

Hyde Road Secondary School

Transport Assessment

B118318

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Prepared on behalf of

Sir Robert McAlpine

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1. Introduction

1.1 Background

- 1.1.1 WYG has been commissioned by Sir Robert McAlpine to provide highways and transport advice in relation to a planning application for a new secondary school on land off Hyde Road, Manchester.
- 1.1.2 The site location in relation to the wider area is shown in **Plan 1**. The site location in relation to the local highway network is shown in **Plan 2**.
- 1.1.3 The proposed site layout is attached in **Appendix A**.
- 1.1.4 The unitary local planning authority (LPA) and local highway authority (LHA) is Manchester City Council (MCC).
- 1.1.5 Prior to this application, scoping discussions have been undertaken with MCC. A Scoping Note and relevant correspondence is attached in **Appendix B**.
- 1.1.6 A site visit was undertaken on the 9th December 2020 to inform the review of the existing conditions in the vicinity of the proposed development site.

1.2 Report Structure

- 1.2.1 Following this introduction, the report is structured as follows:
 - Section 2 summarises the relevant national and local transport policy;
 - Section 3 sets out the existing conditions at the site, including the local highway network and a review of the recent accident history record;
 - Section 4 describes the accessibility of the site by sustainable modes;
 - Section 5 details the proposed development and access strategy
 - Section 6 presents the multimodal trip generation of the proposal.
 - Section 7 provides information on how the flows for the Traffic Impact Assessment were derived
 - Section 8 sets out the results of the Traffic Impact Assessment; and
 - Section 9 summarise and concludes the report.

2. National and Local Policy

2.1 Introduction

2.1.1 This section reviews the relevant transportation planning policy and guidance documents in the context of the proposed development site, with reference to the following documents:

- National Planning Policy Framework (2019)
- Manchester Core Strategy (2012-2027)

2.2 National Planning Policy Framework (2019)

2.2.1 The Ministry of Housing, Communities and Local Government published the revised National Planning Policy Framework (NPPF) on 24 July 2018 and updated on 19 February 2019.

2.2.2 At the heart of the NPPF is a presumption in favour of sustainable development. In this context, it is fundamental that for new development sustainable transport is promoted. Section 5 of the NPPF sets out the ways in which to deliver a sufficient supply of homes in urban and rural areas, while Section 9 sets out policies for promoting sustainable transport.

2.2.3 Paragraph 102 of the NPPF states:

'Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places.'*

2.2.4 At paragraph 103 the NPPF states:

'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'

2.2.5 NPPF sets out a key test for the acceptability of planning applications in terms of transport and highways at paragraphs 108 and 109.

2.2.6 Paragraph 108 of the NPPF states that it should be ensured that:

- a) *'appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) *safe and suitable access to the site can be achieved for all users; and*
- c) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'*

2.2.7 At paragraph 109 NPPF states that:

'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

2.3 Manchester Core Strategy (2012-2027)

2.3.1 Manchester City Council's Core Strategy was adopted in July 2012 and covers the period up to 2027. It outlines the Council's vision and sets out the policies that will be used to achieve said vision.

2.3.2 Policy T1 relates to sustainable transport, it states:

'To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that:

- *Improve choice by developing alternatives to the car.*
- *Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.*
- *Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.*
- *Improve pedestrian routes and the pedestrian environment. Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).*
- *Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.*
- *Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.*
- *Facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location.*
- *Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.*
- *Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*
 - 1. pedestrians and disabled people*
 - 2. cyclists, public transport,*
 - 3. commercial access,*
 - 4. general off peak traffic,*
 - 5. general peak time traffic.'*

2.4 Compliance with Policy

- 2.4.1 Subsequent sections of this report describe the development proposals and surrounding existing facilities and sustainable transport facilities while also assessing the impact of the proposals on the local transport network. These demonstrate that the proposals are consistent with the above documents and will lead to a sustainable development which does not have any adverse significant or severe impacts on the local transport network.

3. Existing Conditions

3.1 Introduction

- 3.1.1 This section details the existing conditions in and around the proposed development site, including the local highway network including the traffic regulation orders (TRO's) on Kirkmanshulme Lane and a review of the recent accident history record near the site. The description of the existing conditions in the section were confirmed at a site visit.

3.2 Existing Site

- 3.2.1 The proposed development site is located on land south of Hyde Road, approximately 5km south east from Manchester City Centre. The site location is shown in **Plan 1**.
- 3.2.2 The site is bounded by residential dwellings and a vacant plot to the west, Hyde Road to the north, a bingo hall and its associated car park to the east and Kirkmanshulme Lane to the south.
- 3.2.3 The extant use of the site is for a cinema, but this is no longer in use.

3.3 Local Highway Network

- 3.3.1 The local highway network is shown on **Plan 2**.
- 3.3.2 Hyde Road (A57) extends west to east between a roundabout with A6/Brunswick St/Higher Ardwick and a roundabout with the M60 (Manchester Outer Ring Road) and M67. In the vicinity of the site it is a single carriageway road with two lanes in each direction. Footways and street lighting are present on both sides of the road. The road is subject to a 30mph speed limit. Where the northern site boundary abuts Hyde Road, there is a signalised junction with Belle Vue Street. Pedestrian crossings with dropped kerbs and tactile paving are provided here.
- 3.3.3 Kirkmanshulme Lane abuts the southern site boundary. The road is a single carriageway with a single lane in each direction. Footways and street lighting are provided on both sides of the road. The road is subject to a 20mph speed limit. The road currently serves Belle Vue Greyhound Stadium, Belle Vue Sports Village, St Peters High School and a number of residential dwellings.

3.4 Traffic Regulation Orders on Kirkmanshulme Lane

- 3.4.1 The existing traffic regulation orders (TRO's) on Kirkmanshulme Lane are shown on **Plan 3**.

3.4.2 As shown on **Plan 3**, the double yellow lines are mainly located near the junctions with side roads. There are intermittent road sections which have no existing TROs along Kirkmanshulme lane including the majority of the site frontage.

3.4.3 The TRO's were confirmed at the site visit of the 9th December 2020.

3.5 On-street drop-off / pick-up activity on Kirkmanshulme Lane

3.5.1 The existing on-street drop-off / pick-up activities on Kirkmanshulme Lane were confirmed on site.

3.5.2 Prior to the site visit two potential drop-off / pick-up generators were identified;

1. St Peter's High School and
2. Covid-19 Walk-through Testing Site - Manchester (Belle Vue Sports Village Car Park).

3.5.3 There are a number of matters of interest in relation to the Covid-19 testing centre;

1. It is temporary
2. It is a walk-through testing site, thus in line with government guidance, visitors to this site should not be attending the site by car.

3.5.4 On the basis of the above, any drop-off and pick-up relating to the Covid-19 testing centre has been excluded from this analysis as it is unlikely to be a long-term trip generator and may have closed by the time the proposals become operational. That said, the surveyor found that the drop-off and pick-up activity relating to the Covid-19 testing centre were minimal, with a maximum of two cars waiting close to the entrance at any point.

3.5.5 The locations of the existing on-street drop-off / pick-up associated with St Peter's High School, on Kirkmanshulme Lane are shown on **Plan 4**.

3.5.6 As shown on **Plan 4**, the surveyor found that St Peter's High School was generating a small number of pick-ups and drop-offs in both the AM and PM peak hours on Kirkmanshulme Lane. The maximum number of vehicles waiting at any time was 7, and these were all in the vicinity of the Kirkmanshulme Lane / Pink Bank Lane junction. There is no evidence of any drop-off / pick up activity on Kirkmanshulme Lane in the vicinity of the proposed school secondary access point.

3.6 Vehicle Speeds – Kirkmanshulme Lane

3.6.1 A speed survey was undertaken on Kirkmanshulme Lane, adjacent to the Belle Vue Greyhound Racing Track between 19th and 25th June 2018. It was undertaken to support the Countryside

Properties application for residential uses across the Belle Vue Greyhound Track (app ref: 122160/FO/2018). That application was approved on 3 November 2020. **Table 3.1** summarises the average percentile speeds recorded.

Table 3.1: Summary of Average Speeds

Direction of Traffic	85 th Percentile Speed
Eastbound	31.2mph
Westbound	30.1mph

3.6.2 It is noted that these recorded speeds are in excess of the posted speed limit. In response to this a traffic calming scheme which includes speed cushions along the proposed school frontage was identified to reduce traffic speeds along Kirkmanshulme Lane. It will be delivered by the residential scheme prior to first occupation of that development.

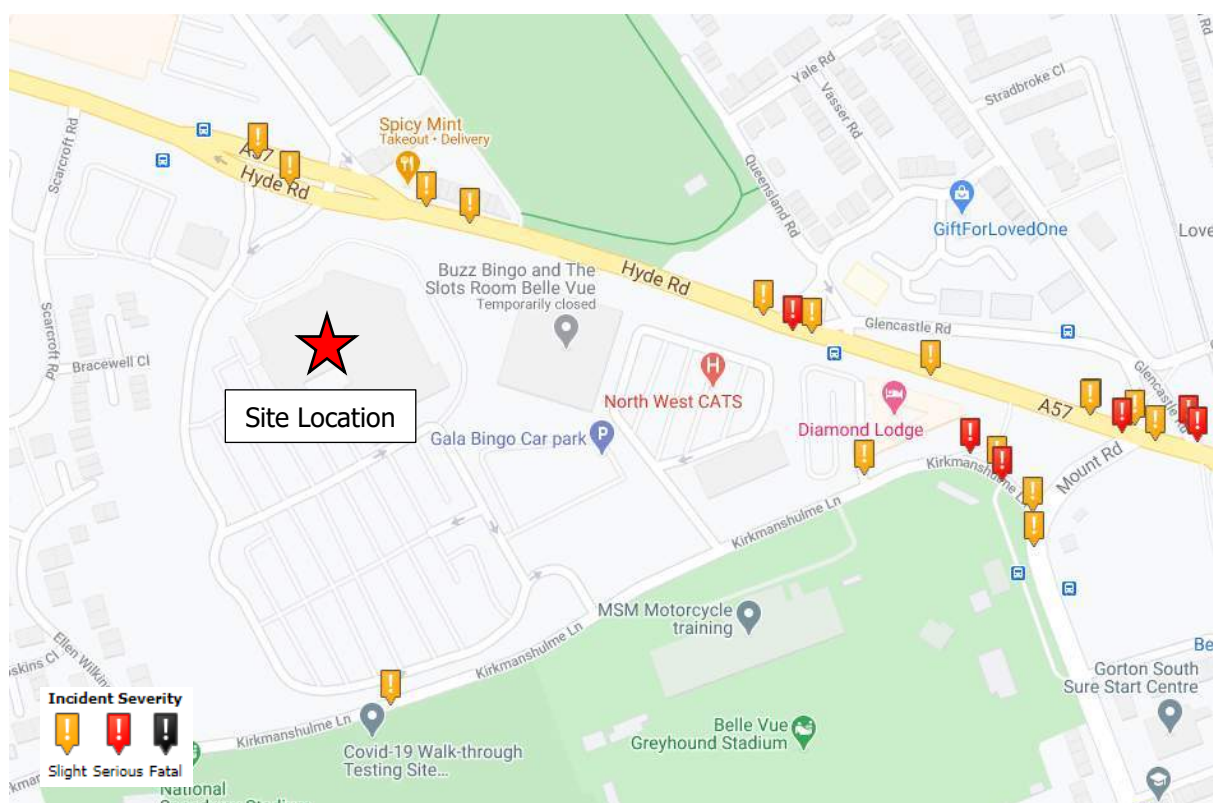
3.7 Personal Injury Accidents

3.7.1 An interrogation of the Crashmap website has been undertaken to determine whether there are any existing highway safety issues in the vicinity of the site.

3.7.2 Personal Injury Accidents (PIAs) that occurred in the study area have been reviewed for the five-year period between 2015 and 2019. The review showed that a total of 22 PIAs occurred within the study area. Of the recorded PIAs, 16 were 'Slight' and six were 'Serious'.

3.7.3 **Figure 3.1** shows the locations of these PIAs, and **Table 3.2** summarises the severity and frequency of PIAs over the study period.

Figure 3.1: Locations of PIAs



- 3.7.4 None of the serious PIAs occurred at the site boundary. However, they have been summarised below to assess whether there are any existing highway safety issues or trends.
- 3.7.5 The first serious PIA occurred on 11th June 2015 on Hyde Road. The accident involved a car and a pedestrian, resulting in an injury to the pedestrian.

Table 3.2: Summary of PIAs

Severity	2015	2016	2017	2018	2019	Total
PIAs on Hyde Road						
Slight	1	2	2	2	2	9
Serious	1	0	0	0	1	2
Fatal	0	0	0	0	0	0
PIAs at Hyde Road/Glencastle Road Junction						
Slight	0	1	1	0	0	2
Serious	0	1	1	0	0	2
Fatal	0	0	0	0	0	0
PIAs on Kirkmanshulme Lane and Mount Road						
Slight	1	1	1	2	0	5
Serious	0	0	0	1	1	2
Fatal	0	0	0	0	0	0
Total	3	5	5	5	4	22

- 3.7.6 The second serious PIA occurred on 12th November 2016 at the Glencastle Road/Hyde Road junction. The accident involved a bus and cyclist, resulting in an injury to the cyclist.
- 3.7.7 The third serious PIA occurred on 19th July 2017 at the Glencastle Road/Hyde Road junction. The accident involved a bus and resulted in an injury to a child.
- 3.7.8 The fourth serious PIA occurred on 23rd June 2018 at the northern end of Kirkmanshulme Lane, approximately 50m north west of the Kirkmanshulme Lane/Mount Road junction. The accident involved a single motorcyclist and resulted in an injury to them.
- 3.7.9 The fifth serious PIA occurred on 16th October 2019 just west of the Hyde Road/Mount Road junction. The accident involved a car and a pedestrian, resulting in an injury to the pedestrian.
- 3.7.10 The sixth serious PIA occurred on 11th December 2019 on Kirkmanshulme Lane, approximately 30m north west of the Kirkmanshulme Lane/Mount Road junction. The accident involved two cars and resulted in two casualties.
- 3.7.11 The majority of accidents occurred on Hyde Road, this is to be expected given the large number of vehicles that use this route to travel to and from Manchester City Centre. Improvements to the Hyde Road/Belle Vue Street junction are proposed which will aid pedestrian safety just north of the site.
- 3.7.12 Taking the above into account, it is considered that there are no existing highway safety issues that would be exacerbated by the proposals.

4. Accessibility by Sustainable Modes

4.1 Introduction

- 4.1.1 This section describes the accessibility of the site by travelling on foot, by cycle and by public transport.

4.2 On Foot

- 4.2.1 It is generally accepted that walking has the greatest potential to substitute short car trips, particularly those under 2km. The implication of this is that 2km is a distance that some people are typically prepared to walk to access an amenity or facility. 2km is also the Institution for Highways and Transportation (IHT) guidance preferred maximum suggested walking distance for commuting and school trips. It also corresponds closely with many secondary school catchment areas.
- 4.2.2 **Plan 5** has been prepared to show 1km and 2km walk catchments from the centre of the site. Assuming a walking speed of 1.4m/s, these catchments equate to 12 and 24-minute walks respectively. The plan shows that the dwellings in the areas of Belle Vue, Gorton, West Gorton, Beswick and Levenshulme are within a 2km walk of the proposed development.

Existing Infrastructure

- 4.2.3 The local highway network surrounding the site and in the surrounding neighbourhoods benefits from 2m wide footways on both sides of the road, ensuring safe trips on foot can be undertaken to and from the site. Dropped kerbs are in place at crossing points to ensure ease and safety of crossing. Street lighting is provided on all of these roads to increase safety. Additionally, a high number of pedestrian crossings are available as shown in **Plan 3**. This established network of pedestrian infrastructure ensure that safe pedestrian journeys can be made to and from the proposed development.
- 4.2.4 On Hyde Road, signalised pedestrian crossings are present to increase pedestrian safety. A signalised pedestrian crossing is also present at the northern site boundary, further increasing the safe access of the proposed development. Dropped kerbs are present at these crossings and crossing points along the road to further increase safety and accessibility.
- 4.2.5 Kirkmanshulme Lane is subject to a 20mph speed limit. At its northern end and junction with Mount Road, signalised crossings are present to enable pedestrian movements. At other crossing points along the road's length, dropped kerbs are present to enable ease of crossing. Dropped kerbs with tactile paving and pedestrian refuge islands are also present on Kirkmanshulme Lane to enable crossing from the southern side of the road to the northern and vice versa.

- 4.2.6 Existing pedestrian crossings in the catchment have been shown on **Plan 3** to demonstrate the facilities that will be available to staff, students and visitors visiting the proposed development.
- 4.2.7 It can be seen that there is ample pedestrian infrastructure in the vicinity of the proposed development site, and this will encourage trips on foot for those that live within the 2km catchment.

4.3 By Cycle

- 4.3.1 Cycling has the potential to be a substitute for short car trips, particularly those under 5km, and to form part of a longer journey by public transport.
- 4.3.2 A 5km cycle catchment from the centre of the site can be seen on **Plan 6**. This shows that in addition to the areas in the 2km catchment, Manchester City Centre, Miles Platting, Collyhurst, Clayton, Droylsden, Denton, Reddish, Heaton Chapel, Burnage, Rusholme, Moss Side and Longsight are within a 5km cycle of the site.
- 4.3.3 TfGM Cycle routes have also been shown in **Plan 6** which are a mix of on and off-road routes. It can be seen that a vast cycle infrastructure network is within the 5km catchment connecting the areas set out above.
- 4.3.4 A TfGM cycle map of Manchester has been attached as **Plan 7** which provides further details of the local cycle infrastructure.

Existing Infrastructure

- 4.3.5 Quality cycle infrastructure exists in the vicinity of the site. At signalised crossings, advanced cycle stop boxes are present to separate cyclists from vehicular traffic. **Plan 7** shows a network of suggested/advisory routes in the vicinity of the site. These are typically low traffic and speed roads, conditions which are conducive to cycling.
- 4.3.6 Segregated cycle lanes are present on Pottery Lane, approximately 600m north west of the site, these continue north along Alan Turing Way. Signposted cycle routes are present on Hyde Road, Kirkmanshulme Lane and Stockport Road, the vast majority of these route types are to the west of the site towards Manchester City Centre.
- 4.3.7 To the east in Gorton, there is a network of traffic free cycle routes around Gorton Lower Reservoir which connect to Hyde Road. These also connect to the Fallowfield Loop Cycle Route that connects Gorton to Chorlton-cum-Hardy which, forms part of the National Cycle Network (National Cycle Route 60).

4.4 By Public Transport

- 4.4.1 **Plan 2** shows the location of bus stops close to the site. The bus stops located closest to the site are on Hyde Road located approximately 50m west of the northern site access. Additional bus stops are located on Mount Road, approximately 300m east of the southern site access. The services operating from these stops is summarised in **Table 4.1**.

Table 4.1: Summary of Bus Services

Service	Route	Average One Way Frequency Per Hour					
		Weekday				Saturday	Sunday
		AM Peak	Inter Peak	PM Peak	Evening		
Services on Hyde Road							
53 Orbits	Cheetham Hill – Gorton – Belle Vue – Old Trafford – MediaCityUK – Salford Shopping Centre	2	2	2	1	2	1
201	Hattersley – Hyde – Denton – Gorton – Manchester	6	6	6	2	6	2
202	Gee Cross – Hyde – Haughton Green – Manchester	2	2	2	1	2	1
203	Stockport – Reddish – Debdaile Park – Manchester	7	6	6	4	6	4
Services on Mount Road							
150	Gorton – Stretford – Trafford Park – Trafford Centre	2	2	2	1	2	1
Total		19	18	18	9	18	9

- 4.4.2 The table shows that the proposed development site is highly accessible by bus with services routing via the surrounding residential areas of Gorton, Longsight, Levenshulme, Ardwick and Hyde every day of the week. This would help encourage staff, students and visitors to the proposed development to use public transport if their trip originates further than 2km from the site.

5. Development Proposals

5.1 Introduction

- 5.1.1 This section describes the proposed development, access strategy, parking proposals, drop off arrangements and servicing.

5.2 Proposed Development

- 5.2.1 The proposed development is for a new-build secondary school which will provide accommodation for 1,200 students from Years 7-11. The proposed site layout is attached in **Appendix A**.
- 5.2.2 The school building will be located across the northern part of the site close to Hyde Road. A car park and vehicle drop off area is proposed to the east of the school building with playing pitches sited over the southern section of the site between the school building and Kirkmanshulme Lane
- 5.2.3 The proposed school opening year is 2022. It will accept 240 new Year 7 students each year and will reach its full capacity of 1200 students in 2026. With 1,200 students, the projected number of teaching staff is 75 and with additional circa 55 supporting staff.

5.3 Access Strategy

- 5.3.1 The main access entrance to the site will be via Hyde Road. The proposed signal-controlled site access will be integrated into the existing Hyde Road / Belle Vue St signal junction. Signal-controlled pedestrian crossings will be provided across all junction approaches to facilitate pedestrian access. The proposed layout of the Hyde Road / Belle Vue St / site access signal junction is contained in **Appendix C**.
- 5.3.2 The main access to the site will predominantly be used by cars and light goods vehicles. However, coach, deliveries, fire tender and refuse access will also be via Hyde Road.
- 5.3.3 A swept path / vehicle tracking exercise has been undertaken to show that a large refuse vehicle and coach can safely access and egress the site. The drawings illustrating this are attached in **Appendix D**.
- 5.3.4 A secondary vehicular access is proposed via Kirkmanshulme Lane. However, the use of this access will be generally restricted to pedestrians and cyclists. Occasional ad-hoc vehicular use may take place to deal with any specific events or activities (including for example, occasional coach, maintenance vehicles and car access). It will also provide an emergency access.

- 5.3.5 As part of the proposals, a pedestrian crossing with refuge island is proposed circa 140 metres west of the secondary site access on Kirkmanshulme Lane. Between the proposed pedestrian crossing and site access, Kirkmanshulme Lane would be narrowed in order to promote reduced vehicle speeds by using road markings and kerb buildouts. A 2m wide drop off bay is also proposed from the buildout to the site access, with a length of circa 60m and able to accommodate up to c. 10 cars. The proposed improvement on Kirkmanshulme Lane is contained in **Appendix E**. It should be noted that the drop off bay and carriageway narrowing is compatible with the proposed measures along this section of road which will be delivered by the Countryside Properties residential proposals (app ref: 122160/FO/2018).

5.4 Parking Proposals

- 5.4.1 A total of 93 vehicular parking spaces will be provided on site. A breakdown of the parking spaces is shown in **Table 5.1**.

Table 5.1: Summary of Parking Provision

Space Type	No. of Spaces
Standard	65
Electric Vehicle (EV)	22
Accessible	6

- 5.4.2 It should be noted that whilst not all parking spaces will be fitted with EV charging points, provision will be made to ensure these can be installed in the future across all spaces on the site.

5.5 Drop off Arrangements

- 5.5.1 The parents can drop off pupils via main campus car park which can be accessed from the proposed A57 Hyde Road / Belle Vue St / Site Access signalised junction.
- 5.5.2 Additionally, parents can also use the proposed parking bay on Kirkmanshulme Lane to drop off students. Appropriate drop off provision is therefore provided along both of the school road frontages to minimise disruption.

6. Multimodal Trip Generation

6.1 Introduction

6.1.1 This section provided the multimodal trip generation of the proposed development. This section has specifically been requested by the LHA/TFGM during the scoping discussions that have been held.

6.2 Person Trip Generation

6.2.1 The TRICS database has been interrogated to provide trip rates which can be used to estimate the number of trips to and from the proposed school.

6.2.2 Total person trip rates have been derived from multi-modal survey sites, which have similar characters as the proposed development, contained within the TRICS database (version 7.7.4).

6.2.3 The resulting person trip rates and resultant total person trip generation associated with the proposed development are shown in **Table 6.1**. The full TRICS output is attached in **Appendix F**.

Table 6.1: Trip Rates and Traffic Generation – Total Person

Land Use	Pupils	Weekday AM Peak Hour (08:00-09:00)			Weekday PM Peak Hour (15:00-16:00)		
		Arrive	Depart	Total	Arrive	Depart	Total
Trip Rates							
Secondary School	1	0.974	0.12	1.094	0.084	0.711	0.795
Traffic Generation							
Secondary School	1200	1169	144	1313	101	853	954

6.2.4 **Table 6.1** shows that the proposed development is forecast to generate 1313 and 954 two-way person trips in the weekday AM and PM peak hours respectively.

6.2.5 Given the selected multi-modal survey sites have the similar characters as the proposed development, the surveyed modal split which are used by TRICS database to derive the vehicular trip rates have been used in this report.

6.2.6 The resultant vehicular trip rates derived from the TRICS database and resultant vehicular trip generation associated with the proposed secondary school are summarised in **Table 6.2**. The full TRICS output is attached in **Appendix F**.

Table 6.2: Vehicular Trip Rates and Traffic Generation

Land Use	Pupils	Weekday AM Peak Hour (08:00-09:00)			Weekday PM Peak Hour (15:00-16:00)		
		Arrive	Depart	Total	Arrive	Depart	Total
Trip Rates							
Secondary School	1	0.118	0.106	0.224	0.048	0.083	0.131
Traffic Generation							
Secondary School	1200	142	127	269	58	100	158

6.2.7 **Table 6.2** shows that the proposals are forecast to generate 269 and 158 two-way vehicular trips in the AM and PM peak hour respectively.

7. Traffic Flow Analysis

7.1 Introduction

7.1.1 In order to fully understand the impact of the proposal on the local highway network, it was agreed with the LHA that the following junctions on the local highway network would be assessed:

- J1: A57 Hyde Road / Belle Vue St / Site Access signalised junction
- J2: A57 Hyde Road / Queens Ave / Glencastle Road / Mount Road / Kirkmanshulme Lane signalised junction

7.1.2 This section describes the methodology that was used to derive traffic flows used in the traffic impact assessment, described in **Section 7**.

7.2 Survey Data

7.2.1 Traffic counts were undertaken on Tuesday 8th December 2020 by Nationwide Data Collection (NDC) Ltd, at the existing A57 Hyde Road / Belle Vue St / Site Access signal junction. The full survey data is attached in **Appendix G**.

7.2.2 The flows at each junction were converted into Passenger Car Units (PCUs) and then analysed to determine the network peak hours. The AM peak hour was found to be 07:45 – 08:45 and the PM peak hour was found to be between 15:15 – 16:15.

7.2.3 The flows for the weekday AM and PM peak hours are illustrated in **Figures 1 and 2**.

7.2.4 The surveyed flows for the A57 Hyde Road / Queens Ave / Glencastle Road / Mount Road / Kirkmanshulme Lane junction have been extracted from the Addendum to the Transport Assessment report by CBO which was produced to support the approved residential development (Ref: 122160/FO/2018) on the existing Belle Vue Stadium site. The surveys were undertaken on Tuesday 19th June 2018. The 2018 survey flows for the junction are also illustrated in **Figures 1 and 2**.

7.3 Growth Factors

7.3.1 Due to the COVID-19 pandemic, it was anticipated that traffic patterns could currently be atypical. The correction factors have been explored in order to increase the 2020 surveyed traffic flows to typical traffic flows to ensure a robust assessment.

7.3.2 The 2020 surveyed flows at the A57 Hyde Road east arm of J1 has been compared with the 2018 surveyed flows at the A57 Hyde Road west arm of J2 in order to derive a correction factor. This is summarised in **Table 7.1**.

Table 7.1: Derivation of factor to 'correct' 2020 surveyed flows

Time	2020	2018	Factor
AM Peak	1787	2130	1.1922
PM Peak	1940	2124	1.0950

- 7.3.3 The factors listed in **Table 7.1** has been applied to the 2020 AM and PM hour surveyed flows. **Figures 3** and **4** shows the surveyed flows with these factors applied.
- 7.3.4 It is worth noting that the above factors have not been applied to the 2018 surveyed flows for J2, due to the survey being from 2018 and before the current pandemic. Therefore, those flows were directly factored to 2020 by using TEMPRO growth factors as detailed in **Table 7.2**.
- 7.3.5 The two key junctions have been assessed with the forecast traffic in the opening year of the scheme and five years after opening. The developer has confirmed that the likely opening year of the development is 2022. Accordingly, 2022 and 2027 are the assessment years in this report.
- 7.3.6 The future year traffic flows have been estimated by applying growth factors derived from the TEMPRO database to the 2020 surveyed flows. The TEMPRO growth factors adjusted by National Traffic Model (NTM) have been calculated for the middle super output area (MSOA) 'Manchester 020', where the site is located.
- 7.3.7 The TEMPRO growth factors to estimate the future year traffic flows are detailed in **Table 7.2**.

Table 7.2: TEMPRO Growth Factors Adjusted by NTM

Period	AM Peak	PM Peak
2018 – 2020 (J2 only)	1.0446	1.0404
2020 - 2022	1.0342	1.0313
2020 - 2027	1.1061	1.0982

- 7.3.8 The growth factors listed in **Table 7.2** have been applied to the 2020 surveyed traffic flows shown in **Figures 3** and **4** to derive 2022/2027 background traffic flows. These are shown in **Figures 5** and **8**.

7.4 Committed Development

- 7.4.1 The approved residential development (Ref: 122160/FO/2018) comprising the erection of 80 apartments and 167 houses on the existing Belle Vue Stadium site is included in the assessment.
- 7.4.2 The committed development flows are extracted from Figure 5.2 and Figure 5.3 in Addendum to the Transport Assessment report by CBO and reproduced in **Figures 9** and **10**.

7.4.3 **Figures 9 and 10** have been added onto **Figures 5 to 8** to derive 2022/2027 baseline flows with committed flows, which are shown in **Figures 11 to 14**.

7.5 Vehicular Traffic Generation

7.5.1 **Table 6.2** in Section 6 shows that the proposed development could be expected to generate 269 and 158 two-way vehicular trips in the AM and PM peak periods respectively. On average, this equates to less than three trips per minute at the site access.

7.5.2 Given the A56 is a busy principle road which carries daily traffic of more than 25,000 vehicles, it is sensible to assume that part of the vehicular trips generated by the proposed school are already on the A57. These may divert into the site, drop off/pick up the students, then continue travelling along the A57.

7.5.3 For the assessment purpose in this report, it is assumed that 30% of trips in **Table 6.2** are diverted trips. **Table 7.3** summarises the trip generation of the proposals based on Trip Type Percentage.

Table 7.3: Secondary School Trip Generation based on Trip Type Percentage

Trip Type	Percentage	AM Peak Hour (0800-0900)			PM Peak Hour (15:00-16:00)		
		Arr.	Dep.	2-Way	Arr.	Dep.	2-Way
New	70%	99	89	188	40	70	110
Diverted Trips (i.e. trips on A57 already)	30%	42	38	81	17	30	47
Total		142	127	269	58	100	157

7.6 Trip Distribution

7.6.1 The trip distribution of the proposals have been undertaken using 'Car or Van Availability Statistics' (QS416EW) from the Nomis database. The data will be obtained for all MSOAs within two miles from the site. The data obtained shows the number of households owning one to four cars in each MSOA. The possible routes from each MSOA within the two-mile catchment to the site will be identified by using Google Maps route planner. This methodology is consistent with the approved CHS South School development (Ref: 124685/FO/2019).

7.6.2 The 2011 census data and detailed trip distribution derivation methodology is contained in **Appendix H**. The derived trip distribution is also shown in **Figure 15**.

7.6.3 The derived trip assignments of the proposals are shown in **Figures 16 and 17** for the AM and PM peak respectively.

7.6.4 Diverted trips have been reassigned to the local highway network based upon existing directional flows on the A57 Hyde Road. The resultant distributions are shown in **Figure 18** to **19** for the AM and PM peak. The resultant trip assignments are illustrated in **Figures 20** to **21**.

7.6.5 The total trip generation of the proposals are presented in **Figures 22** and **23**.

7.7 Assessment Flows

7.7.1 To derive the future year assessment flows (i.e. 2022/2027 with development) the development traffic generation flows shown in **Figures 22** and **23** have been added to the 2022/2027 base + committed flows shown in **Figures 11** to **14**. The resultant 2022/2027 assessment flows for the weekday AM and PM peak hours are shown in **Figures 24** to **27**.

8. Traffic Impact Assessment

8.1 Introduction

8.1.1 This section summarises the results from the Traffic Impact Assessment.

8.2 Junctions Capacity Assessments

8.2.1 The junctions that have been assessed are listed below:

- J1: A57 Hyde Road / Belle Vue St / Site Access signalised junction
- J2: A57 Hyde Road / Queens Ave / Glencastle Road / Mount Road / Kirkmanshulme Lane signalised junction

8.2.2 Junction capacity assessments have been undertaken for the future years of 2022 and 2027 for the AM and PM peak hours. The results are presented for two scenarios, the Base (i.e. without the proposed development) and 2022/2027 Assessment (i.e. with the proposed development).

8.2.3 The junctions have been assessed using LinSig software. The key operational output parameters of LinSig are:

- The Degree of Saturation (DoS), where DoS values less than 100% indicate the junction is operating within its ultimate capacity;
- Average queues in PCUs, which indicate the forecast length of traffic queues; and
- Average delays per PCU / vehicle.

8.3 Assessment Results

J1: A57 Hyde Road / Belle Vue St / Site Access signalised junction

8.3.1 The main vehicular entrance to the site will be via Hyde Road. The proposed signal-controlled site access will be integrated into the existing Hyde Road/Belle Vue St signal junction. Signal-controlled pedestrian crossings will be included across all junction approaches. The proposed improvement layout is shown in **Appendix C**.

8.3.2 The signal data of the existing Hyde Road/Belle Vue St signal junction has been obtained from TfGM in order to accurately set up the model for the existing signal junction. Then the proposed site access arm and signal-controlled pedestrian crossing have been integrated into the model.

8.3.3 Given the proposed site access arm and signal-controlled pedestrian crossings are part of the proposals, the scenarios of with development are only assessed for the proposed junction layout.

8.3.4 **Table 8.1** summarises 2022 AM and PM peak hour capacity results for this junction and **Table 8.2** summarises 2027 capacity results. Full Junction 9 outputs are attached at **Appendix I**.

8.3.5 It should be noted that an all-red pedestrian stage has been modelled in each cycle to ensure that each signal-controlled pedestrian crossing will get green time at least once in each cycle; however, in reality the all-red pedestrian stage wouldn't appear in each cycle time, therefore the assessment in this report is highly robust.

8.3.6 For comparison purpose, the results of without all-red ped stage have also been summarised in **Table 8.1** and **Table 8.2**.

Table 8.1: 2022 Assessment Results of J1

Approach		AM Peak						PM Peak					
		With all-red Ped Stage			Without All-red Ped Stage			With all-red Ped Stage			Without All-red Ped Stage		
		DoS (%)	Average Delay (s/pcu)	MMQ (pcu)	DoS (%)	Average Delay (s/pcu)	MMQ (pcu)	DoS (%)	Average Delay (s/pcu)	MMQ (pcu)	DoS (%)	Average Delay (s/pcu)	MMQ (pcu)
1/1+1/2	Belle Vue St Left Ahead Right	36.6%	40.5	5	29.7%	33.0	5	56.2%	47.1	9	56.2%	46.2	9
2/1	A57 Hyde Rd (E) Left Ahead	70.0%	32.6	18	54.2%	18.2	13	70.4%	31.3	18	55.0%	17.2	13
2/2+2/3	A57 Hyde Rd (E) Right Ahead	76.4%	43.1	20	60.3%	22.4	13	69.6%	58.0	7	56.8%	45.9	6
3/1	Access to Site Ahead Right Left	69.3%	90.5	5	57.7%	74.6	4	69.2%	100.4	4	55.4%	79.0	3
4/1	A57 Hyde Rd (W) Left Ahead	46.2%	34.5	9	46.2%	34.5	9	67.1%	36.7	15	54.6%	25.4	12
4/2+4/3	A57 Hyde Rd (W) Ahead Right	51.3%	37.3	10	51.3%	37.3	10	69.5%	37.5	17	56.6%	26.5	14

Table 8.2: 2027 Assessment Results of J1

Approach		AM Peak						PM Peak					
		With all-red Ped Stage			Without All-red Ped Stage			With all-red Ped Stage			Without All-red Ped Stage		
		DoS (%)	Average Delay (s/pcu)	MMQ (pcu)	DoS (%)	Average Delay (s/pcu)	MMQ (pcu)	DoS (%)	Average Delay (s/pcu)	MMQ (pcu)	DoS (%)	Average Delay (s/pcu)	MMQ (pcu)
1/1+1/2	Belle Vue St Left Ahead Right	37.2%	39.2	6	31.0%	32.5	5	58.4%	47.9	9	56.9%	45.7	9
2/1	A57 Hyde Rd (E) Left Ahead	74.9%	34.1	20	58.2%	18.5	14	68.8%	30.7	18	53.0%	16.3	13
2/2+2/3	A57 Hyde Rd (E) Right Ahead	78.8%	43.2	21	62.8%	22.4	14	73.1%	52.1	8	59.8%	38.9	7
3/1	Access to Site Ahead Right Left	77.0%	106.7	5	63.0%	80.9	4	69.2%	100.4	4	61.5%	87.1	4
4/1	A57 Hyde Rd (W) Left Ahead	50.9%	36.3	9	49.7%	35.3	9	73.2%	40.0	17	59.3%	27.2	14
4/2+4/3	A57 Hyde Rd (W) Ahead Right	55.8%	38.8	11	54.6%	37.9	11	75.2%	40.7	19	61.0%	28.2	15

8.3.7 **Table 8.1** and **Table 8.2** show that even with all-red pedestrian stage in each cycle the proposed junction is forecast to operate within the capacity in 2022 and 2027. The highest DoS is 78.8% which occurs in 2027 AM peak hour.

8.3.8 When without all-red pedestrian stage, the proposed junction is predicted to have more spare capacity. The highest DoS is dropped to 63.0% in 2027 AM peak hour.

J2: A57 Hyde Road / Queens Ave / Glencastle Road / Mount Road / Kirkmanshulme Lane signalised junction

8.3.9 The LinSig model for the A57 Hyde Road / Queens Ave / Glencastle Road / Mount Road / Kirkmanshulme Lane signalised junction is based on the TfGM approved model, which was used to support the approved residential development on the existing Belle Vue Stadium site (Ref: 122160/FO/2018).

8.3.10 **Table 8.3** summarises 2022 AM and PM peak hour capacity results for this junction and **Table 8.4** summarises 2027 capacity results. Full Junctions 9 outputs are attached at **Appendix J**.

Table 8.3: 2022 Assessment Results of J2

Approach		AM Peak							PM Peak						
		2022 w/o Dev.			2022 w/o Dev.				2022 w/o Dev.			2022 w/o Dev.			
		DoS (%)	Average Delay (s/pcu)	MMQ (pcu)	DoS (%)	Average Delay (s/pcu)	MMQ (pcu)		DoS (%)	Average Delay (s/pcu)	MMQ (pcu)	DoS (%)	Average Delay (s/pcu)	MMQ (pcu)	
J1: A57/Mount Rd/Kirkmanshulme Ln		100.5%	-	-	102.2%	-	-	-	85.1%	-	-	86.1%	-	-	-
1/1	A57 Hyde Rd (E) Left Ahead	100.5%	90.3	42	101.7%	103.8	45	4	85.1%	44.5	18	85.4%	44.9	18	0
1/2	A57 Hyde Rd (E) Ahead	100.3%	83.1	46	101.3%	95.0	50	4	77.1%	36.2	17	79.4%	37.6	17	1
2/1	Mount Rd Ahead Left	57.6%	23.6	11	56.9%	22.1	11	0	25.6%	18.2	4	30.0%	21.3	5	1
2/2	Mount Rd Ahead	27.5%	18.2	4	27.0%	17.0	4	0	35.9%	19.3	6	39.3%	22.4	7	1
3/1	Kirkmanshulme Ln Left	21.5%	31.2	3	30.1%	34.2	4	1	58.2%	38.3	8	53.3%	33.5	8	0
4/1	Mount Rd int (n/bound) Left	49.3%	20.2	3	54.1%	24.5	4	1	24.7%	15.9	2	26.0%	15.3	2	0
4/2	Mount Rd int (n/bound) Right	92.2%	102.5	11	94.9%	116.2	12	1	79.4%	60.7	10	84.7%	72.7	11	1
4/3	Mount Rd int (n/bound) Right	93.9%	94.8	12	96.1%	108.2	13	1	81.8%	46.1	6	86.1%	52.1	6	0
5/1	Mount Rd int Ahead	40.0%	1.6	3	39.7%	1.6	3	0	38.3%	1.6	4	38.5%	1.6	4	0
5/2	Mount Rd int Right	54.0%	28.3	6	58.5%	28.7	6	1	15.9%	10.9	2	17.8%	10.8	2	0
6/1	A57 Hyde Rd int (e/bound) Ahead	21.9%	16.8	4	22.1%	14.7	3	-1	64.9%	29.4	10	64.7%	29.4	10	0
6/2	A57 Hyde Rd int (e/bound) Ahead	30.1%	17.5	5	31.5%	15.3	4	-1	68.5%	30.3	13	70.4%	30.9	14	1
7/1+7/2	Glencastle Rd Ahead	99.8%	150.2	15	102.2%	178.2	17	2	84.5%	67.7	10	82.3%	61.2	10	0
J2: A57 Hyde Rd / Queens Ave		63.0%	-	-	63.0%	-	-	-	49.6%	-	-	50.8%	-	-	-
1/1	A57 Hyde Rd int (w/bound) Ahead	27.9%	4.6	3	30.2%	6.0	7	4	19.3%	1.9	0	19.4%	1.9	0	0
1/2	A57 Hyde Rd int (w/bound) Ahead	63.0%	3.0	2	63.0%	4.6	4	3	37.1%	1.8	0	38.2%	1.9	1	0
2/2+2/1	A57 Hyde Rd (W) Ahead Right Left	28.8%	4.0	3	29.7%	4.0	3	0	49.6%	5.3	7	50.8%	5.4	8	0
2/3	A57 Hyde Rd (W) Ahead	18.9%	3.5	2	19.8%	3.5	2	0	33.0%	4.1	4	33.9%	4.1	4	0
3/2+3/1	Queens Ave Left Ahead Right	33.8%	56.1	1	33.4%	55.6	1	0	24.8%	53.8	1	24.8%	53.8	1	0
Average Jun. Delay (s/pcu)		86			96			-	50			52			-
Average Jun. Delay Increase Due to Dev. (s/pcu)		+			10			-	+			2			-

8.3.11 **Table 8.3** shows that in 2022 during AM peak hour, the junctions is forecast to operate marginally over the capacity under both without and with development scenarios. The development has a negligible impact in terms of increase in delay, queues and DOS. The average junction delay increase due to the proposals is 10s per pcu, which is considered not noticeable.

8.3.12 During the PM peak hour in 2022, the junction is forecast to operate within the capacity under both without and with development scenarios. The development has a negligible impact in terms of increase in delay, queues and DOS. The average junction delay increase due to the proposals is only 2s per pcu.

Table 8.4: 2027 Assessment Results of J2

Approach		AM Peak							PM Peak						
		2027 w/o Dev.			2027 w/o Dev.				2027 w/o Dev.			2027 w/o Dev.			
		DoS (%)	Average Delay (s/pcu)	MMQ (pcu)	DoS (%)	Average Delay (s/pcu)	MMQ (pcu)		DoS (%)	Average Delay (s/pcu)	MMQ (pcu)	DoS (%)	Average Delay (s/pcu)	MMQ (pcu)	
J1: A57/Mount Rd/Kirkmanshulme Ln		107.7%	-	-	109.4%	-	-	-	90.0%	-	-	90.9%	-	-	-
1/1	A57 Hyde Rd (E) Left Ahead	107.7%	186.6	69	108.7%	202.2	74	5	90.0%	53.1	20	90.9%	55.2	20	1
1/2	A57 Hyde Rd (E) Ahead	107.2%	177.7	78	108.4%	194.8	84	6	87.1%	45.5	21	88.7%	47.9	22	1
2/1	Mount Rd Ahead Left	62.0%	24.7	12	62.2%	24.1	12	0	29.4%	20.6	4	31.0%	20.8	5	0
2/2	Mount Rd Ahead	29.1%	18.4	5	29.3%	17.8	5	0	40.7%	22.0	7	41.0%	22.0	7	0
3/1	Kirkmanshulme Ln Left	23.0%	31.4	3	30.6%	33.4	4	1	56.3%	35.1	8	58.5%	35.8	9	1
4/1	Mount Rd int (n/bound) Left	52.8%	19.3	3	57.6%	22.3	4	1	25.8%	14.8	2	27.0%	14.9	3	0
4/2	Mount Rd int (n/bound) Right	99.6%	149.2	15	101.5%	170.3	16	2	85.1%	71.3	12	85.9%	72.7	12	0
4/3	Mount Rd int (n/bound) Right	99.3%	130.3	15	102.2%	161.3	18	3	86.8%	51.6	6	87.6%	53.0	7	0
5/1	Mount Rd int Ahead	40.1%	1.6	3	39.8%	1.6	3	0	40.8%	1.7	5	41.1%	1.7	5	1
5/2	Mount Rd int Right	53.8%	31.0	6	56.4%	31.9	6	1	15.2%	8.3	1	19.2%	11.0	2	0
6/1	A57 Hyde Rd int (e/bound) Ahead	23.4%	17.1	4	24.1%	17.2	4	0	70.8%	32.3	11	71.6%	32.5	12	1
6/2	A57 Hyde Rd int (e/bound) Ahead	32.2%	17.8	6	33.2%	18.0	6	0	75.2%	33.9	15	76.1%	34.2	15	1
7/1+7/2	Glencastle Rd Ahead	106.2%	220.7	21	109.4%	259.8	25	4	85.3%	66.8	11	87.8%	70.5	12	1
J2: A57 Hyde Rd / Queens Ave		63.0%	-	-	63.0%	-	-	-	52.7%	-	-	54.4%	-	-	-
1/1	A57 Hyde Rd int (w/bound) Ahead	29.3%	4.3	3	31.6%	4.5	3	0	19.2%	1.8	1	19.5%	1.9	0	0
1/2	A57 Hyde Rd int (w/bound) Ahead	63.0%	3.0	2	63.0%	3.0	2	0	40.9%	1.9	1	41.6%	2.0	1	0
2/2+2/1	A57 Hyde Rd (W) Ahead Right Left	30.7%	4.1	4	32.0%	4.2	4	0	52.7%	5.6	8	54.4%	5.8	9	1
2/3	A57 Hyde Rd (W) Ahead	20.2%	3.5	2	20.9%	3.5	2	0	35.3%	4.2	5	35.7%	4.2	5	0
3/2+3/1	Queens Ave Left Ahead Right	35.6%	56.5	1	36.7%	56.6	1	0	27.2%	54.5	1	27.4%	54.4	1	0

Average Jun. Delay (s/pcu)	147	161	-	56	57	-
Average Jun. Delay Increase Due to Dev. (s/pcu)	+ 14		-	+ 2		-

8.3.13 **Table 8.4** shows that in 2027 during AM peak hour, the junctions is forecast to operate slightly over the capacity under both without and with development scenarios. The development has a negligible impact in terms of increase in delay, queues and DOS. The average junction delay increase due to the proposals is 14s per pcu, which is not considered as significant.

8.3.14 During the PM peak hour in 2027, the junction is forecast to operate within the capacity under both without and with development scenarios. The development has a negligible impact in terms of increase in delay, queues and DOS. The average junction delay increase due to the proposals is only 2s per pcu.

8.4 Traffic Impact Summary

8.4.1 The results of the junction capacity assessments indicate that the A57 Hyde Road / Belle Vue St / Site Access signalised junction can accommodate the development flows and improve the safety of the pedestrians.

8.4.2 The capacity assessments results also show that the proposed development would have a negligible impact on A57 Hyde Road / Queens Ave / Glencastle Road / Mount Road / Kirkmanshulme Lane signalised junction in terms of increase in delay, queues and DOS.

9. Summary and Conclusions

9.1 Summary

- 9.1.1 WYG has been commissioned by Sir Robert McAlpine to provide highways and transport advice in relation to a planning application for a new secondary school on land off Hyde Road, Manchester.
- 9.1.2 The proposed development is for a new-build secondary school which will provide accommodation for 1,200 students from Years 7-11.
- 9.1.3 The proposed school opening year is 2022. It will accept 240 new Year 7 students each year and will reach its full capacity of 1200 students in 2026. With 1200 students, the projected number of teaching staff is 75 and with additional circa 55 supporting staff.
- 9.1.4 This Transport Assessment (TA) is based on an agreed 'scoping study' with the Local Highway Authority (LHA).
- 9.1.5 The main vehicular entrance to the site will be via Hyde Road. The proposed signal-controlled site access will be integrated into the existing Hyde Road/Belle Vue St signal junction. Signal-controlled pedestrian crossings will be included across all junction approaches to improve the safety of the pedestrians.
- 9.1.6 A secondary vehicular access is proposed via Kirkmanshulme Lane. However, the use of this access will be generally restricted to pedestrians and cyclists. Occasional ad-hoc vehicular use may take place to deal with any specific events or activities.
- 9.1.7 As part of the proposals, a pedestrian crossing with refuge island is proposed circa 140m west to the secondary site access on Kirkmanshulme Lane. Between the proposed pedestrian crossing and site access, Kirkmanshulme Lane would be narrowed in order to reduce the vehicle speed by using the roading marking and buildout. 2m wide parking bay is also proposed from the buildout to the site access, with a length of circa 60m.
- 9.1.8 The site is highly accessible using sustainable transport modes. There is ample pedestrian infrastructure in the vicinity of the proposed development site, and this will encourage trips on foot for those that live within the 2km catchment. Manchester City Centre, Miles Platting, Collyhurst, Clayton, Droylsden, Denton, Reddish, Heaton Chapel, Burnage, Rusholme, Moss Side and Longsight are within a 5km cycle of the site. A vast cycle infrastructure network is within the 5km catchment connecting the areas set out above.
- 9.1.9 The proposed development site is highly accessible by bus with services running to Gorton, Longsight, Levenshulme, Ardwick and Hyde every day of the week. This would help encourage

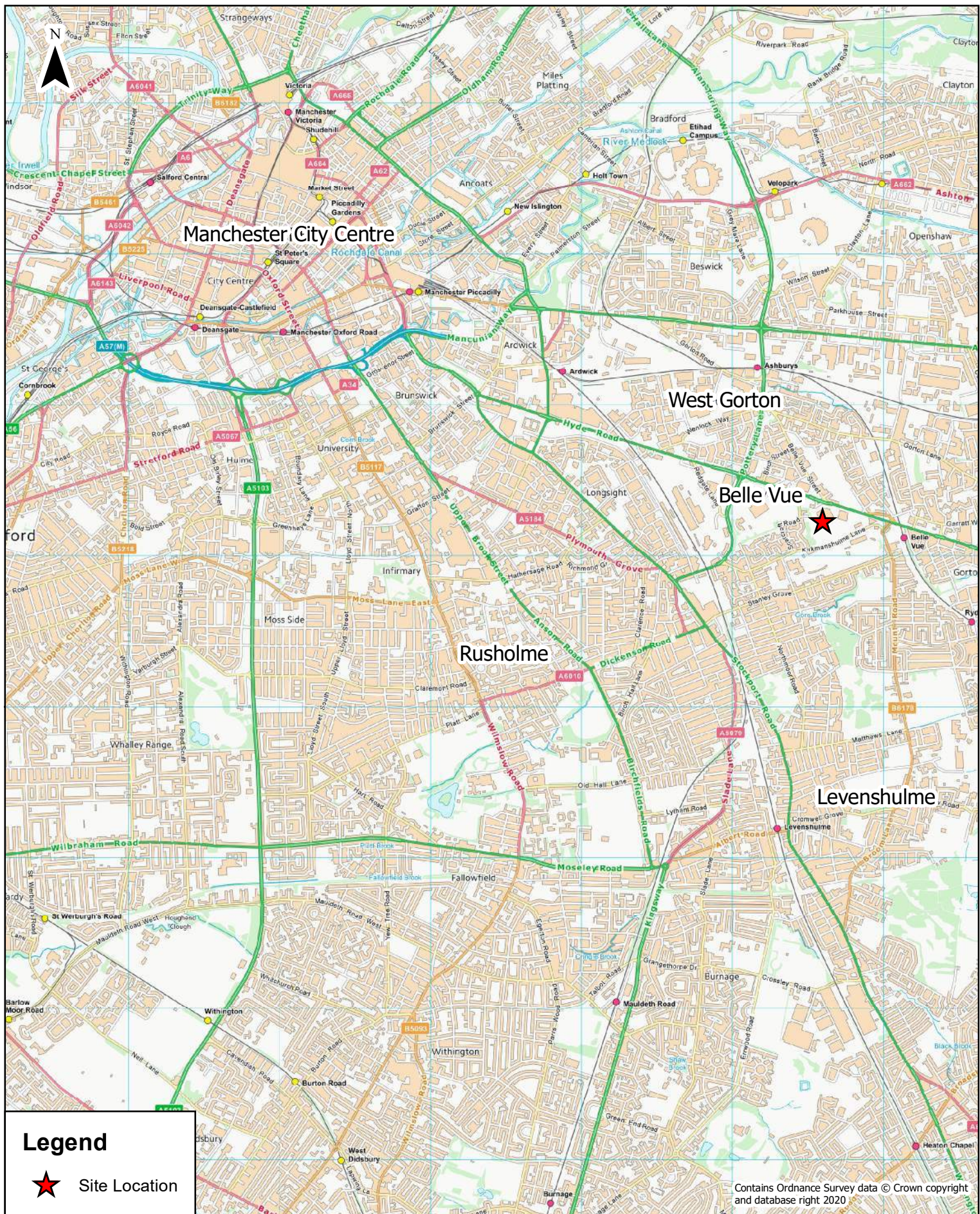
staff, students and visitors to the proposed development to use public transport if their trip originates further than 2km from the site

- 9.1.10 The proposed development will also be supported by a comprehensive Travel Plan, which will positively encourage travel by sustainable modes.
- 9.1.11 The key junction on the local highway network has been assessed with peak hour forecast flows in 2022 and 2027. Junction capacity assessments show that the proposed development would not have any material impact on the local highway network. The increase in queues, delays and RFC due to the development are nominal.
- 9.1.12 The proposed A57 Hyde Road / Belle Vue St / Site Access signalised junction can sufficiently accommodate the proposed development traffic and also improve the safety of the pedestrians.

9.2 Conclusions

- 9.2.1 The proposed development is located in a very sustainable location and hence it would be highly accessible on foot, by cycle and public transport.
- 9.2.2 The proposed development traffic would not have significant impact on the local highway network.
- 9.2.3 In view of the above positive findings it is considered that the proposed development is acceptable in highway, traffic and transportation terms.

Plans



Legend



Site Location

Plan 1: Site Location

Hyde Road Secondary School

Scale @ A4 NTS

Project No: B118318

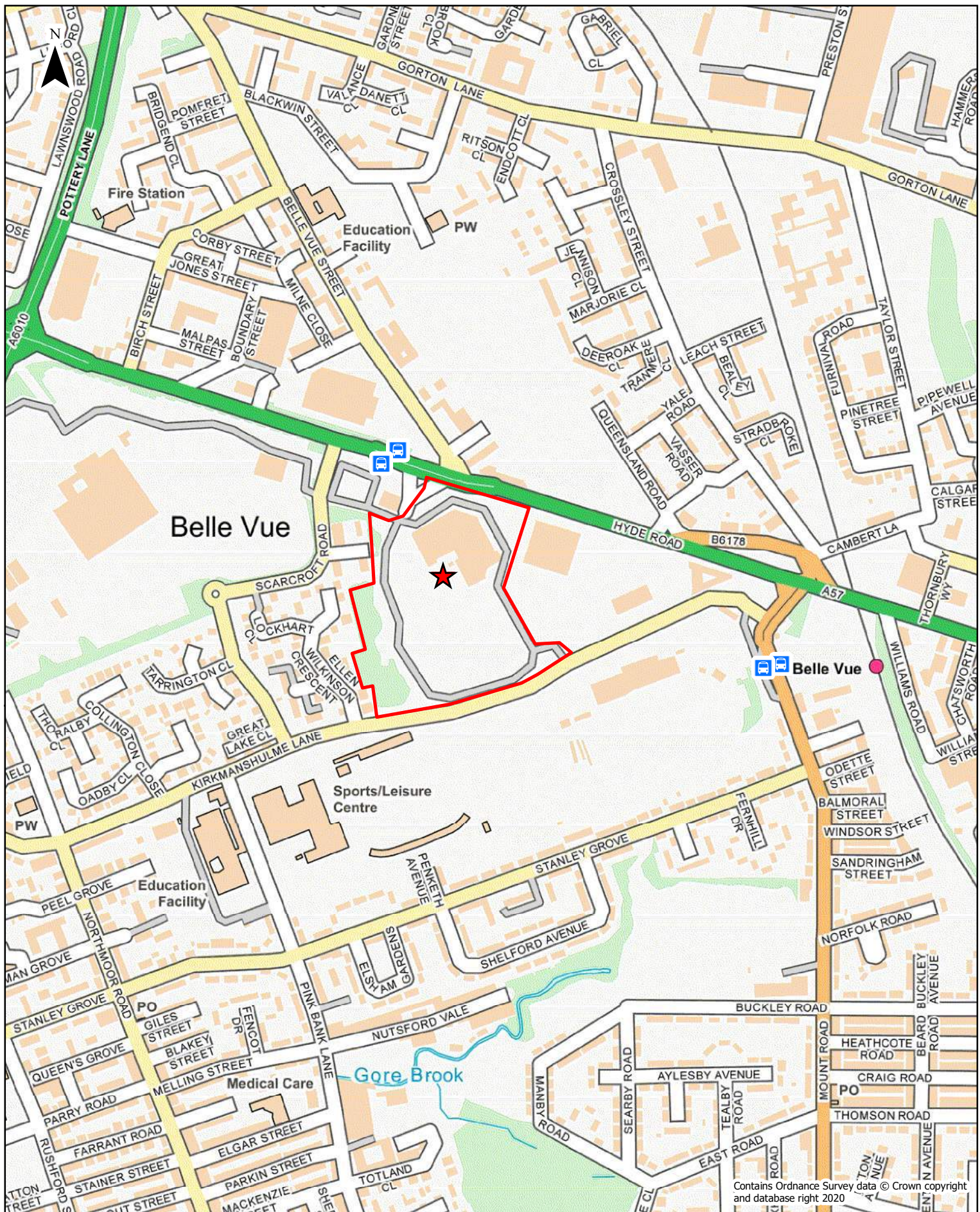
QUAY WEST AT MEDIACITY UK
TRAFFORD WHARF ROAD
TRAFFORD PARK
MANCHESTER
M17 1HH

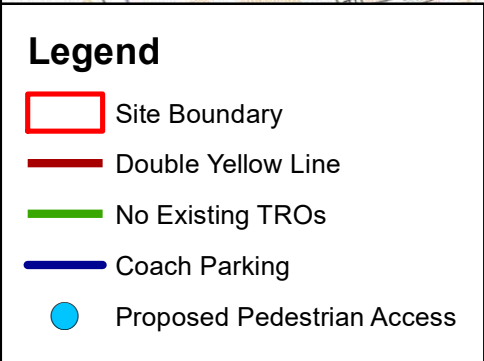
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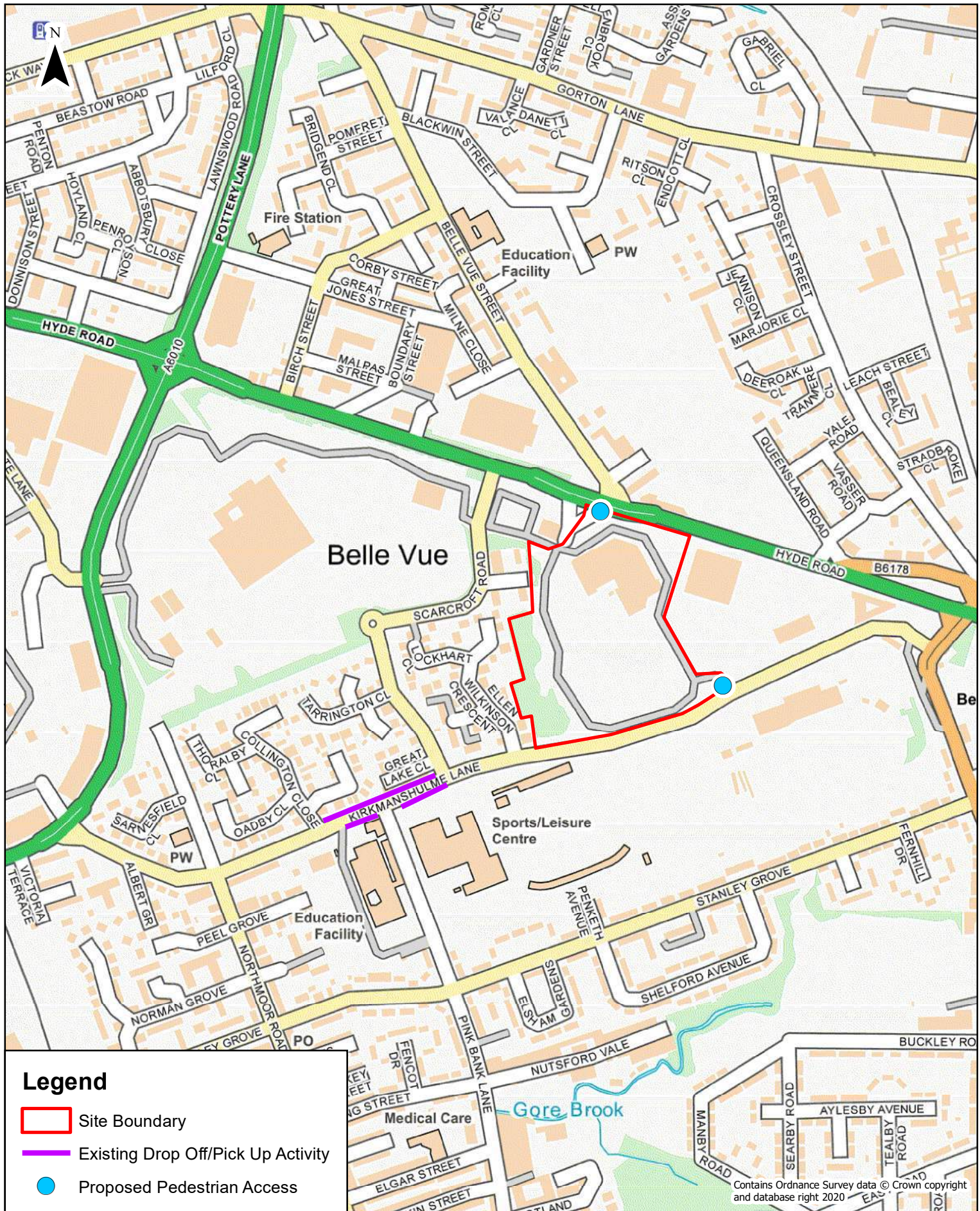


Hyde Road Secondary School

Project No: B118318

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Plan 4: Existing Drop Off/Pick Up Activity on Kirkmanshulme Lane for St Peter's High School

Hyde Road Secondary School

Scale @ A4 NTS

Project No: B118318

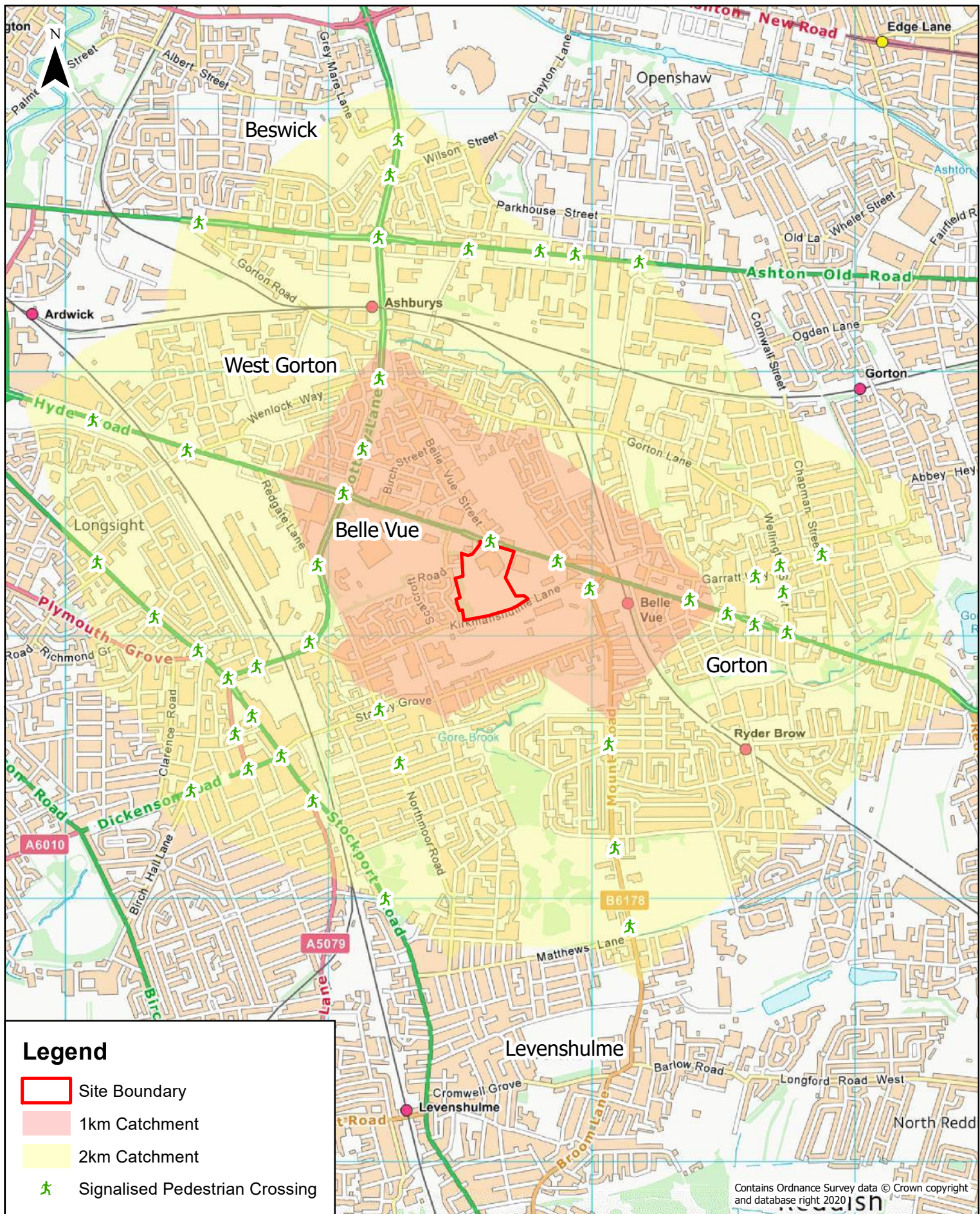
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Plan 5: Walk Catchments

Hyde Road Secondary School

Scale @ A4 NTS

Project No: B118318

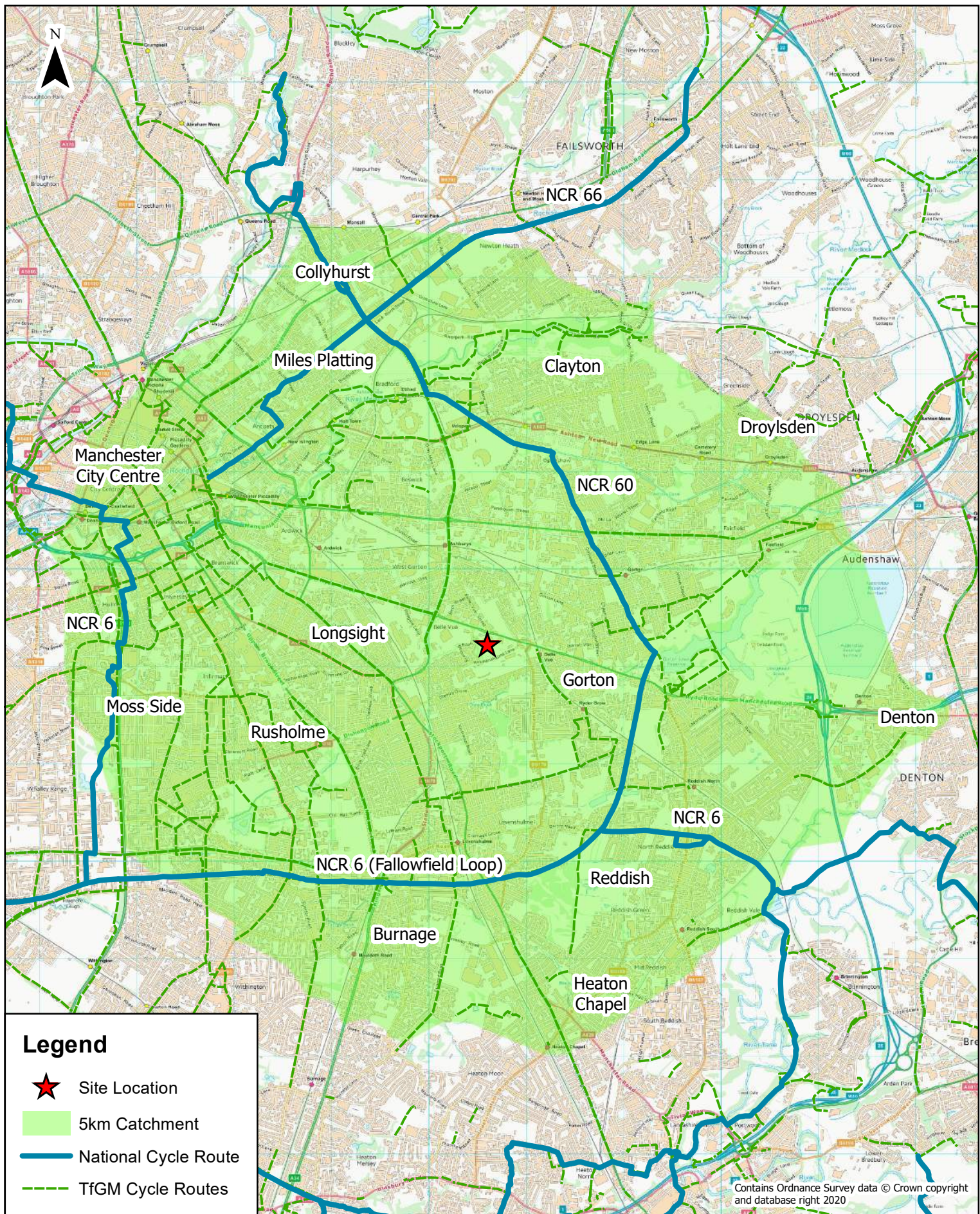
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Legend

-  Site Location
-  5km Catchment
-  National Cycle Route
-  TfGM Cycle Routes

Plan 6: Cycle Catchment

Hyde Road Secondary School

Scale @ A4 NTS

Project No: B118318

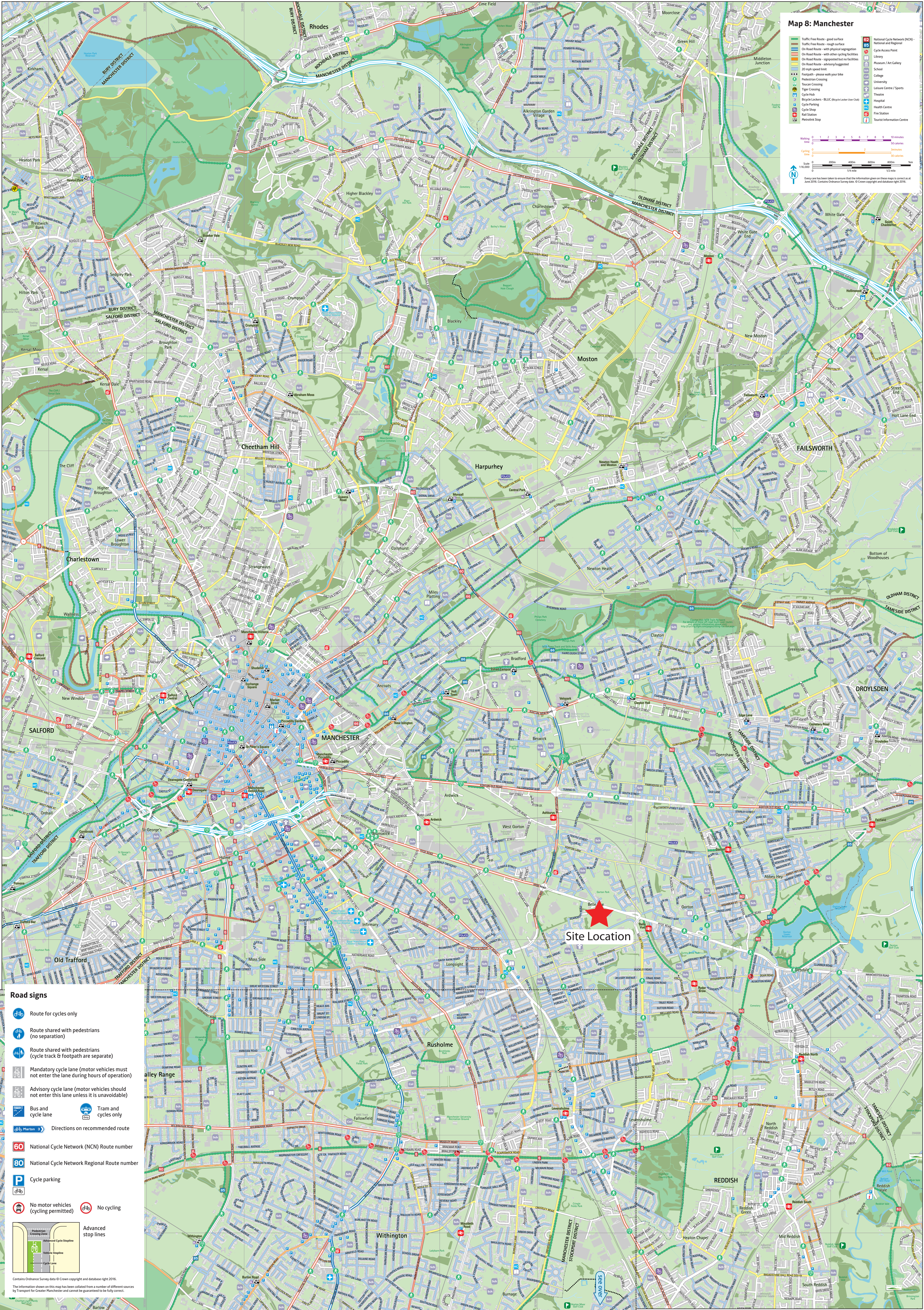
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Map 8: Manchester

Traffic free Route - good surface

Traffic free Route - rough surface

On Road Route - with physical segregation

On Road Route - with other cycling facilities

On Road Route - supported but no facilities

On Road Route - advisory suggested

20 mph speed limit

Footpath - please walk your bike

Pedestrian Crossing

Tactile Crossing

Cycle Hub

Bicycle Lockers - BLOC (Bicycle Locker User Club)

Cycle Parking

Cycle Shop

Rail Station

Metrolink Stop

National Cycle Network (NCN) - National and Regional

Cycle Access Point

Library

Museum / Art Gallery

School

College

University

Leisure Centre / Sports

Theatre

Hospital

Health Centre

Fire Station

Tourist Information Centre

Walking time

0 1 2 3 4 5 6 7 8 9 10 minutes

Cycling time

0 1 2 3 4 5 6 7 8 9 10 minutes

Scale

0 200m 400m 600m 800m 1000m 1200m 1400m 1600m 1800m 2000m

0 0.2 0.4 0.6 0.8 1.0 miles

Every care has been taken to ensure that the information given on these maps is correct as at June 2016. Contents October Survey date. © Crown copyright and database right 2016.

Road signs

Route for cycles only

Route shared with pedestrians (no separation)

Route shared with pedestrians (cycle track & footpath are separate)

Mandatory cycle lane (motor vehicles must not enter the lane during hours of operation)

Advisory cycle lane (motor vehicles should not enter this lane unless it is unavoidable)

Bus and cycle lane

Tram and cycles only

Directions on recommended route

National Cycle Network (NCN) Route number

National Cycle Network Regional Route number

Cycle parking

No motor vehicles (cycling permitted)

No cycling

Pedestrian Crossing Zone

Advanced Cycle Stopline

Vehicle Stopline

Cycle Lane

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The information shown on this map has been collated from a number of different sources by Transport for Greater Manchester and cannot be guaranteed to be fully correct.
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Figures

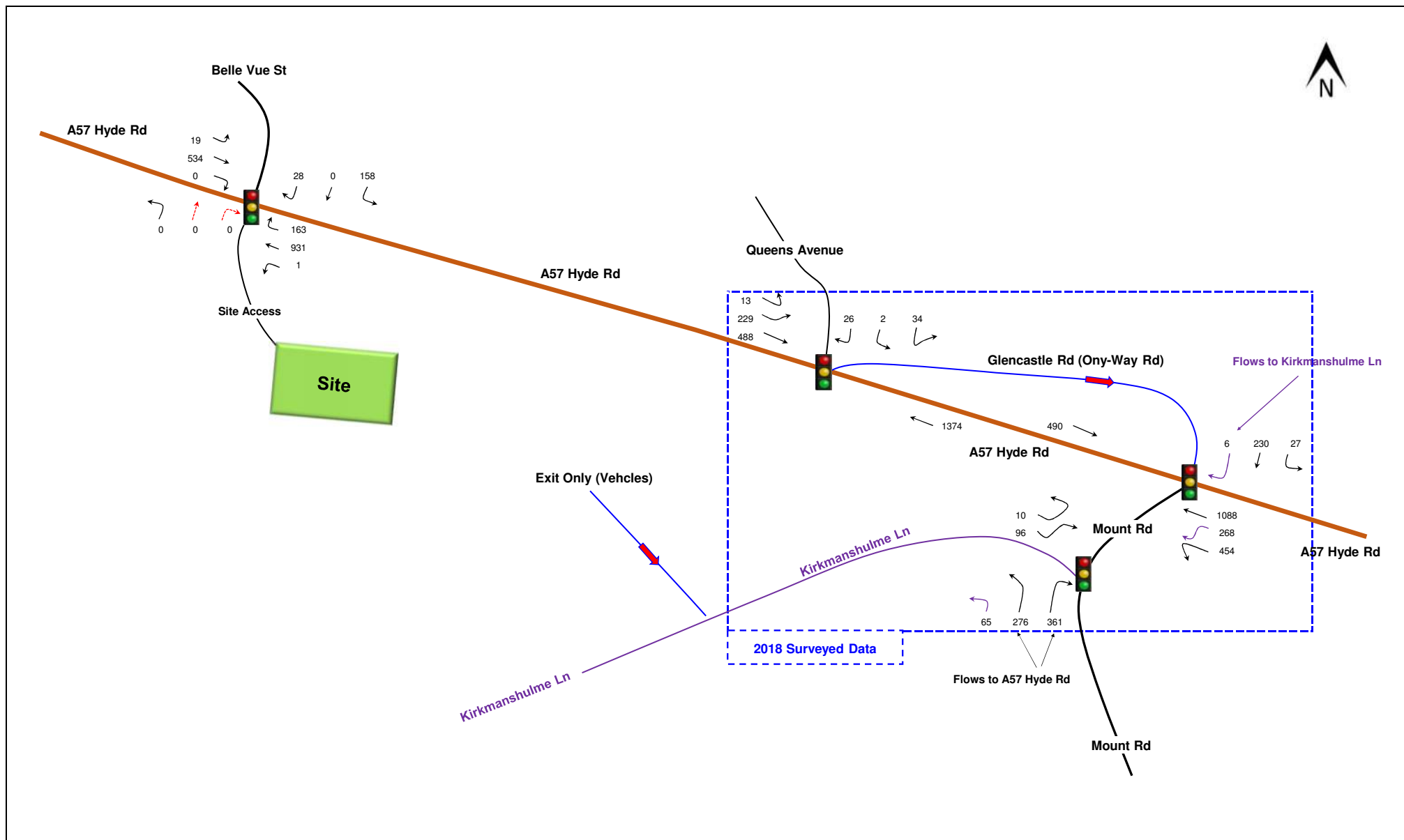


Fig. 1: AM Peak 2020 Surveyed Traffic Flows (07:45-08:45)

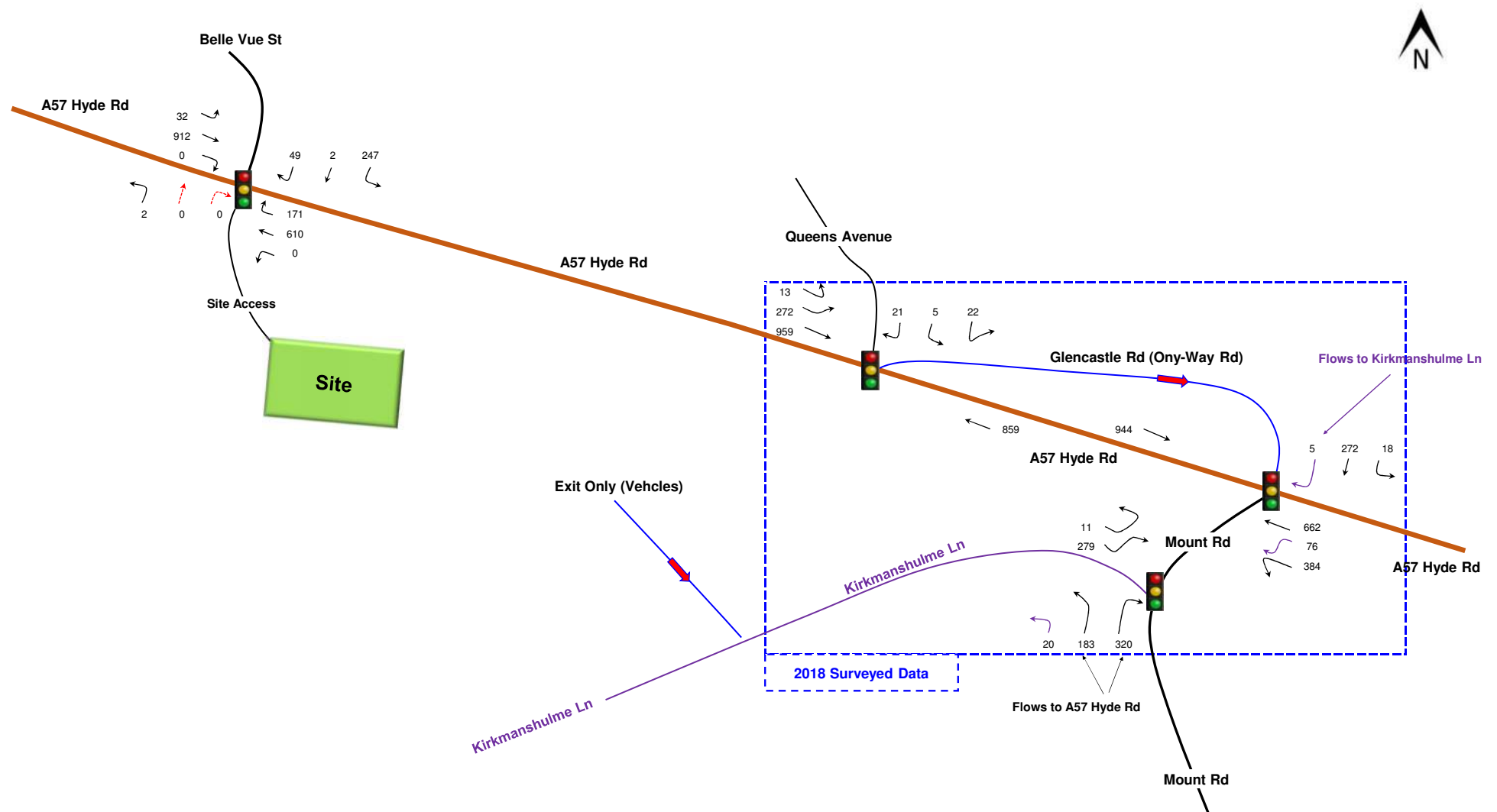


Fig. 2: PM Peak 2020 Surveyed Traffic Flows (15:15-16:15)

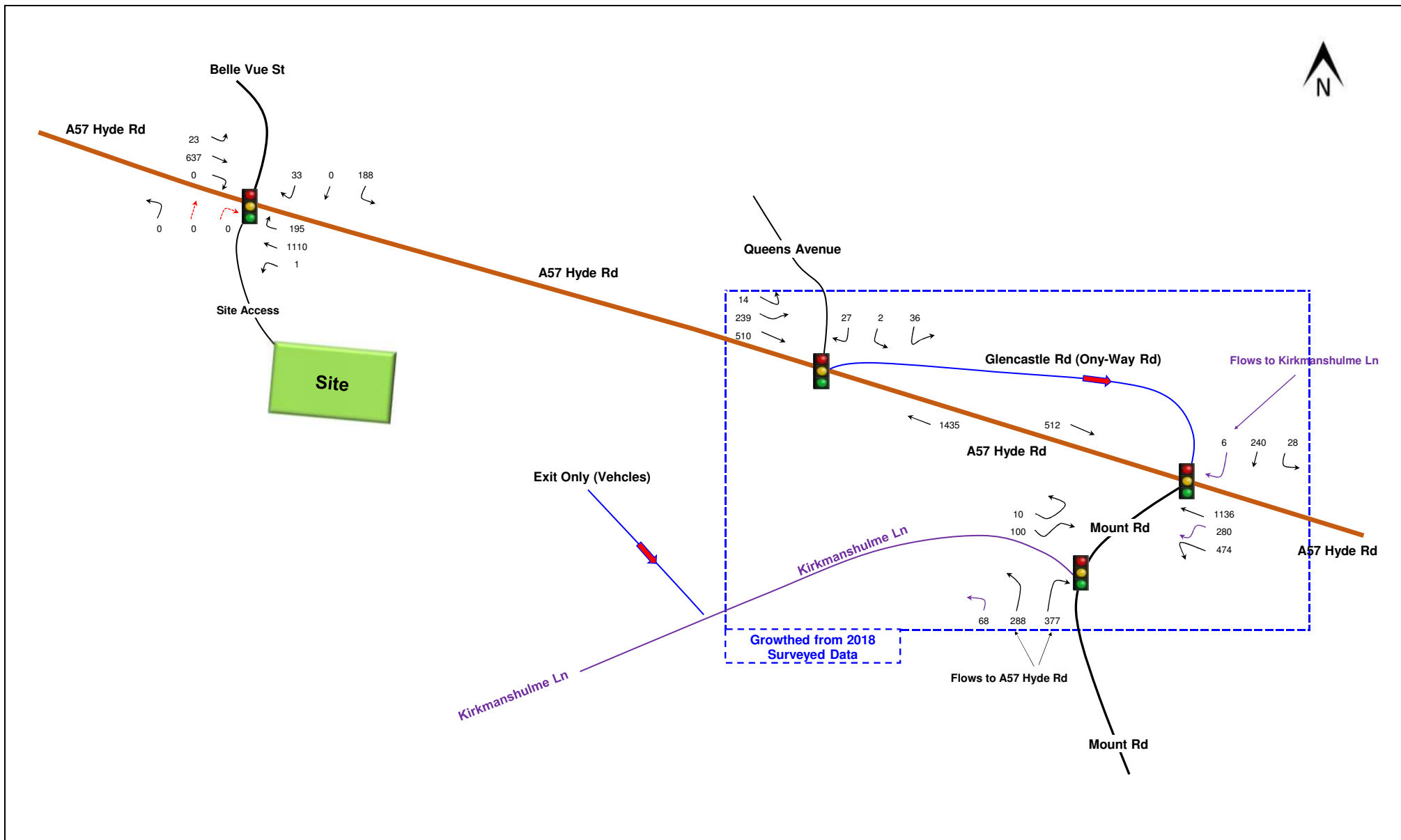


Fig. 3: AM Peak 2020 Surveyed Traffic Flows Factored to Pre-COVID-19 Traffic Levels

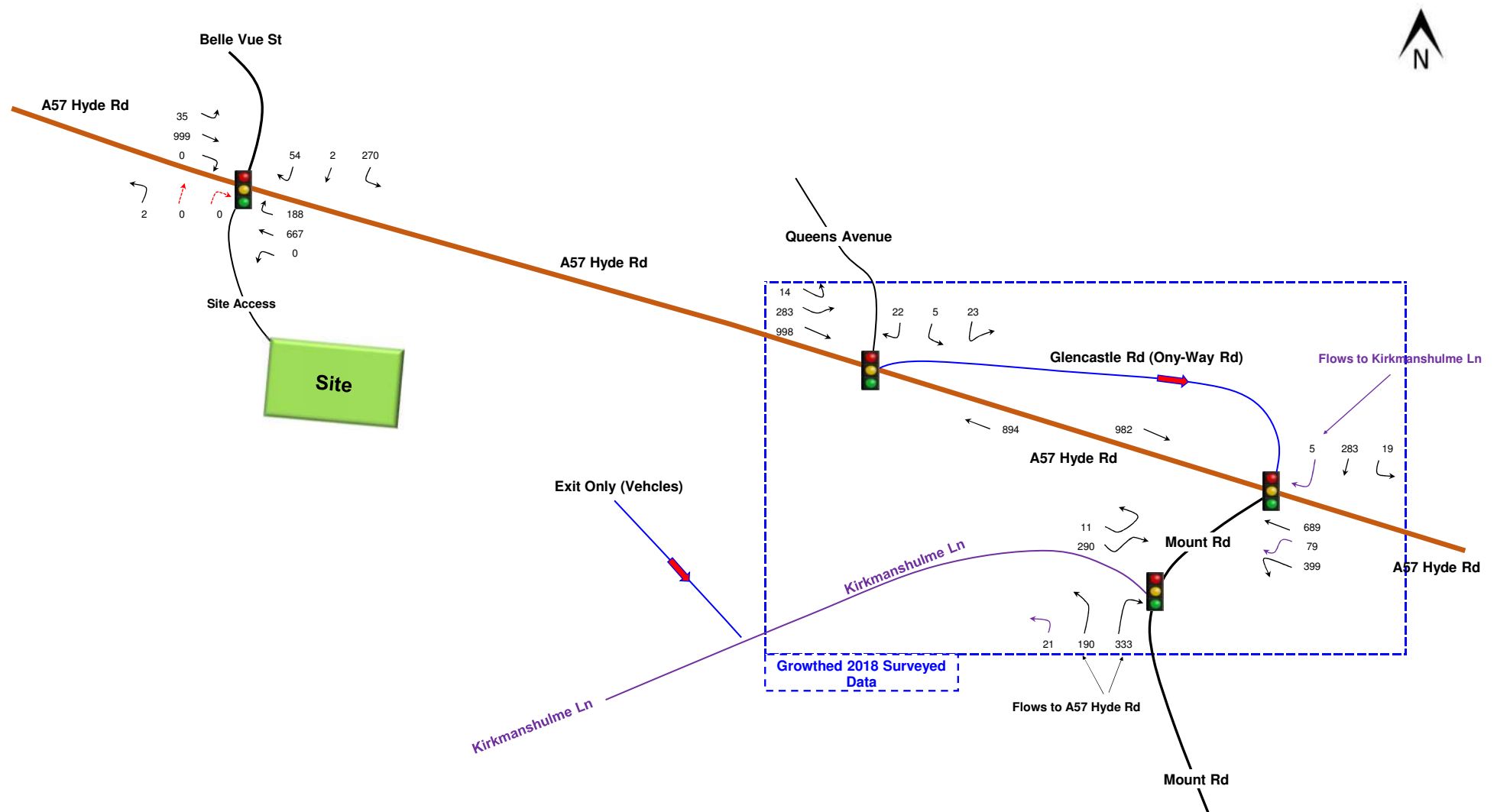


Fig. 4: PM Peak 2020 Surveyed Traffic Flows Factored to Pre-COVID-19 Traffic Levels

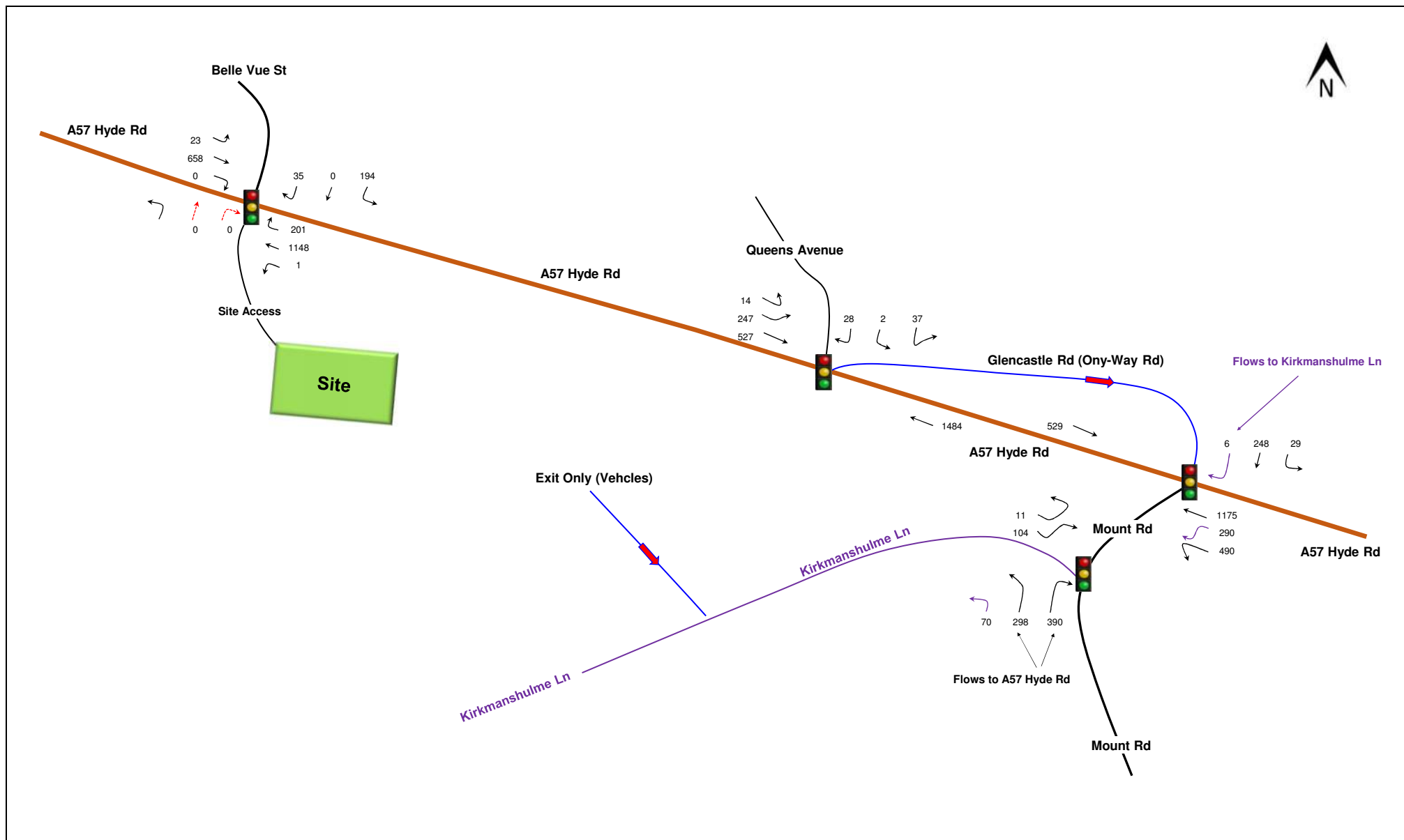


Fig. 5: AM Peak 2022 Baseline Flows

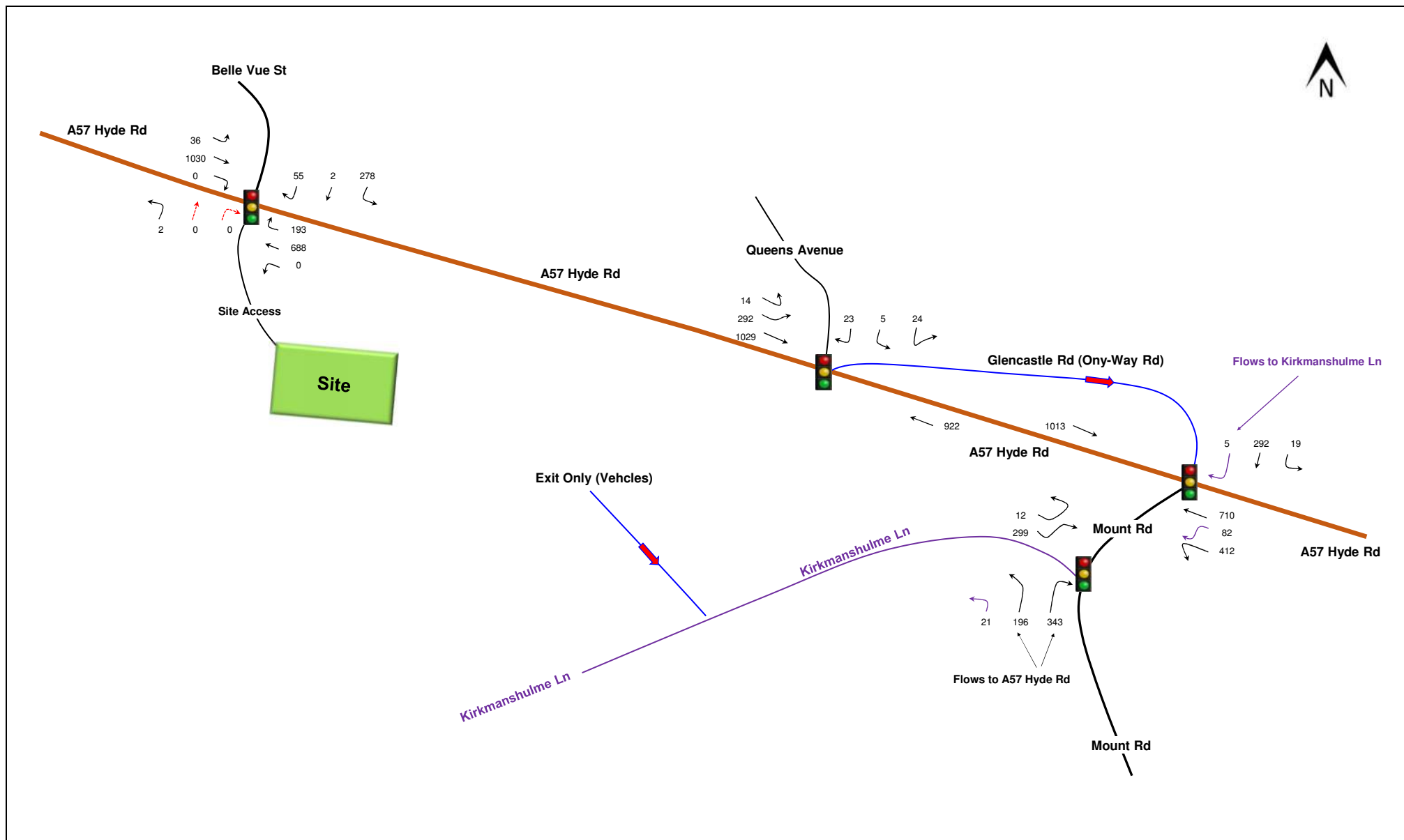


Fig. 6: PM Peak 2022 Baseline Flows

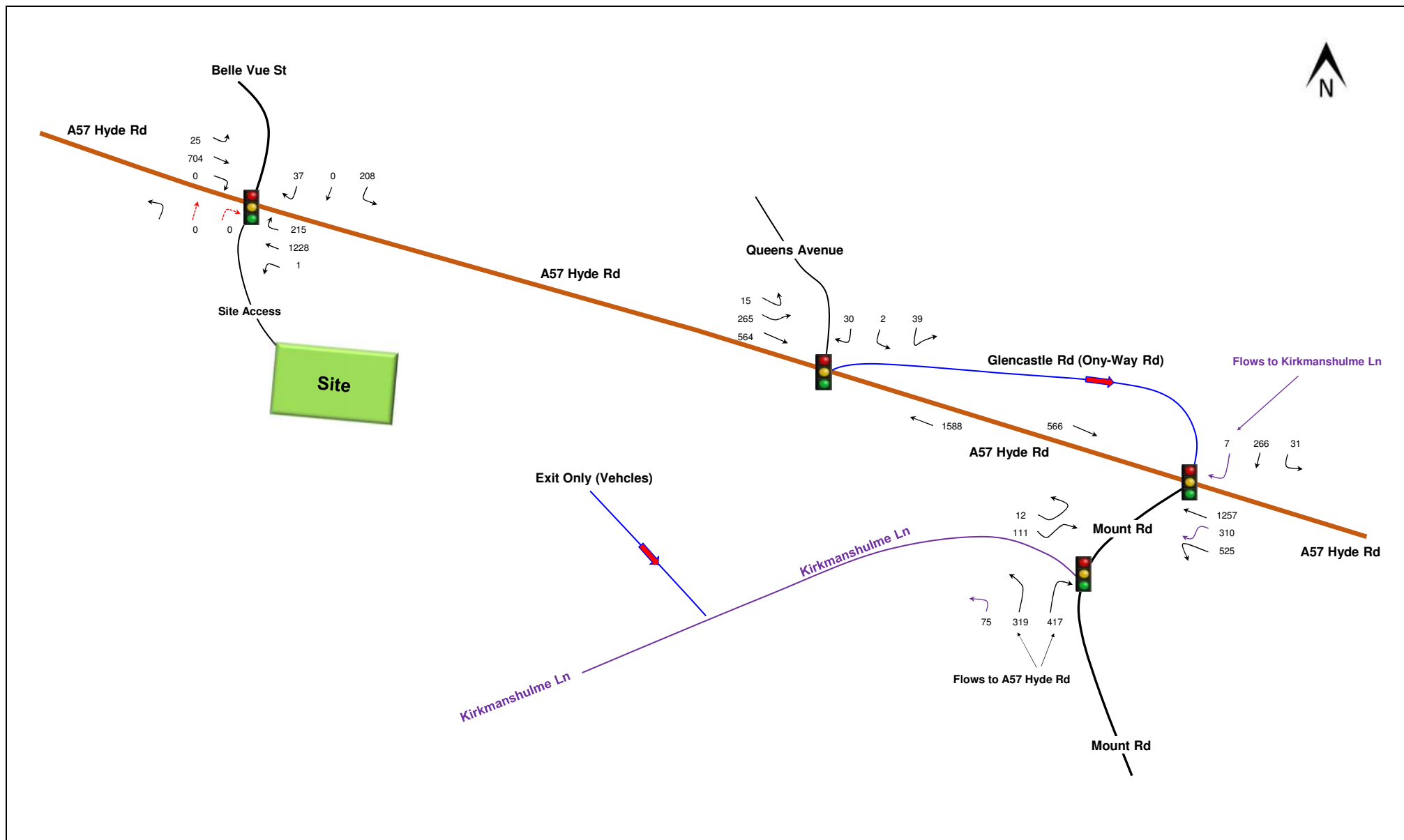


Fig. 7: AM Peak 2027 Baseline Flows

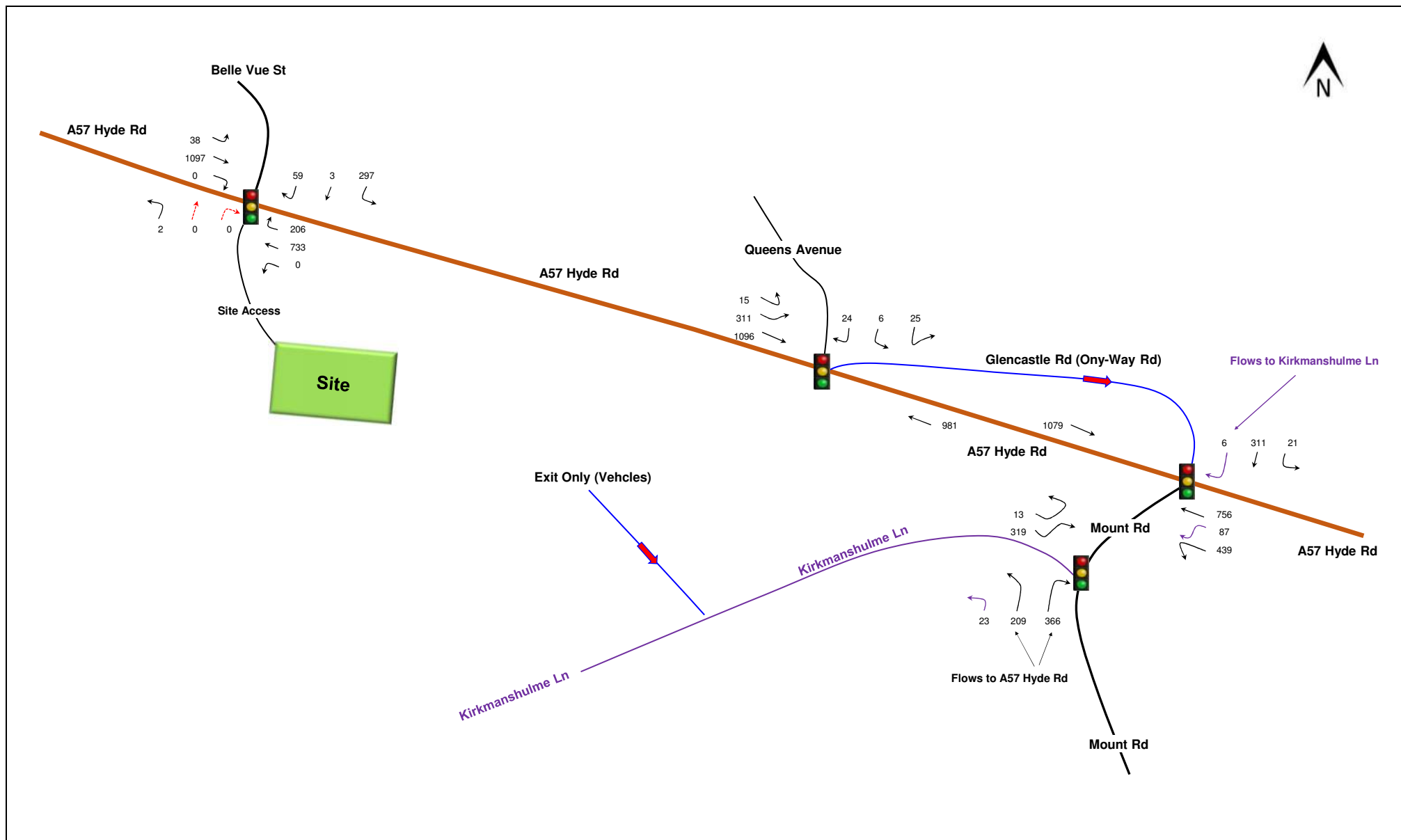


Fig. 8: PM Peak 2027 Baseline Flows

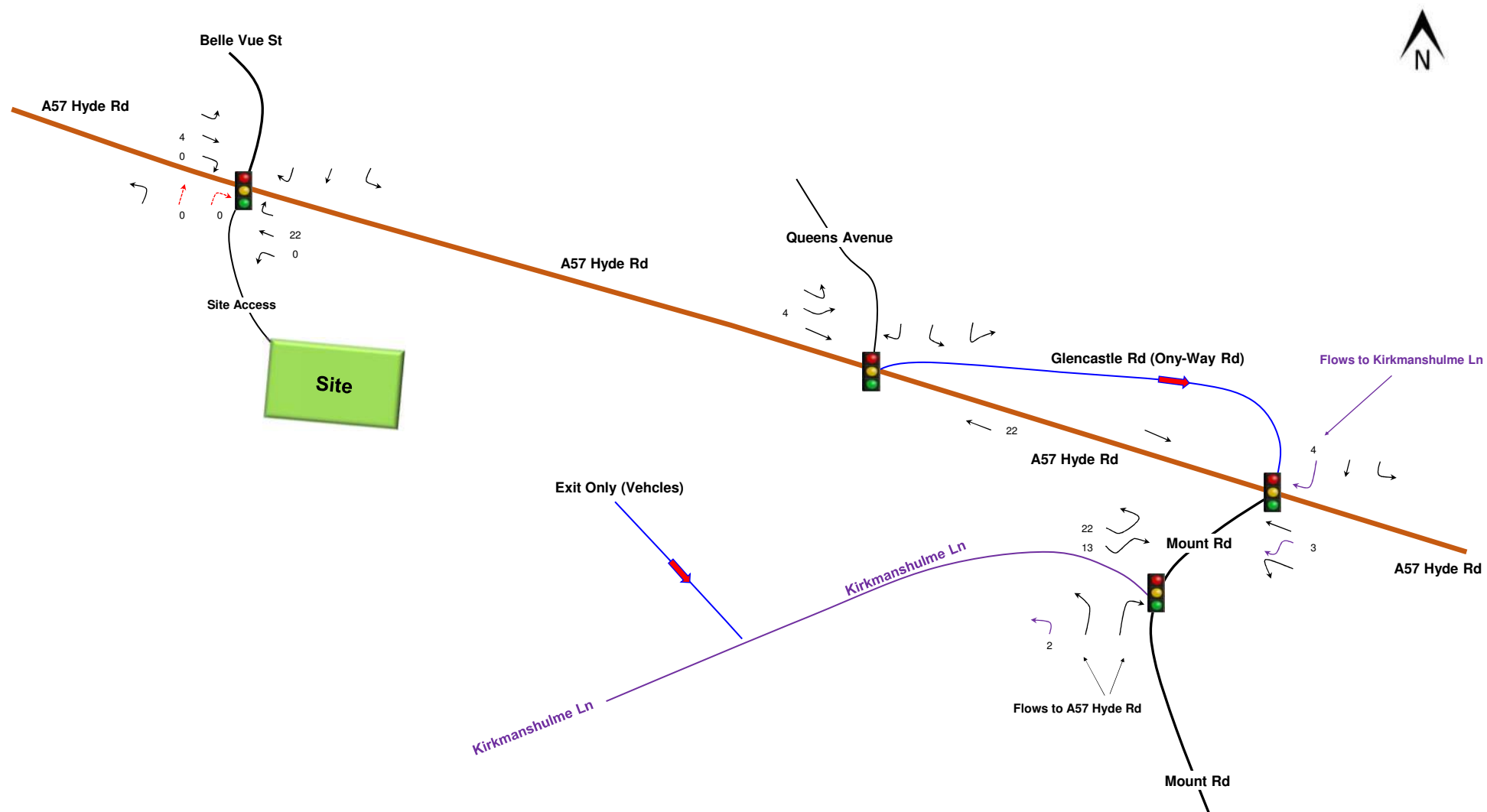


Fig. 9: AM Peak Committed Development Flows (Application Ref. No.: 122160/FO/2018)

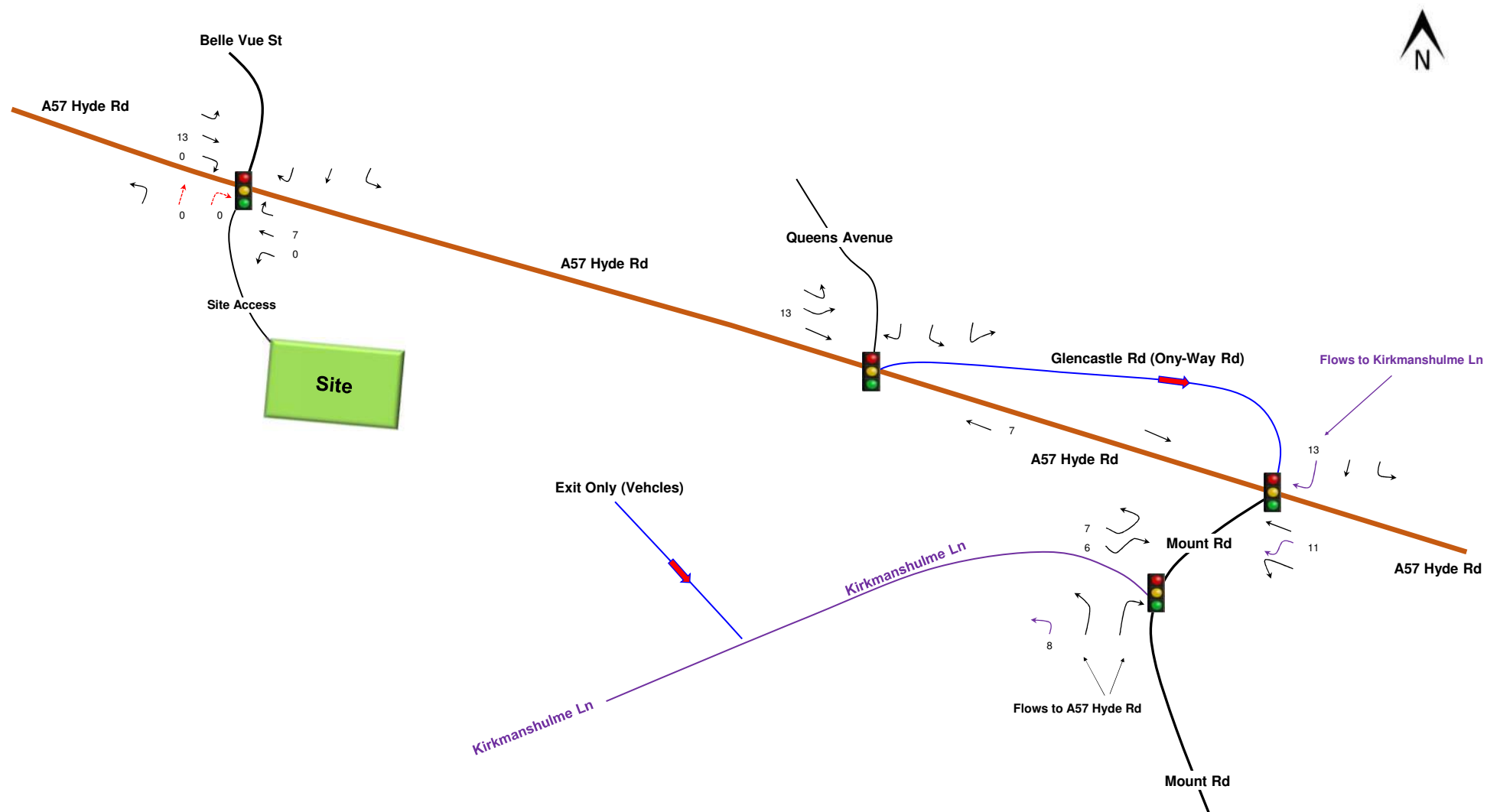


Fig. 10: PM Peak Committed Development Flows (Application Ref. No.: 122160/FO/2018)

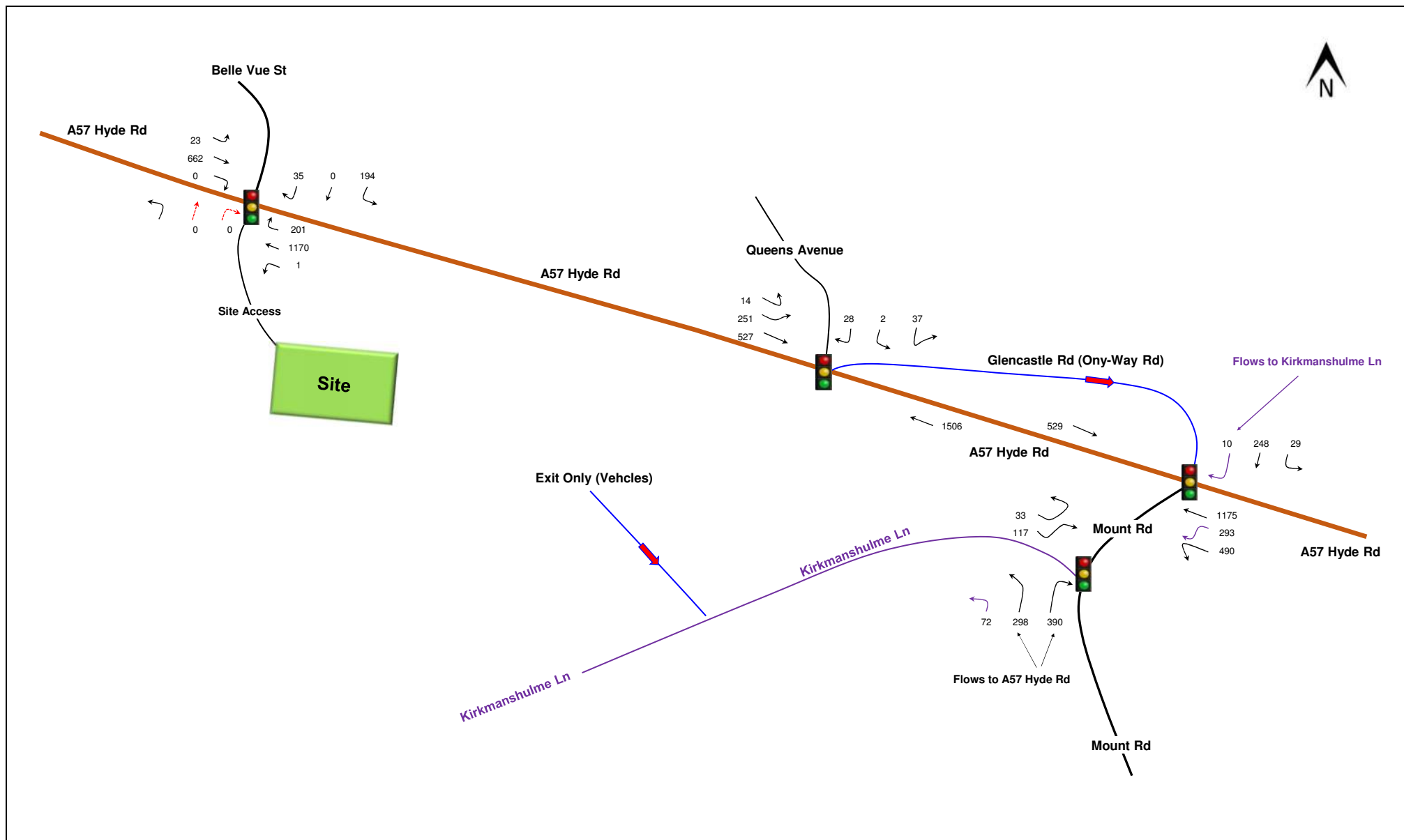


Fig. 11: AM Peak 2022 Baseline Flows + Committed Dev. Flows

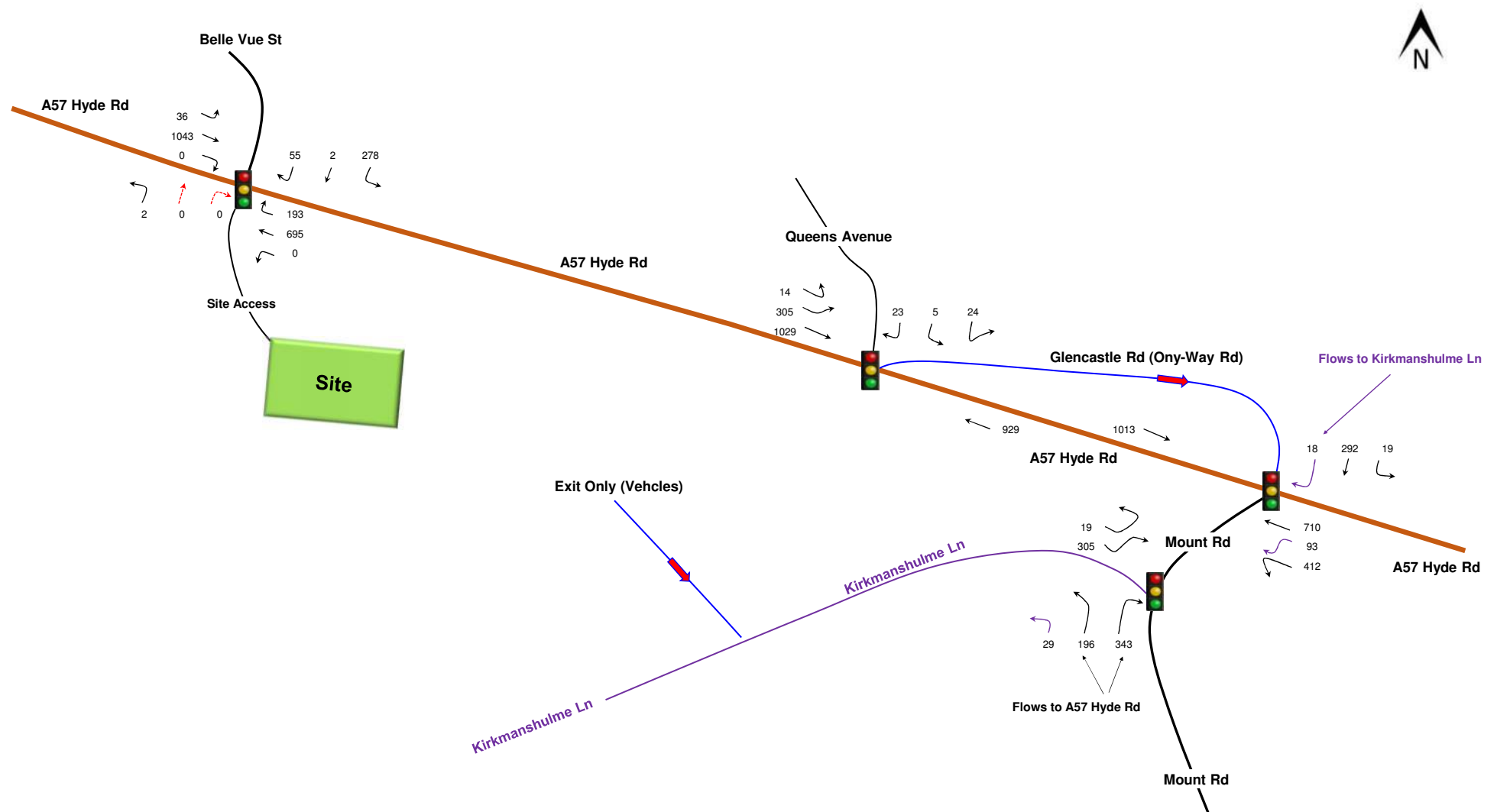


Fig. 12: PM Peak 2022 Baseline Flows + Committed Dev. Flows

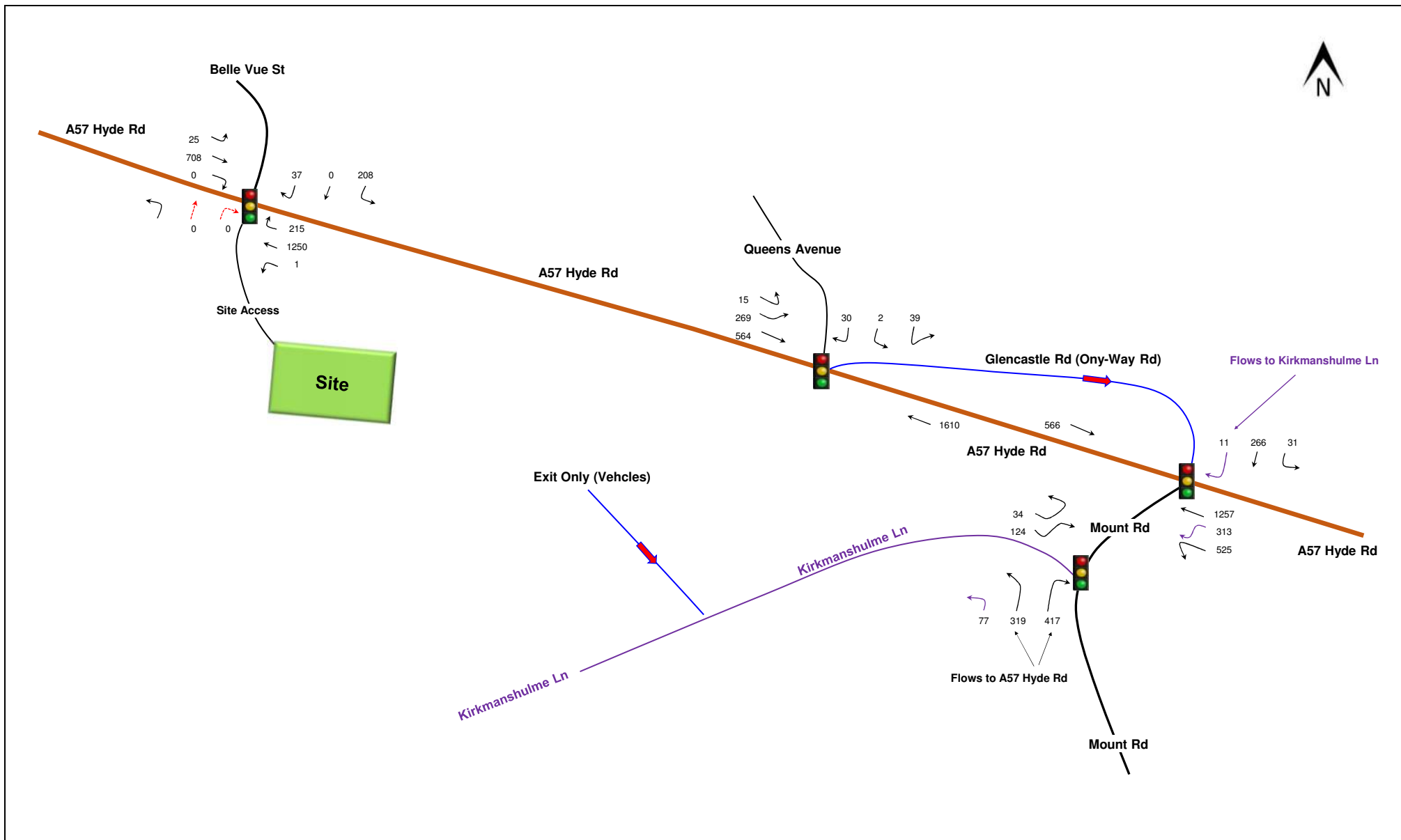


Fig. 13: AM Peak 2027 Baseline Flows + Committed Dev. Flows

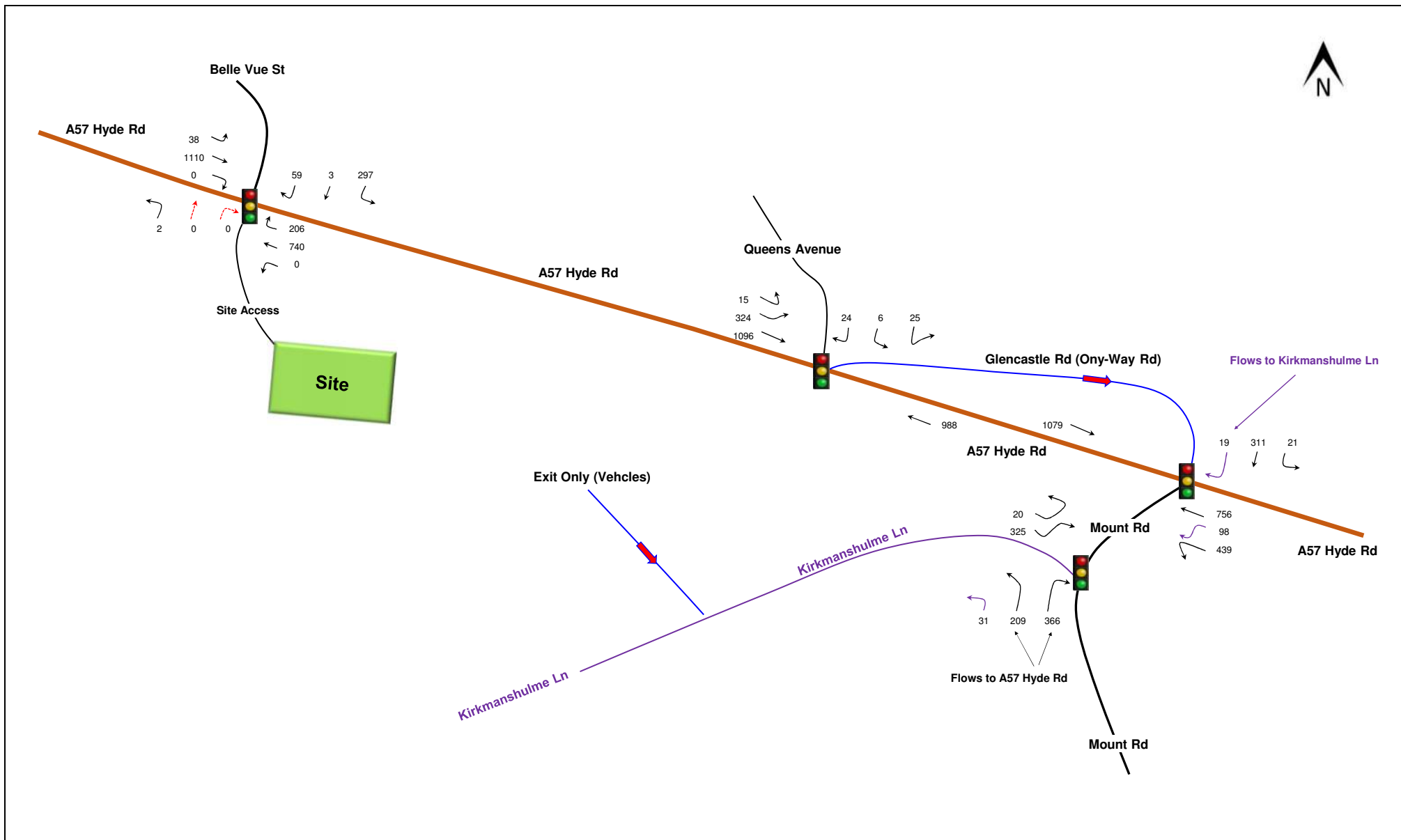


Fig. 14: PM Peak 2027 Baseline Flows + Committed Dev. Flows

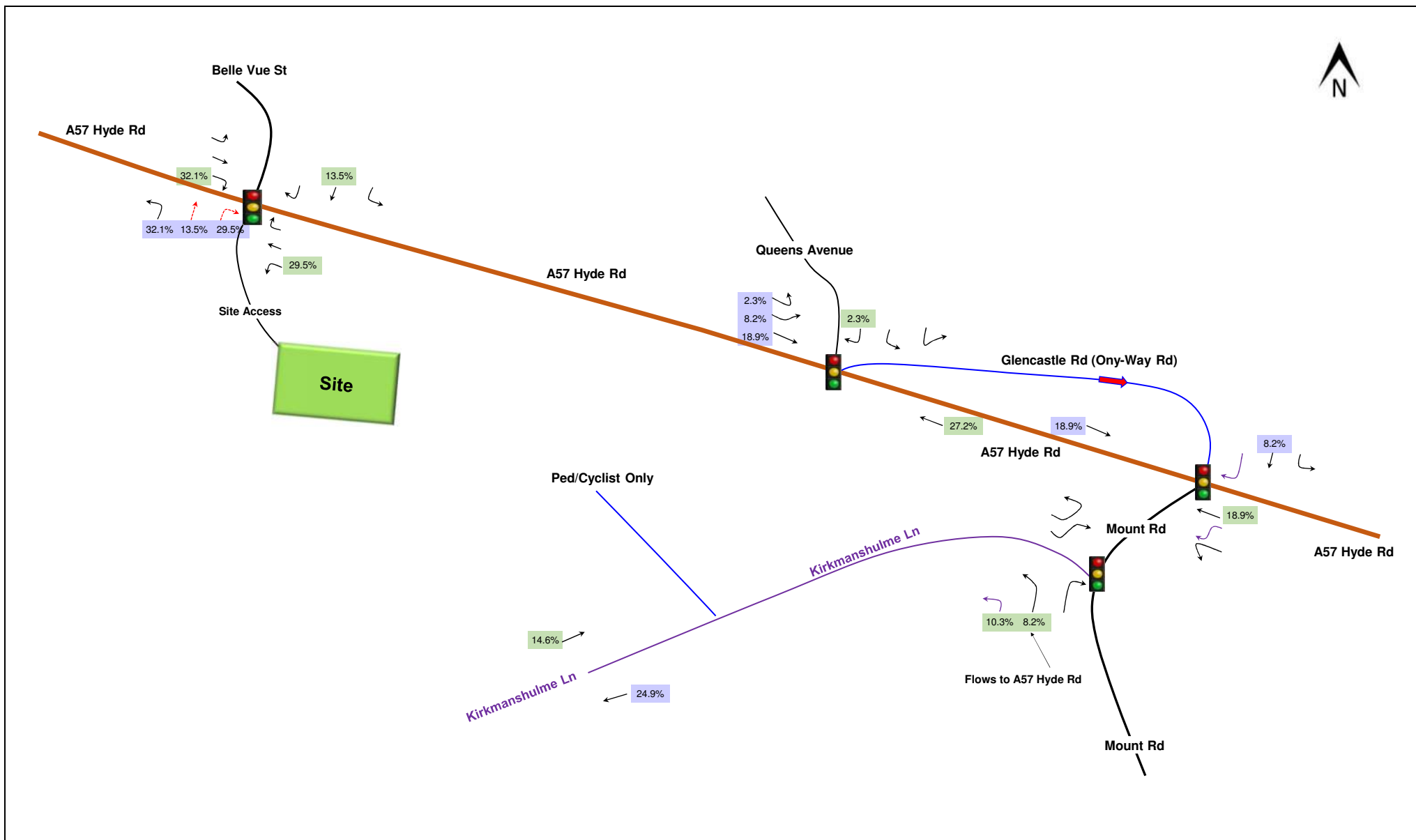


Fig. 15: New Trip Distribution - Proposed Secondary School

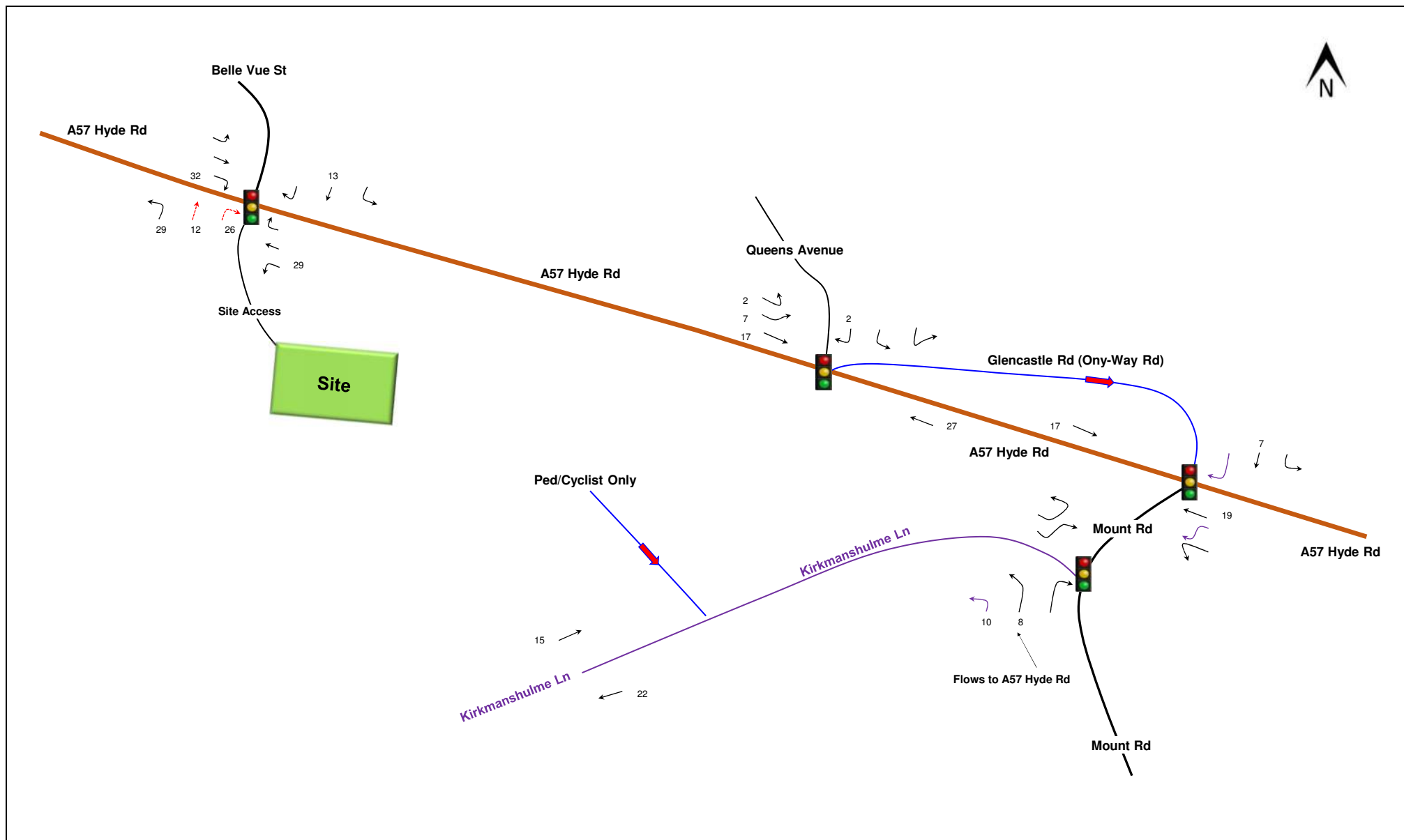


Fig. 16: AM Peak New Trip Generation - Proposed Secondary School

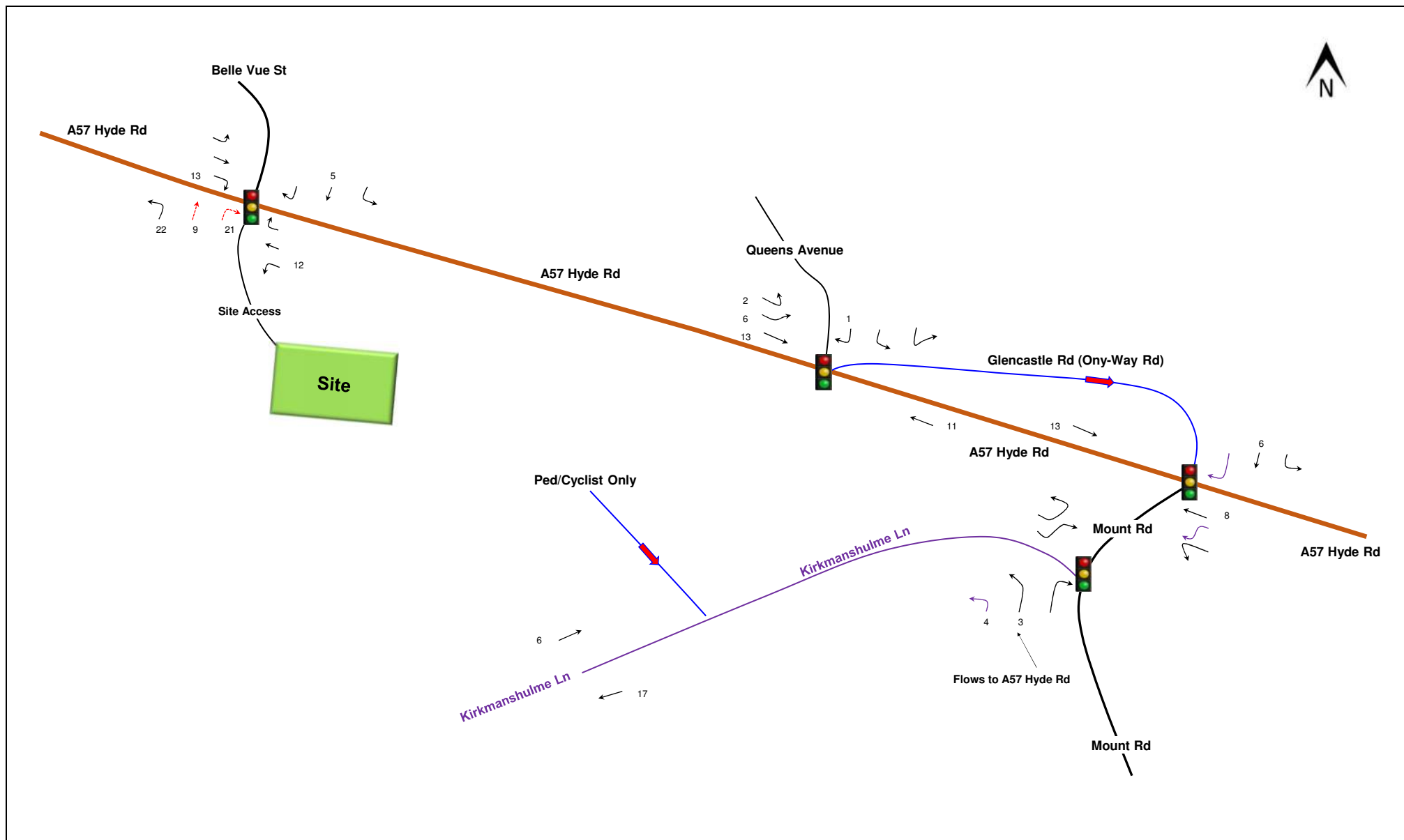


Fig. 17: PM Peak New Trip Generation - Proposed Secondary School

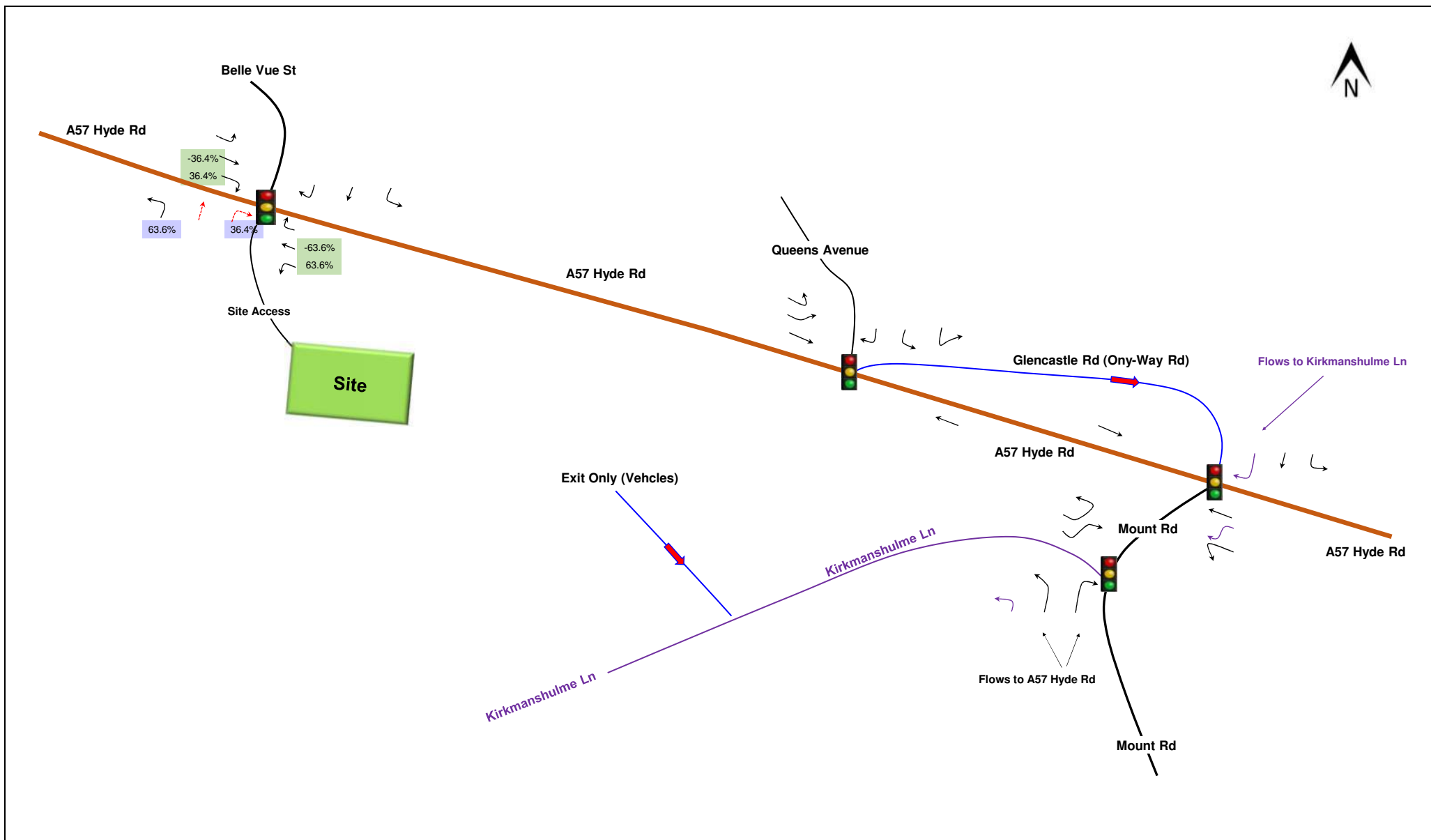


Fig. 18: AM Peak Diverted Trip Distribution - Proposed Secondary School

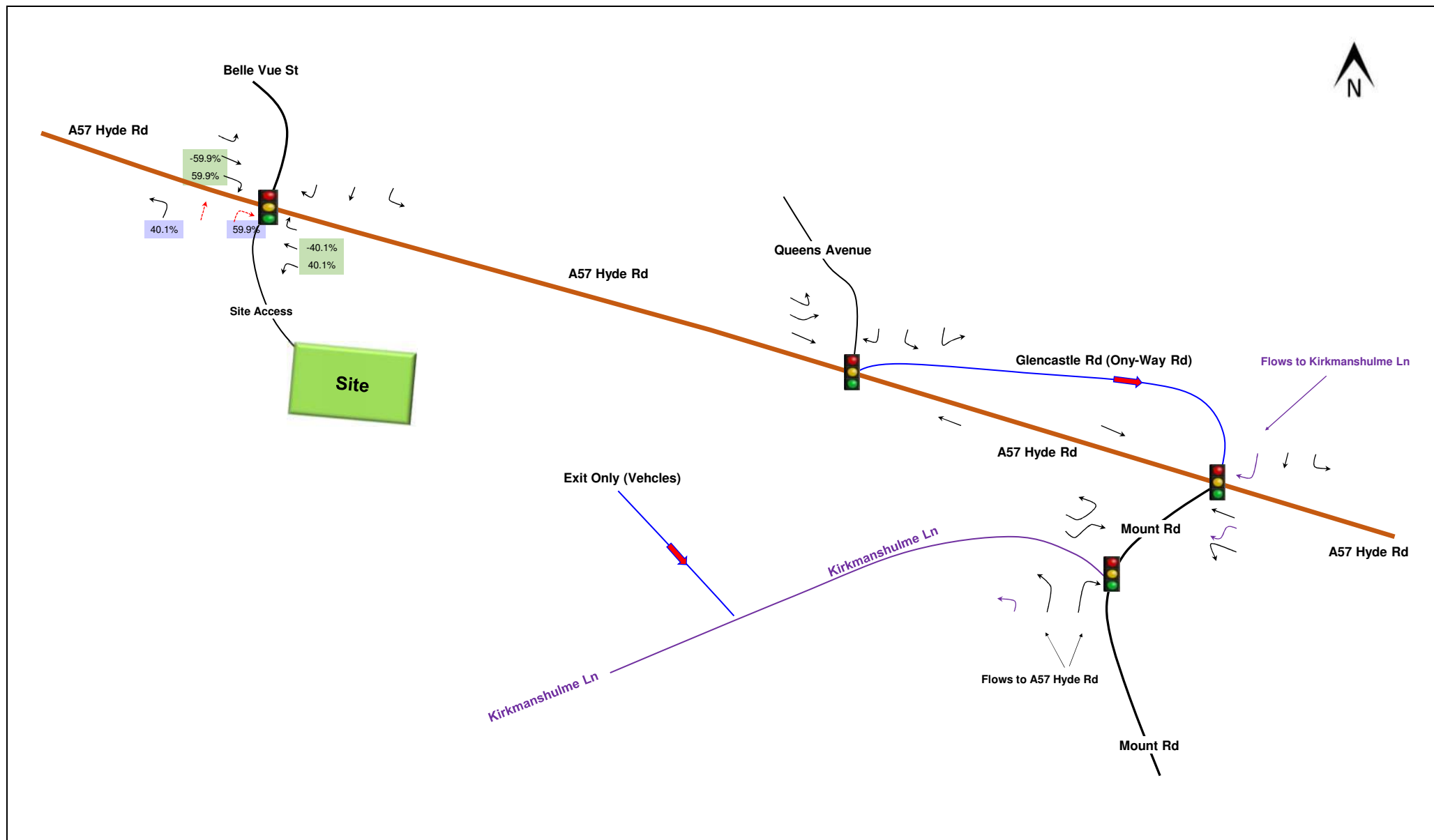


Fig. 19: PM Peak Diverted Trip Distribution - Proposed Secondary School

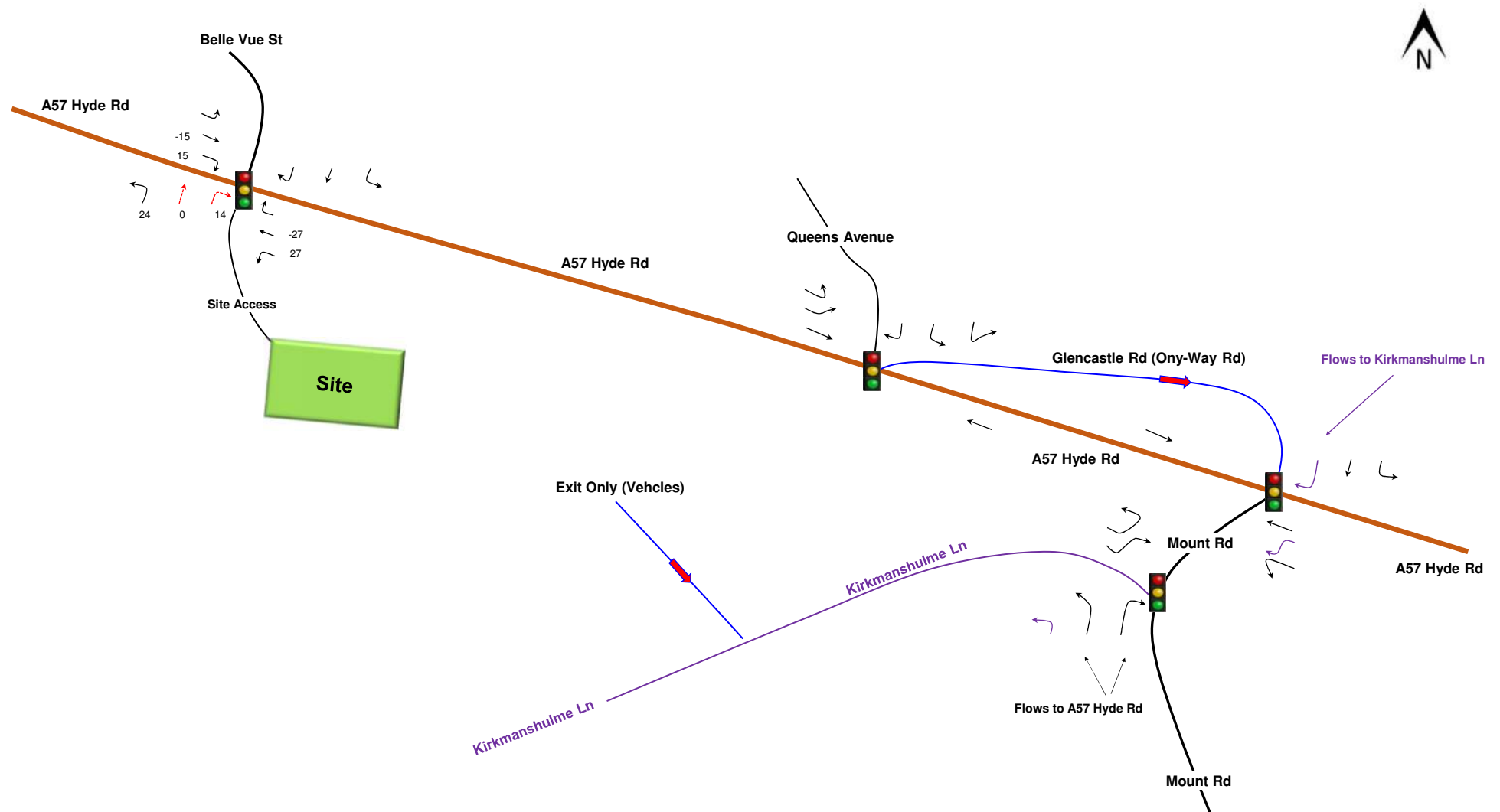


Fig. 20: AM Peak Diverted Trip Generation - Proposed Secondary School

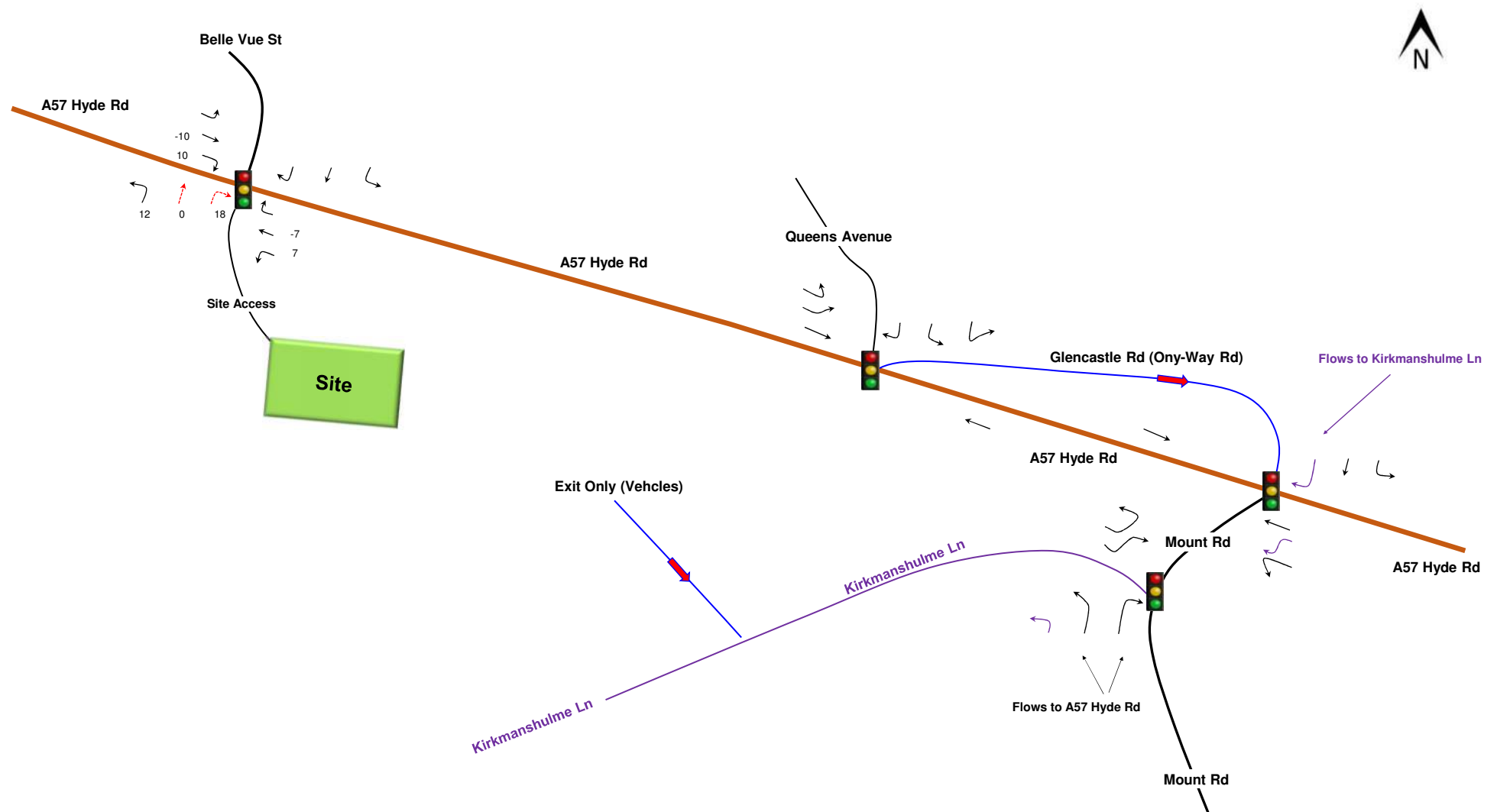


Fig. 21: PM Peak Diverted Trip Generation - Proposed Secondary School

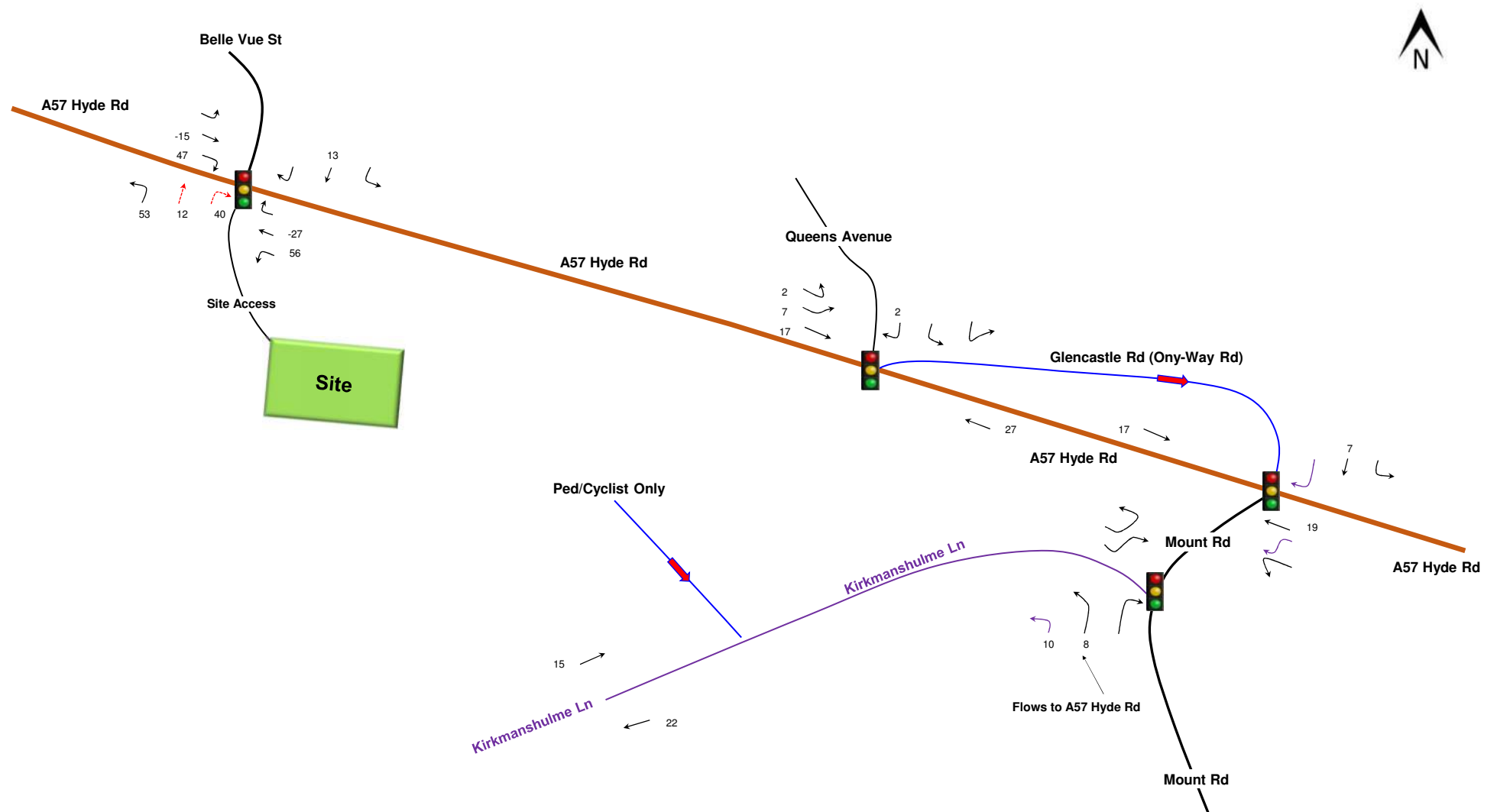


Fig. 22: AM Peak Total Trip Generation - Proposed Secondary School

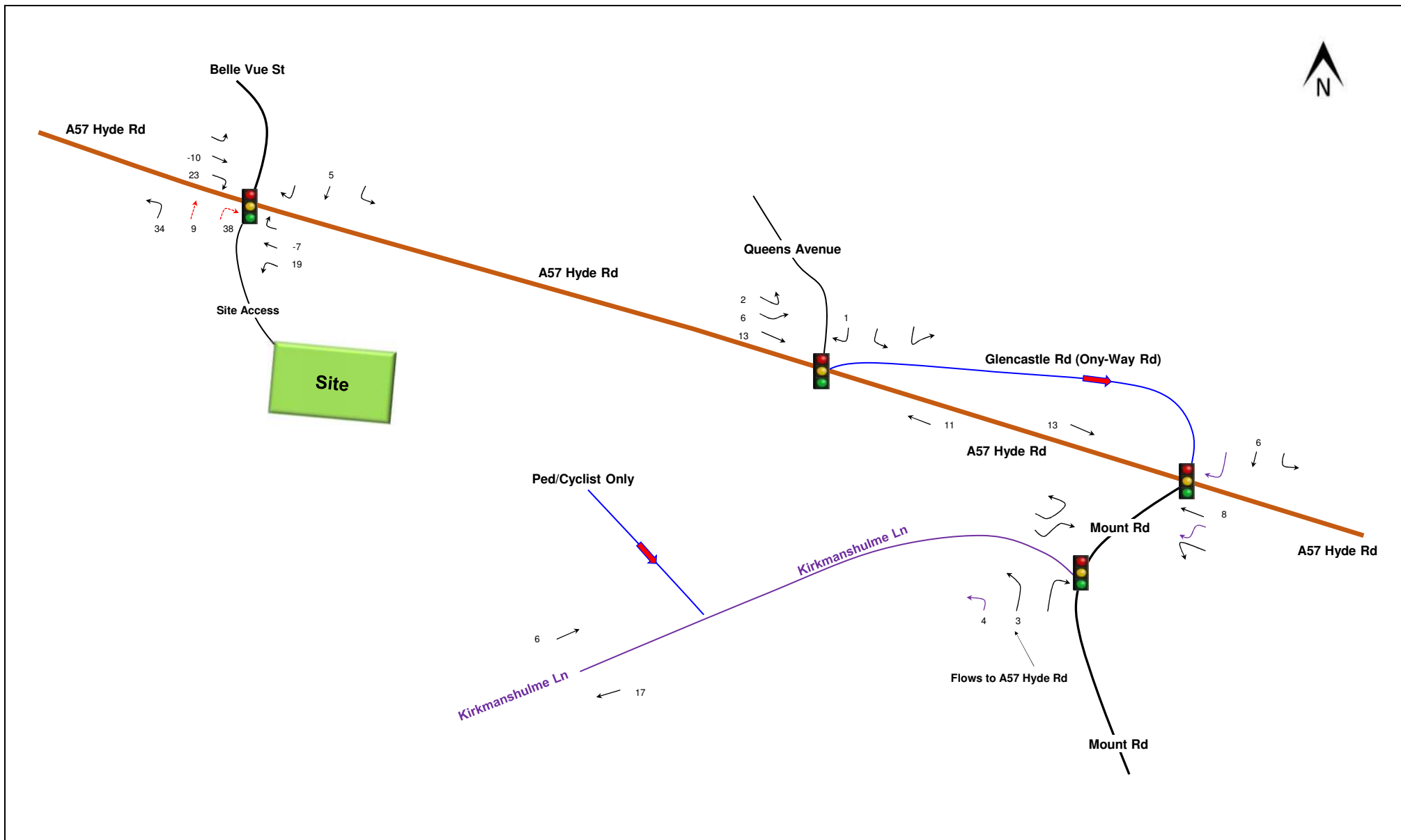


Fig. 23: PM Peak Total Trip Generation - Proposed Secondary School

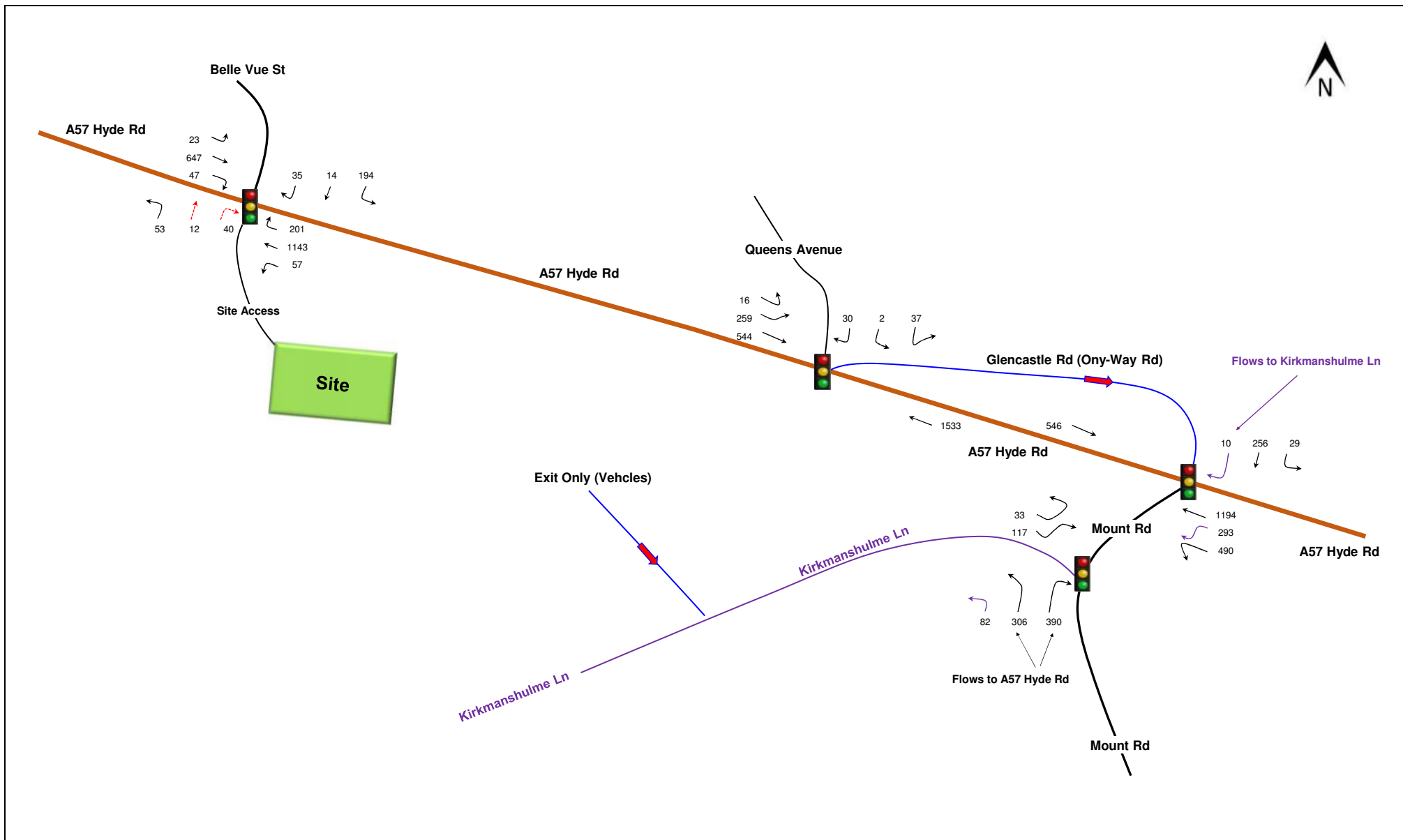


Fig. 24: AM Peak 2022 Baseline Flows + Committed Dev. Flows + Proposed Secondary School

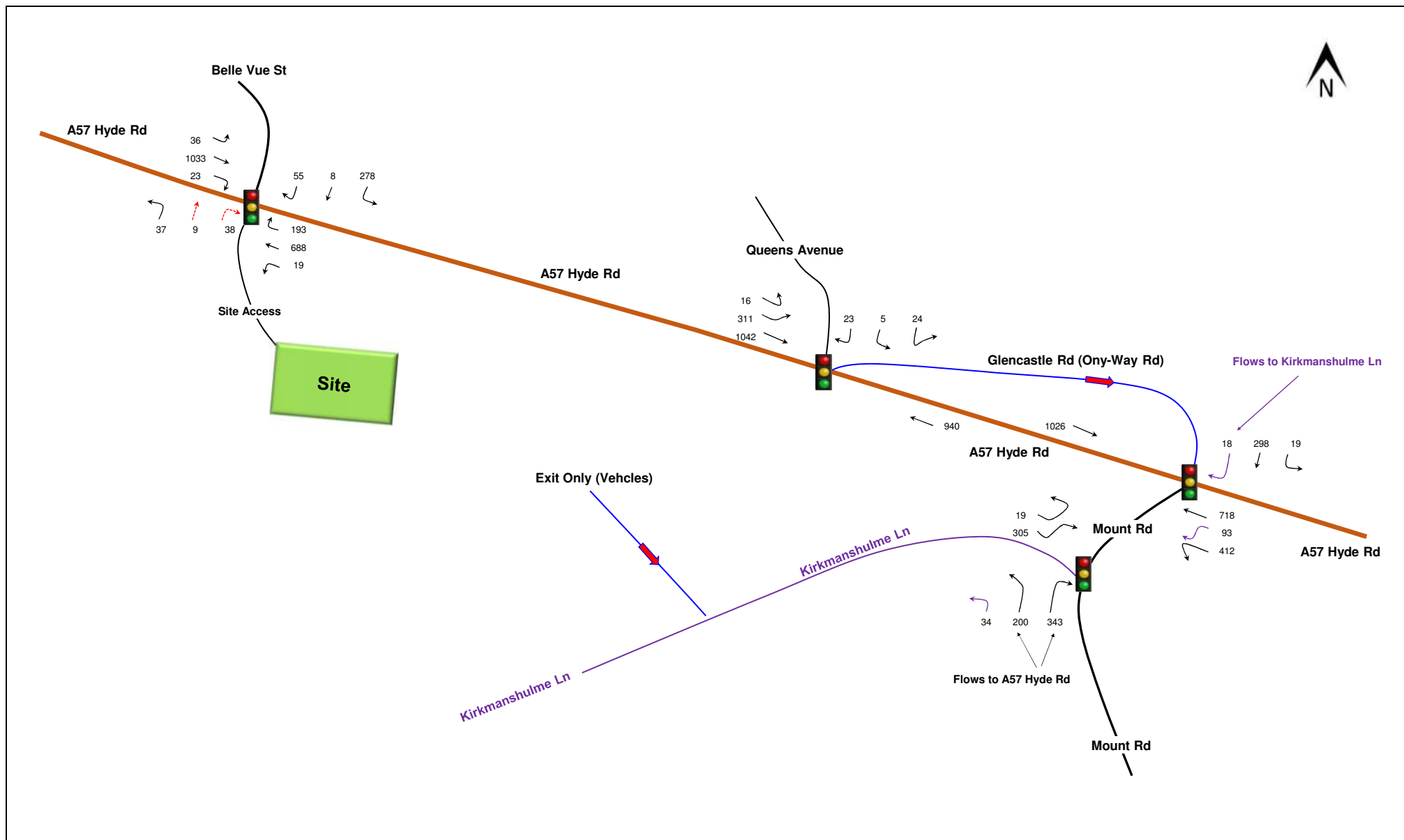


Fig. 25: PM Peak 2022 Baseline Flows + Committed Dev. Flows + Proposed Secondary School

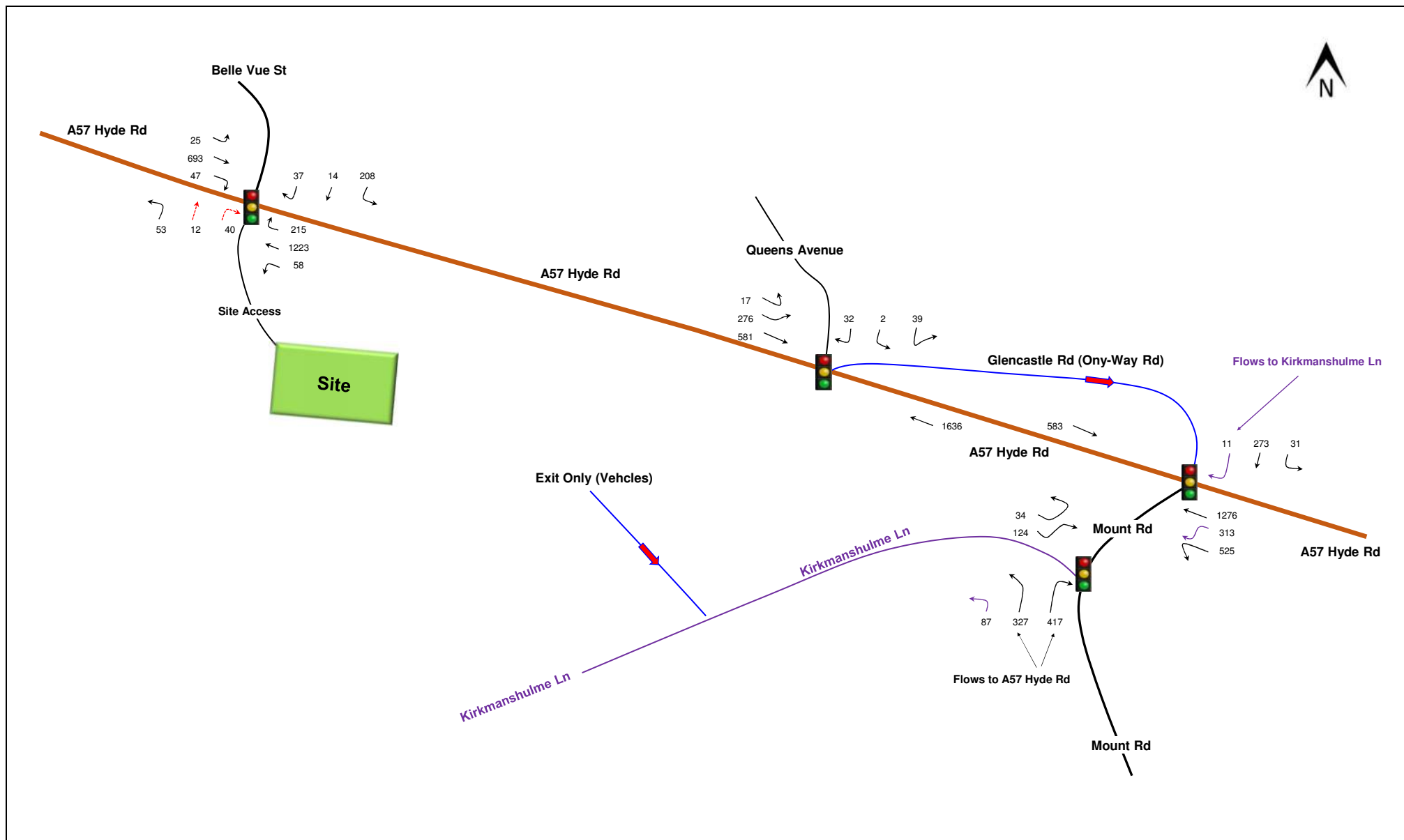


Fig. 26: AM Peak 2027 Baseline Flows + Committed Dev. Flows + Proposed Secondary School

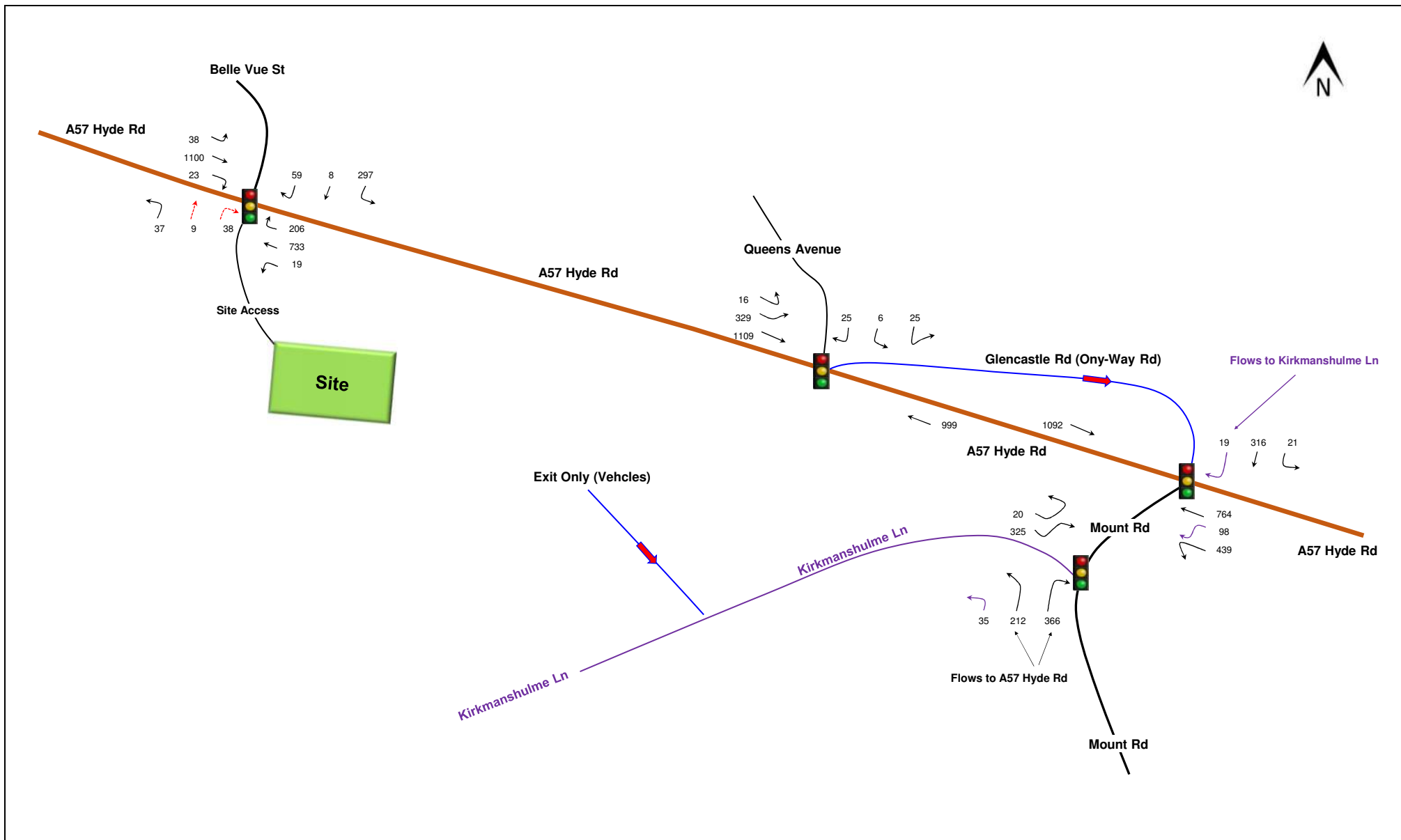


Fig. 27: PM Peak 2027 Baseline Flows + Committed Dev. Flows + Proposed Secondary School