SINCLAIR KNIGHT MERZ

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Chetham's School of Music - School Extension

TRANSPORT STATEMENT

- Final
- April 2007

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Sinclair Knight Merz
Alberton House
St Mary's Parsonage
Manchester M3 2WJ
United Kingdom
Tel: +44 161 833 4883
Fax: +44 161 833 4761
Web: www.skmconsulting.com

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1. Introduction

1.1 Introduction and Background

1.1.1 This Transport Statement (TS) has been prepared by Sinclair Knight Merz (SKM), on behalf of Chetham's School of Music, to support a detailed planning application for the proposed extension of the school, on a site located in Manchester City Centre.

1.1.2 In February 2007, SKM met with Manchester City Council (MCC) Highways Development Control to agree the scope of the transportation work required to support the application. MCC confirmed that a Transport Statement (TS) rather than a full Transport Assessment was appropriate in this instance as the development is an extension to the existing school facilities and staff and pupil numbers are to remain the same. However, the TS will need to contain an evaluation of the proposals and focus on accessibility to the site by modes of transport other than the private car, servicing of the site and car parking provision.

1.1.3 Following this introduction the TS is structured as follows:

- Section 2.0 provides a description of the development site, the surrounding highway network and the existing traffic situation. Consideration is also given to the accessibility of the site by alternative modes of transport to the private car;
- Section 3.0 describes the development proposals including the access strategy for vehicles and pedestrians and the proposed servicing arrangements. In addition, it deals with the issue of parking provision and presents a comparison between the proposed concert hall capacity and the current performance capacity;
- The conclusions of the report are drawn together in Section 4.0.

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2. Existing Conditions

2.1 Description of the site and its location

2.1.1 The site is located in Manchester City Centre. It is bounded by Victoria Station Approach to the east, Hunt's Bank to the west and Walkers Croft to the south. The location of the site is shown on **Figure 1**.

2.1.2 The site is currently a gated private car park with 29 parking spaces serving staff at the school and staff from Manchester Cathedral. Access is from Walkers Croft via Hunt's Bank and Victoria Street.

2.2 Local Highway Network

2.2.1 The local highway network in the vicinity of the site can be seen in **Figure 1**.

2.2.2 Walkers Croft is a single carriageway road with footways along each frontage. To the east it forms a simple priority controlled junction with Hunt's Bank, whereas to the west of the site it leads to a gated tunnel which allows access into Victoria Railway Station by Network Rail.

2.2.3 As stated, the northern frontage of Walkers Croft is bounded by a private car park, owned by Network Rail and used by the staff from the school and staff from Manchester Cathedral. The southern frontage is bounded by the existing Chetham's School of Music buildings. The road is subject to a 30mph speed limit and is street lit. Waiting is prohibited along the length of the northern frontage and on either side of the 13 pay and display parking spaces located along the southern frontage. Waiting is also prohibited at the junction with Hunt's Bank and in front of the gated access into the tunnel leading to Victoria Railway Station.

2.2.4 Hunt's Bank is a single carriageway road with footways on each frontage. To the southwest it forms a signalised junction with Victoria Street and to the north east it becomes Victoria Station Approach. Controlled pedestrian crossing facilities are provided across both Hunt's Bank and Victoria Street. A traffic calming scheme in the form of a signalised 'shuttle working' system is in operation on Hunt's Bank. The road is subject to a 30mph speed limit between Victoria Street and the shuttle from where it becomes subject to a 20mph speed limit. A combined bus, taxi and cycle lane is in operation on the south westbound carriageway from Victoria Station Approach to the signalised shuttle. The northern frontage of the road is bounded by the MEN Arena and the southern frontage is bounded by the private car park. Waiting and loading is prohibited along each frontage and it is street lit.

2.2.5 Victoria Station Approach is a single carriageway road with footways on each frontage. It forms a simple priority junction with Corporation Street to the south and becomes Hunts Bank to the north. To the east it is bounded by Victoria Railway Station and some small retail units, whereas to the west it is bounded by the private car park, open green space and the Urbis Centre. Traffic is prohibited from travelling north along Victoria Station Approach from Long Millgate with the exception of buses, taxis and cyclists who can continue in the combined bus, taxi and cycle lane. A raised controlled pedestrian crossing is located approximately half way along Victoria Station Approach. On the northern frontage a loading bay and taxi rank are located north of the pedestrian crossing and two disabled parking spaces and three pay and display parking spaces are located south of the crossing. It is subject to a 20mph speed limit and is street lit.

2.3 Existing Traffic Situation

2.3.1 The site is currently a private car park serving the staff at the school and staff from Manchester Cathedral. The car park is owned by Network Rail who let the parking spaces to Manchester Cathedral, who in turn sublet 11 parking spaces to Chetham's School of Music. These spaces are allocated to members of staff who can use the car park over 24 hours. Vehicular access is via a gated entrance located on Walkers Croft. Access is controlled by staff using a key for the padlock. Pedestrian access is via a gated entrance located at the corner of Hunt's Bank and Victoria Station Approach. In addition, there are 13 pay and display parking spaces along the southern frontage of Walkers Croft. Due to the low level of parking on the site and on Walkers Croft, the existing traffic flows are low and no congestion was observed to occur at the junctions of Walkers Croft with Hunt's Bank and Hunt's Bank with Victoria Street.

2.4 Public Transport Provision

2.4.1 The site is well located for public transport provision. The nearest bus stops are located along the site frontage on Victoria Station Approach, as shown on **Figure 2**. The bus services and their frequencies are shown on **Table 1**. It can be seen from **Table 1** that twenty one services currently use this stop serving destinations including Bolton, Trafford and Eccles in addition to the wider city centre.

2.4.2 These bus stops lie within the maximum desirable walking distance to a bus stop of 400 metres as identified in the Institution of Highways and Transportation (IHT) document 'Guidelines for Planning for Public Transport in New developments.'

2.4.3 Victoria Railway Station is located directly east of the site, as shown on **Figure 2**, and provides access to mainline services including Leeds, Liverpool and Huddersfield. It also

lies within the maximum desirable walking distance to a railway station of 800 metres as identified in the (IHT) document.

2.4.4 The nearest tram station is also located within Victoria Railway Station, as shown on **Figure 2**, and provides frequent services to Bury, Altrincham and other destinations served by the current Metrolink Network.

2.4.5 On the basis of the above it can be concluded that the site is very well served and highly accessible by public transport.

2.5 Pedestrian and Cyclist Facilities

2.5.1 The site is highly accessible by pedestrians via the existing footway network along Victoria Station Approach, Hunt's Bank, Walkers Croft and Victoria Street. As stated there are signal controlled pedestrian crossing facilities on both Hunt's Bank and Victoria Station Approach to facilitate safe crossing movements.

2.5.2 A combined bus, taxi and cycle lane is present on Victoria Station Approach and thus can be used by cyclists travelling north and along Hunt's Bank for cyclists travelling south west. Advance stop lines are present at the traffic signals at the junction of Hunt's Bank and Victoria Street. Victoria Station Approach and Hunt's Bank are both classified as an 'On road route – signed but with no cycling facilities' on the Greater Manchester Cycle Network map. This cycle route connects another cycle route leading to the city centre at the junction with Corporation Street, as shown on **Appendix A**.

2.5.3 On the basis of the above it can be concluded that the site is well served by existing pedestrian and cycling facilities

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3. Development Proposals

3.1 Development Proposal

3.1.1 The development proposals comprise the extension of the existing 290 pupil and 155 full time and 100 part time staff school into the development site. The proposed scheme includes a 365 seat concert hall, a recital hall, 51 music practice rooms and classrooms, school offices, car park and service yard. The site layout is shown on Stephenson Bell's drawing, al(05)201, included as **Appendix B**.

3.2 Access Strategy

3.2.1 Vehicular access to the site will be via a gated entrance located on Walkers Croft. Access will be controlled remotely by staff and by a buzzer for service vehicles and visitors. The parking area will consist of 18 staff parking spaces including 3 disabled parking spaces. This accords well with Greater Manchester's Local Transport Plan 2 (LTP2), Parking Standards which states that the maximum car parking standard is:

'1.5 spaces per classroom',

and the minimum standard for car parking provision for disabled parking is:

'up to 200 bays – 3 bays or 6% of the total capacity, which ever is greater.'

3.2.2 The car parking will be managed by the school and will be available to visitors with permits for evening performances, as is currently the practice for the main school's car park during performances. As a point of information, there are 32 existing demarked car parking spaces within the existing school site with an additional capacity of 72 car parking spaces during out of school hours when vehicles can park on the existing school playground. This gives a potential car parking provision for evening performances of 122 spaces.

3.3 Pedestrian and Cycle Access

3.3.1 Two new pedestrian accesses will be provided into the new development. Members of the public can gain access to the school extension via a new access located on Hunt's Bank. This access will be open during lunchtime and evening performances. A gated pedestrian access for visitors to the Outreach Centre located within the school, will be provided on Walkers Croft and a footway will lead to the school entrance. An additional entrance is located north east of the car park, however this entrance is envisaged to be used mainly by staff arriving by car and performers arriving by coach. It is intended that Walkers

Croft will become a level shared surface with different materials indicating the vehicle running area.

3.3.2 The proposed development will oversail the footway along the south western fromtage of Victoria Station Approach by 1.1m. This oversail will start more than 5.1m above the footway and will not affect the passing traffic. As Victoria Station Approach is unadopted highway it has been confirmed with MCC Technical Services that an oversail licence is not required.

3.3.3 Pedestrian access from the existing school will be via a private footway that will bridge Walkers Croft and connect into the school extension. The height of the bridge will be set so as to allow an appropriate level of clearance for all likely service vehicles travelling underneath.

3.3.4 Sixteen secure and covered cycle parking spaces will be provided within the car park for staff. Cyclists will access these facilities via the gated access on Walkers Croft. This level of provision accords with Greater Manchester's Local Transport Plan 2 (LTP2), Parking Standards, which states that the minimum standard for cycle parking provision for staff is:

'1 per 10 full time equivalent staff.'

3.3.5 This is in addition to the existing cycle parking located on the main school site. Pupils will continue to park their bikes within the main school site.

3.4 Potential Closure of Walkers Croft

3.4.1 The client's development advisor is currently in discussions with Network Rail regarding rights of access along Walkers Croft. It is intended that an application will be made to enable Walkers Croft and its associated footways to be 'stopped up'. This proposal will allow Walkers Croft to become a private road for the school but continuing to allow access to Victoria Railway Station for Network Rail. Closure of Walkers Croft will provide additional security for the school. It has been confirmed by MCC that Walkers Croft is an adopted highway whilst both Victoria Station Approach and Hunt's Bank are unadopted. Both the gated footpath located at the corner of Hunt's Bank and Victoria Station Approach that leads into the private car park and the footpath that leads from Victoria Station Approach to Walkers Croft will be closed via discussions through the development advisor and owner. The closure of Walkers Croft will result in the loss of the 13 pay and display car parking spaces.

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3.5 Service Access

3.5.1 Service access for the school extension will be from Walkers Croft via Hunt's Bank and its junction with Victoria Street. Daily kitchen and domestic refuse collections currently take place at the school. Future collections will be co-ordinated and a similar level of vehicular activity is envisaged. Kitchen deliveries will continue to take place via the main school. The proposed servicing arrangement will allow service vehicles to enter and exit in forward gear. SKM's drawings EU00451-skm01 and EU00451-skm02, included as **Appendix C** and **Appendix D** respectively, shows a large refuse vehicle and a pantechnicon undertaking the manoeuvre. The visibility for vehicles exiting the service yard is considered acceptable as speeds of approaching vehicles will be low and the only passing traffic will be the occasional coach for evening performances and staff using the two car parking spaces east of the service yard, both of which are unlikely to coincide with the servicing operations.

3.6 Coach Access

3.6.1 A coach will be able to use Walkers Croft to drop off / pick up those performing at the concert hall and recital hall. The proposed servicing arrangement will allow the coach to enter and exit in forward gear. It is intended that the coach will drop-off adjacent to the car park, then park within the marked bay to the east of the service yard. After the performance, the coach will reverse into the service area where it can pick-up both performers and instruments in a controlled manner. SKM's drawing EU00451-skm03, included as **Appendix E**, shows a bus alighting, parking and undertaking the turning manoeuvre. If more than one coach is dropping-off / picking-up, the school will manage their arrival times to ensure no congestion will occur and maintain safety along Walkers Croft. The additional coaches will operate as is currently the case, parking at a safe and appropriate location within the vicinity of the school.

3.7 Use of Concert Hall and Recital Hall

3.7.1 As stated a new concert hall is proposed as part of the development proposals. It will hold a maximum capacity of 365 seats. The proposed recital hall will hold a maximum capacity of 100 seats. The existing capacity for public and private performances in the school is currently 600 seats. However, after the main school has been redeveloped, which includes the demolition of the Studio, the resulting possible maximum capacity will be 947 seats over the two sites. Performances currently take place at the school every day, at lunchtimes, during school term time and in the evenings and at weekends. It is intended that this frequency will continue with the proposed concert hall and recital hall.

3.7.2 As discussed earlier, vehicles associated with the performances will be able to park in the car park accessed from Walkers Croft and in the car park within the main school site. This will provide a capacity of 120 parking spaces. In addition, there are three public car parks located in the vicinity of the school. Salford Exchange Station with 420 parking spaces on Victoria Street is a 24 hour car park located within 300m of the site. The Manchester Evening News Arena with 958 parking spaces is located adjacent to the development site, within 300m of the pedestrian accesses, and is open between the hours of 0700 and 00.00. Victoria Station is a 24 hour car park with 311 parking spaces located within 200m on Corporation Street.

3.7.3 Although the capacity for public and private performances will increase with the proposed extension to the school facilities any increase in parking demand can be met by retaining the existing parking arrangement within the main school site and use of the existing public car parks in the vicinity of the school. The existing Traffic Regulation Orders (TROs) located on Victoria Station Approach and Hunt's Bank will ensure car parking will not take place on the local highway network.

3.7.4 The existing 42 car parking spaces accessed from Walkers Croft will be reduced to 18 parking spaces as a result of the proposed development. The only additional traffic generated from the extension will be service vehicles during the school day and coaches during the public / private performances. Therefore future traffic levels on Walkers Croft are likely to be similar or less than currently experienced.

3.7.5 The site is highly accessible by public transport and it is likely that many visitors to the concert hall and recital hall will arrive by bus, train or tram, thus minimising the demand for parking.

3.7.6 The existing signalled controlled pedestrian crossing facilities located at the Hunt's Bank / Victoria Street junction and on Victoria Station Approach are appropriate for accommodating any increases in pedestrian movement associated with the use of the proposed concert hall and recital hall.

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4. Conclusion

4.1 Conclusion and Summary

4.1.1 This Transport Statement (TS) has been prepared by Sinclair Knight Merz, on behalf of Chetham's School of Music, to support a detailed planning application for the proposed extension of the school located in Manchester City Centre. The proposed extension includes a 365 seat concert hall, a recital hall, music practice rooms, school classrooms and offices, car park and service yard.

4.1.2 The TS has evaluated the proposals and accessibility to the site by modes of transport other than the private car. It has assessed the proposed car parking provision, servicing and access strategy. It has also assessed the impact of the concert hall and recital hall in terms of car parking demand and pedestrian access.

4.1.3 The conclusions of the report are as follows:

- The site is very well served by public transport, pedestrian routes and cycle facilities;
- Any increase in parking demand can be met by the new and existing parking provision at the main school and by the three public car parks located in the vicinity of the school;
- The proposed servicing arrangement will allow service vehicles to enter and exit in forward gear;
- On-going discussions are taking place between the client's development advisor and Network Rail with regards to rights of access along Walkers Croft with the intention that an application will be made to enable Walker's Croft to be 'stopped up' thus allowing it to become a private road to improve security.

Tables

Table 1 - Bus Routes and Frequencies

Nearest Bus Stop – Victoria Station Approach

Service	Route	Mon-Fri Frequency (Daytime)	Mon- Fri Frequency (Evening)	Start Time	Finish Time	Saturday Frequency	Start Time	Finish Time	Sunday Frequency	Start Time	Finish Time
2	Metroshuttle	Every 10 minutes	Every 10 minutes	07:00	19:00	Every 10 minutes	07:00	19:00	Every 10 minutes	10:00	18:00
7	Manchester – Eccles – Irlam - Cadishead	-	Once	17:06	17:06	-	-	-	-	-	-
8	Manchester – Pendleton – Farnworth - Bolton	Every 10 minutes	Every 30 minutes	06:30	03:30	Every 10 minutes	06:35	03:30	Every 15 minutes	08:25	23:55
10	Manchester – Pendleton – Farnworth - Bolton	Every 20 minutes	Hourly	06:10	18:10	Every 20 minutes	06:10	18:10	-	-	-
25	Manchester – Swinton - Farnworth - Bolton	-	Hourly	19:10	22:10	Hourly (Evenings)	19:10	22:10	Hourly	10:10	22:10
27	Manchester – Hope Hospital - Swinton	Hourly	-	07:22	17:22	Hourly	07:22	17:22	-	-	-
31	Manchester – Walkden – Little Hulton – Farnworth	Hourly	Hourly	07:57	23:13	Hourly	07:57	13:13	Hourly	10:13	23:13
67	Manchester – Eccles – Peel Green - Cadishead	Every 10 minutes	Every 30 minutes	05:27	02:30	Every 10 minutes	05:50	02:30	Every 15 minutes	06:31	23:16
68	Manchester – Eccles - Walkden – Farnworth - Bolton	Every 20 minutes	Hourly	06:42	22:58	Every 20 minutes	07:23	22:58	Hourly	08:58	22:58
70	Manchester – Pendleton – Eccles – Clifton Junction	Hourly	Hourly	07:35	22:40	Hourly	07:35	22:40	Hourly	08:40	22:40

Table 1 ctd - Bus Routes and Frequencies

Nearest Bus Stop – Victoria Station Approach

Service	Route	Mon-Fri Frequency (Daytime)	Mon- Fri Frequency (Evening)	Start Time	Finish Time	Saturday Frequency	Start Time	Finish Time	Sunday Frequency	Start Time	Finish Time
71	Manchester – Ordsall – Clifton Junction via Hope	Twice	Twice	07:05	17:59	Four a day	07:05	17:59	-	-	-
73	Manchester – Ordsall – Clifton Junction via Eccles Road	Hourly	-	08:30	17:40	Hourly	08:30	17:40	-	-	-
90	Manchester – Bury – Ramsbottom - Stubbins	-	Every 30 minutes	16:30	19:00	-	-	-	-	-	-
93	Manchester – Carr Clough – Prestwich - Bury	Every 20 minutes	Hourly	06:55	23:20	Every 20 minutes	07:32	23:20	Every 30 minutes	08:40	23:20
96	Manchester – Simister	Hourly	Hourly	08:25	18:25	Hourly	08:25	18:25	Hourly	09:25	18:25
98	Manchester – Whitefield – Starling - Bury	Every 10 minutes	Every 15 minutes	06:25	23:35	Every 10 minutes	06:55	23:35	Every 30 minutes	08:00	23:35
100	Manchester – Trafford Centre – Hollins Green - Warrington	Every 20 minutes	Hourly	06:00	23:13	Every 20 minutes	06:05	23:13	Every 20 minutes	09:28	23:13
137	Manchester – Broughton – Hollins - Bury	Every 20 minutes	-	06:40	18:40	Every 20 minutes	07:38	18:40	-	-	-
138	Manchester – Broughton – Pilsworth - Bury	-	Hourly	18:40	23:00	Hourly	18:50	23:00	Every 30 minutes	09:20	23:00
264	Manchester – Sale - Altrincham	-	Every 30 minutes	16:30	18:00	-	-	-	-	-	-
M10	Manchester – Pendleton – Farnworth - Bolton	Every 10 minutes	Every 30 minutes	06:30	23:00	Every 10 minutes	06:30	23:30	Every 30 minutes	09:50	23:00

Figures

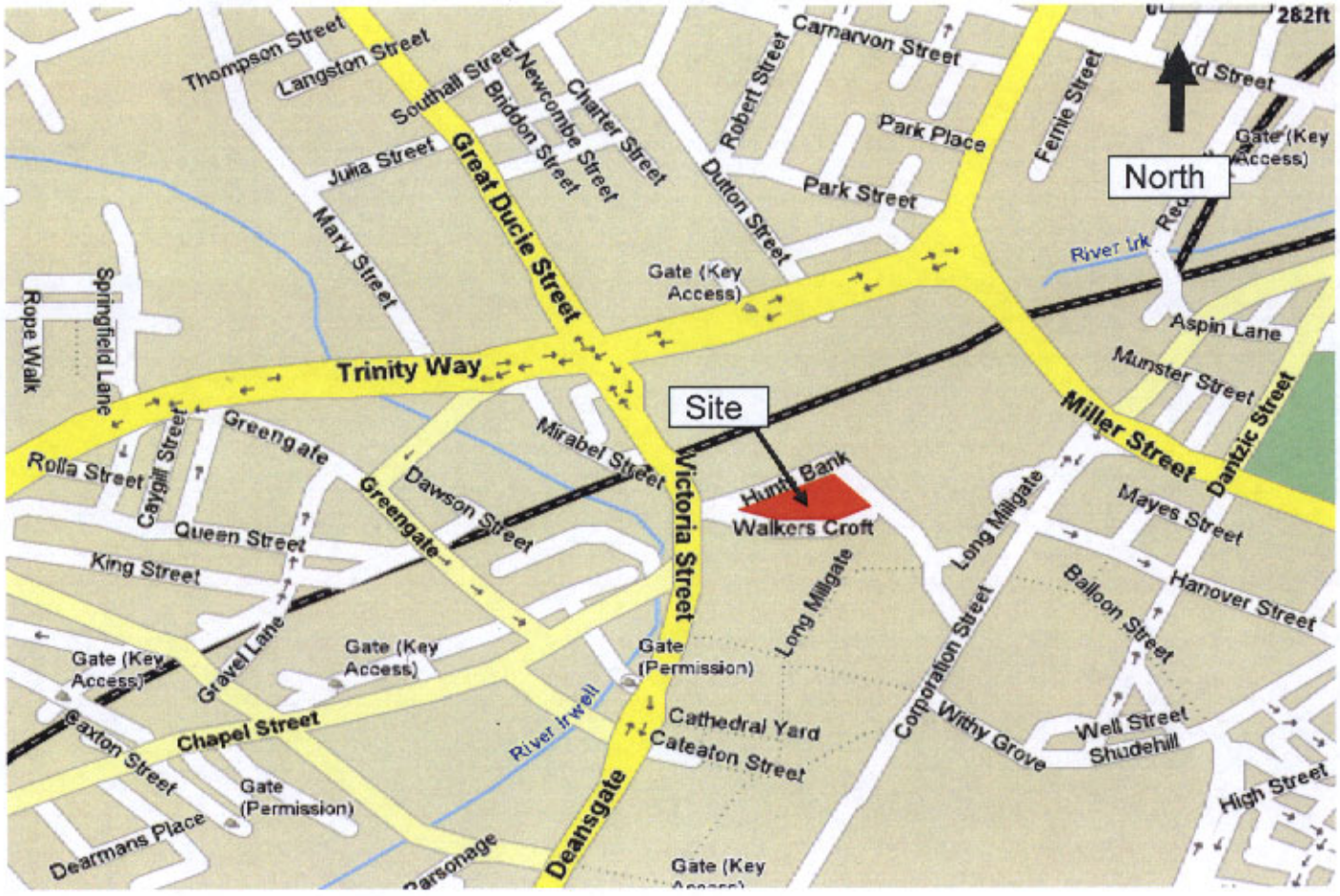

Figure 1 - Site Location

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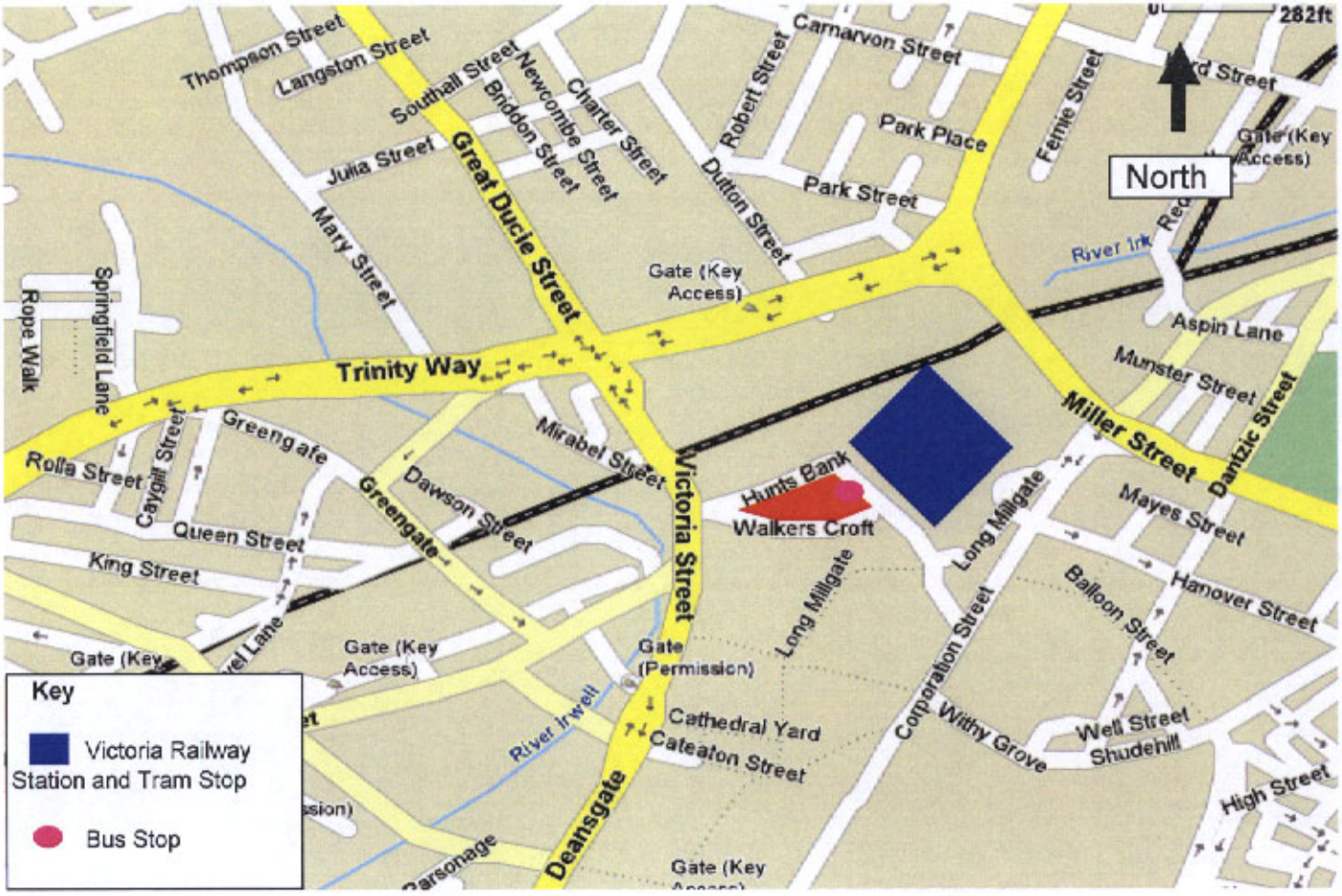

Figure 2 - Public Transport Provision

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Appendices

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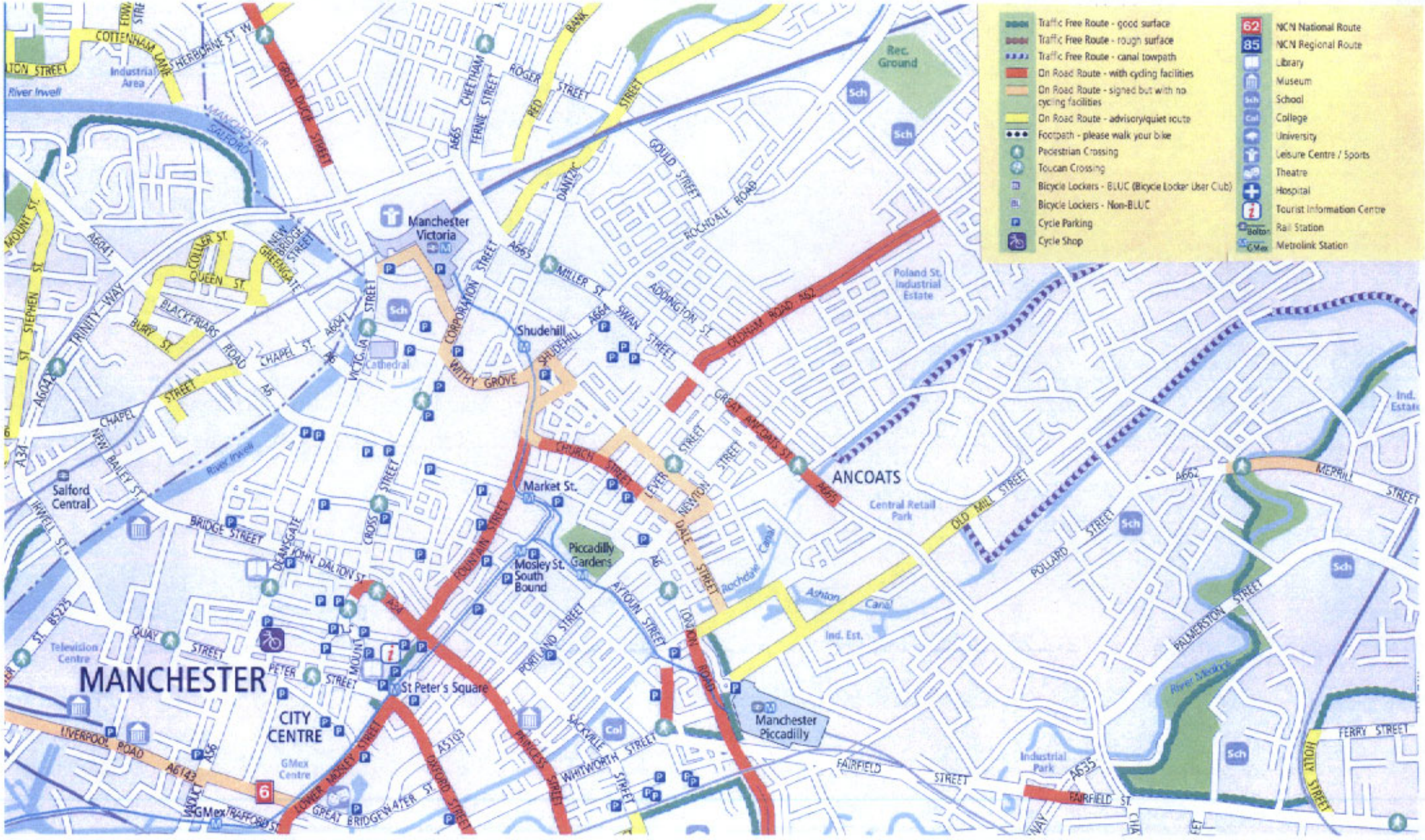
Appendix A



Traffic Free Route - good surface
Traffic Free Route - rough surface
Traffic Free Route - canal towpath
On Road Route - with cycling facilities
On Road Route - signed but with no cycling facilities
On Road Route - advisory/quiet route
Footpath - please walk your bike
Pedestrian Crossing
Toucan Crossing
Bicycle Lockers - BLUC (Bicycle Locker User Club)
Bicycle Lockers - Non-BLUC
Cycle Parking
Cycle Shop
NCN National Route
NCN Regional Route
Library
Museum
School
College
University
Leisure Centre / Sports
Theatre
Hospital
Tourist Information Centre
Rail Station
Metrolink Station
MANCHESTER
CITY CENTRE
ANCOATS
Manchester Victoria
Shudehill
Market St.
Mosley St. South Bound
Piccadilly Gardens
St Peter's Square
Manchester Piccadilly
Salford Central
Cathedral
Rec. Ground
Poland St. Industrial Estate
Central Retail Park
Industrial Park
Ind. Est.
Ind. Estate
Television Centre
GMex Centre
River Irwell
River Medlock
Rochdale Canal
Ashton Canal
Industrial Area
GREAT DUCIE STREET
OLDHAM ROAD A62
GREAT ANCOATS ST
CHURCH STREET
FOUNTAIN STREET
DALE STREET
LONDON ROAD
PRINCESS STREET
OXFORD STREET
LOWER MOSLEY STREET
LIVERPOOL ROAD A6143
GREAT BRIDGEWATER ST
FAIRFIELD STREET
FAIRFIELD ST.
HOLLY STREET
FERRY STREET
PALMERSTON STREET
POLLARD STREET
OLD MILL STREET
MERRILL STREET
BRIDGE STREET
CHAPEL STREET
QUEEN ST.
BLACKFRIARS ROAD
TRINITY WAY
ST STEPHEN ST
MOUNT ST.
COTTENHAM LANE
SHERBORNE ST W
ROGER STREET
RED STREET
GOULD STREET
ROCHDALE ROAD
ADDINGTON ST.
SWAN STREET
MILLER ST
CORPORATION STREET
WITHY GROVE
SHUDEHILL
CHEETHAM
FERNIE STREET
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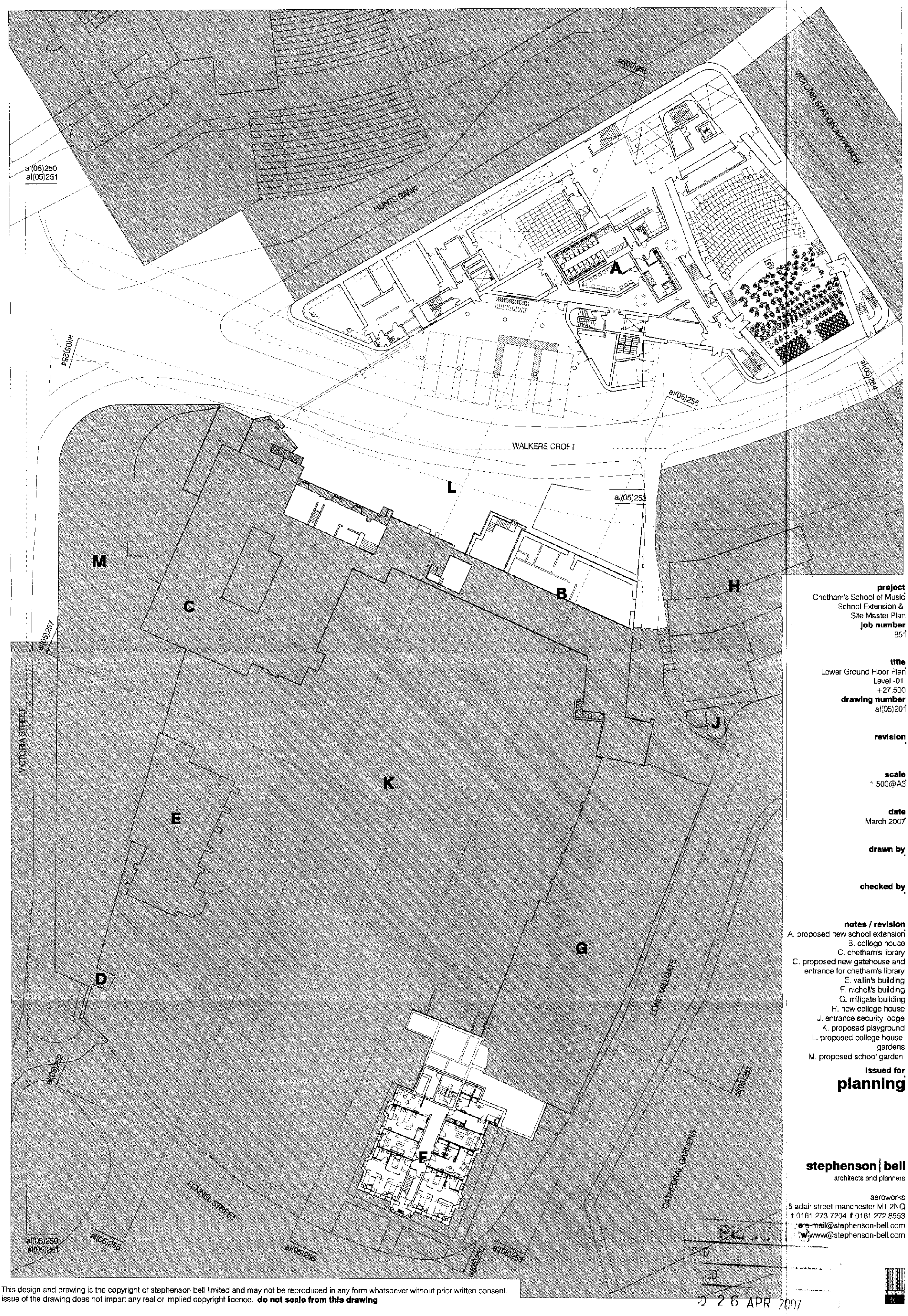
Appendix B



project
Chetham's School of Music
School Extension &
Site Master Plan
job number
851

title
Lower Ground Floor Plan
Level -01
+27,500
drawing number
al(05)201

revision

scale
1:500@A3

date
March 2007

drawn by

checked by

notes / revision
A. proposed new school extension
B. college house
C. chetham's library
D. proposed new gatehouse and entrance for chetham's library
E. vallin's building
F. nicholl's building
G. milligate building
H. new college house
J. entrance security lodge
K. proposed playground
L. proposed college house gardens
M. proposed school garden

issued for
planning

stephenson | bell
architects and planners

aeroworks
5 adair street manchester M1 2NQ
t 0161 273 7204 f 0161 272 8553
e e-mail@stephenson-bell.com
w www@stephenson-bell.com

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Appendix C, D and E have been scanned as separate plans