix:
33% Figueiredo (flamed),
33% Figueiredo (bush hammered),
33% Cathedral (bush hammered)
- Size: W: 125 x L: 250 mm x D: 70mm
W: 250 x L: 500mm x D: 70mm
To be laid out in alternate rows of small units and large units
Depth and build up to engineer's details
- Laid: Stretcher bond
-Supplier: Hardscape Or acceptable equivalent.
- Note: Apply natural stone sealant to prevent staining.

H4 **PERMEABLE RESIN BOUND GRAVEL - PEDESTRIAN**
Pedestrian access only (tree pits)
- Product: Natural aggregate surface
- Colour: Norwegian pearl
- Size: Refer to engineer's details for depth
- Supplier: SureSet Or acceptable equivalent.
- Note: Apply natural stone sealant to prevent staining.

H5 **PERMEABLE RESIN BOUND GRAVEL - LEARNING ZONE**
Pedestrian access only (learning zone)
- Product: Natural aggregate surface
- Colour: Warm tone TBC subject to sample
- Size: Refer to engineer's details for depth
- Supplier: SureSet Or acceptable equivalent.

H6 **PROPOSED YORKSTONE FLAGS**
Proposed yorkstone flags to Oxford Road Pavement
- Assumed size: (MOC specification):
600mm width x random lengths 600-900mm
- Laid: Stretcher bond
- Note: Apply natural stone sealant to prevent staining.

H7 **HRA SURFACING - PEDESTRIAN**
To pedestrian routes
- Product: HRA to engineer's specification
-To meet pedestrian loading requirements

H8 **HRA SURFACING - VEHICULAR**
To service yard - refer to engineer's details.
- Product: HRA to engineer's specification
-To meet vehicle loading requirements

H9 **CYCLISTS DISMOUNT SIGNAGE**
Proposed yorkstone flag with inegrated artwork
- Assumed size:
900mm width x 900mm length
- Note: Apply natural stone sealant to prevent staining.

T1 **NATURAL STONE TACTILE BLISTER PAVING**
- Location: Crossings
- Material: Portuguese Granite
- Colour: Figueiredo (flamed)
Size: W400mm x 400mm x 80mm (D) (depth TBC by engineer)
Depth and build up to engineer's details
- Laid: Stack bond
-Supplier: Hardscape Or acceptable equivalent.
Note: Apply natural stone sealant to prevent staining.

SEALANT TO NATURAL STONE:
- Product: Weiss 'Stain Protect Pro' or equal and approved
- Supplier: Steintec or equal and approved
- Subject to stone sample area approval by landscape architect.
- To consider application of sealant to existing All Saints Campus natural stone to create a unified maintenance regime and appearance.

Revision	Date	Description	Drawn	Apprvd.
P08	27/11/25	Planning Issue	VE	GB
P07	03/11/25	Draft Planning Issue	VE	GB
P06	30/10/25	Draft Planning Issue	VE	GB
P05	19/09/25	6no. Cycle hoops added	LT	GB
P04	28/08/25	Stage 03 Issue	VE	GB

PLANIT
Manchester | Gloucestershire | Leeds | Liverpool | London
Manchester
2 Back Grafton Street
Altrincham
Cheshire
WA14 1DY
W: planit-ie.com
E: info@planit-ie.com
T: 0161 928 9281

Client	Manchester Metropolitan University
Project	All Saints Library Development
Drg Title	General Arrangement

Created on	Created by	Approved by
11-04-25	JTN	GB

Scale	Size	Workstage
1:200	A1	Stage 02

Drg No.	Suitability	Revision
1350B-PLA-XX-XX-DR-L-000001	S3	P08

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Appendix F Car Park Layout Changes

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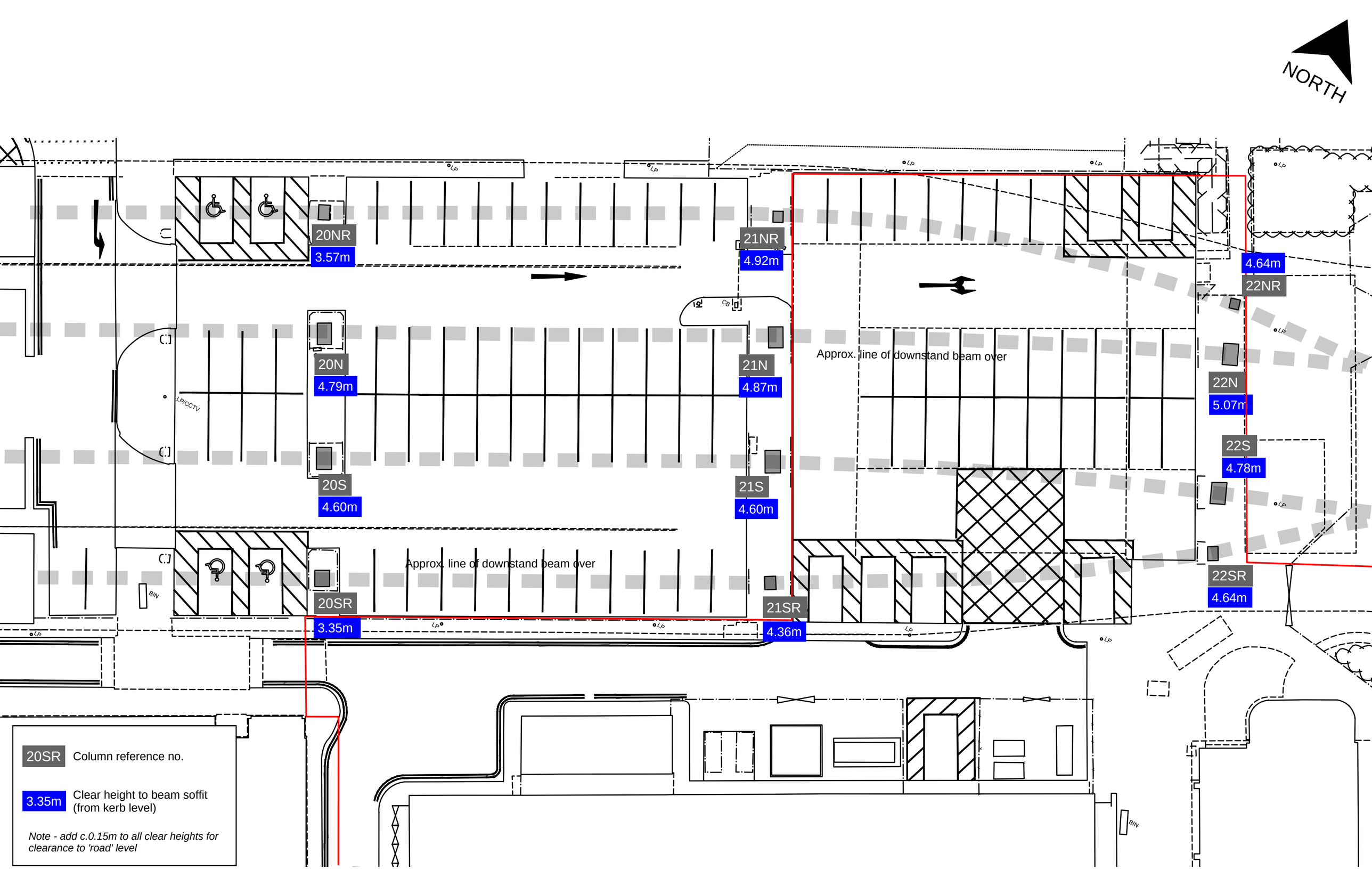
NORTH

Approx. line of downstand beam over

- Accessible parking (within boundary) - 7 spaces
- Standard parking (within boundary) - 28 spaces
- Accessible parking (outside boundary) - 4 spaces

BURO HAPPOLD	Project: MMU Library Redesign		Project Number: 0065290	Status: For information	
	Sketch Title: Existing car park layout		Scale: Not to scale	Date: 24/09/25	Initials: NJH	Revision: 01

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BURO HAPPOLD	Project: MMU Library Redesign		Project Number: 0065290	Status: For information	
	Sketch Title: Existing car park - vertical clearance		Scale: Not to scale	Date: 24/09/25	Initials: NJH	Revision: 01

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NORTH

Approx. line of downstand beam over

Existing bin store

Footpath

Pedestrian crossing

Service yard

Transformer Room 16 m²

HV Intake 16 m²

Life Safety Generator

Double gate pedestrian

Accessible parking (within boundary) - 7 spaces

Standard parking (within boundary) - 24 spaces

Accessible parking (outside boundary) - 4 spaces

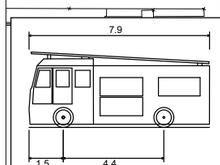
BURO HAPPOLD	Project: MMU Library Redesign		Project Number: 0065290	Status: For information	
	Sketch Title: Proposed car park layout		Scale: Not to scale	Date: 24/09/25	Initials: NJH	Revision: 01

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Appendix G Swept Path Analysis

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INBOUND

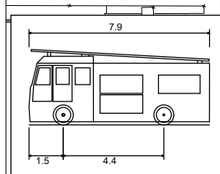


Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

OUTBOUND

fire truck can depart to NW by making 3-pt turn

fire truck can depart to NE via Lower Oxford Rd



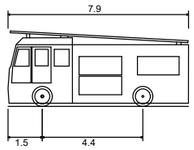
Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

BURO HAPPOLD

Project:	Project Number:	Status:		
MMU Library Redesign	0065290	For information		
Sketch Title:	Scale:	Date:	Initials:	Revision:
Swept path analysis - fire tender (north)	Not to scale	18/11/25	NJH	02

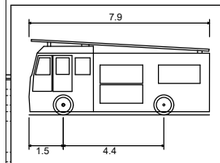
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INBOUND



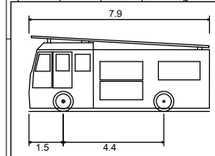
Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

OUTBOUND - TO WEST



Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

OUTBOUND - TO EAST



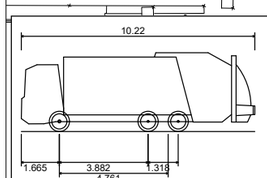
Pumping Appliance	
Overall Length	7.900m
Overall Width	2.500m
Overall Body Height	3.300m
Min Body Ground Clearance	0.140m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.750m

BURO HAPPOLD	Project: MMU Library Redesign	Project Number: 0065290	Status: For information	
	Sketch Title: Swept path analysis - fire tender (south)	Scale: Not to scale	Date: 18/11/25	Initials: NJH / Revision: 02

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INBOUND

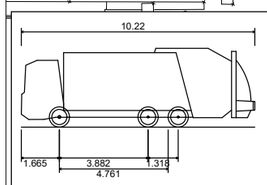
refuse truck reverses to park close to bin compound



Dennis Eagle Elite 2 6x2 ML with bin lift	
Overall Length	10.220m
Overall Width	2.530m
Overall Body Height	3.449m
Min Body Ground Clearance	0.336m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.450m

OUTBOUND

truck leaves in forward gear



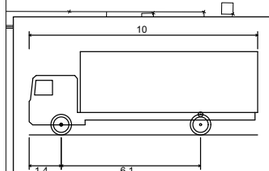
Dennis Eagle Elite 2 6x2 ML with bin lift	
Overall Length	10.220m
Overall Width	2.530m
Overall Body Height	3.449m
Min Body Ground Clearance	0.336m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.450m

BURO HAPPOLD

Project:	Project Number:	Status:		
MMU Library Redesign	0065290	For information		
Sketch Title:	**Scale:**	**Date:**	**Initials:**	**Revision:**
Swept path analysis - refuse truck	Not to scale	18/11/25	NJH	02

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INBOUND

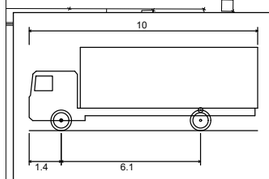


FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.000m

large truck reverses into position close to building to unload

OUTBOUND



FTA Design 13/18 Tonne Rigid Vehicle (2016)

Overall Length	10.000m
Overall Width	2.550m
Overall Body Height	3.645m
Min Body Ground Clearance	0.440m
Track Width	2.470m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.000m

truck leaves in forward gear

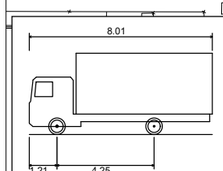
BURO HAPPOLD

Project:	Project Number:	Status:		
MMU Library Redesign	0065290	For information		
Sketch Title:	**Scale:**	**Date:**	**Initials:**	**Revision:**
Swept path analysis - 10m truck (18t)	Not to scale	18/11/25	NJH	02

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INBOUND

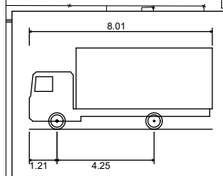
truck parks near bin compound (or can reverse into position near building as per 10m truck)



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

OUTBOUND

truck reverses into car park to make turn to exit



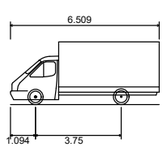
7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

BURO HAPPOLD

Project:	Project Number:	Status:		
MMU Library Redesign	0065290	For information		
Sketch Title:	Scale:	Date:	Initials:	Revision:
Swept path analysis - 8m truck (7.5t) to Library	Not to scale	18/11/25	NJH	02

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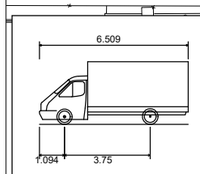
INBOUND



3.5t box van	
Overall Length	6.509m
Overall Width	2.200m
Overall Body Height	2.741m
Min Body Ground Clearance	0.214m
Max Track Width	1.959m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.280m

van parks close to goods-in door

OUTBOUND



3.5t box van	
Overall Length	6.509m
Overall Width	2.200m
Overall Body Height	2.741m
Min Body Ground Clearance	0.214m
Max Track Width	1.959m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.280m

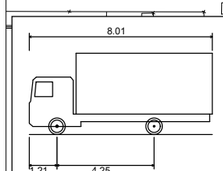
van makes 3-point turn to exit

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Project:	Project Number:	Status:		
MMU Library Redesign	0065290	For information		
Sketch Title:	Scale:	Date:	Initials:	Revision:
Swept path analysis - van to Library	Not to scale	18/11/25	NJH	02

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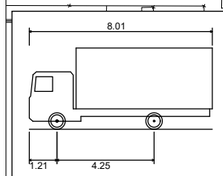
INBOUND



7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

OUTBOUND

direct exit to west not practical, so exits towards east and executes 3-pt turn



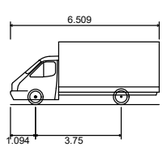
7.5t Box Van	
Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

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Project:	Project Number:	Status:		
MMU Library Redesign	0065290	For information		
Sketch Title:	Scale:	Date:	Initials:	Revision:
Swept path analysis - 8m truck (7.5t) to Sandra Burslem building	Not to scale	18/11/25	NJH	02

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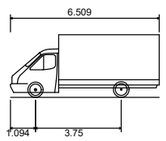
INBOUND



3.5t box van	
Overall Length	6.509m
Overall Width	2.200m
Overall Body Height	2.741m
Min Body Ground Clearance	0.214m
Max Track Width	1.959m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.280m

OUTBOUND

note - front of vehicle slightly oversails kerb but no street furniture in this zone



3.5t box van	
Overall Length	6.509m
Overall Width	2.200m
Overall Body Height	2.741m
Min Body Ground Clearance	0.214m
Max Track Width	1.959m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	6.280m

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Project:	Project Number:	Status:		
MMU Library Redesign	0065290	For information		
Sketch Title:	Scale:	Date:	Initials:	Revision:
Swept path analysis - van to Sandra Burslem building	Not to scale	18/11/25	NJH	02

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