

Transport Statement

PROPOSED EDUCATION BUILDING (USE CLASS F1(A))
OUR LADY'S R.C. HIGH SCHOOL, ALWORTH ROAD, HIGHER BLACKLEY,
MANCHESTER, M9 0RP

HIGHWAYS ADVICE LTD on behalf of Our Lady's R.C. High School, March 2021

1. TRANSPORT STATEMENT

This Transport Statement has been prepared by Highways Advice Ltd on behalf of Our Lady's Roman Catholic High School in support of an application for the development of a new education building at the school's existing site at Alworth Road, Blackley, Manchester, M9 0RP.

The full description of development as stated in the planning application is:

'Erection of a 1,145 sqm GIA / 1,245 sqm GEA 2-storey educational building [Use Class F1(a)] (following removal of the temporary prefabricated classroom block that currently occupies the site), associated hard and soft landscaping works (including a new stepped access to link to the adjacent Forest School), and the creation of a temporary vehicular access via Boothroyden Road to be used during the construction process.'

2. SITE LOCATION

Our Lady's Roman Catholic High School is located within the Higher Blackley Education Village situated at the northern terminus of Alworth Road in Higher Blackley. The education campus site is shared between Our Lady's R.C. High School, North Ridge High School and Meade Hill School.

Extensive car parking facilities for staff and visitors to Our Lady's R.C. High School and North Ridge High School exist on Alworth Road, while car parking facilities for staff and visitors to Meade Hill School are accessed separately via Chain Road.

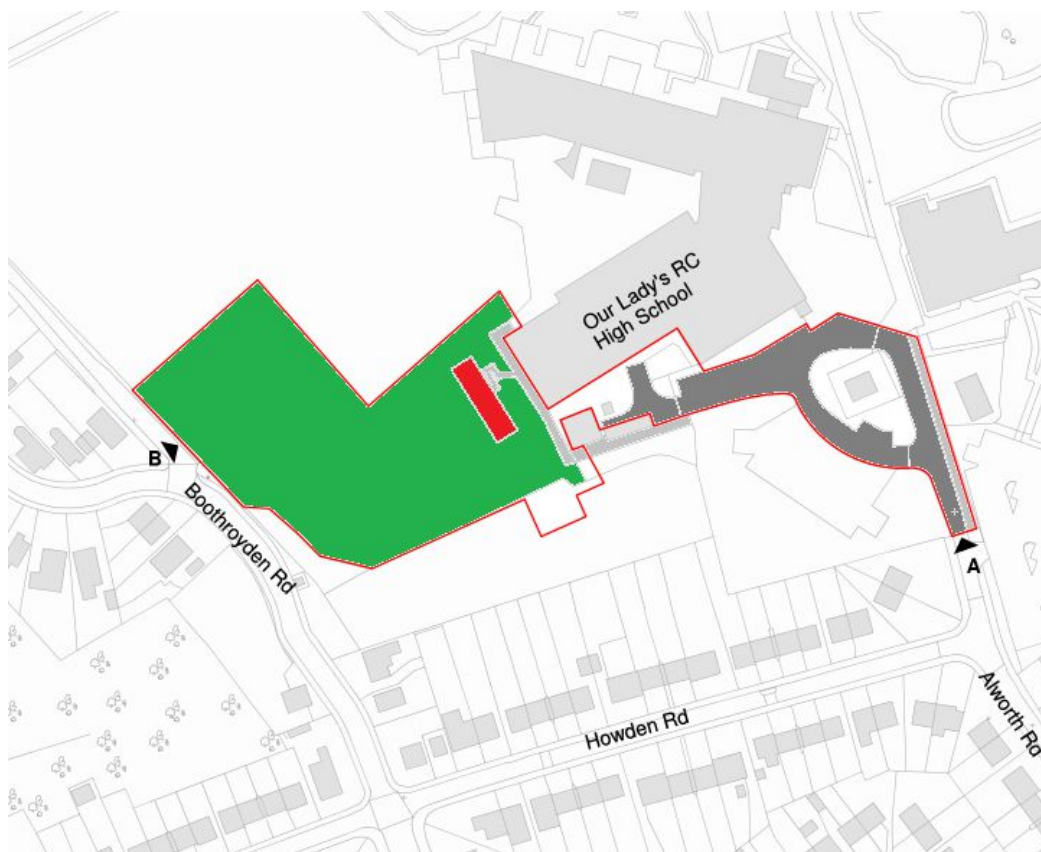


Figure 1: Site Location

As shown in **Figure 1**, the application site comprises an existing temporary teaching block surrounded by a grassed area, west of the main school building. The proposed development seeks to remove the temporary block and replace it with a new two storey building, providing improved educational and welfare facilities. A new temporary construction access is proposed via Boothroyden Road. No changes are proposed to the site's existing access, servicing or car parking arrangements via Alworth Road.

3. POLICY BACKGROUND

3.1 Greater Manchester Transport Strategy 2040

The Greater Manchester Transport Strategy (updated January 2021) has recently been produced by Transport for Greater Manchester (TfGM). The strategy aims to facilitate sustainable travel improvements across Greater Manchester and incorporates the 'Streets for All' concept.

The ambition of 'Streets for All' is to *'make our streets welcoming and safe spaces for all people, enabling more travel on foot, bike and public transport while creating better places that support local communities and businesses.'*

'Streets for All' aims to make streets easier to get around, and more pleasant to be in, while targeting 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by the year 2040.

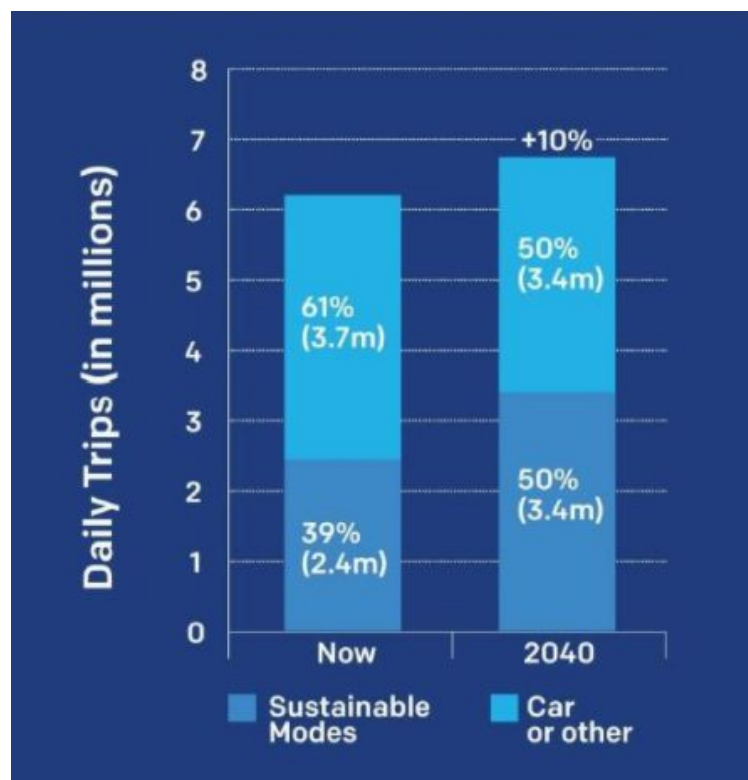


Figure 2: TfGM Existing and Target Mode Share in Greater Manchester

According to TfGM, as shown in **Figure 2**, at present only 39% of trips in Greater Manchester are made via sustainable travel modes. The strategy emphasizes that Greater Manchester's streets have

different roles and change in character throughout the day, across the week and along their length, as highlighted below in **Figure 3**.



Figure 3: TfGM Street Roles

The strategy aims to creating a better transport system for Greater Manchester by getting the ‘Right Mix’ of journeys by reducing the private car’s share of trips to no more than 50%, with the remaining 50% made by public transport, walking and cycling.

As can be seen in **Figure 4**, at the local neighbourhood level, this requires an increase in active travel trips from 52% to 61%, and a decrease in car travel trips from 45% to 37% by the year 2040.

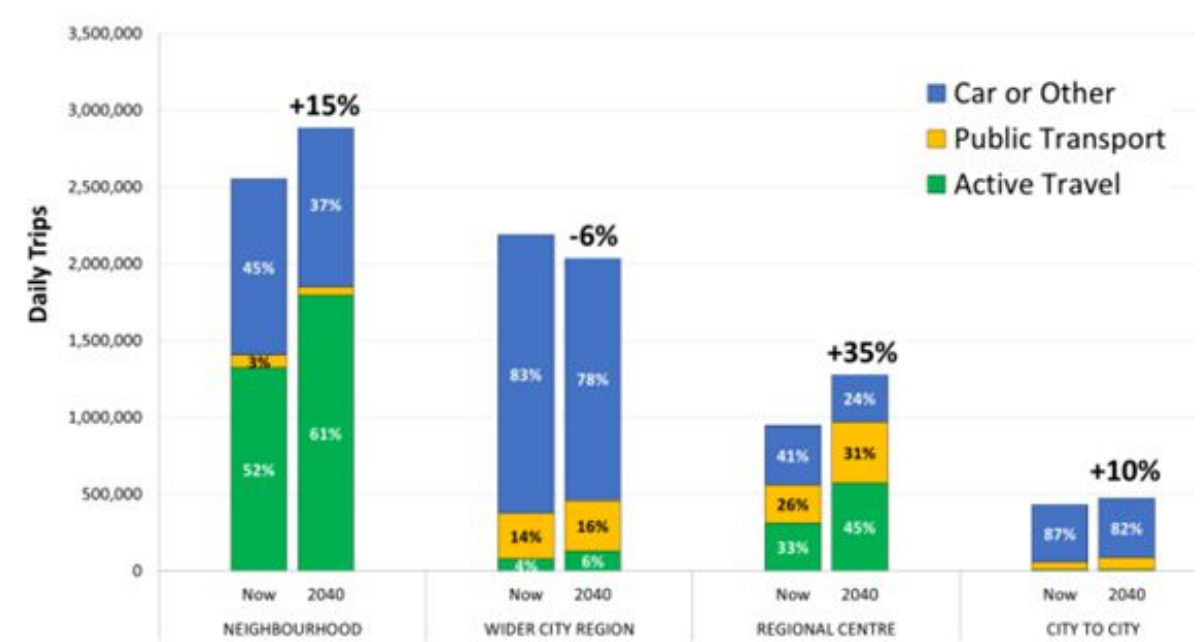


Figure 4: Change in volume of trips by mode between now and 2040

4. LOCAL HIGHWAY NETWORK

4.1 Alworth Road

Alworth Road is a single carriageway residential access road which measures between 5.2m and 7.3m wide along its route. It connects Chain Road, Cooper Lane and Howden Road to the Higher Blackley Education Village. Alworth Road is street-lit and is covered by a 20mph speed limit. It also incorporates a variety of traffic calming features.



Figure 5: Alworth Road viewed south towards Howden Road

As shown in **Figure 5**, the junction of Alworth Road and Howden Road is covered by 'No Waiting At Any Time' (Double Yellow Line) parking restrictions. Extensive staff and visitor car parking areas for Our Lady's R.C. High School and North Ridge High School are accessed on both sides of Alworth Road.



Figure 6: Alworth Road viewed north towards the Higher Blackley Education Village

As shown in **Figure 6**, Alworth Road also incorporates a 3m wide pedestrian footway on its eastern side. This provides pedestrian access into the Higher Blackley Education Village and continues northwards as an informal footpath network, which extends around the perimeter of the school site linking to adjacent residential areas.

4.2 Howden Road

Howden Road is a 5.2m wide residential access road which connects Boothroyden Road with Alworth Road. It is street-lit and subject to a 20mph speed limit. As shown in **Figure 7**, Howden Road incorporates a width restriction, and operates with traffic priority given to vehicles travelling in the westbound direction from Alworth Road to Boothroyden Road.



Figure 7: Howden Road view east towards Alworth Road

4.3 Boothroyden Road

Boothroyden Road is shown in **Figure 8**. It is an 6m wide major residential road which connects to Victoria Road in Higher Blackley. It is street-lit and is subject to a 20mph speed limit.



Figure 8: Boothroyden Road

As shown below in **Figure 9**, Boothroyden Road also forms a roundabout junction with Howden Road.



Figure 9: Junction of Boothroyden Road & Howden Road

5. ACCIDENT HISTORY

The Personal Injury Accident (PIA) history of the local highway network has been examined on the Crashmap website. As shown below in **Figure 10**, within the latest 5-year accident history period (2015-2019) there have been no accidents recorded within the vicinity of the site.

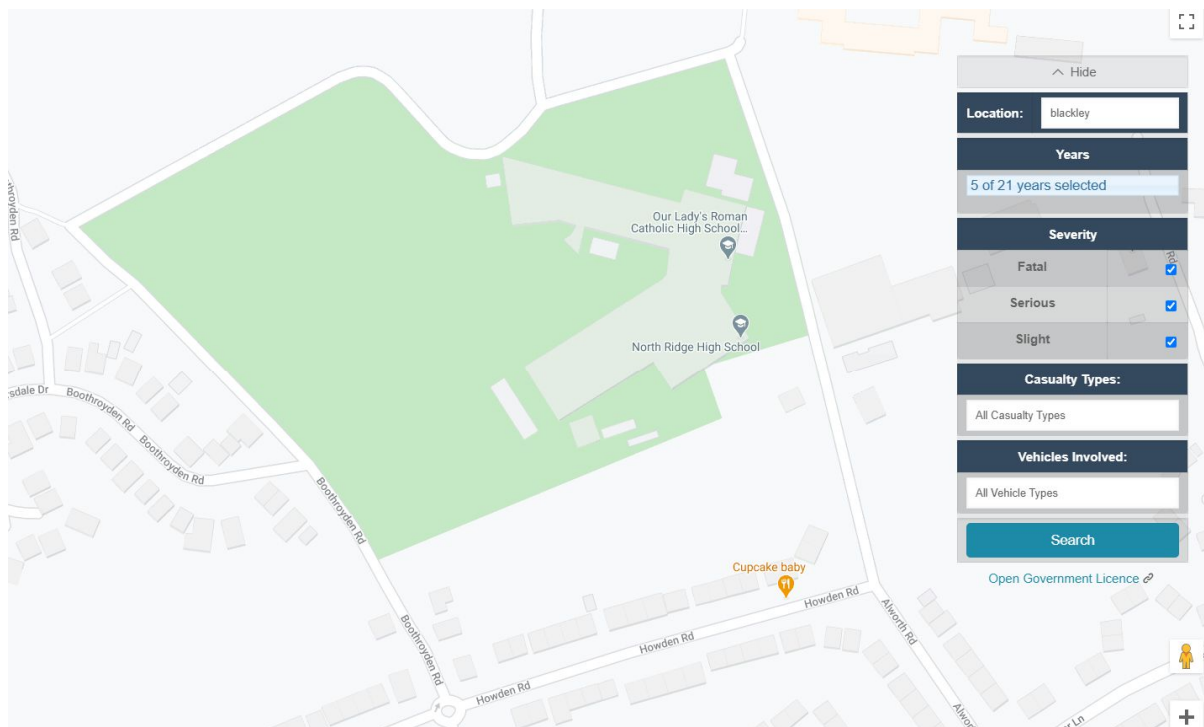


Figure 10: 5-year Accident History Record

Therefore, with no accidents having been recorded during the latest 5-year period, the accident history analysis does not indicate any serious underlying highway safety issues being prevalent in this location.

6. PROPOSED ACCESS ARRANGEMENTS

6.1 Vehicular

No changes to existing vehicular access arrangements are proposed. The Higher Blackley Education Village site and existing car parking areas will continue to be used and accessed via Alworth Road.

6.2 Pedestrian & Cycle

No changes to cycle or pedestrian access are proposed as part of the application. Both will continue via Alworth Road and the informal footpath network surrounding the Higher Blackley Education Village site.

6.3 Bus

Two bus stops exist on Victoria Road within 450m walking distance of the site. The available services at the stops on Victoria Road are shown below in **Table 1**.

Eastbound – (Plant Hill Road) Stop ID: MANDMAMT		Westbound – (Cecil Road) Stop ID: MANDMAMW	
<i>Service Number</i>	<i>Destination</i>	<i>Service Number</i>	<i>Destination</i>
41 CrossCity	Middleton	41 CrossCity	Cheetham Hill, Manchester, Sale
115	Harpurhey	116	Harpurhey, Middleton
-	-	718	Higher Blackley
-	-	791	Simister
Buses per hour (Peak)	3 (1 every 20 minutes)	-	4 (1 every 15 minutes)
Buses per hour (Off-peak)	2 (1 every 30 minutes)	-	3 (1 every 20 minutes)

Table 1: Victoria Road Bus Service Frequency

As shown in **Table 1**, there are typically between 5 and 7 buses per hour serving the bus stops on Victoria Road. The stops are served by the number 41, 115, 116, 718 and 791 buses which link to Harpurhey, Middleton, Manchester Piccadilly and Simister.

In addition, Our Lady's R.C. High School is also served by 3 school bus services, the 717 & 718 and the dedicated yellow school bus, the Y9. Buses pick up by the junction of Chain Road and Alworth Road and serve many local areas of North Manchester. Further information on school bus services is provided in **Appendix A**. No changes to school bus services are proposed as part of the application.

7. TRAFFIC GENERATION

7.1 Staff and Pupil Numbers

The school was originally designed to accommodate 750 pupils. However, it currently has approximately 880 pupils attending. As such, the school heavily relies on use of its temporary teaching block and has over-occupied classrooms.

	Existing	Proposed	Difference
Pupils	880	900	+20
Staff	130	130	0

Table 2: Proposed Change in Pupil and Staff Numbers

As can be seen from **Table 2**, the proposals seek to increase the number of pupils attending by around 20 pupils, raising the total number of pupils from 880 to 900. No additional staff are to be employed due to the proposed development.

7.2 Existing Modes of Travel

Our Lady's R.C. High School has an existing split of transport modes for pupils and staff, as shown below in **Table 3**.

	Main Mode of Transport				
Group	Bus	Car	Cycle	Walk	Total
Pupils	485 (55.1%)	78 (8.8%)	2 (0.2%)	315 (35.8%)	880
Staff	5 (3.8%)	98 (75.4%)	3 (2.3%)	24 (18.5%)	130

Table 3: Existing Mode of Transport for Journey to / from School

As shown above, the majority of pupils (approximately 55%) use bus services, while 36% walk and almost 9% use the car. For staff, approximately 4% use the bus, 75% drive, 18% walk and 2% cycle.

7.3 Expected Trip Generation

Given the proposals will result in an additional 20 pupils attending the school, then in line with the existing modal share percentages identified above, the additional journeys to school are likely to be as shown in **Table 4**.

	Main Mode of Transport				
Group	Bus	Car	Cycle	Walk	Total
Pupils	11 (55.1%)	2 (8.8%)	0 (0.2%)	7 (35.8%)	20

Table 4: Expected Mode of Transport for Journey to / from School

In summary, the proposals are expected to result in an additional 11 pupils using bus services, while 7 pupils walk, and 2 pupils travel by car. Therefore, approximately 4 additional vehicular trips per day will be generated by the proposals. This low level of additional daily traffic will have a negligible impact on the local highway network.

7.4 Staggered Start & Finish Arrangements

In addition, there are currently staggered times in operation between North Ridge High and Our Lady's R.C. High, to help avoid congestion on the local highway network.

The pupils of Our Lady's R.C. High all commence school at the same time, however at the end of the day there are staggered finish times, with Years 7 & 8 finishing at 2.40pm, Years 9 & 10 at 2.45pm and Year 11 at 2.50pm. This measure has proven successful in helping to reduce potential traffic congestion.

8. PARKING

8.1 Car Parking

There are approximately 143 designated car parking spaces (including 20 designated disabled bays) available to staff and visitors at the Higher Blackley Education Village. These spaces are shared between Our Lady's R.C. High School and North Ridge High School. No changes to existing car parking arrangements are proposed as part of the planning application.

8.2 Cycle Parking

There are currently 2 cycle parking / bike shed areas available to staff and students at the Higher Blackley Education Village, which are typically very under-utilised. The cycle shed areas have the capacity to store up to 40 bicycles but usually only accommodate around 5 per day. There is currently therefore no need to increase cycle parking provision.

9. SERVICING

The frequency of service and delivery vehicles accessing the Higher Blackley Education Village site via Alworth Road is also expected to remain unchanged as a result of the proposed development.

10. TEMPORARY CONSTRUCTION ACCESS

In order to minimise the impact of future construction traffic on local residents and existing school operations on Alworth Road, the proposals seek approval to create a temporary construction site access onto Boothroyden Road.

As detailed on the submitted temporary construction access plan extracted below in **Figure 11**, the proposed new temporary construction access would measure approximately 5.0m wide and would benefit from utilising the 8.5m wide kerbed vehicular access point that currently exists on Boothroyden Road.

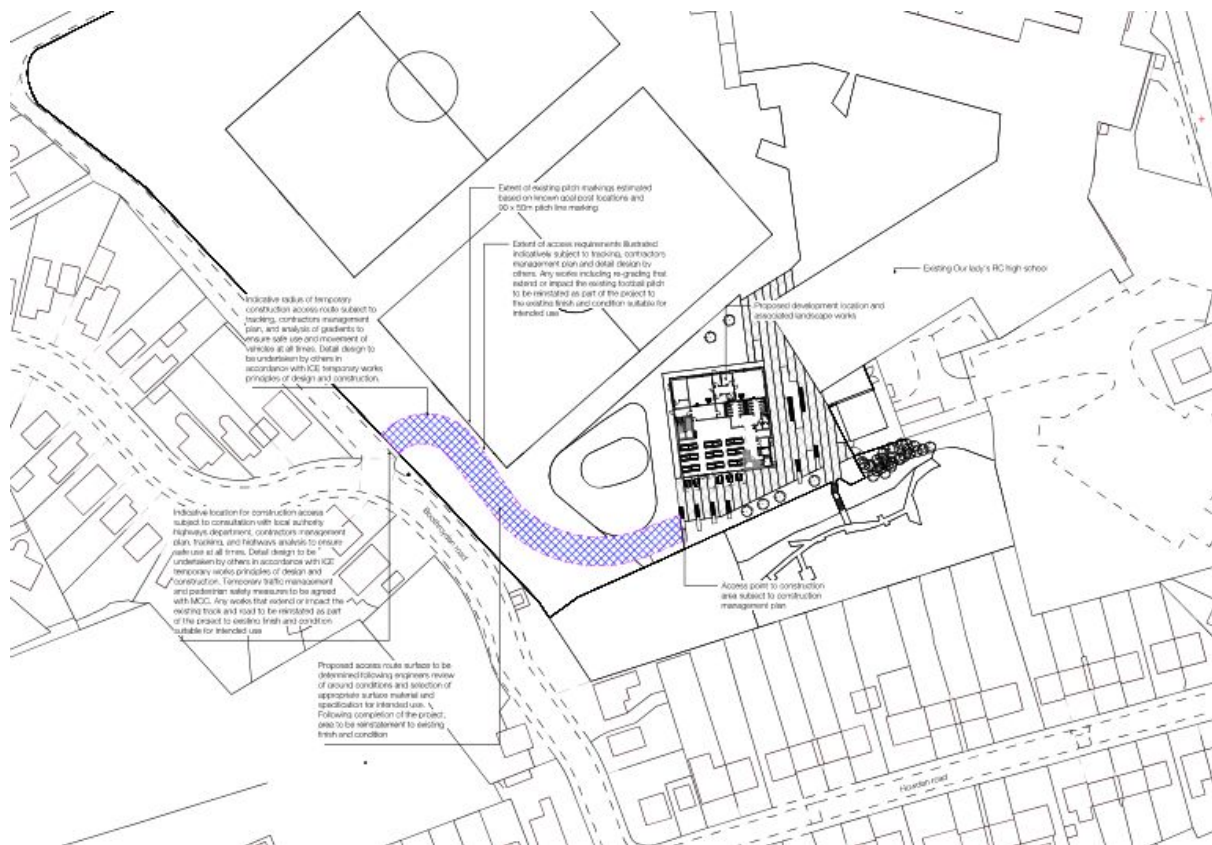


Figure 11: Proposed Temporary Construction Access

The creation of a new temporary construction access in this location appears feasible utilising adopted highway land on Boothroyden Road and land owned by Manchester City Council (Ref: HM Land Registry Title Plan LA39100).

11. SUMMARY AND CONCLUSIONS

This Transport Statement has reviewed the highways and transportation issues associated with the erection of a proposed education building (F1(a) use class) at Our Lady's R.C. High School, and has noted that:

- The proposals seek to replace temporary classrooms at the school, with a new education building housing 3no. classrooms, an alternative provision teaching unit, library and new dining & kitchen facilities.
- The proposed development is expected to allow an increase in the number of pupils at the school from 880 to 900. No additional staff are expected to be employed as a result of the proposals.
- The application site is situated within an established residential area and is highly accessible by walking and cycling. Secure covered cycle parking areas (sufficient to accommodate the parking of 40 bicycles) exist on site to accommodate cycle parking demand.

- The site is accessible by public transport and is located within 450m of 2 bus stops on Victoria Road, offering frequent bus services (5-7 per hour) to local destinations. The 717, 718 and Y9 school bus services are also in place serving many local areas of North Manchester.
- No changes to existing car parking arrangements are proposed. The proposals are expected to generate an additional 4 vehicle trips per day. This low level of additional daily traffic would have a negligible impact on the local highway network.
- A temporary construction site access onto Boothroyden Road is also proposed in order to minimise the impact of construction traffic on local residents and existing school operations on Alworth Road.

In conclusion, it is considered the proposed development is acceptable in respect of transport and highways matters and can therefore be recommended for planning approval.

APPENDIX A

Our Lady's RC High School 0830-1450

Effective 1 September 2020

The following bus services run close by - details can be found at www.tfgm.com:

:

Go-North West service 41 – Manchester, Cheetham Hill, Crumpsall, Alkrington, Middleton

Stagecoach service 56 – Manchester, Collyhurst, Lower Crumpsall

Stagecoach service 156 – Manchester, Collyhurst, Lower Crumpsall, Heaton Park, Rhodes, Middleton

Additionally specific schoolday only services also serve the school as follows:

Belle Vue Service 717 – Strangeways, Hightown, Cheetham Hill

Stagecoach Service 718 – Moston Vale, Moston, White Moss

Yellow School Bus Y9 operated by Go-North West – Monsall, Miles Platting, Newton Heath, New Moston

Strangeways / Hightown / Cheetham Hill				Service 717
TfGM Contract:	0084	TfGM Contract:	0084	
Minimum Capacity:	86	Minimum Capacity:	86	
Operator Code:	BEV	Operator Code:	BEV	
Waterloo Road/Derby Street	0747	Our Lady's RC High School	1505	
Hightown, Post Office	0749	Bowker Vale Primary	1511	
Cheetham Hill, Shopping	0754	Cheetham Hill, Shopping	1517	
Bowker Vale Primary	0801	Hightown, Post Office	1521	
Our Lady's RC High School	0810	Waterloo Road/Derby Street	1526	

Service 717 route: From Strangeways, Waterloo Road/Derby Street via Waterloo Road, Cheetham Hill Road, Bury Old Road, Middleton Road, Victoria Avenue, Cooper Lane **to Our Ladys RC High School.**

Returning from Our Ladys RC High School via Cooper Lane, Chain Road, Victoria Avenue and outward route reversed **to Strangeways, Waterloo Road/Derby Street.**

Moston Vale / Moston / White Moss				Service 718
TfGM Contract:	0446	TfGM Contract:	0446	
Minimum Capacity:	90	Minimum Capacity:	90	
Operator Code:	STG	Operator Code:	STG	
Moston Vale, Church Lane	0747	Our Lady's RC High School	1505	
Moston, Ben Brierley	0752	White Moss shops	1515	
White Moss shops	0758	Moston, Ben Brierley	1521	
Our Lady's RC High School	0810	Moston Vale, Church Lane	1529	

Service 718 route: From Moston Vale, Church Lane/Holmfield Avenue via Church Lane, Lightbowne Road, Kenyon Lane, Moston Lane, Charlestown Road, Grange Park Road, Hall Moss Road, Colmore Drive, Victoria Avenue East, Victoria Avenue, Cooper Lane **to Our Lady's RC High School.**

Returning from Our Lady's RC High School via Cooper Lane, Chain Road, Victoria Avenue and outward route reversed **to Moston Vale, Church Lane/Holmfield Avenue.**

Our Lady's RC High School (continued)

Monsall / Miles Platting / Newton Heath / New Moston

Service Y9

YELLOW SCHOOL BUS - the requirement for students to obtain a pass to travel on this service has been removed for September 2020

TfGM Contract:	5090	TfGM Contract:	5090
Minimum Capacity:	52	Minimum Capacity:	52
Operator Code:	GNW	Operator Code:	GNW
Monsall, Queens Road	0728	Our Lady's RC High School	1505
Newton Heath, Lidl	0740	New Moston, Fairway Inn	1515
New Moston, Fairway Inn	0747	Newton Heath, Lidl	1521
Our Lady's RC High School	0805	Monsall, Queens Road	1532

Service Y9 route: From Monsall, Queens Road/Monsall Street via Queens Road, Hulme Hall Lane, Briscoe Lane, Old Church Street, Dean Lane, St. Mary's Road, Nuthurst Road, Broadway, Hollinwood Avenue, Victoria Avenue East, Victoria Avenue, Cooper Lane **to Our Lady's RC High School.**

Returning from Our Lady's RC High School via Cooper Lane, Chain Road, Victoria Avenue and outward route reversed **to Monsall, Queens Road/Monsall Street.**