

Technical Note

Lower Sheriff Street, Rochdale

Proposed Extension to Golden Mosque

Our reference: AM/250762/TN01

Author: Abbie Moore

Date: 15 September 2025

Reviewed: Peter Todd

Date: 19 September 2025

Introduction

1. SCP have been instructed by Golden Mosque Islamic Cultural Centre to provide transport planning advice in support of a pre-application enquiry in relation to the proposed extension to Golden Mosque located off Lower Sheffield Street, Rochdale. The location of the site is shown in red on **Figure 1**.

Figure 1: Site Location



2. This Technical Note has been produced in support of the pre-application enquiry and provides an assessment of the traffic and transport implications associated with the development proposals to inform Rochdale Borough Council, as the local highway and planning authority, regarding the nature and magnitude of their impact.

Existing Conditions

3. The application site is located to the south of Lower Sheriff Street and to the North of Holland Street, approximately 1.6km north of Rochdale town centre. The application site comprises of the Golden Mosque which is a well-established Mosque within a high-density residential area that has operated for many years.
4. There are currently several access points to the site, with two from Holland Street and one from Lower Sheriff Street. The two access points from Holland Street operate on a one-way basis with entry only from the western access and egress only from the eastern access, which provides access to the under-croft parking as shown in **Figure 2**. These accesses take the form of simple, priority-controlled accesses with dropped kerb crossings.

Figure 2: Existing Access Points from Holland Street. Western access on Left, Eastern access right.



5. The existing access point off Lower Sheriff Street takes the form of a simple priority-controlled access featuring dropped kerb crossings, and serves 5 car parking spaces, including 2 disabled bays, as can be seen in **Figure 3**.

Figure 3: Existing Access Points from Lower Sheriff Street



6. The mosque currently provides 17 car parking spaces in the basement car park accessed from Holland Street, and 5 spaces on the ground floor including 2 disabled bays accessed off Lower Sheriff Street. Therefore, there is currently a total of 22 car parking spaces.
7. The applicant has confirmed the mosque is busiest during Friday prayers, with potentially up to 450-500 attendees. It should be noted that this peak occurs for limited duration, typically during midday, with one prayer session held at 1pm and the second at 2pm, outside of the highway peak hours.
8. In addition to the above, the mosque runs five prayer times each day with up to 15-40 attendees.
9. Over the week, the mosque typically organises three events. These three events are as follows:
 - Wednesday evening for an Islamic course which typically runs for two hours.
 - Thursday evening for a spiritual gathering lasting for around an hour period.
 - Saturday during the daytime for 1 hour period and this is a spiritual reminder.
10. In addition to these three weekly events, there is also an event that occurs every month, with anticipated attendance of 50-60 individuals and features guest speaks and reciters.

11. In the Golden Mosque at present, there is one class that runs 6 days in the week, with the majority of classes consisting of 12 students. The Saturday class consists of 15 students, and the Wednesday only consists of 20 students. Within the current facility and due to the constrained space, class schedules are frequently disrupted due to conflicts arising from funerals and other scheduled events. The classes do not operate during the peak Friday payers.
12. In terms of staff, at present there are a minimum of two committee members, one imam is present for each of the five daily prayers. Friday prayers are attended by 9 committee members, 15 volunteers and 2 imams. These staffing levels will be maintaining following the completion of the extension. However, the staff presence during class times will increase from 3 to 9 individuals (increase of 6 staff members). Again, the classes do not operate during the peak Friday payers.
13. The applicant has confirmed that a large proportion of people visiting the mosque walk to the site and that currently the space is limited, resulting in class schedules being disrupted due to conflicts arising from funerals and other scheduled events.

Local Highway Network

Lower Sheriff Street

14. Lower Sheriff Street is located to the north of the site and provides a connection from Clement Royds Street to the west, with Spotland Road to the north-west. Lower Sheriff Street is primarily a residential road and is subject to a 30mph speed limit, has a carriageway width of approximately 7m. Lower Sheriff Street benefits from street lighting columns as well as footways on both sides of the road. On Street parking is present on both sides of the road.

Holland Street

15. Holland Street is located on the southern site boundary and provides a link between College Road to the west, with Spotland Road to the north-east. Holland Street is subject to a 30mph speed limit, has a carriageway width of approximately 7m in the vicinity of the site and benefits from regularly spaced street lighting columns as well as footways on both sides of the road. Holland Street is protected from on-street parking with TROs in the form of double yellow lines on both sides of the road.

Existing Road Safety Record

16. A review of accident data covering the most recently available five-year period (2019 to mid-2024) has been undertaken using Department for Transport (DfT) data. The study area analysed encompasses Holland Street and Lower Sheriff Street within the vicinity of the site and key junctions. The location and severity of any accidents within the study area during this period, is presented in **Figure 4** below.

Figure 4: 5-Year Accident Record



17. As can be seen from the above, no accidents were recorded within the vicinity of the site during the 5-year study period. However, one serious accident did occur within the wider study area in 2019. This incident was not associated with parked vehicles nor linked to any parking-related issues in the area or at the site. Overall, the recorded accident data does not demonstrate any pattern of incidents or trends that would suggest any underlying cause relating to the operation of the highway that could be affected by the development proposals. A full accident report can be seen in **Appendix A**.

Proposed Development

18. The development proposals involve a 3-storey extension on the western side of the existing build, with an extension on the basement car park for funeral services. The proposed site layout plan is contained in **Appendix B**.
19. The proposed new building will provide enhanced funeral facilities and improved classroom spaces. Currently, class schedules are often disrupted due to conflicts with funerals and other events held on-site. The proposed extension will address these issues by reducing scheduling clashes and minimising class cancellations. As the proposals are ancillary to the existing use of the site, no increase in overall attendee numbers is anticipated, particularly during the peak Friday Prayer times. The development will simply provide a larger, more functional space for the site to operate effectively.

Servicing

20. The proposed servicing arrangement will remain unchanged as part of the development proposals and will continue to follow that of the existing arrangement.

Parking

21. As detailed earlier, the mosque currently provides a car park with a total of 22 spaces, including 2 disabled bays. The proposed development results in the loss of one space to the basement car park resulting in a total 21 car parking spaces. The proposed level of parking is considered acceptable in this instance for the following reasons: -

- As detailed earlier, there will be no increase in attendees to the mosque as a result of the proposed extension, particularly during the Friday peak prayer period, given that the proposed additional classrooms are required to improve capacity to meet the educational needs of the existing congregation. The purpose of the application is purely to increase the space available to improve the facilities and experience for existing attendees and therefore, there will be no increase in traffic / parking demand from the attendees as a result of the development.
- The site benefits from good levels of accessibility, being within an acceptable walk distance of a large residential catchment as well as numerous transport facilities, as demonstrated in the next Chapter. Therefore, visitors of the mosque are not wholly reliant on the private car to travel to the site.
- Although it has been confirmed that on-street parking currently occurs, this evidently has not resulted in any highway safety issues and, the critical sections of highway are protected with TROs. It should also be noted that the peak time for the mosque is during the Friday prayers, which occurs for a very limited period of time typically between 1:00pm and 3:00pm, outside of the highway peak hours.
- Notwithstanding this, the mosque is committed to encouraging travel by sustainable modes through the implementation of a Travel Plan, which can be controlled via a suitably worded planning condition and will also help to reduce the existing parking demand. The Travel Plan will aim to encourage current attendees to adopt more sustainable travel options, such as walking, cycling, car sharing, and public transport, thereby reducing the number of potential private vehicle trips.
- The existing car ownership levels in the area have been obtained from the 2021 census data, as summarised in the Table below. This demonstrates that car ownership levels in the vicinity of the site are low (53%), which is to be expected given the highly sustainable location of the site and close proximity to the town centre and public transport facilities. As such, it is reasonable to assume that at least approximately half of all site attendees would travel using sustainable modes of transport.

Vehicle Availability per Household	Output Area - E02006894: Wolverhampton 035
No cars or vans in household	47%
1 or more cars or vans in household	53%

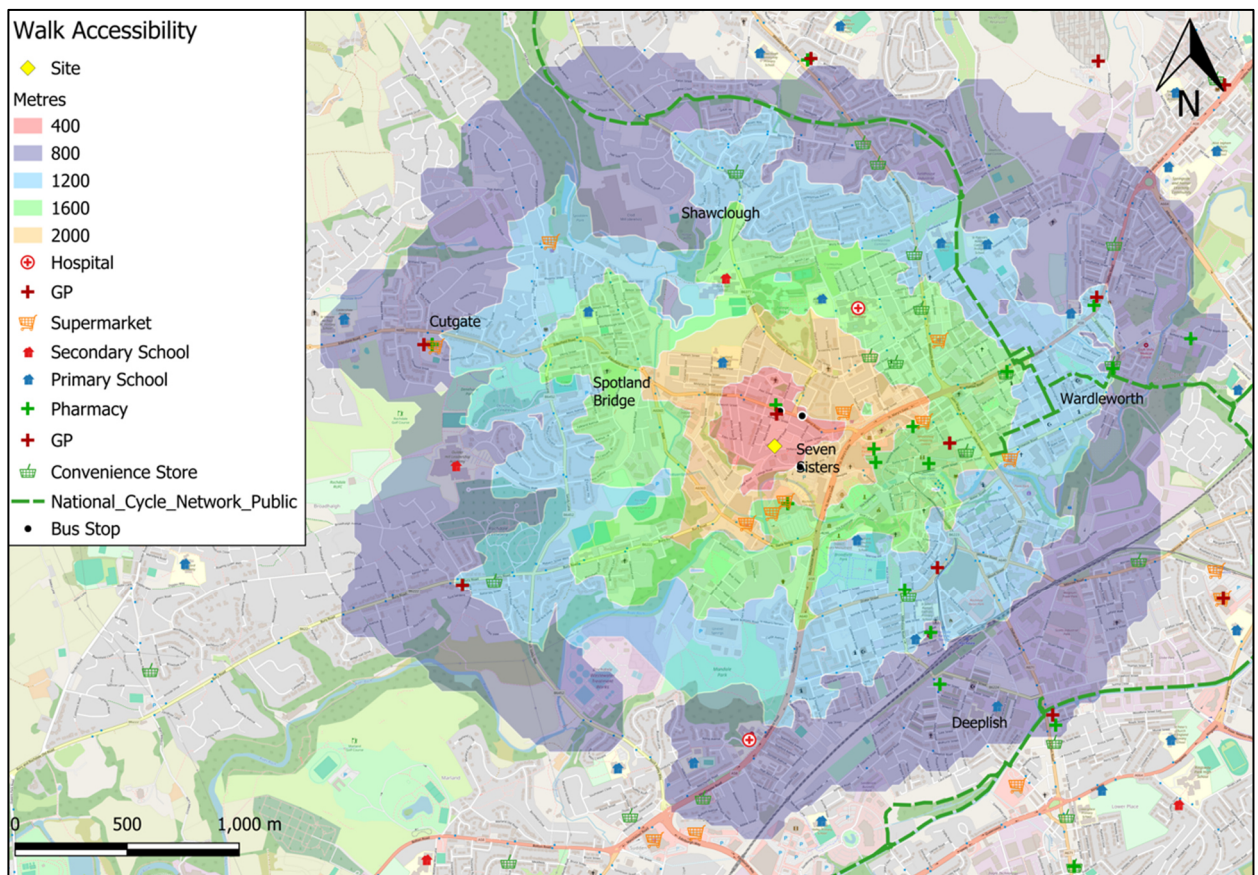
- It is typical for this type of development to experience high levels of car occupancy, as many families tend to travel together for prayer. As such, a significant proportion of attendees are likely to arrive in shared vehicles.
- Furthermore, many of the key locations in the vicinity of the site, including Holland Street, the Holland Street/College Road priority junction, and the Holland Street/Spotland Road priority junction, are protected by TROs in the form of double yellow lines. In the unlikely event of overspill parking, these key junctions would remain unobstructed. It is also noted that there have been no reported accidents in the vicinity of the site or at these junctions, indicating that the current level of attendance is not compromising highway safety.

Accessibility

Pedestrian Accessibility

22. Industry standard GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 5** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 5 – Walking Accessibility 2km Isochrone

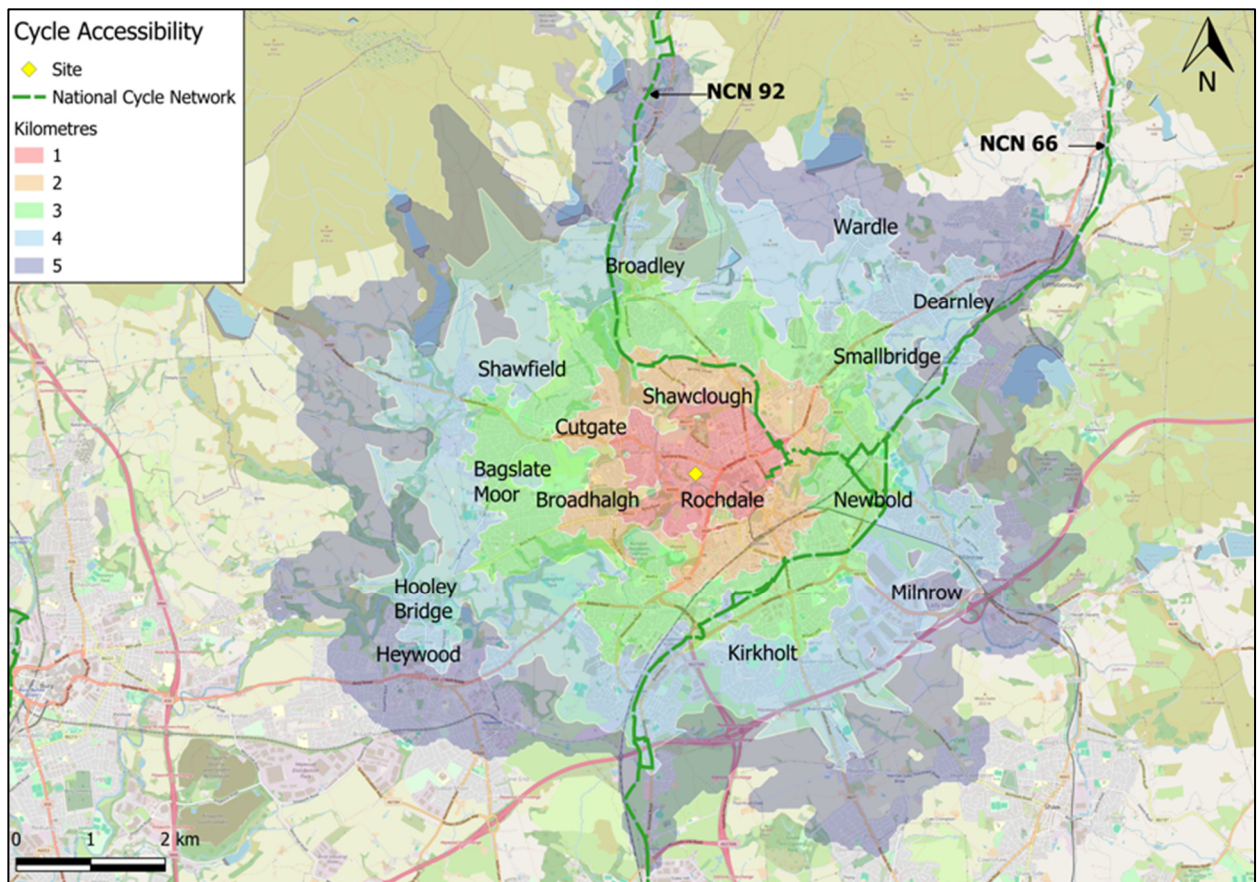


23. The site is within an acceptable walk distance of the nearby residential areas of Spotland Bridge, Shawclough and Wardleworth, as well as numerous transport facilities including several bus services and Rochdale Railway Station to encourage visitors to travel via sustainable modes. Furthermore, there are numerous facilities within an acceptable walk distance which mosque attendees can access on foot, including a supermarket and various convenience stores, takeaways and cafes etc.
24. Overall, the site benefits from good levels of accessibility by foot with a large residential catchment nearby, as well as public transport options and local facilities which mosque attendees can access on foot, reducing the need to travel by car.

Cycle Accessibility

25. Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
26. GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 6** below.

Figure 6: Cycling Accessibility 5km Isochrone



27. As shown in **Figure 6**, Rochdale Town Centre and the areas of Heywood, Smallbridge and Wardle, amongst others, are within a 5km cycle distance (20-minute cycle) of the site. **Figure 6** also shows the sites proximity to National Cycle Route (NCR) 92 and 66. NCR 92 is located to the north of the site and provides a link between NCR 66 to the east and Whitworth to the north. NCR 66 is located to the east of the site and runs from central Manchester to Spurn Head via Rochdale, Bradford, Leeds, York, Beverley, and Kingston upon Hull.

Public Transport

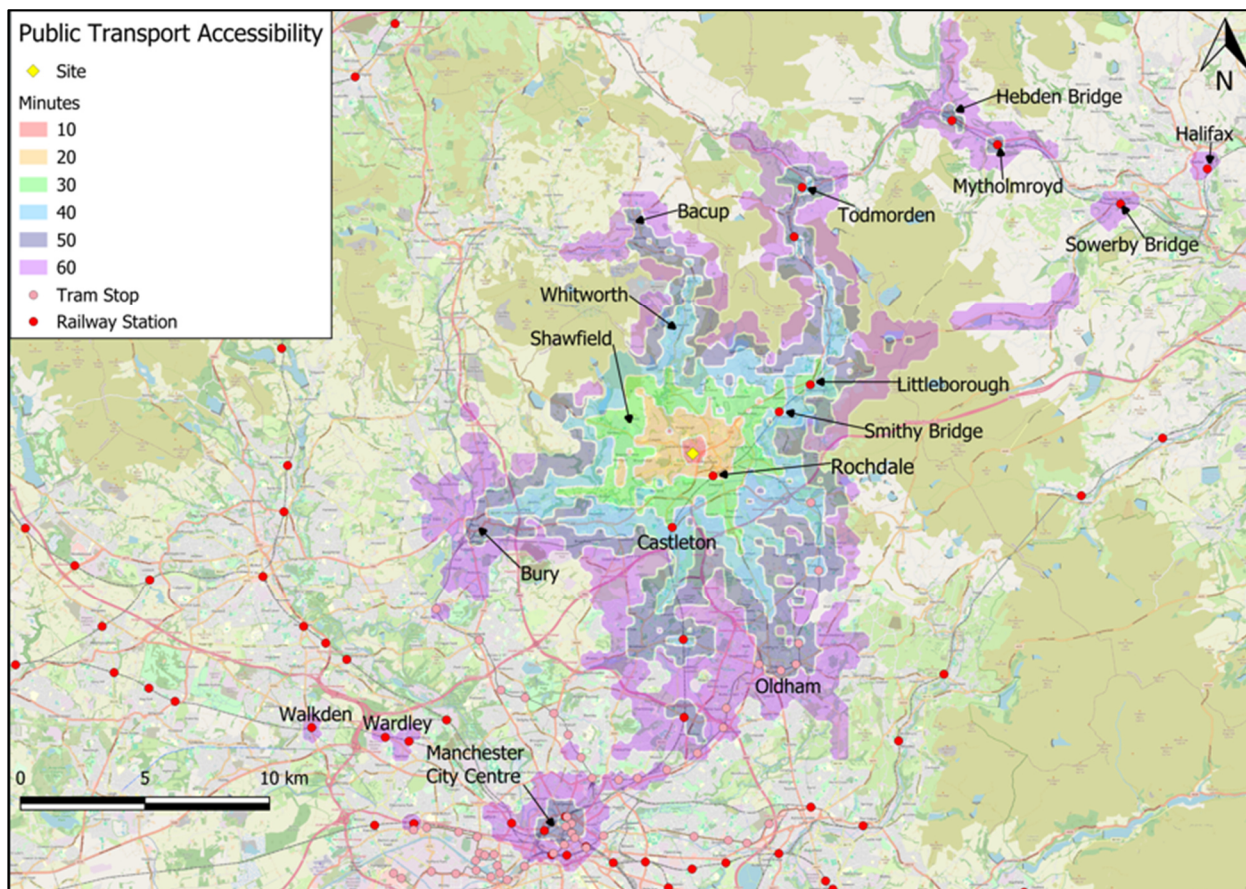
28. In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."
29. The closest bus stops are located on both sides of Spotland Road, approximately 210m north of the site. Furthermore, an additional bus stop is located approximately 300m south-east of the site on College Road, providing further bus services. **Table 2** below shows the bus services provided from these bus stops. Therefore, mosque attendees have access to bus services stopping reasonably close to the site which provide access to key destinations at a high frequency.

Table 2: Bus Services

Bus Service	Route	Approximate Frequency		
		Mon-Fri	Sat	Sun
17	Manchester - Rochdale	Approx. every 10 mins	Approx. every 10 mins	Approx. every 10 mins
437	Rochdale - Lane Head	2 services a day	-	-
442	Rochdale - Norden	Approx. every 20 mins	Approx. every 60 mins	Approx. every 60 mins
461	Rochdale - Shawfield (Circular)	Approx. every 60 mins	Approx. every 60 mins	-
467	Bury - Rochdale	Approx. every 30 mins	Approx. every 30 mins	Approx. every 60 mins
468	Bury - Rochdale	Approx. every 30 mins	Approx. every 30 mins	Approx. every 60 mins
881	Oulder Hill HS - Castleton	2 services a day	-	-

30. In terms of rail services, Rochdale Railway Station, can be accessed in under a 24-minute walk time (or <1.6km walk distance) and is therefore within an acceptable walking and cycling distance. Rochdale Railway Station offers frequent services to key destinations including Chester, Todmorden, Blackburn, Headbolt Lane, Manchester Victoria, Leeds, Wigan Wallgate and Clitheroe, among others.
31. The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 7** below. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 7: Public Transport, 60-Minute



32. The above demonstrates that the site is within a close proximity to a number of bus and rail links, serving both the local area and other destinations further afield. The figure shows that key areas of Manchester City Centre, Todmorden, Bury, Oldham and Hebden Bridge amongst others, are in an acceptable 60-minute travel time.

Summary

33. Having regard to the above, it is considered that the site benefits from good levels of accessibility by sustainable modes. These findings demonstrate that mosque attendees will not be wholly reliant on the private car to travel to the site

Highway Impact

34. As detailed earlier, there will be no increase in attendees to the mosque as a result of the proposed extension. The proposed extension is required to improve capacity to meet the educational needs of the existing congregation. The purpose of the application is purely to increase the space available to improve the facilities and experience for existing attendees and therefore, there will be no increase in traffic / parking demand as a result of the development.

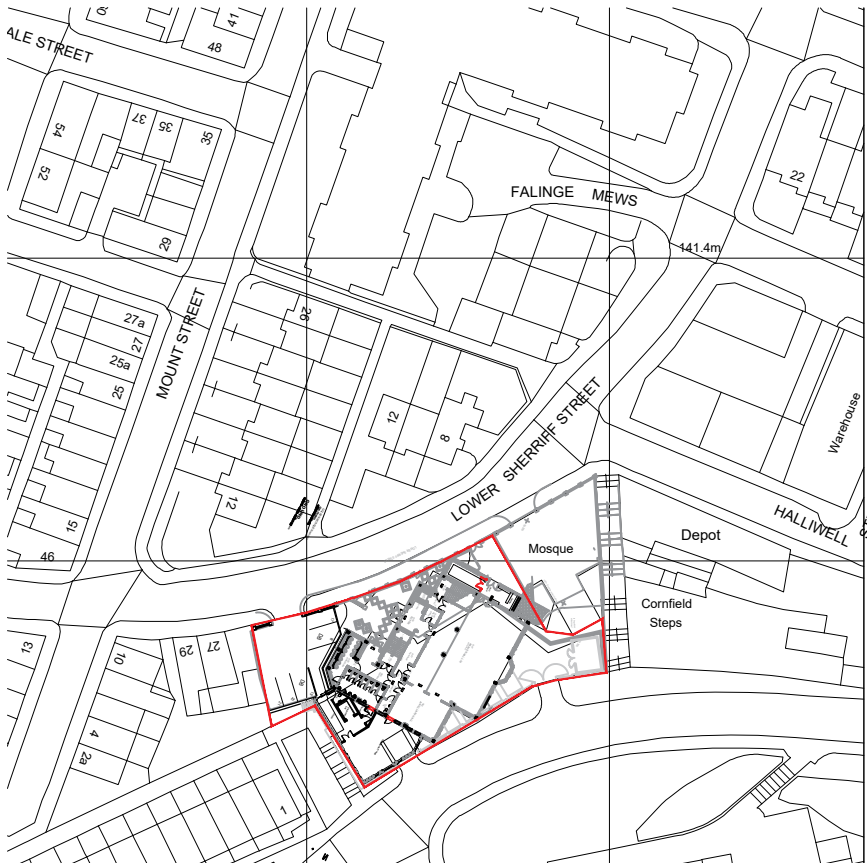
35. The only difference in potential trip generation will be produced from the modest increase in teaching staff that is expected. However, the six additional staff members proposed for the upgraded classrooms will be travelling to and from the site outside of the network peak hours and the busiest time of Friday prayer. Therefore, these 6 additional staffs and potential trip generation will be barely perceptible during the peak hours and less so outside of the peak periods.
36. Having regard to the above, no further detailed assessment is required, and the traffic impact of the scheme is acceptable in planning terms.

Summary

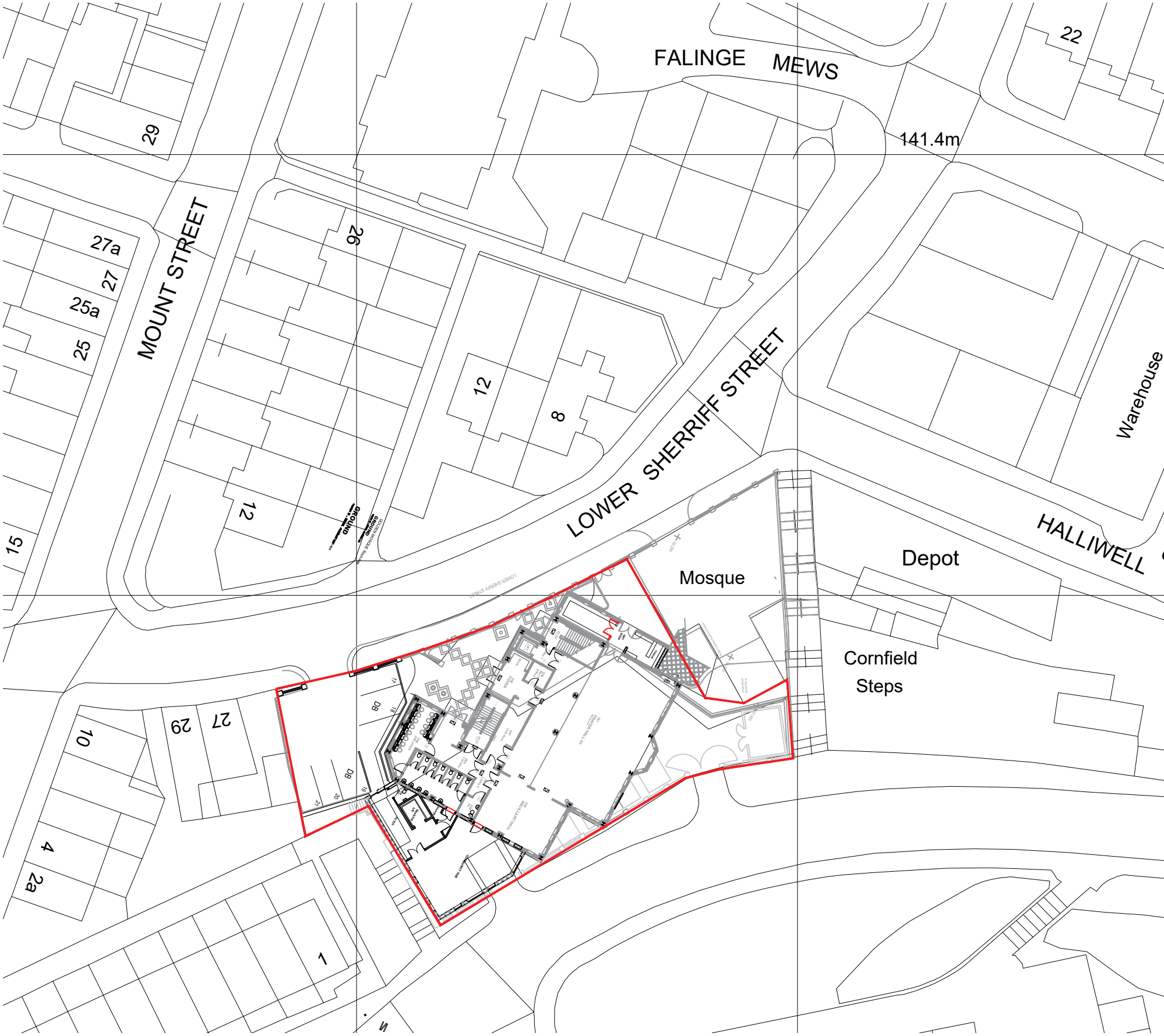
37. SCP have been instructed by Golden Mosque Islamic Cultural Centre to provide transport planning advice in support of a pre-application in support of a proposed extension to Golden Mosque, Lower Sheffield Street, Rochdale.
38. The existing accesses to the site will be retained as existing, which have been shown to be operating safely.
39. The personal injury accident data for the most recently available 5-year period demonstrates that the area in the vicinity of the site does not have any recurring highway safety problems that could be affected by the development proposals and that the existing car park accesses operates safely for all road users. Furthermore, the road safety record demonstrates that the existing on-street parking does not result in any highway safety issues.
40. It has been demonstrated that the development benefits from high levels of accessibility by sustainable modes. These findings demonstrate that prospective mosque attendees will not be wholly reliant on the private car to travel to and from the site.
41. There will be no increase in attendees to the mosque as a result of the proposed extension and the proposed additional classrooms are required to improve capacity to meet the educational needs of the existing congregation. The purpose of the application is purely to increase the space available to improve the facilities and experience for existing attendees and therefore, there will be no increase in traffic / parking demand as a result of the development. Therefore, no further detailed assessment is required, and the traffic impact of the scheme is acceptable in planning terms.
42. Having regard to the analysis presented in this TN, it is considered that there should be no highway related reason to withhold planning permission, and the scheme is therefore recommended to RBC for approval.

S|C|P

APPENDIX A



PROPOSED SITE LOCATION PLAN
SCALE 1 : 1250



PROPOSED SITE PLAN
SCALE 1 : 500

IMPORTANT NOTES: Do Not Scale from this Drawing. Use Figured Dimensions Only.			DRAWING STATUS: PRELIMINARY			FOOTPRINT DESIGN E: info@footprintdesign.net W: www.footprintdesign.net		
REVISION	DATE	DESCRIPTION	CLIENT: GOLDEN MOSQUE	SCALE: AS SHOWN	DATE: 03.03.25	PROJECT: GOLDEN MOSQUE, ROCHDALE		
			DRAWING TITLE: PROPOSED SITE PLAN					
			DRAWING NO: A146_L(00)1100					

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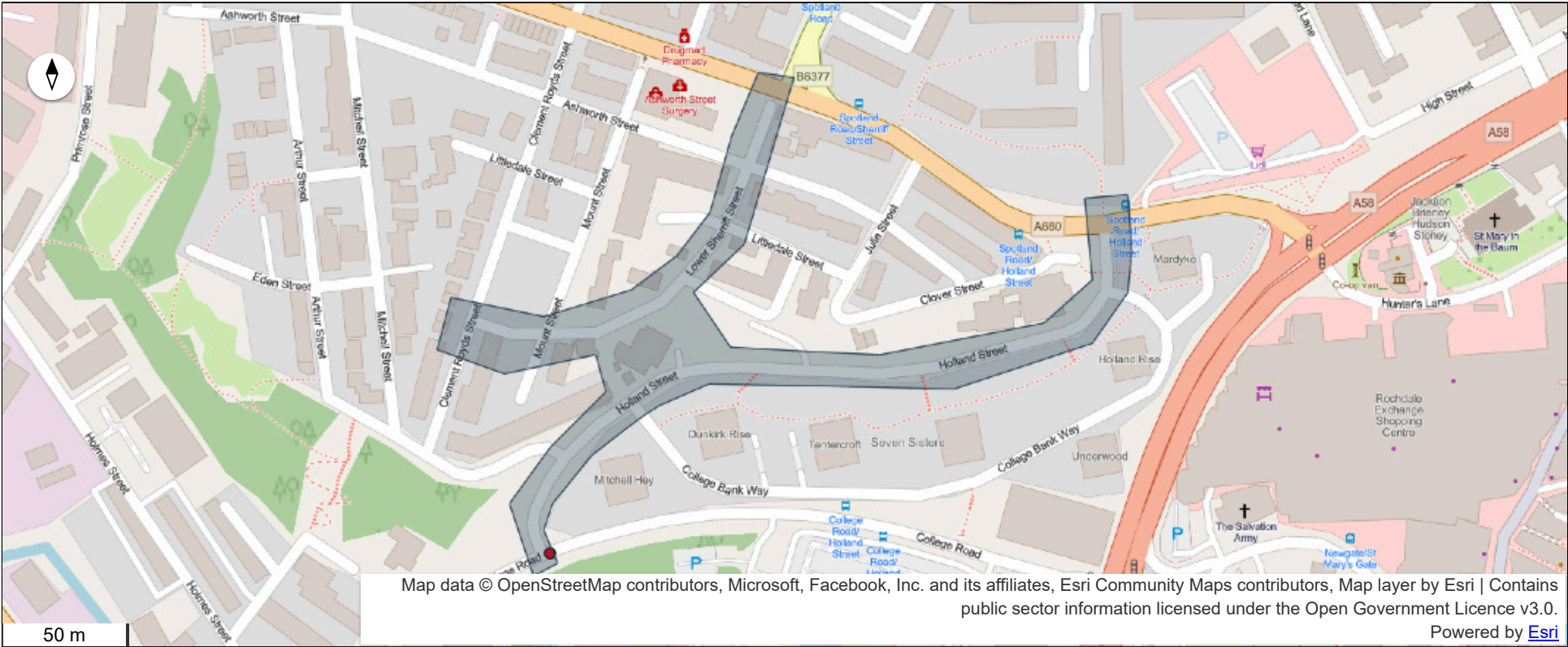
APPENDIX B

Accident Report

Area of Interest (AOI) Information

Area:

Date: Tue Sep 16 2025 11:08:29 GMT+0100 (British Summer Time)



BNG locator



OS Code-Point Open postcode locator



ArcGIS World Geocoding Service



OS Open Names locator



what3words_EN_English



DfT Road Safety Data 2019 to

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Collisions 2019 - mid 2024 | Total count: 3

#	Collision index	Collision reference	Date and time
1	201906P166762	06P166762	06/12/2019, 18:00
2	2022061190191	061190191	15/06/2022, 21:27
3	2024061405342	061405342	01/02/2024, 12:18

#	Collision severity	Number of vehicles	Number of casualties
1	Serious	2	1
2	Slight	2	1
3	Fatal	2	1

#	Enhanced severity collision	Day of week	First road class
1	Data missing or out of range	Friday	C
2	Slight	Wednesday	A
3	Fatal	Thursday	A

#	First road number	Light conditions	Road type
1	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	Darkness - lights lit	Single carriageway
2	680	Daylight	Single carriageway
3	680	Daylight	Single carriageway

#	Speed limit	Junction detail	Junction control
1	30	T or staggered junction	Give way or uncontrolled
2	30	T or staggered junction	Auto traffic signal
3	30	Other junction	Data missing or out of range

#	Second road class	Second road number	Pedestrian crossing human control
1	C	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	None within 50 metres
2	B	6377	None within 50 metres
3	Unclassified	first_road_class is C or Unclassified. These roads do not have official numbers so recorded as zero	Data missing or out of range

#	Pedestrian crossing physical facilities	Weather conditions	Road surface conditions
1	No physical crossing facilities within 50 metres	Fine no high winds	Wet or damp
2	Pedestrian phase at traffic signal junction	Fine no high winds	Dry
3	Data missing or out of range	Fine no high winds	Dry

#	Special conditions at site	Carriageway hazards	Urban or rural area
1	None	None	Urban
2	None	None	Urban
3	Data missing or out of range	Data missing or out of range	Data missing or out of range

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

#	Local authority ONS district	Local authority highway	Local authority district
1	Rochdale	Rochdale	Rochdale
2	Rochdale	Rochdale	Code deprecated
3	Rochdale	Rochdale	Code deprecated

#	LSOA of collision location	ObjectID	Location northing OSGR
1	E01005482	34110	413424
2	E01005483	340297	413688
3	Data missing or out of range	533224	413611

#	Location easting OSGR	Longitude	Latitude
1	389078	-2.166578	53.617261
2	389197	-2.164790	53.619622
3	389402	<i>No data</i>	<i>No data</i>

#	GlobalID	Collision year	Closest Approximate Distance
1	b2053efb-d5fb-4cf4-abfc-b44e42934e52	2019	0 m
2	10e42a14-c58f-4c3b-bdc7-b2715f3179e9	2022	0 m
3	c58e43ef-e6c3-495a-9250-a873ba398aa7	2024 - Provisional	0 m

Vehicles 2019 - mid 2024 | Total count: 6

#	Collision index	Collision year	Collision reference
1	201906P166762	2019	06P166762
2	201906P166762	2019	06P166762
3	2022061190191	2022	061190191
4	2022061190191	2022	061190191
5	2024061405342	2024 - Provisional	061405342
6	2024061405342	2024 - Provisional	061405342

#	Collision severity	Vehicle reference	Vehicle type
1	Serious	1	Car
2	Serious	2	Pedal cycle
3	Slight	1	Car
4	Slight	2	Car
5	Fatal	1	Goods 7.5 tonnes mgw and over
6	Fatal	2	Mobility scooter

#	Generic make model	Age of vehicle	Propulsion code
1	TOYOTA COROLLA	15	Petrol
2	Data missing or out of range	Data missing or out of range	Undefined
3	SEAT LEON	4	Heavy oil
4	VAUXHALL CORSA	6	Petrol
5	Data missing or out of range	Data missing or out of range	Undefined
6	Data missing or out of range	Data missing or out of range	Undefined

#	Engine capacity cc	Vehicle left hand drive	Escooter flag
1	1398	No	Vehicle was not an e-scooter
2	Data missing or out of range	No	Vehicle was not an e-scooter
3	1598	No	Vehicle was not an e-scooter
4	1398	No	Vehicle was not an e-scooter
5	Data missing or out of range	No	Vehicle was not an e-scooter
6	Data missing or out of range	No	Vehicle was not an e-scooter

#	Towing and articulation	Vehicle manoeuvre	First point of impact
1	No tow/articulation	Turning right	Front
2	No tow/articulation	Going ahead other	Front
3	No tow/articulation	Going ahead other	Front
4	No tow/articulation	Slowing or stopping	Back
5	No tow/articulation	Moving off	Front
6	No tow/articulation	Going ahead other	Offside

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

#	Hit object in carriageway	Hit object off carriageway	Vehicle leaving carriageway
1	None	None	Did not leave carriageway
2	None	None	Did not leave carriageway
3	None	None	Did not leave carriageway
4	None	None	Did not leave carriageway
5	None	None	Did not leave carriageway
6	None	None	Did not leave carriageway

#	Vehicle direction from	Vehicle direction to	Journey purpose of driver
1	North East	North	Commuting to/from work
2	South	North	Commuting to/from work
3	West	East	Not known
4	West	East	Commuting to/from work
5	West	East	Journey as part of work
6	North	South	Other

#	Sex of driver	Age of driver	Age band of driver
1	Female	70	66 - 75
2	Male	45	36 - 45
3	Not known	30	26 - 35
4	Male	20	16 - 20
5	Male	32	26 - 35
6	Female	63	56 - 65

#	Driver home area type	Driver IMD Decile	LSOA of driver
1	Urban area	More deprived 10-20%	E01005590
2	Rural	Less deprived 40-50%	E01010883
3	Data missing or out of range	Data missing or out of range	Data missing or out of range
4	Urban area	More deprived 10-20%	E01005580
5	Urban area	More deprived 10-20%	E01024902
6	Data missing or out of range	Data missing or out of range	Data missing or out of range

#	Driver distance banding	Direction from east	Direction from north
1	Collision occurred within 5km of drivers home postcode	Data missing or out of range	Data missing or out of range
2	Collision occurred between 10.001 and 20km of drivers home postcode	Data missing or out of range	Data missing or out of range
3	Data missing or out of range	Data missing or out of range	Data missing or out of range
4	Collision occurred within 5km of drivers home postcode	Data missing or out of range	Data missing or out of range
5	Data missing or out of range	Data missing or out of range	Data missing or out of range
6	Data missing or out of range	Data missing or out of range	Data missing or out of range

#	Direction to east	Direction to north	OBJECTID
1	Data missing or out of range	Data missing or out of range	61695
2	Data missing or out of range	Data missing or out of range	61696
3	Data missing or out of range	Data missing or out of range	625508
4	Data missing or out of range	Data missing or out of range	625509
5	Data missing or out of range	Data missing or out of range	977159
6	Data missing or out of range	Data missing or out of range	977160

#	Location easting OSGR	Location northing OSGR	parentGlobalID	Closest Approximate Distance
1	389078	413424	b2053efb-d5fb-4cf4-abfc-b44e42934e52	0 m
2	389078	413424	b2053efb-d5fb-4cf4-abfc-b44e42934e52	0 m
3	389197	413688	10e42a14-c58f-4c3b-bdc7-b2715f3179e9	0 m
4	389197	413688	10e42a14-c58f-4c3b-bdc7-b2715f3179e9	0 m
5	389402	413611	c58e43ef-e6c3-495a-9250-a873ba398aa7	0 m
6	389402	413611	c58e43ef-e6c3-495a-9250-a873ba398aa7	0 m

Casualties 2019 - mid 2024 | Total count: 3

#	Collision index	Collision year	Collision reference
1	201906P166762	2019	06P166762
2	2022061190191	2022	061190191
3	2024061405342	2024 - Provisional	061405342

#	Vehicle reference	Casualty reference	Casualty severity
1	2	1	Serious
2	2	1	Slight
3	2	1	Fatal

#	Casualty class	Casualty type	Sex of casualty
1	Driver or rider	Cyclist	Male
2	Driver or rider	Car occupant	Male
3	Driver or rider	Mobility scooter rider	Female

#	Age of casualty	Age band of casualty	Enhanced casualty severity
1	45	36 - 45	Data missing or out of range
2	20	16 - 20	Slight
3	63	56 - 65	Fatal

#	Car passenger	Bus or coach passenger	Pedestrian location
1	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
2	Not car passenger	Not a bus or coach passenger	Not a Pedestrian
3	Not car passenger	Not a bus or coach passenger	Not a Pedestrian

#	Pedestrian movement	Pedestrian road maintenance worker	Casualty home area type
1	Not a Pedestrian	No / Not applicable	Rural
2	Not a Pedestrian	No / Not applicable	Urban area
3	Not a Pedestrian	No / Not applicable	Data missing or out of range

#	Casualty distance banding	Casualty IMD decile	LSOA of casualty
1	Collision occurred between 10.001 and 20km of casualties home postcode	Less deprived 40-50%	E01010883
2	Collision occurred within 5km of casualties home postcode	More deprived 10-20%	E01005580
3	Data missing or out of range	Data missing or out of range	Data missing or out of range

#	OBJECTID	Location easting OSGR	Location northing OSGR	parentGlobalID	Closest Approximate Distance
1	41879	389078	413424	b2053efb-d5fb-4cf4-abfc-b44e42934e52	0 m
2	433349	389197	413688	10e42a14-c58f-4c3b-bdc7-b2715f3179e9	0 m
3	680904	389402	413611	c58e43ef-e6c3-495a-9250-a873ba398aa7	0 m