

BAM

**Red Bank Neighbourhood, Victoria
North - Advanced Enabling Works**

Enabling Works Transport Statement

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This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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Ove Arup & Partners Ltd
6th Floor 3 Piccadilly Place
Manchester M1 3BN
United Kingdom
www.arup.com

ARUP

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1 Introduction

Arup has been commissioned by BAM to produce a Transport Statement for the enabling works portion of the Victoria North Housing Infrastructure Fund (HIF) Infrastructure and Enabling Works.

The proposed development covers an area of approximately 2.83ha and will include the construction of a temporary access (haul) road and the demolition of an existing industrial building and part of a retaining wall at the Creamline Dairies site. The Works will be completed over a period of approximately six months.

The site location is shown in Figure 1.

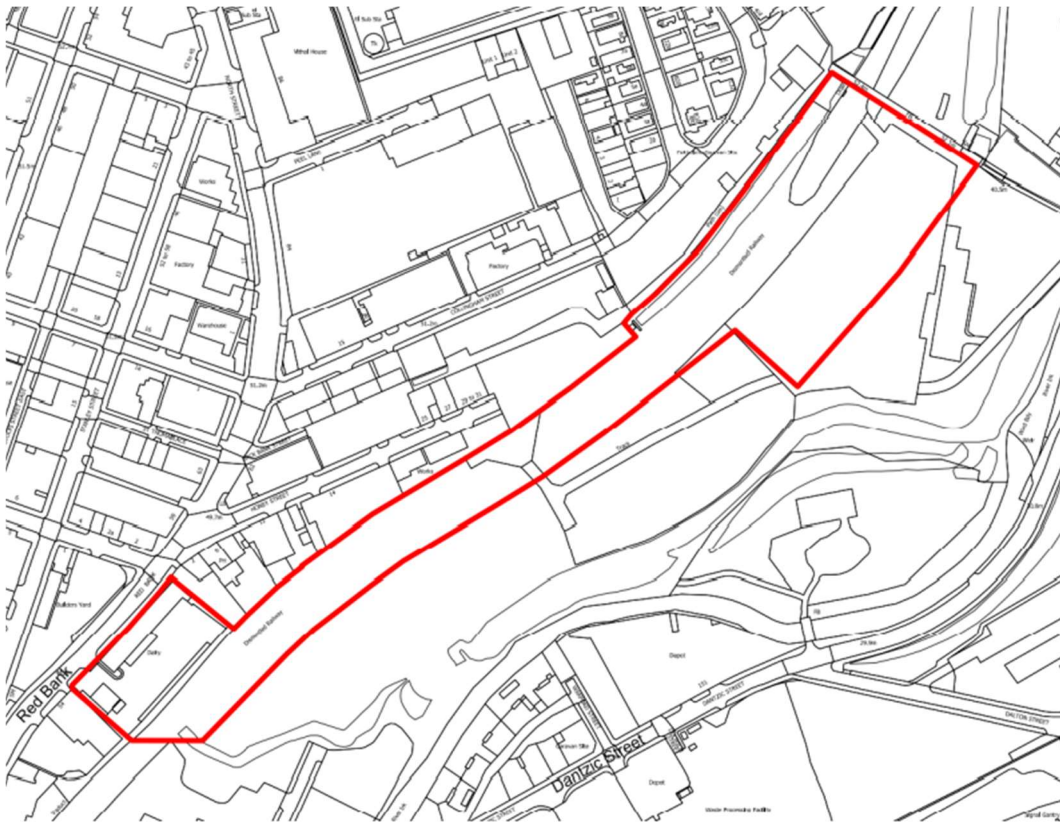


Figure 1 - Victoria North HIF Enabling Works Boundary

This Transport Statement has been developed using the information currently available from the contractor. It is noted that a Construction Management Plan (CMP) will also accompany the application. The CMP provides further details on the transport movements associated with the Enabling Works. The CMP will be reviewed throughout the duration of the enabling works in accordance with the planning conditions.

The transport statement follows the following structure:

- Section 2 – Description of the Enabling Works and key assumptions relating to traffic movements;

- Section 3 – Discussion of the impact of the peak construction traffic movements on the existing road network and discussion of potential mitigation requirements; and
- Section 4 – Summary.

2 Enabling Works at the Proposed Site

This section provides a brief description of the Enabling Works for the project site and also presents information relating to construction traffic associated with the Works (provided by the contractor).

The Enabling Works proposal is to construct a temporary haul road along the alignment of the old railway sidings and to demolish the Creamline Dairies site including a section of retaining wall to the immediate south-east. This is to enable the wider Victoria North HIF Infrastructure scheme; however, this Transport Statement considers only the Enabling Works in isolation and does not cover the development proposed under the wider scheme. This would be subject to a separate planning application and associated Transport Study.

2.1 Assumptions

Based on the proposals as set out in the CMP, the following assumptions underpin the assessments contained within the Transport Statement. These are based on information provided by the contractor in terms of the anticipated methods and programme for the Enabling Works.

- Hours of site operation: Monday to Friday 07:30-18:00;
- Weekend working will be for essential works only and with agreement by the employer. Working hours on weekends will be Saturday 08:00 till 16:00, Sundays 9:00 till 15:00;
- Peak movements of HGV (associated with importing stone for haul roads and general traffic) will be approximately 35 loads per day (i.e. 70 two-way movements);
- On average across the programme of the Enabling Works it is anticipated that there would be 15-20 loads per day (i.e. 30-40 two-way movements);
- During some periods the number of HGV loads per day would be as low as 10 (i.e. 20 two-way movements);
- Number of construction workers on site is estimated to be approximately 25 on average with a peak of approximately 35 workers at any one time; and
- Limited parking will be provided for construction workers within the site, restricting the need for off-site parking.

2.2 Programme

An indicative programme for the works is given in **Table 1**. This programme includes the activities to be completed and their likely times and durations*.

Activity	Month					
	January 2022	February 2022	March 2022	April 2022	May 2022	June 2022
Mobilisation						
Site establishment						
Demolition of Creamline Dairy						
Site / vegetation clearance						
Treatment of invasive species						
Construction of Haul Roads						

*Durations and exact programme to be confirmed. Durations are indicative only

Table 1 Anticipated Programme of Works

Based upon this programme it is anticipated that peak impact due to the construction works (i.e. associated with the construction of the haul roads) would occur between March and June 2022.

3 Traffic Impact

During the Enabling Works, construction traffic would be generated and the movement of HGVs and construction workers to the site would result in additional vehicle movements on the highway network.

It should be noted that the demolition of the Creamline Dairy would remove an existing/permitted use from the area that would otherwise be capable of generating traffic flows. This would reduce the potential traffic generation of the site not only during the period of the enabling works, but on a permanent basis. For the purposes of this Transport Statement, in order to present a robust assessment, no reduction in background traffic arising from the demolition has been made.

In order to minimise traffic impacts associated with the Enabling Works, a number of measures will be implemented by the contractor through the CMP, including:

- Definition of any permitted and prohibited routes for HGVs;
- Advanced notification and sensitive routing of any abnormal loads; and
- Good site practice regarding the use of HGVs to minimise the transfer of dirt and debris to the highway.

Details of these would be agreed between the contractor and MCC prior to the commencement of the works through the CMP.

3.1 Site Operations

3.1.1 Access

Prior to the demolition of the Creamline Dairy building, access for tree clearance would be via the Packaging Products access bridge using an existing access onto Collyhurst Road and north to the A6010.

For the demolition work and subsequently once the demolition works are completed, access to the site will be provided from Red Bank, using the existing Creamline Dairy access junction. As such, this would be the access used during the main periods of vehicle and HGV movements. This junction would be controlled/managed as part of the CMP to prevent unauthorised access. To minimise disruption to the highway network, the existing access off Red Bank may require minor amendments or additional temporary traffic management measures such as pedestrian diversion on the existing footpath.

Entrances into the site off Collyhurst Road and Red Bank will be managed by the BAM site team and areas within the site will be established to act as staging areas for deliveries to remove the vehicles from the surrounding roads and prevent traffic issues.

3.1.2 Routing Strategy

The transport of materials to and from the site will form a large component of the traffic generated by the Enabling Works, as described in Section 2. Permitted routes will be agreed with Manchester City Council (MCC) through the CMP as appropriate.

Access would be using appropriate major roads as far as is practical, thus avoiding the use of minor or residential roads that may be unsuitable for such vehicles. The exact routes used by construction traffic will depend upon the origin of delivery materials and the destination of any spoil removed from the site. Permitted routes will be agreed between the contractor and MCC prior to commencement of the works and signed where appropriate.

It is considered likely that the primary construction routes would be to and from the strategic road network. Given the location of the site, construction vehicles to/from the north (e.g. to and from the M60/M62) could access the site via Cheetham Hill Road and North Street to the site access on Red Bank. Construction vehicles to/from the south (e.g. towards the Inner Ring Road and M6) could access the site via Cheetham Hill Road and Lord Street to the site access on Red Bank. Either of these routes is considered to be appropriate for use by construction vehicles to access the site.

3.1.3 Traffic Generation

Based upon the assumptions set out in Section 2.1, the number of vehicles accessing the site at peak hour has been forecasted. These are shown in

Vehicles	Vehicle per day		Total (two-way) Vehicle movements per day	Vehicle movements at site peak hour
	Inbound	Outbound		
HGVs (peak)	35	35	70	14a, ^b
HGVs (average)	15-20	15-20	30-40	6-8

Note:

- It is assumed that HGVs would arrive over a period of approximately 10 hours (i.e. no vehicles would depart in the first half hour of the working day or arrive in the last working half hour of the day)
- Whilst it is anticipated that HGV arrivals and departures would be managed to be spread relatively evenly throughout the day, it has been assumed that the peak hourly movements would be double the average for the day (i.e. 20% daily of arrivals/departures would take place in the site peak hour)

Table 2 below.

Vehicles	Vehicle per day		Total (two-way) Vehicle movements per day	Vehicle movements at site peak hour
	Inbound	Outbound		
HGVs (peak)	35	35	70	14 ^{a, b}
HGVs (average)	15-20	15-20	30-40	6-8

Note:

- c. It is assumed that HGVs would arrive over a period of approximately 10 hours (i.e. no vehicles would depart in the first half hour of the working day or arrive in the last working half hour of the day)
- d. Whilst it is anticipated that HGV arrivals and departures would be managed to be spread relatively evenly throughout the day, it has been assumed that the peak hourly movements would be double the average for the day (i.e. 20% daily of arrivals/departures would take place in the site peak hour)

Table 2 Forecast vehicle generation/ attraction at peak hour

The peak forecast number of HGV movements accessing the site would therefore be approximately 14 per hour during the peak hour for the site. As shown in the programme above, this would be expected to occur over an approximate four-month period. The average number of HGV movements would be approximately half of this volume. It should be noted that this estimate relates to the peak hour of site activity and this will not necessarily be concurrent with the highway network peak periods.

Given the nature of the roads that will be used by HGVs accessing the site it is considered that this relatively low volume of additional traffic would not have a material or observable impact upon highway capacity.

3.1.4 Construction Workers

As noted above, it is anticipated that the number of construction workers on site at any one time would be relatively modest (approximately 25 on average with a peak of approximately 35). The site benefits from close proximity to the city centre with Victoria Station and Shudehill bus/Metrolink interchange located within walking distance of the site. Cheetham Hill Road and Rochdale Road are also busy radial bus corridors into the city centre.

On-street parking is permitted on many of the streets surrounding the site. Limited on-site parking will be provided for construction workers to restrict the need for parking on adjacent streets.

Based on the anticipated number of construction workers, the temporary nature of the works and the proximity to the city centre and public transport hubs it is not considered that construction worker traffic would result in any highway capacity or safety issues.

3.1.5 Site Management

The site will be secured such that it will only be accessible to construction workers and vehicles. This will be the case both when there is activity on-site, and also whilst the site is unoccupied. Access to the site would be gated and controlled. Stacking space is to be provided inside the site for vehicles to wait before loading/ unloading instead of waiting on Red Bank so as to minimise disruption to traffic on the local road network.

Where appropriate, swept path analysis of the construction accesses can be undertaken to ensure that vehicles can safely and efficiently manoeuvre in and around the site.

4 Conclusion

This Transport Statement has discussed and identified the anticipated traffic impact arising from the proposed Enabling Works at the site.

It is anticipated the enabling works including mobilisation, site establishment, site/ vegetation clearance, demolition of Creamline Dairy and construction of haul roads will potentially generate a peak of 14 HGV movements per hour with an average flow of approximately half this value.

The permanent reduction in potential traffic flow due to the demolition of the Creamline Dairy is noted but has not been taken into account in the Transport Statement in order to present a robust assessment.

Whilst there may be some localised peaks of vehicle movements within this period, it is unlikely that this volume of traffic would have any significant impact upon highway capacity. Given the relatively low number of vehicles generated by the Enabling Works, it is not anticipated that any capacity issues would arise that would affect the highway network. It is considered that appropriate routes to and from the site for construction traffic are available.

Based on the anticipated number of construction workers, the temporary nature of the works and the proximity to the city centre and public transport hubs it is not considered that construction worker traffic would result in any highway capacity or safety issues.

Any potential adverse transport impacts arising from the Enabling Works could be appropriately mitigated through the CMP. The proposed works are therefore acceptable in terms of transport impacts.