



## **Sky Properties (Guernsey) Ltd**

### **PROPOSED ECO PARK GREEN LANE ECCLES**

**Transport Assessment**

**N91697**

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Transport Planning Specialists

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## **1 INTRODUCTION**

### **1.1 Introduction**

- 1.1.1 Savell Bird & Axon have been instructed to advise on the highways and transportation issues relating to the proposed redevelopment of the former Mitchell Shackleton Works off Green Lane in the Eccles area of the City of Salford.
- 1.1.2 This report provides information on the traffic and transport planning aspects of the development proposals and forms supplementary information to assist in the determination of the planning application.

### **1.2 Development Site and Its Location**

- 1.2.1 The location of the development site in relation to Eccles and its surrounding area is indicated on **Plan 1**, with **Plan 2** showing the site in a more local context.
- 1.2.2 The development site is located to the north of Patricroft, and was previously occupied by a number of heavy engineering premises and offices which have been cleared from site. The site is bounded to the north by the M602 Motorway, to the east and south by employment uses, and to the west by the B5231 Green Lane/Canal Bank.

### **1.3 Scope of the Report**

- 1.3.1 The scope of this report has been discussed with the City of Salford. As such, within the introduction section the report will describe the surrounding highway network and summarise the development proposals. Section 2 will provide details of the relevant local and national transport related planning policy.
- 1.3.2 Section 3 then considers the accessibility of the site by non-car modes. Section 4 will examine the existing operation of the local highway network and the likely impact of the development proposals on the surrounding network.
- 1.3.3 Details of the existing accidents along Green Lane are included within Section 5 and the conclusions are drawn together in Section 6.



## **1.4 Existing Development Site**

- 1.4.1 The development site is bounded to the north by the M602 Motorway, to the east and south by employment uses, and to the west by the B5231 Green Lane/Canal Bank.
- 1.4.2 The site covers 3.8 hectares and was occupied by approximately 13,940 square metres of employment development. All of the buildings on site have now been demolished. When fully occupied the site principally comprised a 2-storey administrative office building of approximately 705 square metres and three industrial/warehousing buildings, although a number of smaller ancillary buildings were also present.
- 1.4.3 Three access points currently provide vehicular access to the site. The existing site layout is shown in **Plan 3**.

## **1.5 Surrounding Highway Network**

- 1.5.1 The B5231 Green Lane/Canal Bank, which forms the western perimeter of the site, extends in a north-south direction.
- 1.5.2 To the south of the development site access, Green Lane forms part of a four arm signal controlled junction with Waterslea and King Edward Street before terminating at the three arm signalised junction with the A57 Liverpool Road. Station Road forms an unofficial fourth arm of this junction. However, this road is one-way in a southerly direction and, as such, its presence does not effect the operation of the junction as a whole.
- 1.5.3 It should be noted that a short distance south of the development site, Green Lane passes under a railway line, and the bridge formed at this location only provides a clearance of 4.1 metres. Whilst this clearance is sufficient for ordinary heavy goods vehicles, unusual loads that have historically originated from the site have been unable to pass under the bridge and have therefore been required to travel northwards.
- 1.5.4 Approximately 1.5 km to the west of its junction with Green Lane, the A57 Liverpool Road forms Junction 11 of the M60 Motorway. From here, the A57 continues in a broadly south-westerly direction towards Irlam.
- 1.5.5 East of its junction with Green Lane, the A57 extends towards Eccles town centre.



- 1.5.6 A short distance to the north of the development site access, the B5231 changes from Green Lane to Canal Bank. This extends northwards, passing under the M602 Motorway, and at its northern point forms the minor arm of a four-arm roundabout, with the B5229 Parrin Lane forming the western arm, Stableford Avenue forming the northern arm, and the B5229 Monton Green forming the eastern arm.
- 1.5.7 From Parrin Lane/Canal Bank/Monton Green roundabout, Parrin Lane extends westwards towards Winton, whilst approximately 150 metres east of this junction Monton Green forms the western and eastern arms of a four arm roundabout, with the Broad Oak Park access forming the northern arm and Monton Road forming the southern arm.
- 1.5.8 From this roundabout, Monton Green extends as part of the B5231 northwards towards Swinton, whilst Monton Road continues as part of the B5229 in a south-easterly direction. Approximately 300 metres from the its junction with Monton Green, Monton Road forms the major arm of a priority junction, with Lansdowne Road forming the western, minor arm.
- 1.5.9 Lansdowne Road extends in a south-westerly direction, passing under the M602 Motorway, and emerging at the north-western corner of the proposed development site. This provides access to the industrial development at the Naysmith Business Park.
- 1.5.10 From its junction with Lansdowne Road, the B5229 extends in a south-easterly direction as Monton Road, but turns eastwards after a distance of approximately 600 metres and continues as Half Edge Lane. At its eastern point, Half Edge Lane forms the minor arm of a junction with the A576. From this junction, the A576 extends eastwards as Eccles Old Road towards Salford and Manchester, whilst south of this junction it continues as Gilda Brook Road.
- 1.5.11 Approximately 300 metres south of its junction with Half Edge Lane, the A576 forms Junction 2 of the M602 Motorway, and from here it extends southwards, providing access to Eccles town centre, and continues towards Trafford Park.

## **1.6 Development Proposals**

- 1.6.1 The current planning applications would reuse this cleared employment land with a view to developing an Eco Park consisting of a Material Recycling Facility (MRF), Anaerobic Digestion Facility and an Energy from Waste Gasification Facility.



- 1.6.2 Currently access to the industrial development at the Naysmith Business Centre, located immediately to the east of the development site, is gained from Monton Road, via Lansdowne Road. Lansdowne Road serves as a residential access road, which extends under the M602 motorway to the industrial development. Given the residential nature of this road, there would be logic in separating out traffic, as reflected in Policy EC/10 of the replacement UDP, to provide an alternative access route to this industrial development from Green Lane.
- 1.6.3 Therefore, as part of the development proposals, the access road within the development site will also act as a link between this existing industrial development and Green Lane, although there will be a need for traffic management measures to be introduced to direct Naysmith Business Centre traffic towards Green Lane and to prevent short cutting along Lansdowne Road.
- 1.6.4 An indicative sketch of the proposed site layout is shown in **Plan 4**.



## **2 TRANSPORT PLANNING CONSIDERATIONS**

### **2.1 Introduction**

- 2.1.1 The main source of national policy as regards the transport planning aspects of employment development can be found in the previously named Department of the Environment, Transport and The Regions (DETR), Planning Policy Guidance (PPG) note PPG13, Planning Policy Statements 1 and 10, and the New Approach to Appraisals.
- 2.1.2 Local planning policy consists of the adopted Unitary Development Plan for the Salford City Council and the Greater Manchester Local Transport Plan.

### **2.2 National Planning Policy**

#### **Planning Policy Statement 1**

- 2.2.1 Although the Planning Statement which will accompany these particular planning applications will go into further details with regards to national planning policy it is worth noting a couple of key objectives from PPS1, which are as follows:
- Regional planning bodies and local planning authorities should ensure that development plans contribute to global sustainability by addressing the causes and potential impacts of climate change, through policies which reduce energy use, reduce emissions (for example, by encouraging patterns of development which reduce the need to travel by private car, or reduce the impact of moving freight), promote the development of renewable energy resources, and take climate change impacts into account in the location and design of development.
  - Planning policies should promote high quality inclusive design in the layout of new developments and individual buildings in terms of function and impact, not just for the short term but over the lifetime of the development. Design which fails to take the opportunities available for improving the character and quality of an area should not be accepted.



## **Planning Policy Statement 10**

- 2.2.2 Planning Policy Statements (PPS) set out the Government's national policies on different aspects of land-use planning in England. This PPS replaces Planning Policy Guidance Note 10, Planning and Waste Management, published in 1999 and forms part of the national waste management plan for the UK.
- 2.2.3 Paragraph 22 relates to transport with regards to identifying suitable sites and areas and states the following:

*"the capacity of existing and potential transport infrastructure to support the sustainable movement of waste, and products arising from resource recovery, seeking where practicable and beneficial to use modes other than road transport."*

## **Planning Policy Guidance Note 13**

- 2.2.4 PPG13 "Transport" was revised in March 2001. This document provides advice on how local authorities should integrate transport and land use planning for all types of development.
- 2.2.5 The key aim of PPG13 is to ensure that local authorities carry out their land use policies and transport programmes in ways which help to:
- Promote more sustainable transport choices for both people and for moving freight.
  - Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling
  - Reduce the need to travel, especially by car.
- 2.2.6 Consideration of PPG13 is fundamental to development proposals and lies at the core of the government's commitments in the sustainable development strategy to reduce the need to travel with the aim of reducing overall the environmental impacts of transport.
- 2.2.7 In order to deliver the objectives of this guidance, when preparing development plans and considering planning applications, local authorities should, amongst other things:
- Actively manage the pattern of urban growth to make the fullest use of public transport, and focus major generators of travel demand in city, town or district centres and near to major public transport interchanges.



- Locate local and day-to-day facilities, which need to be near their clients in local centres so that they are accessible by walking and cycling.
- Accommodate housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses at locations which are highly accessible by public transport, walking and cycling.

2.2.8 A key planning objective of PPG13 is to ensure that employment, shopping, leisure and services are all highly accessible by public transport, walking and cycling. This is important for all, but especially for those who do not have regular use of a car, thereby promoting social inclusion.

2.2.9 In preparing their development plans, local authorities should give particular emphasis to accessibility in identifying the preferred areas and sites where such land uses should be located, to ensure they will offer realistic, safe and easy access by a range of transport modes, and not exclusively by car.

2.2.10 With respect to public transport accessibility, paragraph 72 of PPG13 states that:

*'The likely availability and use of public transport is a very important ingredient in determining locational policies designed to reduce the need to travel by car.'*

2.2.11 In terms of walking PPG13 states that:

*'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres. Walking also forms an often forgotten part of all longer journeys by public transport and cars.'*

2.2.12 In addition to walking, cycling has the potential to substitute for short car trips, particularly those less than 5 kilometres, and to form part of a longer journey by public transport.

### **New Approach to Appraisal**

2.2.13 PPG13 (appendix C) states that Local Planning Authorities should ensure that their approach to planning for local infrastructure is compatible with the New Approach to Appraisal (NATA).



- 2.2.14 In this regard the Department for Transport's 'Guidance on Transport Assessment' document states that Transport Assessments should adopt the principles of NATA by addressing impacts of the development within the framework of the five NATA objectives, which are:
- Environment.
  - Safety.
  - Economy
  - Accessibility.
  - Integration.

### **National Planning Policy Summary**

- 2.2.15 The proposed development supports the aims and objectives of PPG13 and the two PPS documents by providing convenient links with the adjacent areas of residential, employment facilities, being located close to a major existing public transport corridor and being located on previously developed land as Section 4 will demonstrate.

## **2.3 Local Planning Policy**

- 2.3.1 To establish the proposed development site's compliance with current and emerging local planning policy the following sections will review the relevant policies from the City of Salford Adopted Plan and the Draft Core Strategy and the Greater Manchester Local Transport Plan.

### **City of Salford Unitary Development Plan Adopted 2006**

- 2.3.2 Salford's UDP was adopted on 21 June 2006 and its policies were therefore initially saved until 21 June 2009. The city council had not adopted by that date any Development Plan Documents as part of the new Local Development Framework to replace the UDP, and consequently applied to and received the consent of the Secretary of State to save many of the UDP Policies beyond 21 June 2009. These policies will gradually be replaced as Development Plan Documents such as the Core Strategy are adopted.

- 2.3.3 Policy ST 5 states that transport networks will be maintained and improved through a combination of the following measures:



- the protection and extension of the network of pedestrian and cycling routes;
- the expansion and improvement of the public transport system and the enhancement of support facilities;
- the maintenance and improvement of the highway network;
- the provision of new road infrastructure where this will support the city's economic regeneration;
- requiring development proposals, highway improvement schemes and traffic management measures to make adequate provision for the needs of the disabled, pedestrians and cyclists, and, wherever appropriate, maximise the use of public transport; and
- the protection and enhancement of rail and water-based infrastructure to support the movement of freight and passengers.

### **Salford's Draft Core Strategy – November 2009**

2.3.4 The Core Strategy is the central Development Plan Document (DPD) in the Local Development Framework. The Core Strategy is a strategic level document which will provide the spatial planning vision and strategy that will shape the future of Salford.

2.3.5 The Core Strategy will:

- Set out the long-term spatial vision for the city (up to 2027), and the overall strategy for delivering that vision.
- Identify the overall level of different types of development (including housing, employment, and retail) that is envisaged in the city during that period, and the general geographic distribution of that development.
- Identify the main improvements in infrastructure that are required to support that scale and distribution of development define the city's hierarchy of town and neighbourhood centres.
- Set out the strategic spatial policies for the city.



- Include a Key Diagram; illustrating its main provisions, and a number of strategic site allocations.
- Identify the links with, and support the delivery of, other key strategies and plans, including the Sustainable Community Strategy.

2.3.6 With respect to transport the Draft Core Strategy sets out what is trying to be achieved:

- Minimise the need to travel.
- Increase accessibility levels, particularly to major employment and leisure destinations.
- Encourage the use of more sustainable modes of transport.
- Reduce congestion on roads and public transport.
- Improve the quality of the travel experience.
- Ensure the successful functioning and improvement of sub-regional and regional transport networks.

2.3.7 The Draft Core Strategy then states how this will be delivered:

- Focus development within the urban area, and locate major travel generators in the most accessible locations.
- Support investment in new and improved transport infrastructure, focusing on more sustainable modes of transport.
- Require new developments to be linked into the pedestrian, cycling and public transport networks, and
- Work with developers and occupiers to produce and implement travel plans.



### **Local Planning Summary**

- 2.3.8 In conclusion the proposed development accords with the relevant planning policy by providing high quality employment development on a site which is accessible by modes of transport other than private car and in place of a use capable of attracting considerably more heavy vehicle movements.



### **3 ACCESS BY A CHOICE OF MODE OF TRANSPORT**

#### **3.1 Introduction**

- 3.1.1 As has previously been demonstrated it is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy.
- 3.1.2 The accessibility of the proposed development by the following modes of transport has, therefore, been considered:

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by public transport;

#### **3.2 Accessibility on Foot**

- 3.2.1 To the west, the site is fronted by the B5231. To the north of the site frontage, an existing footway is provided along the eastern side of Canal Bank. This extends as far as the Parrin Lane/Canal Bank/Monton Green roundabout, and provides access to the bus stops that are provided on both sides of the Monton Green arm of the roundabout.
- 3.2.2 To the south of the site frontage, existing footways are provided on both the western and eastern sides of Green Lane, extending as far as its junction with Liverpool Road. In addition tactile paving and dedicated pedestrian stages are provided at both the Green Lane/ Waterslea and Green Lane/ Liverpool Road signalised junctions.
- 3.2.3 Bus stops for both northbound and southbound services are provided immediately to the south of the site frontage.
- 3.2.4 PPG13 states that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2 kilometres.



- 3.2.5 The distance of 2 kilometres is also defined as a preferred maximum within the Institution of Highways and Transportation (IHT) document, entitled "Guidelines for Providing for Journeys on Foot".
- 3.2.6 **Plan 5** shows pedestrian catchment areas for 2 kilometres. These indicate the areas that can be reached based on a leisurely walk from the site.
- 3.2.7 From Plan 5 it can be seen that the catchment area extends as far as Dales Brow and Broadoak Park to the north, Ellesmere Park and Eccles town centre to the east, Barton Upon Irwell to the south, and Winton and Alder Forest to the west.
- 3.2.8 The catchment encompasses much of Eccles town centre, which provides opportunities for retail and leisure trips to and from the proposed development for staff.
- 3.2.9 In addition, both Eccles and Patricroft town centres provide an extensive range of retail and civic amenities all located within a convenient walking distance of the site, and which can be reached via an extensive existing footpath network.
- 3.2.10 In conclusion, the location of the development would be well connected to the surrounding area.

### **3.3 Accessibility by Cycle**

- 3.3.1 An alternative mode of travel to the development could be achieved by bicycle.
- 3.3.2 This would help encourage cycling as an alternative form of transport to access the site and accord with the objectives of the Borough's cycling strategy, 'Encouraging Cycling', which has the aim of:
- promoting and developing cycling to maximise its role as a safe, quick, efficient, convenient, healthy and environmentally friendly form of travel.
- 3.3.3 As described in paragraph 78 of PPG13, 'Cycling also has the potential to substitute for short car trips, particularly those under 5 km, and form part of longer journeys by public transport'. In order to demonstrate the catchment area obtained by cycling, a 5 km catchment area plan has been produced.



- 3.3.4 **Plan 6** shows the catchment available within a 5 km distance of the site.
- 3.3.5 As can be seen from Plan 6, the catchment available within a 5 km cycle of the site extends to Worsley, Swinton and Pendlebury to the north, Eccles and Salford to the east, and Urmston to the south.
- 3.3.6 The catchment includes Eccles town centre, and the bus interchange and Metrolink station provide the potential for cycling to form part of a longer journey along with bus or tram modes.

### **3.4 Accessibility by Bus**

- 3.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.
- 3.4.2 The closest bus stops to the site are located on Green Lane. These are located on approximately 100 metres and 150 metres respectively from the Site Access. Both of these bus stops can be accessed via direct pedestrian routes from the site on Green Lane.
- 3.4.3 The services 64 and 65 operate along Green Lane, immediately adjacent to the development site. In addition, a number of services operate along Parrin Lane/Monton Green, namely the 33, 61, 62, 68 and 554.
- 3.4.4 Table 3.1, below, summarises the bus service that operates in the vicinity of the site together with its frequency.



Service Number	Route	Max Frequency (per hour)			
		Mon-Fri		Sat	Sun
		Peak	Off Peak		
33	Manchester - Eccles - Worsley - Atherton - Wigan	4	2	2	1
61/62	Eccles - Patricroft - Westwood Park circular	1	1	1	No Service
64/65	Eccles - Peel Green - Patricroft - Brookhouse Circular	1	1	1	No Service
68	Manchester - Eccles – Walkden – Farnworth - Bolton	4	3	3	1
554	Trafford Centre - Eccles - Walkden - Farnworth - Bolton	1	1	1	1

**Table 3.1 - Bus Services Operating in the Vicinity of the Development Site**

3.4.5 The 400 metre distance is a general guide as to what operators consider to be a reasonable distance to available bus routes, this figure having been obtained from the Bus and Coach Council. This distance is also quoted in the IHT Guidelines for Planning for Public Transport for Development.

3.4.6 The catchment area extends to Boothstown and Atherton to the west, Worsley, Walkden and Farnworth to the north-west, Swinton to the north-east, Salford and Manchester to the east, and Stretford to the south-east.



- 3.4.7 It is important to recognise that Table 3.1 only identifies the services that operate in the vicinity of the development site. However, as these services terminate or call at Eccles Bus Station, an approximate 6 minute journey from the development site, and as such provides excellent linkage between the development site and the bus station. From here, much of the additional surrounding area can access, or be accessed from, the site by bus with only a single change of service.

### **3.5 Accessibility by Rail**

- 3.5.1 Patricroft railway station is located immediately to the south of the proposed development site.
- 3.5.2 Northern Rail operate services on this line offering hourly services to Manchester Victoria and Liverpool Lime Street with 13 minute and 50 minute journey times respectively.
- 3.5.3 These services also provide access to a number of regional locations as well as providing links to the national rail network. As such, considering the accommodating peak hour frequency, as well as the regular off peak services, it is apparent that this mode of transport could be used for staff and visitors commuting to the site, and thus provides a feasible alternative to the private car.
- 3.5.4 Therefore the proposed development site could be considered as being accessible by rail.

### **3.6 Accessibility by Metrolink**

- 3.6.1 It is also important to recognise that the Metrolink is located immediately adjacent to Eccles bus station. Given the existing bus services operating in the vicinity of the site provide good linkage between the development site and the bus station, this provides the opportunity for travel from the Greater Manchester area from destinations such as Manchester City Centre, Bury and Altrincham.
- 3.6.2 The proposed expansion of the Metrolink network will also provide the opportunity for staff and visitors to access the site from destinations in the Greater Manchester area via a direct tram journey such as Manchester Airport, Oldham and Stockport.



### **3.7      Summary**

- 3.7.1      In consideration of the above, the Transport Planning Considerations section of the report has demonstrated that the proposed development can be accessed by a variety of travel modes, and as such would accord with local and national planning policy guidance.



## **4 TRAFFIC IMPACT ASSESSMENT**

### **4.1 Introduction**

- 4.1.1 Having established that the proposed site can be accessed by modes of transport other than the private car by staff and visitors, the following section of the report will consider the matters of vehicular access, the traffic impact of the proposals on the local highway network and the effects of the change of use on the site.
- 4.1.2 Given the previous planning history of the site this section will deal with three traffic scenarios and compare each one's potential traffic impact, namely:
- Development Flows for General Employment Development.
  - Development Flows for Housing Development.
  - Proposed Development Traffic Flows.

### **4.2 Development Flows for General Employment Development**

- 4.2.1 As previously detailed, the site was occupied by approximately 13,940 sqm of employment development, comprising of a 2-storey administrative office building of approximately 705 sqm and three industrial/warehousing buildings.
- 4.2.2 At the time when the previous 2004 traffic surveys were undertaken it was recognised that the site was operating only at very limited capacity, with many of the buildings lying vacant. This situation was exacerbated by 2006, with continued building disuse and by now the site has been cleared of all buildings.
- 4.2.3 However, the site could be reoccupied for industrial purposes inline with the quantum of development which previously occupied the site. As such consideration should properly be given to the potential levels of traffic that could occur as a result of the previous permitted use.



- 4.2.4 In order to determine the likely levels of traffic that could occur as a result of the full occupation of the previous permitted development on the site, reference has been made to the TRICS database. The parameters used are as follows:
- employment, industrial unit,
  - gross floor area up to 20,000 sqm,
  - average values.
- 4.2.5 The interrogation reveals, during the weekday AM peak, the rate of arrivals to be 0.90 trips per 100 sqm gross floor area, and the rate of departures to be 0.09 trips per 100 sqm gross floor area. Similarly, during the weekday PM peak, the rate of arrivals and departures were found to be 0.09 and 0.78 trips per 100 sqm gross floor area. The TRICS output is provided at **Appendix 1**.
- 4.2.6 When applied to the previous permitted industrial development of 13,235 sqm, this equates to 119 arrivals and 12 departures during the weekday AM peak and 12 arrivals and 103 departures during the weekday PM peak.
- 4.2.7 In order to determine the likely levels of traffic that could occur as a result of the full occupation of the previously permitted office use on the site, reference has been made to the TRICS database. The parameters used are as follows:
- employment, office,
  - gross floor area up to 5,000 sqm,
  - average values.
- 4.2.8 The interrogation reveals, during the weekday AM peak, the rate of arrivals to be 1.95 trips per 100 sqm gross floor area, and the rate of departures to be 0.26 trips per 100 sqm gross floor area. Similarly, during the weekday PM peak, the rate of arrivals and departures were found to be 0.33 and 1.72 trips per 100 sqm gross floor area. The TRICS output is provided at **Appendix 2**.
- 4.2.9 When applied to the previously permitted office element of 705 sqm, this equates to 14 arrivals and 2 departures during the weekday AM peak and 2 arrivals and 12 departures during the weekday PM peak.



- 4.2.10 The levels of traffic associated with this previously permitted development are summarised in Table 4.1, below.

<b>Land Use</b>	<b>Weekday AM Peak</b>		<b>Weekday PM Peak</b>	
	<b>Arrivals</b>	<b>Departures</b>	<b>Arrivals</b>	<b>Departures</b>
<b>Industrial</b>	119	12	12	103
<b>Office</b>	14	2	2	12
<b>Total</b>	133	14	14	115

**Table 4.1 - Summary of Previously Permitted Development Trips**

- 4.2.11 As can be seen from the above table, the previously permitted development results in a total 133 arrivals and 14 departures during the weekday AM peak and 14 arrivals and 115 departures during the weekday PM peak.
- 4.2.12 These trip generation rates have been agreed between SBA and Salford City Council as being appropriate for the purposes of this development proposal.

### **4.3 Development Flows for Housing Development**

- 4.3.1 There have been previous discussions regarding a potential residential development on the site. These were covered in a Transport Assessment from 2006. The development proposals consisted, at the time, of 300 residential units, a mix of apartments and houses all of which were accessed off Green Lane.
- 4.3.2 The trip generation rates were previously taken from a Transport Assessment produced by Halcrow Group Limited in 2005 for the proposed Sillavan Estate development in Salford. These trip rates were originally derived from the TRICS Database for the residential/ flats privately owned land use, and have previously been accepted by Salford MBC as acceptable for such a land use.
- 4.3.3 Table 4.2, below, summarises the trip rates and trips associated with the proposed residential development.



Time Period	Trip Rate (trips/dwelling)		Trips	
	Arrivals	Departures	Arrivals	Departures
Weekday AM Peak	0.06	0.18	18	54
Weekday PM Peak	0.17	0.08	51	24

**Table 4.2 - Agreed Development Traffic AtTRACTIONS**

- 4.3.4 As can be seen from the above table, based upon these trip rates the proposed residential development is predicted to result in 18 arrivals and 54 departures during the weekday AM peak, and 51 arrivals and 24 departures during the weekday PM peak.
- 4.3.5 These trip generation rates were demonstrated to be lower than would be likely to be generated by the then existing site were it operating at its full capacity.

#### **4.4 Proposed Development Traffic Flows**

- 4.4.1 In order to establish the likely traffic generation to the proposed Eco Park development information has been provided by the applicant in terms of likely movements per day and per hour during a typical working day.
- 4.4.2 The applicant has assumed the following in terms of the waste transfer movements:
- 240,000 tonnes of waste at the site per year.
  - 50% will arrive with 20 tonne payload vehicles.
  - 50% will arrive with 10 tonne payload vehicles.
- 4.4.3 As part of the development proposals there will be three development options as follows:
- Full Application – Gasification Facility only.
  - Outline Application – AD Facility and MRF Facility.
  - Combined – AD Facility, MRF Facility and Gasification Facility.
- 4.4.4 For the purpose of this traffic assessment and as a worst case scenario it has been assumed that all three facilities will be in place.



- 4.4.5 On an average five and a half day working week this provides around 69 waste deliveries per day. In addition to this will be around 24 further deliveries for residuals from the gasification process. The total number of movements per day would therefore be around 185 two way trips. These are likely to be carried out outside the traditional peak hour periods but for the purposes of this assessment it shall be assumed that they are carried out equally during a 10 hour working day from 0800 to 1800 hours.
- 4.4.6 As such, each peak hour period would see around 19 two way trips from these HGVs. For robustness these have been doubled to reflect the fact that, as HGVs, they would represent at least 2 passenger car units. The AM peak hour period would therefore generate 19 arrivals and 19 departures and a similar number during the PM peak hour period.
- 4.4.7 In addition to this are the regular employee trips to and from the site. Information has again been supplied by the applicant which suggests the following numbers:
- Gasification Plant – 12 employees per shift.
  - MRF – 30 employees (one shift only).
  - AD Plant – 6 employees (one shift only).
- 4.4.8 To calculate the trips likely to be generated by these employees the TRICS version 2009(a) database has been interrogated for the 'Industrial Estate' range for all sites of less than 200 employees. A summary of the TRICS exercise is shown in Table 4.3 below. The TRICS output in full is enclosed as **Appendix 3**.

Time Period	Trip Rate (trips/employee)		Trips	
	Arrivals	Departures	Arrivals	Departures
Weekday AM Peak	0.362	0.182	19	10
Weekday PM Peak	0.102	0.348	5	18

**Table 4.3 - Proposed Development Staff Traffic Attraction**



4.4.9 These two sets of proposed traffic generations need to be added together to establish a total proposed site traffic generation. As such the trips in Table 4.2 and 4.3 have been added and the resultant total proposed development traffic is shown below in Table 4.4.

Time Period	Operational Trips		Staff Trips		Total Trips	
	Arr	Dep	Arr	Dep	Arr	Dep
<b>Weekday AM Peak</b>	19	19	19	10	38	29
<b>Weekday PM Peak</b>	19	19	5	18	24	37

**Table 4.4 – Proposed Total Development Traffic AtTRACTIONS**

4.4.10 As can be seen the total likely traffic generation for the proposed development site would be of the order of 67 two way movements during the AM peak period and around 61 within the evening peak hour.

4.4.11 In summary, the proposed development is likely to generate fewer traffic movements than both the existing site and also the previously proposed residential development on the site.

## 4.5 Total HGV Numbers

4.5.1 For ease of information, this section will set out the potential heavy goods vehicles generation in actual vehicle numbers rather than passenger car units (PCUs). The total HGV numbers for the peak hour periods and for a 24 hour period will be detailed for the following development scenarios in order to provide a comparative analysis:

- Existing/permitted use on the site.
- The proposed Eco Park.

4.5.2 In order to calculate the likely number of HGV's generated, an interrogation of the TRICS database has been undertaken for the existing/permitted use and the previous residential proposals. For the proposed ECO Park the number of HGV's has been provided by the proposed operator.



- 4.5.3 Table 4.5 sets out the likely number of HGV's for the weekday AM and PM peak hours along with the number of HGV's per day.

Time Period	Existing/Permitted Use			Proposed Eco Park		
	Arr	Dep	2Way	Arr	Dep	2Way
<b>Weekday AM Peak</b>	4	7	13	19	19	38
<b>Weekday PM Peak</b>	3	2	5	19	19	38
<b>Daily Peak</b>	70	71	141	93	92	185

**Table 4.5 – HGV Trip Generation (Total Vehicles)**

- 4.5.4 As can be seen from Table 4.5 the existing permitted use would generate approximately 141 two-way HGV movements per day and the proposed Eco Park would generate 185 two-way HGV movements per day. This equates to an increase of 44 two-way HGV movements per day which is the equivalent to less than 4 additional two-way movements per hour, during a typical working day.

## 4.6 Proposed HGV Routing

- 4.6.1 As part of the development proposals Savell Bird & Axon have been advised by the Council that certain highway routes surrounding the site are unsuitable for 20 tonne HGV traffic, namely, Monton High Street and Green Lane to the south of the site, due to low railway bridge. The railway bridge has a height restriction of 4.1 metres (13.6 ft) and is unsuitable for 20 tonne HGV traffic and only suitable for 10 tonne HGV's and smaller vehicles.
- 4.6.2 As such, the proposed 20 tonne heavy goods vehicle (HGV) routes to and from the site have been identified on **Plan 7**. These are Route A, which takes HGV's along Canal Bank, Monton Green, Folly Lane and Worsley Road then connecting with A580 East Lancashire Road. Route B provides a connection to the M60 Junction 11 and utilises Canal Bank, Parrin Lane, New Lane and A57 Liverpool Road. These routes are all classified roads which can cater for large vehicles.
- 4.6.3 Route C identifies the route that smaller 10 tonne HGV's can take to and from the site.



4.6.4 In addition, to this routing plan a heavy goods vehicle tracking exercise has been undertaken for large HGV's to the north of the site and smaller HGV's to the south of the site as they will have to negotiate the existing railway bridge. The junctions that have been analysis are as follows:

- Roundabout junction with Canal Bank/Parrin Lane (Large HGV's).
- Roundabout junction with Monton Green/Mnton Road (Large HGV's).
- Signalised junction with Parrin Lane/Worsley Road (Large HGV's).
- Signalised junction with A57 Liverpool Road/Green Lane (Smaller HGV's)

4.6.5 The HGV tracking manoeuvres have been identified on **Plan 8** and it has been demonstrated that the existing junctions can accommodate the turning movements of the heavy goods vehicles associated with the proposed site. It should also be noted that these junctions currently cater for heavy goods vehicles movements.

## **4.7 Re-assignment of Adjacent Industrial Traffic**

4.7.1 As stated previously, access to industrial development located immediately to the east of the development site is gained from Monton Road, via Lansdowne Road. However, as part of the development proposals, the access road within the development site will act as a link between this existing industrial development and Green Lane.

4.7.2 Following the implementation of the proposals, measures may be required to ensure that Lansdowne Road is not used as a 'rat-run' when linked through to Green Lane via the new link road. Such measures could include physical measures in the form of traffic calming or prohibition of driving orders.

4.7.3 Account should, therefore, be taken of the re-assignment of traffic associated with this adjacent industrial development through the development site.

4.7.4 In order to establish the levels of traffic associated with this adjacent industrial development during the weekday AM and weekday PM peak periods, traffic surveys were conducted on Lansdowne Road on Tuesday 4<sup>th</sup> April 2006.



- 4.7.5 Table 4.6, below, provides a summary of the arrivals and departures associated with the adjacent industrial development.

Time Period	Adjacent Industrial Development Traffic					
	Arrivals			Departures		
	Cars	HGVs	PCUs	Cars	HGVs	PCUs
Weekday AM Peak	30	6	42	7	9	25
Weekday PM Peak	18	5	28	49	3	55

**Table 4.6 - Summary of Adjacent Industrial Development Traffic**

- 4.7.6 As can be seen from the above table, when converted into PCUs, the adjacent industrial development results in 42 arrivals and 25 departures during the weekday AM peak, and 28 arrivals and 55 departures during the weekday PM peak.

- 4.7.7 It is acknowledged that a proportion of this reassigned industrial development traffic may currently pass through the Parrin Lane/Monton Green/Canal Bank and Liverpool Road/Green Lane junctions, and as such would have been recorded within the traffic surveys.

## **4.8 Traffic Impact Summary**

- 4.8.1 The above paragraphs have demonstrated that the proposed development will generate fewer traffic movements than not only the previous existing use of the site but also the previously proposed residential use on the site. The impact on the surrounding highway network will be negligible. Furthermore, the development proposals will include a vehicular connection to Green Lane for the adjacent industrial development to provide relief to the residential highway network to the east of this particular development site, namely; Lansdowne Road and its junction with Monton Road.



## 5 ACCIDENT ANALYSIS

### 5.1 Introduction

- 5.1.1 For the purpose of this Transport Assessment an accident analysis along Green Lane and Canal Bank has been undertaken.
- 5.1.2 Five years of personal injury accident data (PIA) data has been examined for the period 01/08/2004 to 31/07/2009. There have been a total of 11 accidents along Green Lane with 7 having a severity of slight, 3 having a severity of serious and 1 was fatal.
- 5.1.3 The following section will provide details of each of the 11 accidents and the full accident details provided by Greater Manchester Transportation Unit (GMTU) are including in **Appendix 4**.

### 5.2 Accident Descriptions

#### *Accident Number – F4088061*

- 5.2.1 This accident had a severity of serious and occurred along Green Lane approximately 70 metres south of M602 motorway.
- 5.2.2 The accident occurred when an intoxicated driver in the dark with snow on the road colliding with a wall with no other vehicles involved.

#### *Accident Number – F4000195*

- 5.2.3 This accident had a severity of serious and occurred along Green Lane approximately 110 metres south of M602 motorway.
- 5.2.4 The accident occurred when a vehicle was travelling south along Green Lane and the driver lost control of vehicle and collided with a wall.

#### *Accident Number – F4048195*

- 5.2.5 This accident had a severity of slight and occurred along Green Lane approximately 180 metres south of M602 motorway.



- 5.2.6      Vehicle 2 stopped on Green Lane to let Vehicle 3 out of a factory entrance and Vehicle 1 travelling along Green Lane failed to stop and collided into rear of Vehicle 2, causing Vehicle 2 to also collide with Vehicle 1.

***Accident Number – F4008135***

- 5.2.7      This accident had a severity of slight and occurred along Green Lane approximately 190 metres south of M602 motorway.
- 5.2.8      A police car travelling south on Green Lane with emergency siren on, lost control on bend and collided with nearside bollards.

***Accident Number – F4910982***

- 5.2.9      This accident had a severity of slight and occurred along Green Lane at the railway bridge 80 metres to the north of Cromwell Road.
- 5.2.10     Vehicle 1 travelling north along Green Lane collided with railway bridge then rolled back and collided with vehicle 2, Vehicle 1 then drove forward and collided with railway bridge again.

***Accident Number – F4918885***

- 5.2.11     This accident had a severity of slight and occurred along Green Lane at the railway bridge 80 metres to the north of Cromwell Road.
- 5.2.12     Vehicle 1 travelling along Green Lane looking for delivery point, and didn't see low bridge sign and hit the railway bridge.

***Accident Number – F4921195***

- 5.2.13     This accident had a severity of slight and occurred along Green Lane on the 90 degree bend 60 metres to the east of New Street.
- 5.2.14     Vehicle 1 travelling north along Green lane lost control on bend and falls off motorcycle.

***Accident Number – F4063999***

- 5.2.15     This accident had a severity of serious and occurred at the junction with Green Lane and Cromwell Road.



- 5.2.16      Vehicle travelling north along Green Lane hit a child which ran into the road chasing a football.

***Accident Number – F4096291***

- 5.2.17      This accident had a severity of fatal and occurred at the junction with Green Lane and Cromwell Road.
- 5.2.18      Vehicle 1 emerged from Cromwell Road into path of Vehicle 2 travelling north along Green Lane and collision occurred.

***Accident Number – F4054185***

- 5.2.19      This accident had a severity of slight and occurred along Green Lane approximately 30 metres to the east of New Street
- 5.2.20      Vehicle 1 driver was distracted and drifted across road and collided with oncoming Vehicle 2.

***Accident Number – F4076165***

- 5.2.21      This accident had a severity of slight and occurred at the junction with Green Lane and Shackleton Street.
- 5.2.22      Vehicle 1 was turning out of Shackleton Street and collided with Vehicle 2 which was travelling along Green Lane.

***Conclusions***

- 5.2.23      In conclusion, as a result of the development proposals there will be less overall traffic generated by the development proposals when compared with the previously permitted uses. As such, it can be concluded that the proposals will have a minimal impact in terms of highway safety when compared to the permitted uses on site.

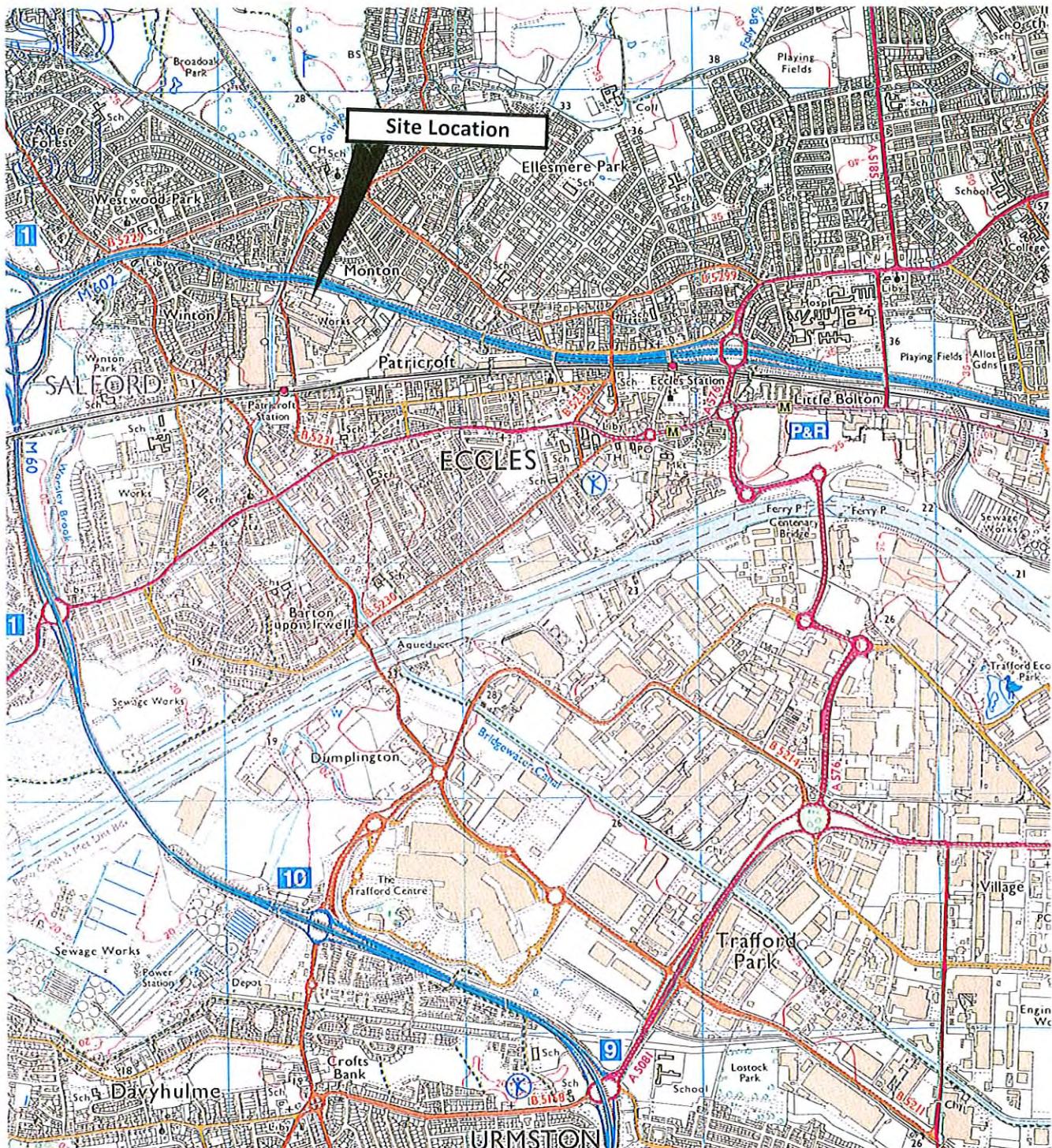


## **6 CONCLUSIONS**

- 6.1.1 This report has considered the highways and transportation issues relating to the proposed redevelopment of the former Mitchell Shackleton Works in Patricroft.
- 6.1.2 The site was occupied by approximately 13,235 sqm of employment development, and 705 sqm of office development. The redevelopment proposals include an Eco Park consisting of a Material Recycling Facility (MRF), Anaerobic Digestion Facility and an Energy from Waste Gasification Facility.
- 6.1.3 It is proposed that the number of access points to the site would be rationalised to provide a single point of access.
- 6.1.4 The proposed development accords with national and local transport planning policies as it is a brownfield site that offers means of access by modes other than the private car.
- 6.1.5 Traffic attraction calculations have been undertaken, and these indicate that the development proposals would result in a reduction in traffic movements from the site when compared against alternative employment development of housing development and therefore at any of the junctions within the study area.
- 6.1.6 The proposals include a new vehicular link from the adjacent industrial development through the site onto Green Lane which offers the potential for industrial development to the east to use the new link thereby reducing traffic levels on Lansdowne Road and Monton Road.
- 6.1.7 It can therefore be concluded that the proposals are acceptable for planning approval purposes.

# **PLANS**

Plan 1



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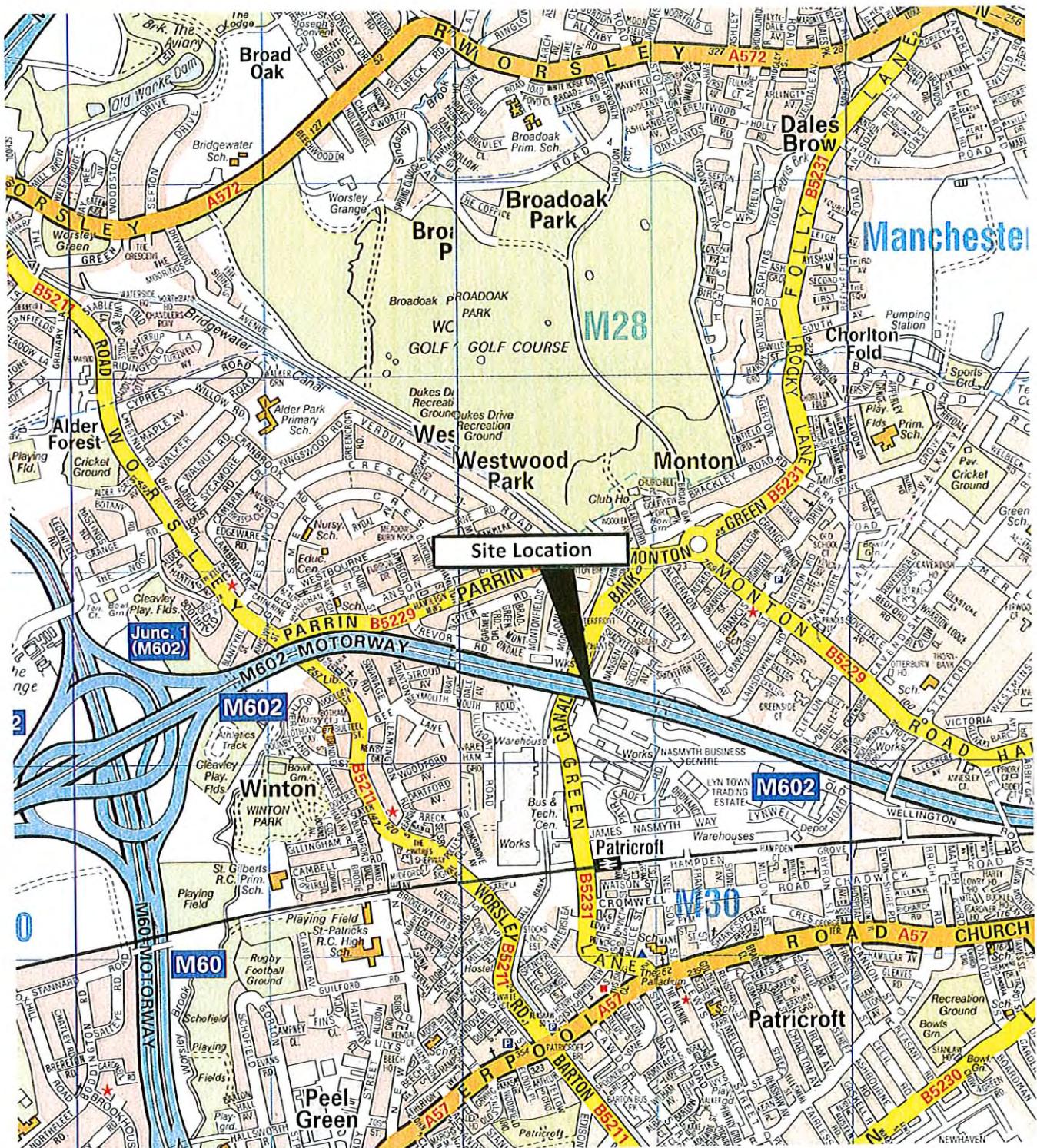
Proposed Eco Park  
Green Lane  
Eccles  
Site Location

**Savell Bird & Axon**  
part of the WYG group

Croxley House 14 Lloyd Street Manchester M2 5ND  
t: 0161 835 2400 f: 0161 835 3400 e: sba@sba.co.uk



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Sky Properties (Guernsey) Ltd

Proposed Eco Park

Green Lane

Eccles

Site Location (Local Context)

Savell Bird & Axon

part of the WYG group

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**Sky Properties (Guernsey) Ltd**

**Proposed Eco Park  
Green Lane  
Eccles  
Existing Layout**

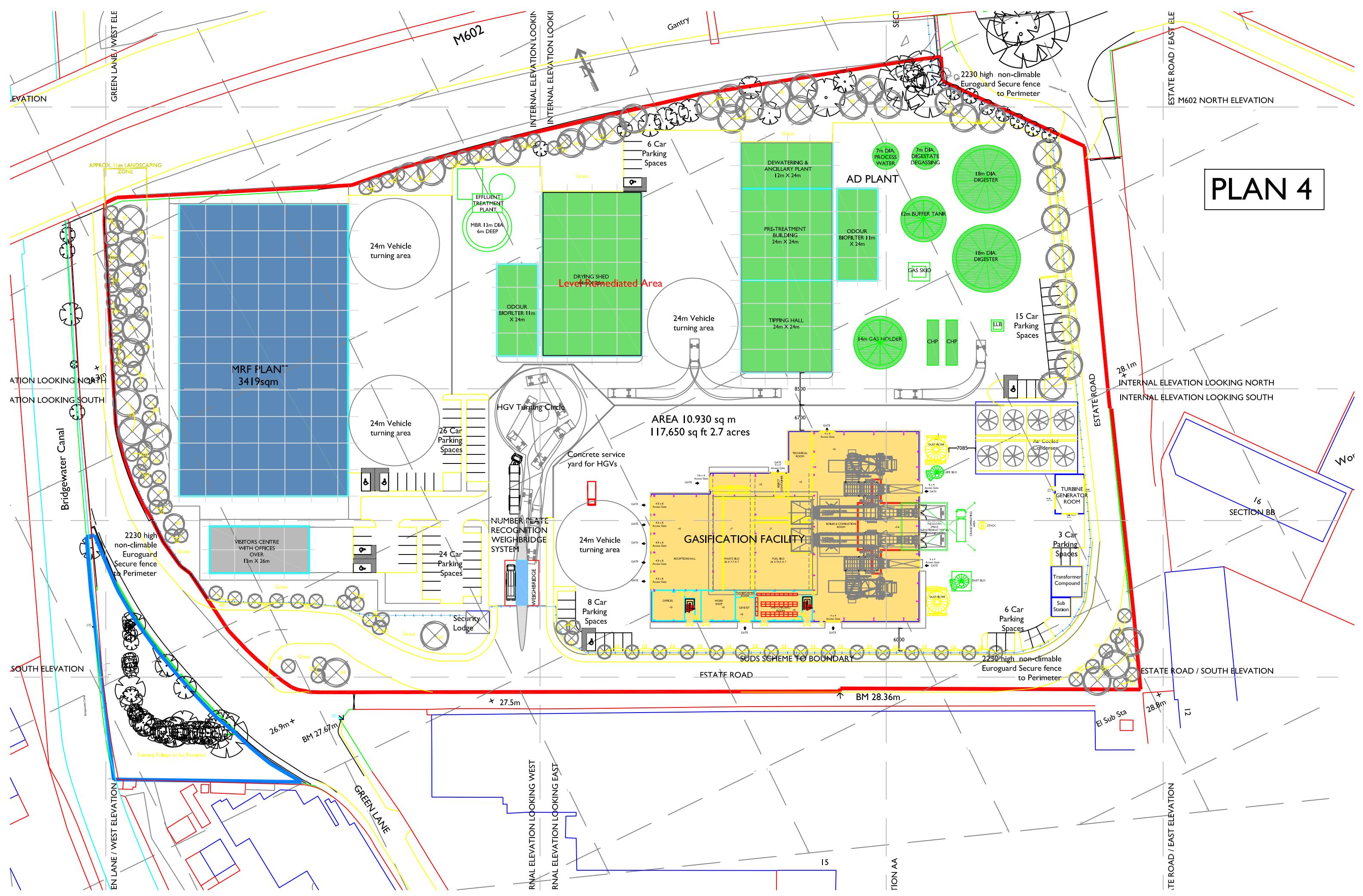
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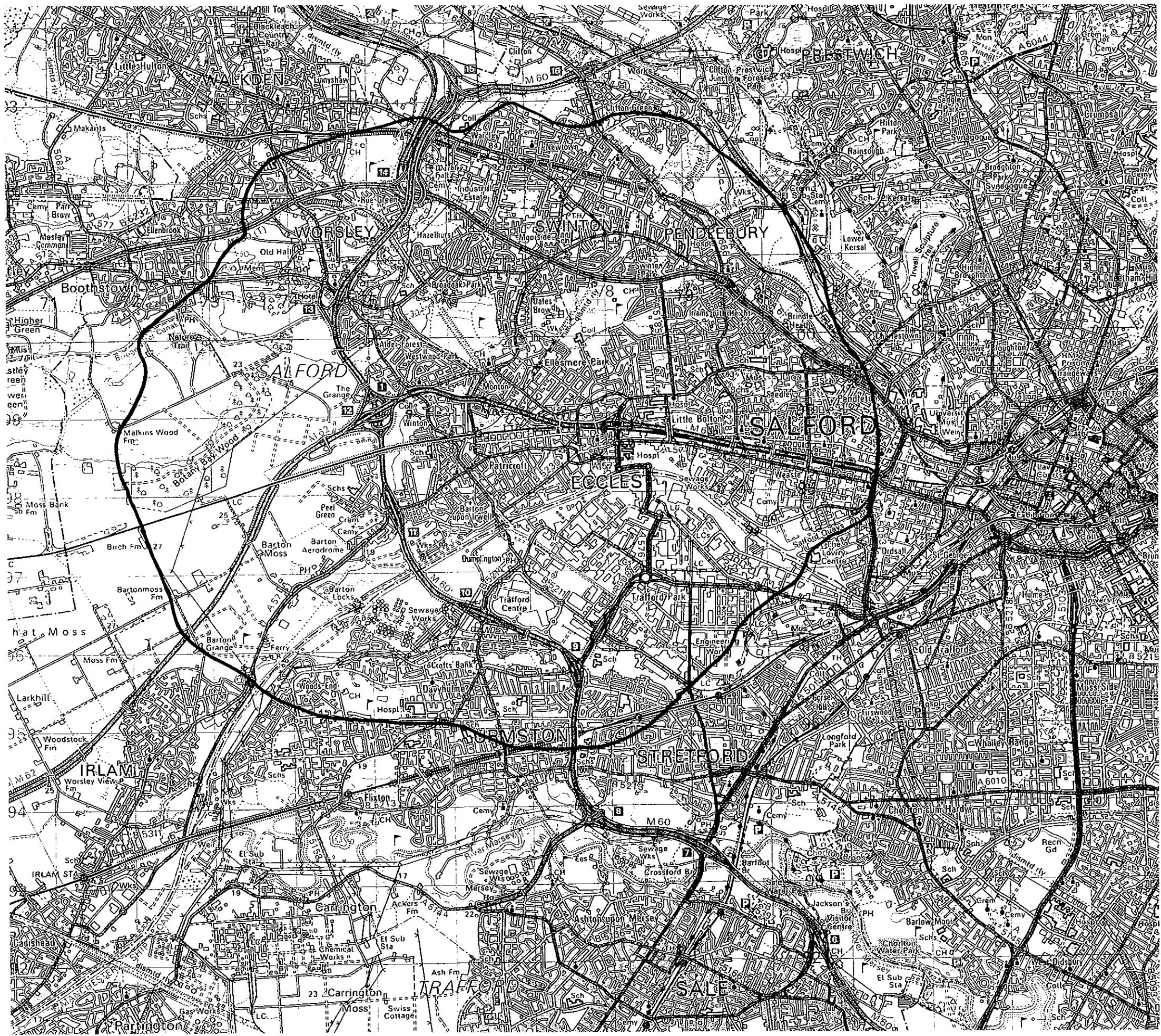
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# PLAN 4



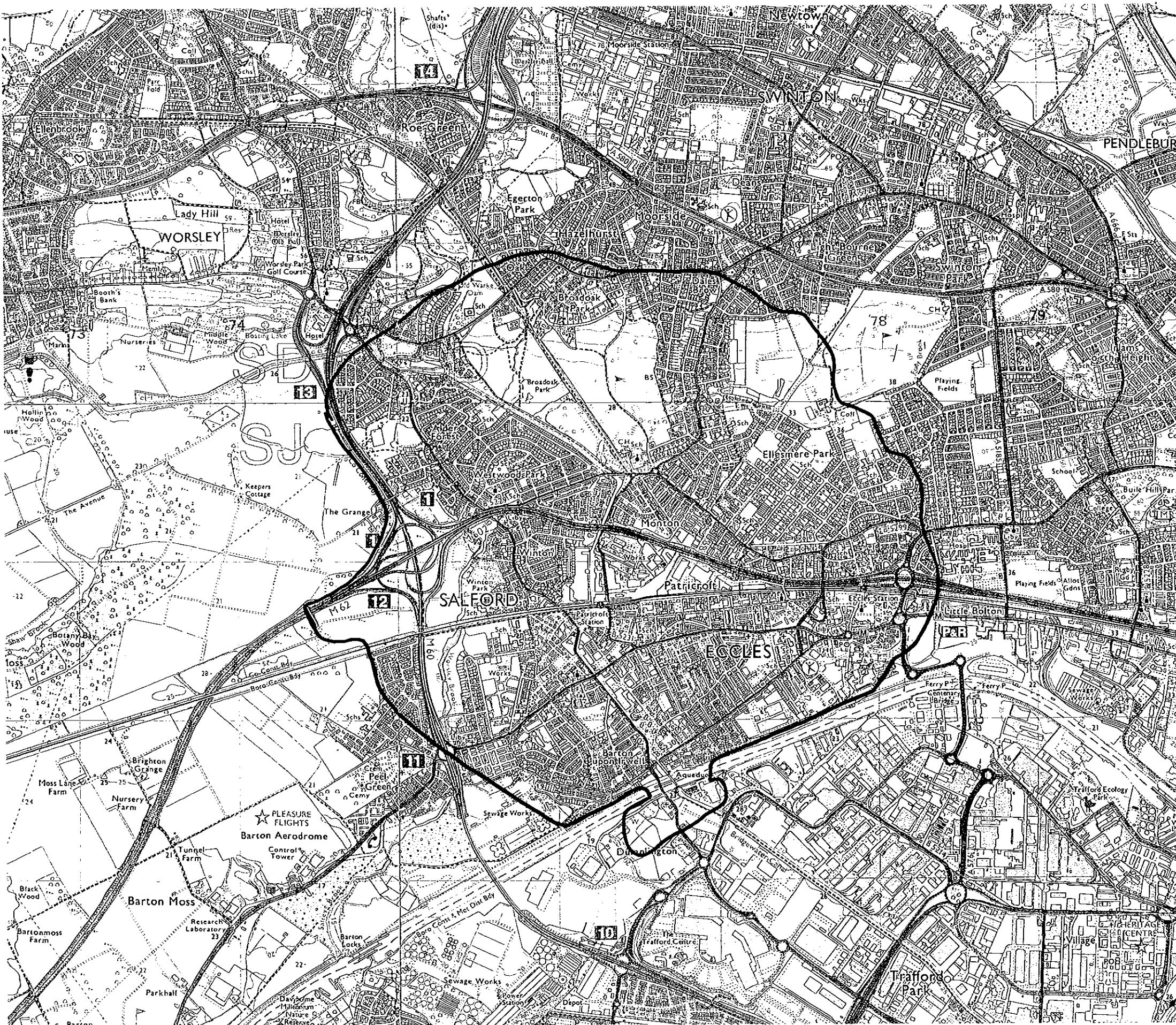


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Plan 5

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PROJECT: Proposed Eco Park, Green Lane, Eccles				
DRAWING TITLE: Pedestrian Catchment Plan				
SCALES: 1:25000				
DRAWN	CP	CHECKED:	DL	DATE: Dec 09
Savell Bird & Axon part of the WYG group				
Croxley House, 14 Lloyd Street, Manchester M2 5ND t: 0161 835 2400 f: 0161 835 3400 e: sba@sba.co.uk				
DRAWING NUMBER	N91697/05			
REVISION				



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Plan 6

REV.	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:	Sky Properties (Guernsey) Ltd
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PROJECT:	Proposed Eco Park, Green Lane, Eccles
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DRAWING TITLE:	Cycle Catchment Plan
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SCALES:	1:50000
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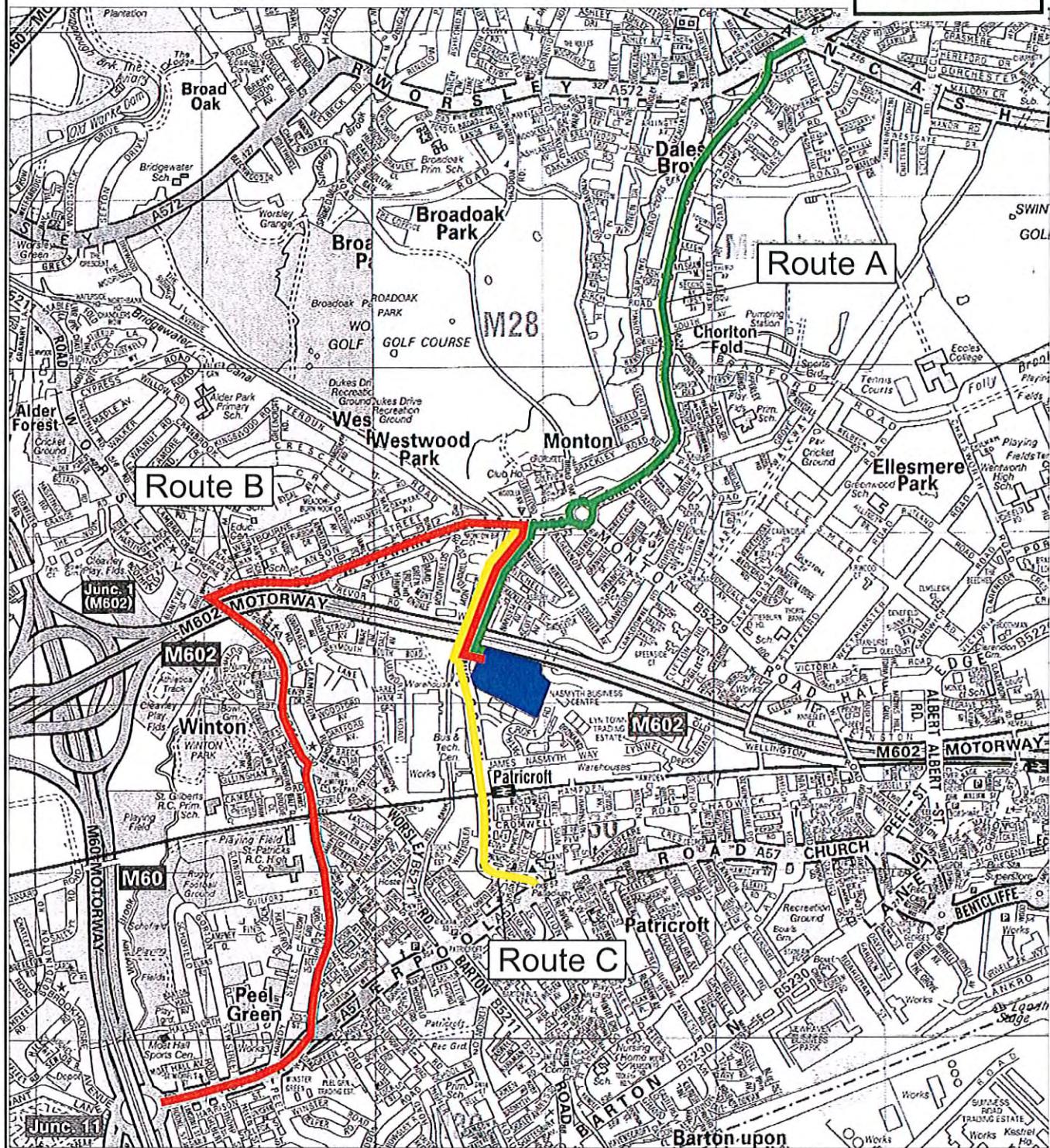
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# PLAN 7



Sky Properties (Guernsey) Ltd

## Proposed HGV Routing Plan

Key

- Site Location
- Proposed HGV (20T) Route To/From A580 East Lancashire Road
- Proposed HGV (20T) Route To/From M60 Junction 11
- Proposed HGV (10T) Route To/From The Site

**Savell Bird & Axon**  
A White Young Green Company

Croxley House 14 Lloyd Street Manchester M2 5ND  
t: 0161 835 2400 f: 0161 835 3400 e: sba@sba-man.co.uk

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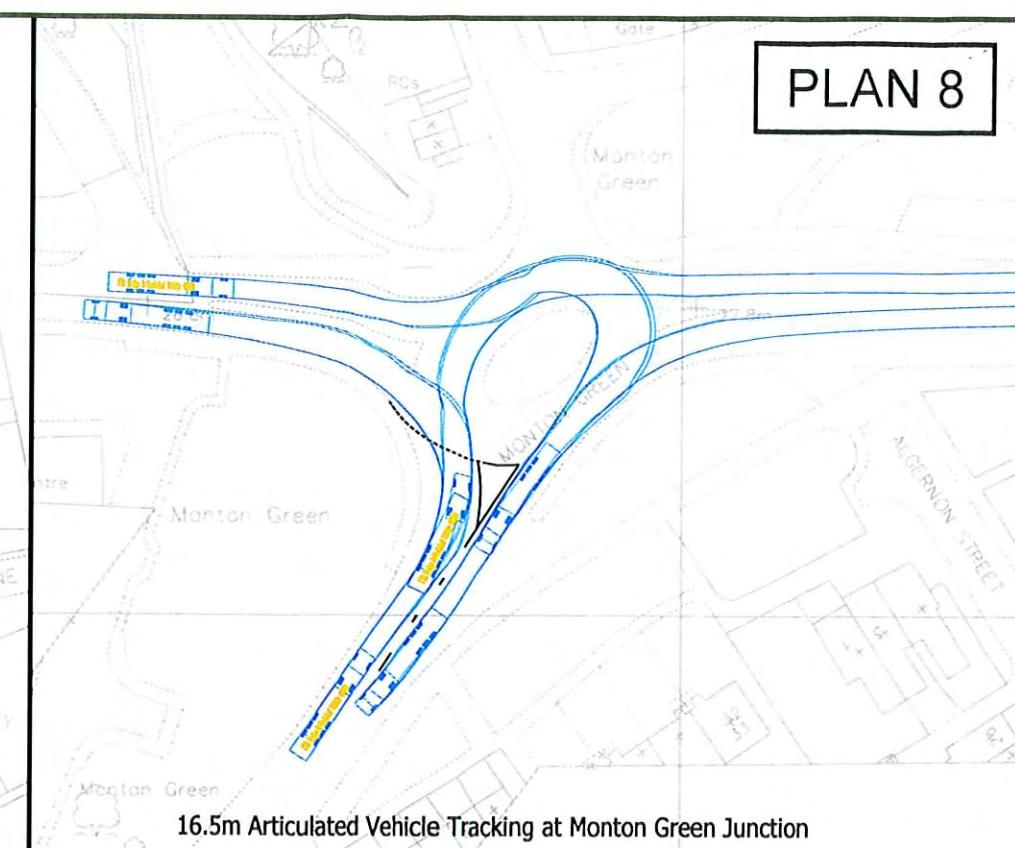
**PLAN 8**



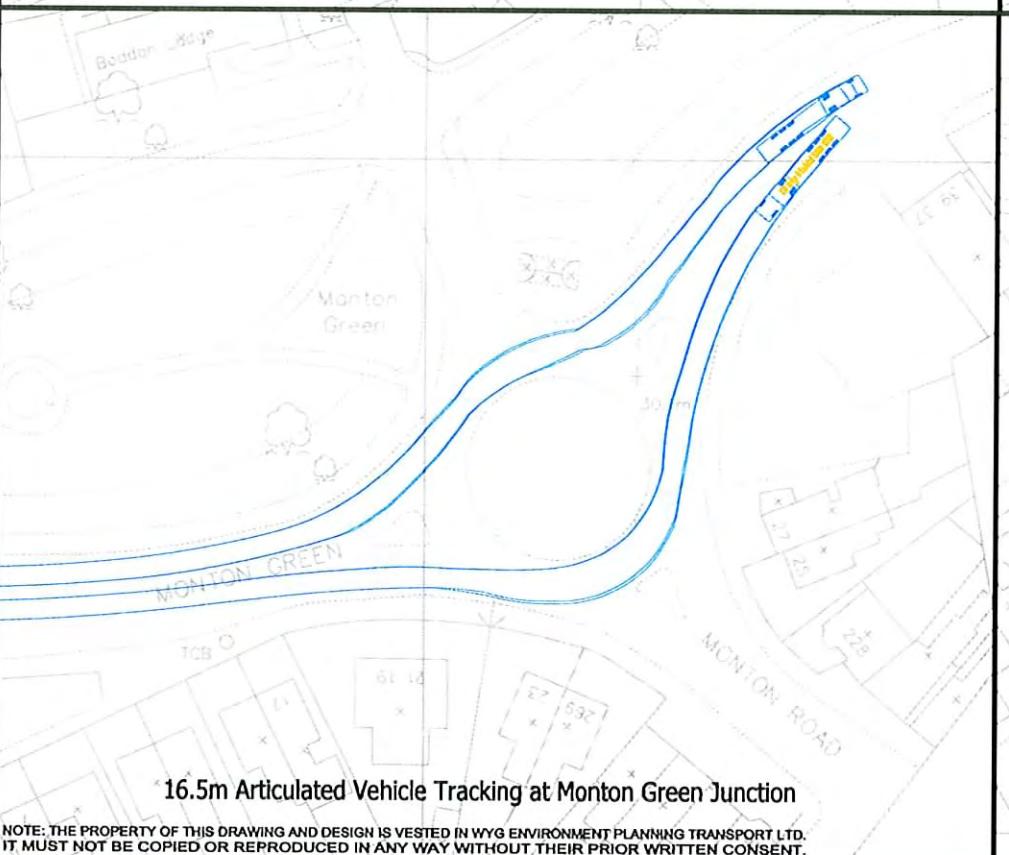
16.5m Articulated Vehicle Tracking at Worsley Road/Parrin Lane Junction



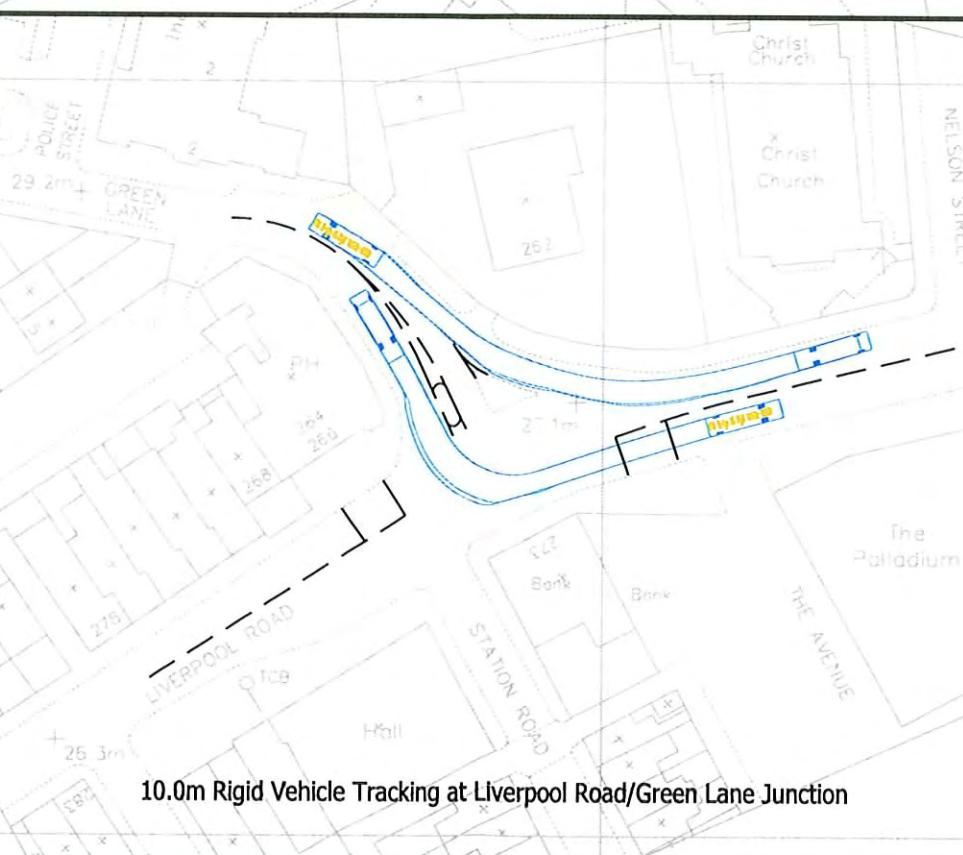
16.5m Articulated Vehicle Tracking at Worsley Road/Parrin Lane Junction



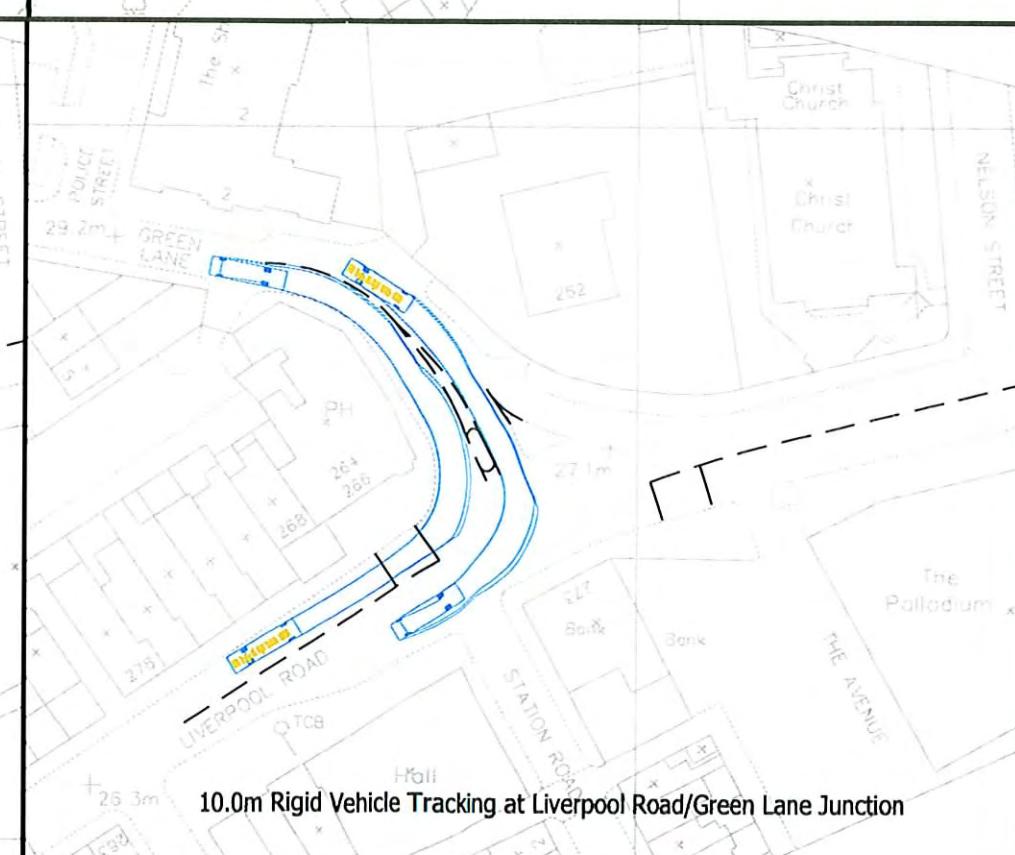
16.5m Articulated Vehicle Tracking at Monton Green Junction



16.5m Articulated Vehicle Tracking at Monton Green Junction



10.0m Rigid Vehicle Tracking at Liverpool Road/Green Lane Junction



10.0m Rigid Vehicle Tracking at Liverpool Road/Green Lane Junction

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**Proposed Eco Park, Green Lane, Eccles**

**Local Highway Network - Track Plots**

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1:500 at A3

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# **APPENDICES**

# **Appendix 1**

## **TRICS Output for Industrial Estate (Based on Employees)**

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 02 - EMPLOYMENT  
 Category : C - INDUSTRIAL UNITS

**VEHICLES***Selected regions and areas:*

<b>02</b>	<b>SOUTH EAST</b>	
SC	SURREY	1 days
<b>03</b>	<b>SOUTH WEST</b>	
DC	DORSET	3 days
<b>04</b>	<b>EAST ANGLIA</b>	
CA	CAMBRIDGESHIRE	1 days
<b>11</b>	<b>SCOTLAND</b>	
ER	EAST RENFREWSHIRE	1 days

**Main parameter selection:**

Parameter: Gross floor area  
 Range: 1626 to 19230 (units: sqm)

Date Range: 01/01/97 to 26/05/04

*Selected survey days:*

Tuesday	2 days
Wednesday	1 days
Thursday	3 days

*Selected survey types:*

Manual count	6 days
Directional ATC Count	0 days

**Optional parameter selection:***Use Class:*

B1	5 days
B2	1 days

*Location:*

	<u><i>Location Sub Category:</i></u>	
Edge of Town	Industrial Zone	2 days
Edge of Town Centre		1 days
Free Standing (PPS6 Out of Town)		2 days
Free Standing (PPS6 Out of Town)	Industrial Zone	1 days

*Population within 1 mile:*

1,001 to 5,000	1 days
5,001 to 10,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	3 days

**Optional parameter selection (Cont.):****Population within 5 miles:**

50,001 to 75,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	3 days

**Car ownership within 5 miles:**

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	3 days

**Buses/Trains per day (both directions):**

Frequency	Per Hour	Per Day	Surveys
Not Known			0 days
0	0	0	2 days
<20 per day	1	20	1 days
20-39 per day	2	40	1 days
40-59 per day	3	60	0 days
60-79 per day	4	80	0 days
80+ per day	> 4	> 80	1 days

**Travel Plan:**

Not Known	5 days
No	1 days

LIST OF SITES relevant to selection parameters

<b>1</b>	<b>CA-02-C-01</b>	<b>SUGAR FACT., PETERBOROUGH</b>	<b>CAMBRIDGESHIRE</b>
		OUNDLE ROAD	
		PETERBOROUGH	
	Total Gross floor area:	12500 sqm	
	Survey date:	THURSDAY 13/05/04	Survey Type: MANUAL
<b>2</b>	<b>DC-02-C-02</b>	<b>NEWSPAPER HQ, WEYMOUTH</b>	<b>DORSET</b>
	HAMPSHIRE ROAD		
	CHICKERELL		
	WEYMOUTH		
	Total Gross floor area:	3035 sqm	
	Survey date:	TUESDAY 04/07/00	Survey Type: MANUAL
<b>3</b>	<b>DC-02-C-03</b>	<b>DURABLE, WIMBORNE</b>	<b>DORSET</b>
	NIMROD WAY		
	STAPEHILL		
	WIMBORNE		
	Total Gross floor area:	1626 sqm	
	Survey date:	TUESDAY 15/05/01	Survey Type: MANUAL
<b>4</b>	<b>DC-02-C-05</b>	<b>ULTRA ELECTRONICS,WEYMOUTH</b>	<b>DORSET</b>
	HAMPSHIRE ROAD		
	GRANBY IND. ESTATE		
	WEYMOUTH		
	Total Gross floor area:	4600 sqm	
	Survey date:	THURSDAY 11/10/01	Survey Type: MANUAL
<b>5</b>	<b>ER-02-C-02</b>	<b>DYEWORKS, NEWTON MEARNs</b>	<b>EAST RENFREWSHIRE</b>
	NETHERPLACE ROAD		
	NETHERPLACE		
	NEWTON MEARNs		
	Total Gross floor area:	11972 sqm	
	Survey date:	WEDNESDAY 08/05/02	Survey Type: MANUAL
<b>6</b>	<b>SC-02-C-02</b>	<b>TAYLOR &amp; PENTON</b>	<b>SURREY</b>
	VICKERS DRIVE SOUTH		
	BROOKLANDS		
	WEYBRIDGE		
	Total Gross floor area:	8864 sqm	
	Survey date:	THURSDAY 09/10/97	Survey Type: MANUAL

## TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNITS

**VEHICLES****Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.00	0	0	0.00	0	0	0.00
00:30 - 01:00	0	0	0.00	0	0	0.00	0	0	0.00
01:00 - 01:30	0	0	0.00	0	0	0.00	0	0	0.00
01:30 - 02:00	0	0	0.00	0	0	0.00	0	0	0.00
02:00 - 02:30	0	0	0.00	0	0	0.00	0	0	0.00
02:30 - 03:00	0	0	0.00	0	0	0.00	0	0	0.00
03:00 - 03:30	0	0	0.00	0	0	0.00	0	0	0.00
03:30 - 04:00	0	0	0.00	0	0	0.00	0	0	0.00
04:00 - 04:30	0	0	0.00	0	0	0.00	0	0	0.00
04:30 - 05:00	0	0	0.00	0	0	0.00	0	0	0.00
05:00 - 05:30	0	0	0.00	0	0	0.00	0	0	0.00
05:30 - 06:00	0	0	0.00	0	0	0.00	0	0	0.00
06:00 - 06:30	0	0	0.00	0	0	0.00	0	0	0.00
06:30 - 07:00	0	0	0.00	0	0	0.00	0	0	0.00
07:00 - 07:30	6	7100	0.15	6	7100	0.06	6	7100	0.21
07:30 - 08:00	6	7100	0.23	6	7100	0.03	6	7100	0.26
08:00 - 08:30	6	7100	0.40	6	7100	0.04	6	7100	0.44
08:30 - 09:00	<b>6</b>	<b>7100</b>	<b>0.50</b>	6	7100	0.05	<b>6</b>	<b>7100</b>	<b>0.55</b>
09:00 - 09:30	6	7100	0.12	6	7100	0.03	6	7100	0.15
09:30 - 10:00	6	7100	0.08	6	7100	0.04	6	7100	0.12
10:00 - 10:30	6	7100	0.06	6	7100	0.08	6	7100	0.14
10:30 - 11:00	6	7100	0.09	6	7100	0.06	6	7100	0.15
11:00 - 11:30	6	7100	0.06	6	7100	0.06	6	7100	0.12
11:30 - 12:00	6	7100	0.07	6	7100	0.06	6	7100	0.13
12:00 - 12:30	6	7100	0.08	6	7100	0.15	6	7100	0.23
12:30 - 13:00	6	7100	0.12	6	7100	0.24	6	7100	0.36
13:00 - 13:30	6	7100	0.20	6	7100	0.12	6	7100	0.32
13:30 - 14:00	6	7100	0.18	6	7100	0.09	6	7100	0.27
14:00 - 14:30	6	7100	0.10	6	7100	0.06	6	7100	0.16
14:30 - 15:00	6	7100	0.09	6	7100	0.06	6	7100	0.15
15:00 - 15:30	6	7100	0.08	6	7100	0.14	6	7100	0.22
15:30 - 16:00	6	7100	0.06	6	7100	0.07	6	7100	0.13
16:00 - 16:30	6	7100	0.05	6	7100	0.19	6	7100	0.24
16:30 - 17:00	6	7100	0.05	6	7100	0.32	6	7100	0.37
17:00 - 17:30	6	7100	0.04	<b>6</b>	<b>7100</b>	<b>0.46</b>	6	7100	0.50
17:30 - 18:00	6	7100	0.02	6	7100	0.22	6	7100	0.24
18:00 - 18:30	6	7100	0.03	6	7100	0.15	6	7100	0.18
18:30 - 19:00	6	7100	0.01	6	7100	0.04	6	7100	0.05
19:00 - 19:30	1	11972	0.00	1	11972	0.10	1	11972	0.10
19:30 - 20:00	1	11972	0.01	1	11972	0.02	1	11972	0.03
20:00 - 20:30	1	11972	0.00	1	11972	0.00	1	11972	0.00
20:30 - 21:00	1	11972	0.00	1	11972	0.00	1	11972	0.00
21:00 - 21:30	1	11972	0.00	<b>1</b>	<b>11972</b>	<b>0.00</b>	1	11972	0.00
21:30 - 22:00	1	11972	0.00	1	11972	0.01	1	11972	0.01
22:00 - 22:30	1	11972	0.00	1	11972	0.00	1	11972	0.00
22:30 - 23:00	1	11972	0.18	1	11972	0.01	1	11972	0.19
23:00 - 23:30	0	0	0.00	0	0	0.00	0	0	0.00
23:30 - 24:00	0	0	0.00	0	0	0.00	0	0	0.00
Daily Trip Rates:			3.07			2.97			6.02

**Parameter summary**

Trip rate parameter range selected: 1626 - 19230 (units: sqm)  
Survey date date range: 01/01/97 - 26/05/04  
Number of weekdays (Monday-Friday): 6  
Number of Saturdays: 0  
Number of Sundays: 0  
Optional parameters used in selection: YES  
Surveys manually removed from selection: 0

# **Appendix 2**

## **TRICS Output for Office**

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 02 - EMPLOYMENT

Category : A - OFFICE

**VEHICLES**Selected regions and areas:**02 SOUTH EAST**

HF	HERTFORDSHIRE	1 days
OX	OXFORDSHIRE	1 days
SC	SURREY	1 days

**05 EAST MIDLANDS**

LE	LEICESTERSHIRE	1 days
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**09 NORTH**

TV	TEES VALLEY	1 days
TW	TYNE & WEAR	1 days

**Main parameter selection:**

Parameter: Gross floor area

Range: 645 to 4916 (units: sqm)

Date Range: 01/01/97 to 04/05/05

Selected survey days:

Tuesday	2 days
Wednesday	2 days
Thursday	2 days

Selected survey types:

Manual count	6 days
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**Optional parameter selection:**Use Class:

B1	6 days
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Location:

Location Sub Category:	
Suburban Area (PPS6 Out of Centre)	1 days
Suburban Area (PPS6 Out of Centre)	1 days
Edge of Town	1 days
Edge of Town Centre	3 days

Population within 1 mile:

1,001 to 5,000	1 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	2 days
25,001 to 50,000	1 days

Savell Bird &amp; Axon LLoyd Street Manchester

Licence No: 711102

**Optional parameter selection (Cont.):****Population within 5 miles:**

25,001 to 50,000	1 days
100,001 to 125,000	1 days
125,001 to 250,000	2 days
250,001 to 500,000	1 days
500,001 or More	1 days

**Car ownership within 5 miles:**

0.6 to 1.0	4 days
1.1 to 1.5	2 days

**Buses/Trains per day (both directions):**

<u>Frequency</u>	<u>Per Hour</u>	<u>Per Day</u>	<u>Surveys</u>
Not Known			0 days
0	0	0	0 days
<20 per day	1	20	0 days
20-39 per day	2	40	0 days
40-59 per day	3	60	0 days
60-79 per day	4	80	0 days
80+ per day	> 4	> 80	4 days

**Travel Plan:**

Not Known	4 days
No	2 days

LIST OF SITES relevant to selection parameters

**1 HF-02-A-02 COUNCIL OFFICES, WELWYN GC** **HERTFORDSHIRE**  
BRIDGE ROAD EAST

WELWYN GARDEN CITY  
Total Gross floor area: 2700 sqm

Survey date: THURSDAY 05/09/02

**2 LE-02-A-03 COUNCIL OFFICES, M. MOWBRAY** **LEICESTERSHIRE**  
NOTTINGHAM ROAD

MELTON MOWBRAY  
Total Gross floor area: 3251 sqm

Survey date: WEDNESDAY 04/05/05

**3 OX-02-A-01 COUNTY COUNCIL OFFICES** **OXFORDSHIRE**  
SPEEDWELL STREET

OXFORD  
Total Gross floor area: 2633 sqm

Survey date: THURSDAY 20/06/02

**4 SC-02-A-11 SURREY COUNTY COUNCIL OFF.** **SURREY**  
NEW INN LANE

MERROW  
GUILDFORD  
Total Gross floor area: 1075 sqm

Survey date: TUESDAY 10/10/00

**5 TV-02-A-01 OFFICE, MIDDLESBROUGH** **TEES VALLEY**  
GRANGE ROAD

MIDDLESBROUGH  
Total Gross floor area: 4100 sqm

Survey date: TUESDAY 25/09/01

**6 TW-02-A-01 RADIO STUDIOS, GATESHEAD** **TYNE & WEAR**  
CHURCH STREET

GATESHEAD  
Total Gross floor area: 645 sqm

Survey date: WEDNESDAY 04/05/05

Survey Type: MANUAL  
LEICESTERSHIRE

Survey Type: MANUAL  
OXFORDSHIRE

Survey Type: MANUAL  
SURREY

Survey Type: MANUAL  
TEES VALLEY

Survey Type: MANUAL  
TYNE & WEAR

Survey Type: MANUAL

## TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

**VEHICLES****Calculation factor: 100 sqm****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30	0	0	0.00	0	0	0.00	0	0	0.00
00:30 - 01:00	0	0	0.00	0	0	0.00	0	0	0.00
01:00 - 01:30	0	0	0.00	0	0	0.00	0	0	0.00
01:30 - 02:00	0	0	0.00	0	0	0.00	0	0	0.00
02:00 - 02:30	0	0	0.00	0	0	0.00	0	0	0.00
02:30 - 03:00	0	0	0.00	0	0	0.00	0	0	0.00
03:00 - 03:30	0	0	0.00	0	0	0.00	0	0	0.00
03:30 - 04:00	0	0	0.00	0	0	0.00	0	0	0.00
04:00 - 04:30	0	0	0.00	0	0	0.00	0	0	0.00
04:30 - 05:00	0	0	0.00	0	0	0.00	0	0	0.00
05:00 - 05:30	0	0	0.00	0	0	0.00	0	0	0.00
05:30 - 06:00	0	0	0.00	0	0	0.00	0	0	0.00
06:00 - 06:30	0	0	0.00	0	0	0.00	0	0	0.00
06:30 - 07:00	0	0	0.00	0	0	0.00	0	0	0.00
07:00 - 07:30	6	2401	0.31	6	2401	0.10	6	2401	0.41
07:30 - 08:00	6	2401	0.67	6	2401	0.09	6	2401	0.76
08:00 - 08:30	6	2401	0.86	6	2401	0.11	6	2401	0.97
08:30 - 09:00	<b>6</b>	<b>2401</b>	<b>1.09</b>	6	2401	0.15	<b>6</b>	<b>2401</b>	<b>1.24</b>
09:00 - 09:30	6	2401	0.94	6	2401	0.23	6	2401	1.17
09:30 - 10:00	6	2401	0.67	6	2401	0.37	6	2401	1.04
10:00 - 10:30	6	2401	0.44	6	2401	0.35	6	2401	0.79
10:30 - 11:00	6	2401	0.42	6	2401	0.37	6	2401	0.79
11:00 - 11:30	6	2401	0.37	6	2401	0.33	6	2401	0.70
11:30 - 12:00	6	2401	0.49	6	2401	0.50	6	2401	0.99
12:00 - 12:30	6	2401	0.32	6	2401	0.52	6	2401	0.84
12:30 - 13:00	6	2401	0.58	6	2401	0.55	6	2401	1.13
13:00 - 13:30	6	2401	0.53	6	2401	0.52	6	2401	1.05
13:30 - 14:00	6	2401	0.50	6	2401	0.40	6	2401	0.90
14:00 - 14:30	6	2401	0.53	6	2401	0.48	6	2401	1.01
14:30 - 15:00	6	2401	0.37	6	2401	0.54	6	2401	0.91
15:00 - 15:30	6	2401	0.40	6	2401	0.42	6	2401	0.82
15:30 - 16:00	6	2401	0.40	6	2401	0.60	6	2401	1.00
16:00 - 16:30	6	2401	0.26	6	2401	0.84	6	2401	1.10
16:30 - 17:00	6	2401	0.19	6	2401	0.71	6	2401	0.90
17:00 - 17:30	6	2401	0.14	<b>6</b>	<b>2401</b>	<b>1.01</b>	6	2401	1.15
17:30 - 18:00	6	2401	0.04	6	2401	0.66	6	2401	0.70
18:00 - 18:30	6	2401	0.03	6	2401	0.29	6	2401	0.32
18:30 - 19:00	6	2401	0.04	6	2401	0.22	6	2401	0.26
19:00 - 19:30	0	0	0.00	0	0	0.00	0	0	0.00
19:30 - 20:00	0	0	0.00	0	0	0.00	0	0	0.00
20:00 - 20:30	0	0	0.00	0	0	0.00	0	0	0.00
20:30 - 21:00	0	0	0.00	0	0	0.00	0	0	0.00
21:00 - 21:30	0	0	0.00	0	0	0.00	0	0	0.00
21:30 - 22:00	0	0	0.00	0	0	0.00	0	0	0.00
22:00 - 22:30	0	0	0.00	0	0	0.00	0	0	0.00
22:30 - 23:00	0	0	0.00	0	0	0.00	0	0	0.00
23:00 - 23:30	0	0	0.00	0	0	0.00	0	0	0.00
23:30 - 24:00	0	0	0.00	0	0	0.00	0	0	0.00
Daily Trip Rates:		10.62			10.35				20.95

**Parameter summary**

Trip rate parameter range selected: 645 - 4916 (units: sqm)  
Survey date date range: 01/01/97 - 04/05/05  
Number of weekdays (Monday-Friday): 6  
Number of Saturdays: 0  
Number of Sundays: 0  
Optional parameters used in selection: YES  
Surveys manually removed from selection: 1

# **Appendix 3**

## **TRICS Output for Industrial Estate (Based on Employees)**

**TRIP RATE CALCULATION SELECTION PARAMETERS:**

Land Use : 02 - EMPLOYMENT  
 Category : D - INDUSTRIAL ESTATE

**VEHICLES***Selected regions and areas:*

<b>01</b>	<b>GREATER LONDON</b>	
WH	WANDSWORTH	1 days
<b>02</b>	<b>SOUTH EAST</b>	
ES	EAST SUSSEX	1 days
WS	WEST SUSSEX	2 days
<b>04</b>	<b>EAST ANGLIA</b>	
CA	CAMBRIDGESHIRE	1 days
SF	SUFFOLK	1 days
<b>05</b>	<b>EAST MIDLANDS</b>	
LN	LINCOLNSHIRE	1 days
<b>07</b>	<b>YORKSHIRE &amp; NORTH LINCOLNSHIRE</b>	
KH	KINGSTON UPON HULL	1 days
NY	NORTH YORKSHIRE	1 days
WY	WEST YORKSHIRE	2 days
<b>08</b>	<b>NORTH WEST</b>	
LC	LANCASHIRE	1 days
MS	MERSEYSIDE	1 days
<b>09</b>	<b>NORTH</b>	
DH	DURHAM	1 days
TW	TYNE & WEAR	1 days
<b>11</b>	<b>SCOTLAND</b>	
EA	EAST AYRSHIRE	1 days
ER	EAST RENFREWSHIRE	2 days

**Main parameter selection:**

Parameter: Number of Employees  
 Range: 13 to 191 (units: )

Date Range: 01/01/01 to 07/09/08

*Selected survey days:*

Monday	2 days
Tuesday	4 days
Wednesday	7 days
Thursday	3 days
Friday	2 days

*Selected survey types:*

Manual count	17 days
Directional ATC Count	1 days

*Selected Locations:*

Edge of Town Centre	2
Suburban Area (PPS6 Out of Centre)	6
Edge of Town	5
Neighbourhood Centre (PPS6 Local Centre)	1
Free Standing (PPS6 Out of Town)	4

*Selected Location Sub Categories:*

Industrial Zone	9
Residential Zone	2
Built-Up Zone	1
Village	1
Out of Town	3
No Sub Category	2

TRIP RATE for Land Use 02 - EMPLOYMENT/D - INDUSTRIAL ESTATE

**VEHICLES****Calculation factor: 1 EMPLOY****BOLD print indicates peak (busiest) period**

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate	No. Days	Ave. EMPLOY	Trip Rate
00:00 - 00:30	1	191	0.000	1	191	0.000	1	191	0.000
00:30 - 01:00	1	191	0.000	1	191	0.000	1	191	0.000
01:00 - 01:30	1	191	0.000	1	191	0.000	1	191	0.000
01:30 - 02:00	1	191	0.000	1	191	0.000	1	191	0.000
02:00 - 02:30	1	191	0.000	1	191	0.000	1	191	0.000
02:30 - 03:00	1	191	0.000	1	191	0.000	1	191	0.000
03:00 - 03:30	1	191	0.000	1	191	0.000	1	191	0.000
03:30 - 04:00	1	191	0.000	1	191	0.000	1	191	0.000
04:00 - 04:30	1	191	0.000	1	191	0.000	1	191	0.000
04:30 - 05:00	1	191	0.000	1	191	0.000	1	191	0.000
05:00 - 05:30	1	191	0.010	1	191	0.000	1	191	0.010
05:30 - 06:00	1	191	0.010	1	191	0.000	1	191	0.010
06:00 - 06:30	3	167	0.034	3	167	0.020	3	167	0.054
06:30 - 07:00	3	167	0.040	3	167	0.020	3	167	0.060
07:00 - 07:30	18	107	0.117	18	107	0.046	18	107	0.163
07:30 - 08:00	<b>18</b>	<b>107</b>	<b>0.215</b>	18	107	0.057	18	107	0.272
08:00 - 08:30	18	107	0.190	18	107	0.087	18	107	0.277
08:30 - 09:00	18	107	0.172	18	107	0.095	18	107	0.267
09:00 - 09:30	18	107	0.142	18	107	0.094	18	107	0.236
09:30 - 10:00	18	107	0.100	18	107	0.116	18	107	0.216
10:00 - 10:30	18	107	0.120	18	107	0.113	18	107	0.233
10:30 - 11:00	18	107	0.109	18	107	0.095	18	107	0.204
11:00 - 11:30	18	107	0.105	18	107	0.114	18	107	0.219
11:30 - 12:00	18	107	0.110	18	107	0.118	18	107	0.228
12:00 - 12:30	18	107	0.116	18	107	0.136	18	107	0.252
12:30 - 13:00	18	107	0.117	18	107	0.139	18	107	0.256
13:00 - 13:30	18	107	0.124	18	107	0.125	18	107	0.249
13:30 - 14:00	18	107	0.121	18	107	0.091	18	107	0.212
14:00 - 14:30	18	107	0.108	18	107	0.099	18	107	0.207
14:30 - 15:00	18	107	0.087	18	107	0.101	18	107	0.188
15:00 - 15:30	18	107	0.097	18	107	0.113	18	107	0.210
15:30 - 16:00	18	107	0.099	18	107	0.114	18	107	0.213
16:00 - 16:30	18	107	0.092	18	107	0.168	18	107	0.260
16:30 - 17:00	18	107	0.098	18	107	0.181	18	107	0.279
17:00 - 17:30	18	107	0.069	<b>18</b>	<b>107</b>	<b>0.226</b>	<b>18</b>	<b>107</b>	<b>0.295</b>
17:30 - 18:00	18	107	0.033	18	107	0.122	18	107	0.155
18:00 - 18:30	18	107	0.024	18	107	0.069	18	107	0.093
18:30 - 19:00	18	107	0.014	18	107	0.029	18	107	0.043
19:00 - 19:30	2	176	0.000	2	176	0.006	2	176	0.006
19:30 - 20:00	2	176	0.006	2	176	0.009	2	176	0.015
20:00 - 20:30	2	176	0.003	2	176	0.006	2	176	0.009
20:30 - 21:00	2	176	0.003	2	176	0.006	2	176	0.009
21:00 - 21:30	2	176	0.003	2	176	0.000	2	176	0.003
21:30 - 22:00	2	176	0.003	2	176	0.003	2	176	0.006
22:00 - 22:30	1	191	0.000	1	191	0.000	1	191	0.000
22:30 - 23:00	1	191	0.000	1	191	0.000	1	191	0.000
23:00 - 23:30	1	191	0.000	1	191	0.000	1	191	0.000
23:30 - 24:00	1	191	0.000	1	191	0.000	1	191	0.000
Total Rates:			2.691			2.718			5,409

**Parameter summary**

Trip rate parameter range selected: 13 - 191 (units: )  
Survey date date range: 01/01/01 - 07/09/08  
Number of weekdays (Monday-Friday): 22  
Number of Saturdays: 0  
Number of Sundays: 0  
Optional parameters used in selection: NO  
Surveys manually removed from selection: 0

# **Plan 4**

## **Accident Data**

**Traffic Accident Data for  
Savell Bird& Axon**

Traffic & Transport Consultants  
4<sup>th</sup> floor, Croxley House,  
14 Lloyd Street,  
Manchester, M2 5ND.

Scott Parkin

Injury Collisions:

B5231 Green Lane/Canal Bank, Patricroft,  
Salford (area as specified)  
August 2004-July 2009

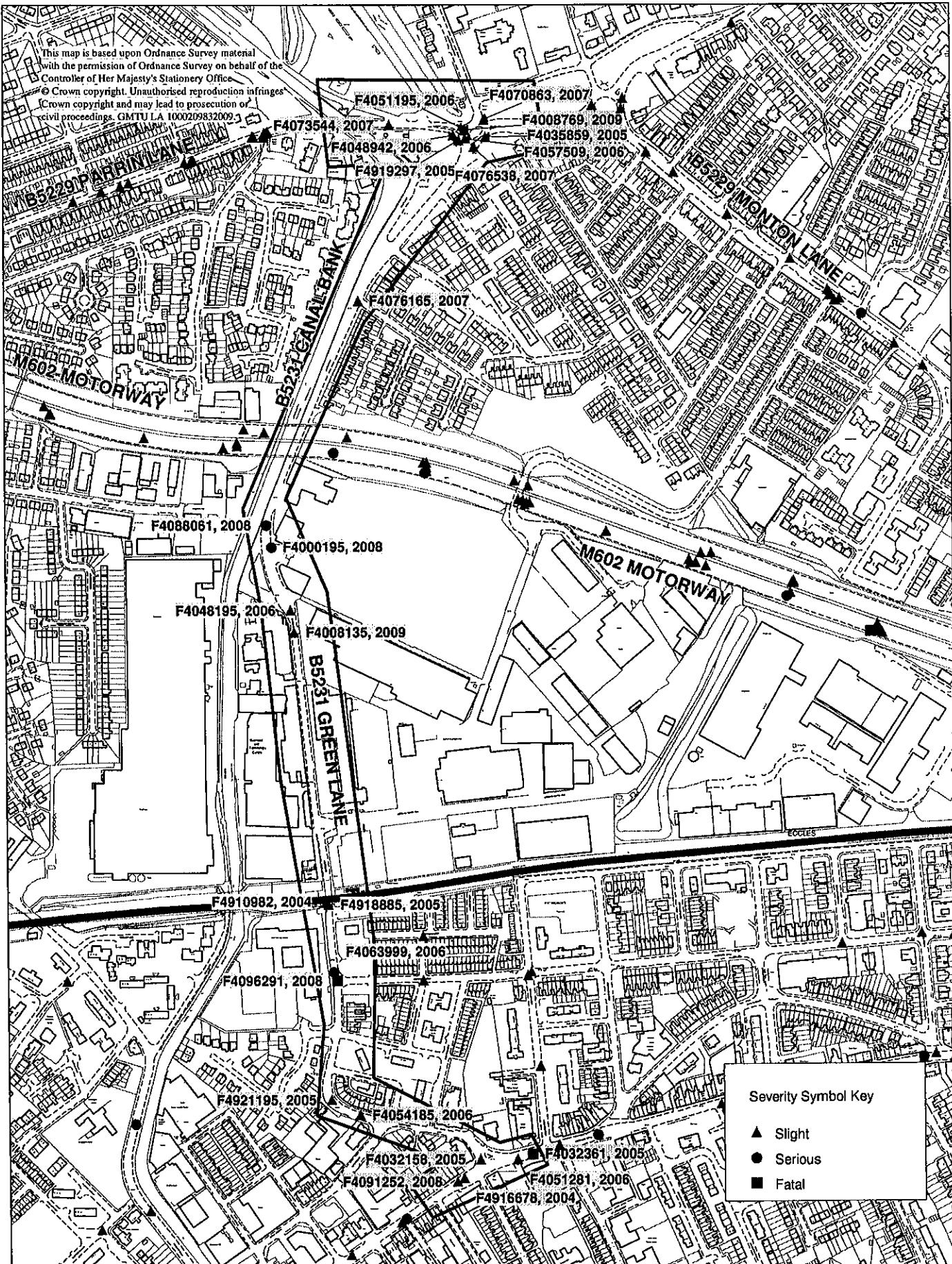
# **GREATER MANCHESTER TRANSPORTATION UNIT**



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**Location: Specified Area of  
B5231 Green Lane/Canal Bank,  
Patricroft, Salford.  
from 01/08/2004 to 31/07/2009**

Injury Collisions	Aug-Dec 2004	2005	2006	2007	2008	Jan-Jul 2009	Total
Fatal	0	1	0	0	1	0	<b>2</b>
Serious	0	0	1	0	2	0	<b>3</b>
Slight	2	5	6	4	1	2	<b>20</b>
<b>Total</b>	<b>2</b>	<b>6</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>25</b>



Injury Collisions: B5231 Green Lane/Canal Bank, Patricroft, Salford - area as specified (01/08/2004 - 31/07/2009)

<b>GMTU</b> SALISBURY HOUSE GRANBY ROW MANCHESTER M1 7AH	Drawn By : Jeremy Morewood	Date : 03/11/2009
	NB: A 'junction collision' occurs at, or within 20m of, a road junction.	Attached: Details of all collisions shown within the above polygon.

# Standard Report - Injury Collisions: B5231 Green Lane/Canal Bank, Patricroft - as specified (01/08/2004 - 31/07/2009)

This printout has been generated from the Greater Manchester Transportation Unit's (GMTU) database of road traffic accident records using the Unit's query system, GMAXI.

The road traffic accident database contains STATS19 data supplied by Greater Manchester Police and further validated by GMTU. It is maintained by GMTU on behalf of the ten District Councils in Greater Manchester.

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Accident Reference Number:	F4088061			Day:	Saturday			Contributory Factors	Date: 02/02/2008				Time: 01:50					
Place Reported:	Scene			District:	Salford			Factor	Conf	Ref	Type	Move	From	To	Skid			
Location:	Canal Bank Near To Green Lane				DAlcoh	VLike	V1	Slip	Poss	V1	Car	Rbend	NE	SW	Skid			
Description:	Veh1 Westbound On Canal Bank Leaves Carriageway To Offside And Colls Wall Of Premises Driver Of Veh1 Arrested At Scene				1 Drv	M	25	Serious										
Locational Details			Conditions			Accident Details			Vehicle Details				Casualty Details					
Road:	B5231	Junction Details:	Road Surface:	Snow	Severity:	Serious			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
OSGR:	376259 399123	Junction Control:	n/a	Light Conditions:	Dark	No. of Vehicles:	1											
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Snow	No. of Casualties:	1											

Accident Reference Number:	F4000195			Day:	Friday			Contributory Factors	Date: 22/08/2008				Time: 19:46					
Place Reported:	Scene			District:	Salford			Factor	Conf	Ref	Type	Move	From	To	Skid			
Location:	Canal Bank 300 metres N of James Namyth Way				DLoss	Poss	V1	Car	Ahead	NW	SE							
Description:	Veh1 Trav S Dir Veh1 Loses Control On Bend And Colls With Wall				1 Drv	M	20	Slight										
Locational Details			Conditions			Accident Details			Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil
Road:	B5231	Junction Details:	Road Surface:	Dry	Severity:	Serious												
OSGR:	376264 399100	Junction Control:	n/a	Light Conditions:	Dark	No. of Vehicles:	1											
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	3											

Accident Reference Number: F4048195				Day: Monday	Contributory Factors			Date: 10/04/2006					Time: 13:20							
Place Reported: Scene				District: Salford	Factor Conf Ref			Vehicle Details					Casualty Details							
Location: Green Lane 100 metres S of Canal Bank				DTgate VLike V1	Type	Move	From	To	Skid	Type Sex Age Sev Pupil										
Description: V2 Stops On Main Rd To Let V3 Out Of Factory Entrance V1 Behind Fails To Stop Hits Rear V2 Pushing V2 Into V3				DCare VLike V1	Car	Ahead	NW	SE	Skid											
				DLearn VLike V1	Car	Parkd	Pk	Pk						1 Drv F 41 Slight						
				LGV Parkd Pk Pk																
Locational Details				Conditions	Accident Details															
Road: B5231/U	Junction Details: ent	Road Surface: Dry	Severity: Slight																	
OSGR: 376284 399033	Junction Control: GW	Light Conditions: Light	No. of Vehicles: 3																	
Speed Limit: 30	Ped Crossing:	Weather Conditions: Fine	No. of Casualties: 1																	
Accident Reference Number: F4008135				Day: Friday	Contributory Factors			Date: 09/01/2009					Time: 16:26							
Place Reported: Scene				District: Salford	Factor Conf Ref			Vehicle Details					Casualty Details							
Location: Green Lane Eccles 205 metres N of James Nasmyth Way				Slip Poss V1	Type	Move	From	To	Skid	Type Sex Age Sev Pupil										
Description: Pc2020 Bunn Driving V1 With All Emergency Activated Sth On Green Ln Dir Liverpool Rd Rouns Bend Lost Control Slids Into N/s Bollards				DSpee Poss V1	Car	Lbend	N	S	Skid	1 Pas M 29 Slight										
				DFast Poss V1																
				EmVeh Poss V1																
Locational Details				Conditions	Accident Details															
Road: B5231	Junction Details: n/a	Road Surface: Ice	Severity: Slight																	
OSGR: 376288 399010	Junction Control: n/a	Light Conditions: Dark	No. of Vehicles: 1																	
Speed Limit: 30	Ped Crossing:	Weather Conditions: Othr	No. of Casualties: 1																	
Accident Reference Number: F4910982				Day: Monday	Contributory Factors			Date: 27/09/2004					Time: 12:38							
Place Reported: Scene				District: Salford	Factor Conf Ref			Vehicle Details					Casualty Details							
Location: Under Rail Bridge Green Lane Patricroft Salford 40mtrs Junct James Nasmyth Way				Care VLike	Type	Move	From	To	Skid	Type Sex Age Sev Pupil										
Description: V1 Trav Nth G/in Cols Railway Bridge Rolls Back Cols Veh2 Trav Same Dir Then Drives Frwdand Cols Bridge Again				Inatt VLike	HGV	Ahead	S	N		1 Drv M 64 Slight										
				FAObj Poss V1	Car	Ahead	S	N		2 Drv F 33 Slight										
Locational Details				Conditions	Accident Details															
Road: B5231	Junction Details: n/a	Road Surface: Wet	Severity: Slight																	
OSGR: 376319 398725	Junction Control: n/a	Light Conditions: Light	No. of Vehicles: 2																	
Speed Limit: 30	Ped Crossing:	Weather Conditions: Rain	No. of Casualties: 2																	
Accident Reference Number: F4918885				Day: Monday	Contributory Factors			Date: 24/01/2005					Time: 08:10							
Place Reported: Scene				District: Salford	Factor Conf Ref			Vehicle Details					Casualty Details							
Location: Heading N Bound Along Green Lntowards Patricroft Railway Station Eccles Salford				Judge Poss	Type	Move	From	To	Skid	Type Sex Age Sev Pupil										
Description: Veh1 Trav Along G/ne Looking For Delivery Point Doesn't See Low Bridge Sign Hits Railway Bridge				Nsee Poss	Agg	Ahead	S	N		1 Drv M 49 Slight										
				Fstop Poss V1																
Locational Details				Conditions	Accident Details															
Road: B5231	Junction Details: n/a	Road Surface: Dry	Severity: Slight																	
OSGR: 376320 398722	Junction Control: n/a	Light Conditions: Light	No. of Vehicles: 1																	
Speed Limit: 30	Ped Crossing:	Weather Conditions: Fine	No. of Casualties: 1																	

Accident Reference Number: F4921195				Day: Monday				Contributory Factors			Date: 21/02/2005				Time: 07:15					
Place Reported: Scene				District: Salford				Factor	Conf	Ref	Type	Move	From	To	Skid	Type	Sex	Age	Pupil	
Location:	Green Lane Eccles 300yds Nw Of Liverpool Rd							Speed Loss	VLike Poss	V1	Car	Rbend	SE	N	Skid	1 Drv	M	21	Slight	
Description:	V1 Se To N On Rt Hand Bend Crosses Centre Of Rd Lost Control And Falls Off																			
Locational Details				Conditions				Accident Details												
Road:	B5231	Junction Details:	Tjun	Road Surface:	Dry	Severity:	Slight													
OSGR:	376323 398517	Junction Control:	n/a	Light Conditions:	Light	No. of Vehicles:	1													
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	1													
Accident Reference Number: F4063999				Day: Sunday				Contributory Factors			Date: 31/12/2006				Time: 17:49					
Place Reported: Scene				District: Salford				Factor	Conf	Ref	Type	Move	From	To	Skid	Casualty Details				
Location:	Green Lane 5 metres N of Cromwell Rd							PFLoo	Poss	C1	Car	Ahead	S	N	Skid	Type	Sex	Age	Sev	Pupil
Description:	V1 Trav Nth On Green Lane Casualty 1 Runs Into Road Chasing A Football Into Path Of V2 Impact Results In Injury To Casualty 1															1 Ped	M	13	Serious	
Locational Details				Conditions				Accident Details												
Road:	B5231/C	Junction Details:	Tjun	Road Surface:	Wet	Severity:	Serious													
OSGR:	376327 398652	Junction Control:	GW	Light Conditions:	Dark	No. of Vehicles:	1													
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	1													
Accident Reference Number: F4096291				Day: Friday				Contributory Factors			Date: 20/06/2008				Time: 15:50					
Place Reported: Scene				District: Salford				Factor	Conf	Ref	Type	Move	From	To	Skid	Casualty Details				
Location:	Green Lane at junction with Cromwell Rd							EmVeh	Poss	V2	Car	TurnR	E	N	Skid	Type	Sex	Age	Sev	Pupil
Description:	V1 Emerges From Cromwell Rd (west To North) Into Path Of V2 Trav North To South On Green Lane Vehs Coll Mid-jct															3 Drv	M	34	Slight	
																4 Pas	F	5	Serious	
																5 Pas	F	38	Fatal	
Locational Details				Conditions				Accident Details				LGV				1 Drv				
Road:	B5231/C	Junction Details:	Tjun	Road Surface:	Dry	Severity:	Fatal					Ahead	N	S						
OSGR:	376330 398643	Junction Control:	GW	Light Conditions:	Light	No. of Vehicles:	2													
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	5													
Accident Reference Number: F4054185				Day: Friday				Contributory Factors			Date: 21/07/2006				Time: 14:38					
Place Reported: Scene				District: Salford				Factor	Conf	Ref	Type	Move	From	To	Skid	Casualty Details				
Location:	Green Lane 25 metres of Princess St							DLoss	Poss	V1	LGV	Ahead	NW	SE	Skid	Type	Sex	Age	Sev	Pupil
Description:	V1 Trav S Then Turns E V2 Trav W V1 Drifts Across Road And Colls V2 Whist Driver V1 Distracted															1 Pas	F	49	Slight	
Locational Details				Conditions				Accident Details				MGV								
Road:	B5231	Junction Details:		Road Surface:	Dry	Severity:	Slight					Ahead	SE	NW						
OSGR:	376353 398501	Junction Control:	n/a	Light Conditions:	Light	No. of Vehicles:	2													
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	1													

Accident Reference Number: F4076165			Day: Friday			Contributory Factors			Date: 20/07/2007					Time: 17:30						
Place Reported: Scene			District: Salford			Factor	Conf	Ref	Type	Move	From	To	Skid	Type	Sex	Age	Sev	Pupil		
Location:	Canal Bank E of Shackleton Street		DStat	VLike	V1									1 Drv	F	24	Slight			
Description:	V1 Was Turnign Out Of A Side St Onto A Main Rd With Poor Vision Made Worse By Cars Pkd On Other Side V1 Pulled Into Patj V2 Giving V2 Nowhere To Turn		Slip	VLike	V2	Car	TurnR	SE	NE					2 Drv	F	41	Slight			
<b>Locational Details</b>			<b>Conditions</b>			<b>Accident Details</b>			DFLoo			Poss	V1	Car	Lbend	NE	SW	Skid		
Road:	B5231/U	Junction Details: Tjun	Road Surface:	Wet	Severity:	Slight														
OSGR:	376357 399359	Junction Control: GW	Light Conditions:	Light	No. of Vehicles:	2														
Speed Limit:	30	Ped Crossing:	Weather Conditions:	Rain	No. of Casualties:	2														
Accident Reference Number: F4073544			Day: Friday			Contributory Factors			Date: 08/06/2007					Time: 17:15						
Place Reported:	Scene		District: Salford			Factor	Conf	Ref	Vehicle Details			Casualty Details			Type	Sex	Age	Sev	Pupil	
Location:	Parrin Lane Merton 100 metres S of Merton Green		DBrake	VLike	V1				Type	Move	From	To	Skid							
Description:	V3 Braked Quickly Causign V2 To Brake Also V1 Also Brakes But Too Close To V2 Abd Colls Rear V2 Causing V2 Into Rear V3		Car	Stopg	E	W			1 Drv	F	40	Slight								
<b>Locational Details</b>			<b>Conditions</b>			<b>Accident Details</b>			Car			Waitg	E	W		2 Drv	F	25	Slight	
Road:	B5229/U	Junction Details: ent	Road Surface:	Dry	Severity:	Slight											3 Pas	F	28	Slight
OSGR:	376390 399543	Junction Control: GW	Light Conditions:	Light	No. of Vehicles:	3			LGV			Stopg	E	W						
Speed Limit:	30	Ped Crossing:	Weather Conditions:	Fine	No. of Casualties:	3														
Accident Reference Number: F4091252			Day: Tuesday			Contributory Factors			Date: 11/03/2008					Time: 15:50						
Place Reported:	Else		District: Salford			Factor	Conf	Ref	Vehicle Details			Casualty Details			Type	Sex	Age	Sev	Pupil	
Location:	Liverppol Rd 100 metres S of Green Lane		DTurn	Poss	V1				Type	Move	From	To	Skid							
Description:	A/p Cycling Along Liverpool Rd To Work When V1 Came From Behind And Clipped Him On Shoulder Knocking Him Off Bike V1 Shouted At A/p Then Drove Off		DFLoo	Poss	V1	HGV	Ahead	SW	E							1 Rid	M	19	Slight	
<b>Locational Details</b>			<b>Conditions</b>			<b>Accident Details</b>			DJudg	Poss	V1	p/c	Ahead	SW	E					
Road:	A57	Junction Details:	Road Surface:	Dry	Severity:	Slight			DClose	Poss	V1									
OSGR:	376453 398431	Junction Control: n/a	Light Conditions:	Light	No. of Vehicles:	2														
Speed Limit:	30	Ped Crossing:	Weather Conditions:	Fine	No. of Casualties:	1														
Accident Reference Number: F4048942			Day: Monday			Contributory Factors			Date: 03/04/2006					Time: 08:26						
Place Reported:	Scene		District: Salford			Factor	Conf	Ref	Vehicle Details			Casualty Details			Type	Sex	Age	Sev	Pupil	
Location:	Parrin Lane at junction with Canal Bank		Other	VLike	V1				Type	Move	From	To	Skid							
Description:	Nego R.about Skids Into Parrin Lane Where N/s Luggage Door Opens Driver Continues Alongside Pavement Where Door Colls Child Ped V1 Fts		PCV	Ahead	E	W									1 Ped	M	13	Slight		
<b>Locational Details</b>			<b>Conditions</b>			<b>Accident Details</b>														
Road:	B5229/B5231	Junction Details: Mini	Road Surface:	Dry	Severity:	Slight														
OSGR:	376458 399532	Junction Control: GW	Light Conditions:	Light	No. of Vehicles:	1														
Speed Limit:	30	Ped Crossing:	Weather Conditions:	Fine	No. of Casualties:	1														

Accident Reference Number: F4916678				Day: Saturday	Contributory Factors			Date: 18/12/2004				Time: 21:00	
Place Reported: Scene				District: Salford	Factor Conf Ref			Vehicle Details				Casualty Details	
Location: Liverpool Rd O/s Fire Station Eccles M/cr Jw Station Rd Eccles				Pother VLike	Type	Move	From	To	Skid	Type	Sex	Age	Sev
Description: V1 Pulls Away From Bus Stop Whilst Victim Is Stood At Inside Of Door Causing Victim To Fall From Bus Causing Inj				Judge VLike	PCV	Start	SW	NE		1	Pas	F	19
Locational Details				Other Poss V1					Slight				
Road: A57/U	Junction Details: Tjun	Road Surface: Dry	Severity: Slight										
OSGR: 376460 398436	Junction Control: GW	Light Conditions: Dark	No. of Vehicles: 1										
Speed Limit: 30	Ped Crossing:	Weather Conditions: Fine	No. of Casualties: 1										
Accident Reference Number: F4919297				Day: Tuesday	Contributory Factors			Date: 25/01/2005				Time: 11:00	
Place Reported: Scene				District: Salford	Factor Conf Ref			Vehicle Details				Casualty Details	
Location: Pallin Lane Approx Ten Yds From R/bout Leading To Monton Green Lane Eccles				Slip VLike	Type	Move	From	To	Skid	Type	Sex	Age	Sev
Description: V1 While Trav Along R/bout Lost Control Of Steering V1 Mounts Kerb And Hits Lamppost Head On				Loss Poss V1	Car	Ahead	E	W		1	Drv	F	58
Locational Details				Slight									
Road: B5229/B5229	Junction Details: Rdbt	Road Surface: Unkn	Severity: Slight										
OSGR: 376463 399526	Junction Control: GW	Light Conditions: Light	No. of Vehicles: 1										
Speed Limit: 30	Ped Crossing:	Weather Conditions: Fine	No. of Casualties: 1										
Accident Reference Number: F4051195				Day: Thursday	Contributory Factors			Date: 08/06/2006				Time: 08:30	
Place Reported: Else				District: Salford	Factor Conf Ref			Vehicle Details				Casualty Details	
Location: Parrin Lane at junction with Monton Green				Car Rbend W SW	Type	Move	From	To	Skid	Type	Sex	Age	Sev
Description: V2 Ped Cycle Along Parrin Lane Monton Twds Roundabout At Jct Rocky Lane V2 Enters R/bout Intending To T/r And Take 3rd Exit V1 Hits Rv2 V1 Fts				p/c Rbend W E						1	Rid	F	44
Locational Details				Slight									
Road: B5229/B5229	Junction Details: Rdbt	Road Surface: Dry	Severity: Slight										
OSGR: 376468 399538	Junction Control: GW	Light Conditions: Light	No. of Vehicles: 2										
Speed Limit: 30	Ped Crossing:	Weather Conditions: Fine	No. of Casualties: 1										
Accident Reference Number: F4008769				Day: Monday	Contributory Factors			Date: 12/01/2009				Time: 13:30	
Place Reported: Scene				District: Salford	Factor Conf Ref			Vehicle Details				Casualty Details	
Location: Canal Bank at junction with Parrin Lane				DLearn VLike V1	Type	Move	From	To	Skid	Type	Sex	Age	Sev
Description: V1 North East On Canal Bank Fts At Giveaway To Roundabout Colls V2 South Through Roundabout Parrin Lane				DJudg Poss V1	Car	Stopg	SW	NE		1	Pas	F	18
Locational Details				Slight									
Road: B5231/B5229	Junction Details: Rdbt	Road Surface: Wet	Severity: Slight										
OSGR: 376469 399537	Junction Control: GW	Light Conditions: Light	No. of Vehicles: 2										
Speed Limit: 30	Ped Crossing:	Weather Conditions: Fine	No. of Casualties: 1										

Accident Reference Number: F4057509				Day: Saturday				Contributory Factors			Date: 23/09/2006				Time: 10:40				
Place Reported: Scene				District: Salford				Factor	Conf	Ref	Vehicle Details				Casualty Details				
Location: Monton Green at junction with Canal Bank				Description: V1 And V2 Trav Nth Roundabout Jct Canal Bank/monton Rd Veh Coll On Roundabout				DTurn	Poss	V1	Type	Move	From	To	Skid	Type	Sex	Age	Sev
Locational Details				Conditions				Accident Details											
Road:	B5229/B5231	Junction Details:	Rdbt	Road Surface:	Dry	Severity:	Slight				Taxi	Ahead	SW	NE		1 Drv	M	45	Slight
OSGR:	376470 399528	Junction Control:	GW	Light Conditions:	Light	No. of Vehicles:	2				Car	Ahead	SW	NE					
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	1												
Accident Reference Number: F4076538				Day: Sunday				Contributory Factors			Date: 22/07/2007				Time: 17:05				
Place Reported: Scene				District: Salford				Factor	Conf	Ref	Vehicle Details				Casualty Details				
Location: Canal Bank at junction with Parrin Lane				Description: V1 & V2 Exited R/bout V2 Applied The Brakes Heavily V1 Reacted By Applying His But Due To Wet Road Conditions Skidded And Slid Into Rear V2				Slip	VLike	V1	Type	Move	From	To	Skid	Type	Sex	Age	Sev
Locational Details				Conditions				Accident Details											
Road:	B5231/B5229	Junction Details:	Rdbt	Road Surface:	Wet	Severity:	Slight				LGV	TurnL	W	SW					
OSGR:	376478 399519	Junction Control:	GW	Light Conditions:	Light	No. of Vehicles:	2				Car	TurnL	W	SW	Skid	1 Drv	M	39	Slight
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Rain	No. of Casualties:	1												
Accident Reference Number: F4032158				Day: Wednesday				Contributory Factors			Date: 10/08/2005				Time: 18:05				
Place Reported: Scene				District: Salford				Factor	Conf	Ref	Vehicle Details				Casualty Details				
Location: Liverpool Rd at junction with Green Lane				Description: V1 T/r Off Mai Rd Ped Steps Off Kerb Into Path V1				PFLoo	VLike	C1	Type	Move	From	To	Skid	Type	Sex	Age	Sev
Locational Details				Conditions				Accident Details											
Road:	A57/B5231	Junction Details:	Tjun	Road Surface:	Dry	Severity:	Slight				Car	TurnR	NE	NW		1 Ped	M	72	Slight
OSGR:	376479 398455	Junction Control:	TS	Light Conditions:	Light	No. of Vehicles:	1												
Speed Limit:	30	Ped Crossing:	TSX	Weather Conditions:	Fine	No. of Casualties:	1												
Accident Reference Number: F4070863				Day: Friday				Contributory Factors			Date: 20/04/2007				Time: 15:00				
Place Reported: Else				District: Salford				Factor	Conf	Ref	Vehicle Details				Casualty Details				
Location: Stableford Ave, outside R/bt, at junction with Parrin Lane				Description: V2 Trav S Dir On Entering R/bout T/e Dir V1 Left Pavement (n) V2 N/s And Drove In W Dir Across Front V2 V1 Colls V2 V1 Left Scene				DFLoo	VLike	V1	Type	Move	From	To	Skid	Type	Sex	Age	Sev
Locational Details				Conditions				Accident Details											
Road:	U/B5229	Junction Details:	Rdbt	Road Surface:	Dry	Severity:	Slight				DJudg	VLike	V1	p/c	Start	E	W		
OSGR:	376489 399548	Junction Control:	GW	Light Conditions:	Light	No. of Vehicles:	2				Car	wtgTR	NW	W		1 Rid	M	15	Slight
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	1												

Accident Reference Number: F4035859				Day: Tuesday				Contributory Factors			Date: 04/10/2005				Time: 18:45					
Place Reported: Scene				District: Salford				Factor	Conf	Ref	Type	Move	From	To	Skid	Casualty Details				
Location:	Parrin Lane at junction with Canal Bank	Description:	V1 Trav West Cnal Bank Fts At Jct Parrin Lane Colls Ped Cycle On Parrin Lane Trav St	Road Surface:	Dry	Severity:	Slight				Car	Ahead	NE	SW						
Road:	B5229/B5229	Junction Details:	Mini	Light Conditions:	Light	No. of Vehicles:	2				p/c	Ahead	NE	SW		1 Rid	M	28 Slight		
OSGR:	376491 399530	Junction Control:	GW	Weather Conditions:	Fine	No. of Casualties:	1													
Locational Details				Conditions				Accident Details												
Road:	A57/U	Junction Details:	Tjun	Road Surface:	Dry	Severity:	Slight													
OSGR:	376517 398454	Junction Control:	TS	Light Conditions:	Light	No. of Vehicles:	2													
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	1													
Accident Reference Number: F4051281				Day: Wednesday				Contributory Factors			Date: 07/06/2006				Time: 18:57					
Place Reported: Scene				District: Salford				Factor	Conf	Ref	Type	Move	From	To	Skid	Casualty Details				
Location:	Liverpool Rd at junction with Green Lane	Description:	V1 L/rd Dir Of Peel Green Rabt Slows & Indicates Left V2 Also L/rd Same Dir As V1 As V1 Turned Left Both Vehs Coll V2 M/cycle	DFLoo	VLike	V1										Type	Sex	Age	Sev	Pupil
Road:	A57/U	Junction Details:	Tjun	Road Surface:	Dry	Severity:	Slight									Car	TurnL	NE	SE	
OSGR:	376517 398454	Junction Control:	TS	Light Conditions:	Light	No. of Vehicles:	2				m/s	Ahead	NE	SW	Skid	1 Rid	M	23	Slight	
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	1													
Locational Details				Conditions				Accident Details												
Accident Reference Number: F4032361				Day: Tuesday				Contributory Factors			Date: 16/08/2005				Time: 00:16					
Place Reported: Scene				District: Salford				Factor	Conf	Ref	Type	Move	From	To	Skid	Casualty Details				
Location:	Liverpool Rd 10 metres W of Nelson St	Description:	Veh1 Hit Rider Of Pedal Cycle Who Received Fatal Head Injuries	DSwer	Poss	V1										Type	Sex	Age	Sev	Pupil
Road:	A57/U	Junction Details:	Tjun	Road Surface:	Dry	Severity:	Fatal									Car	Ahead	NE	SW	
OSGR:	376534 398460	Junction Control:	GW	Light Conditions:	Dark	No. of Vehicles:	2				p/c	Ahead	NE	SW		1 Rid	M	16	Fatal	
Speed Limit:	30	Ped Crossing:		Weather Conditions:	Fine	No. of Casualties:	1													

**Standard Totals Report : Injury Collisions: B5231 Green Lane/Canal Bank,  
Patricroft - as specified (01/08/2004 - 31/07/2009)**

**Accidents**

Fatal	2
Serious	3
Slight	20
<b>Total Accidents</b>	<b>25</b>

**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
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>
Serious					
Male	1	2	0	0	3
Female	1	0	0	0	1
<b>Total</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>
Slight					
Male	2	13	1	1	17
Female	0	12	0	0	12
<b>Total</b>	<b>2</b>	<b>25</b>	<b>1</b>	<b>1</b>	<b>29</b>
<b>Total Casualties</b>	<b>4</b>	<b>29</b>	<b>1</b>	<b>1</b>	<b>35</b>

**Casualties By Age and Class**

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Fatal					
Driver or rider	0	1	0	0	1
Veh or pillion pas	0	1	0	0	1
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>
Serious					
Driver or rider	0	1	0	0	1
Veh or pillion pas	1	1	0	0	2
Pedestrian	1	0	0	0	1
<b>Total</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>
Slight					
Driver or rider	1	18	1	0	20
Veh or pillion pas	0	7	0	0	7
Pedestrian	1	0	0	1	2
<b>Total</b>	<b>2</b>	<b>25</b>	<b>1</b>	<b>1</b>	<b>29</b>
<b>Total Casualties</b>	<b>4</b>	<b>29</b>	<b>1</b>	<b>1</b>	<b>35</b>

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

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Fatal	0	1	0	0	1
Serious	1	0	0	0	1
Slight	2	3	0	1	6
<b>Total Casualties</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>8</b>

**Casualties Broken Down By Type**

Car (Driver)	0-15	16+	Total
Serious	0	1	1
Slight	0	12	12
<b>Total</b>	<b>0</b>	<b>13</b>	<b>13</b>
Car (Passenger)	0-15	16+	Total
Fatal	0	1	1
Serious	1	1	2
Slight	0	4	4
<b>Total</b>	<b>1</b>	<b>6</b>	<b>7</b>
Pedestrian	0-15	16+	Total
Serious	1	0	1
Slight	1	1	2
<b>Total</b>	<b>2</b>	<b>1</b>	<b>3</b>
TWPV (Rider)	0-15	16+	Total
Slight	0	1	1
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>
Cyclist (Rider)	0-15	16+	Total
Fatal	0	1	1
Slight	1	3	4
<b>Total</b>	<b>1</b>	<b>4</b>	<b>5</b>
PSV (Passenger)	0-15	16+	Total
Slight	0	1	1
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>
Other (Driver)	0-15	16+	Total
Slight	0	3	3
<b>Total</b>	<b>0</b>	<b>3</b>	<b>3</b>
Other (Passenger)	0-15	16+	Total
Slight	0	2	2
<b>Total</b>	<b>0</b>	<b>2</b>	<b>2</b>
<b>Total</b>	<b>4</b>	<b>31</b>	<b>35</b>

## 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	DAIcoh
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)	Lothe
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