

Technical Note

Bridge College Openshaw Campus Proposed College Extension

Our reference: AM/240813/TN02

Author: Abbie Moore

Date: 07 February 2025

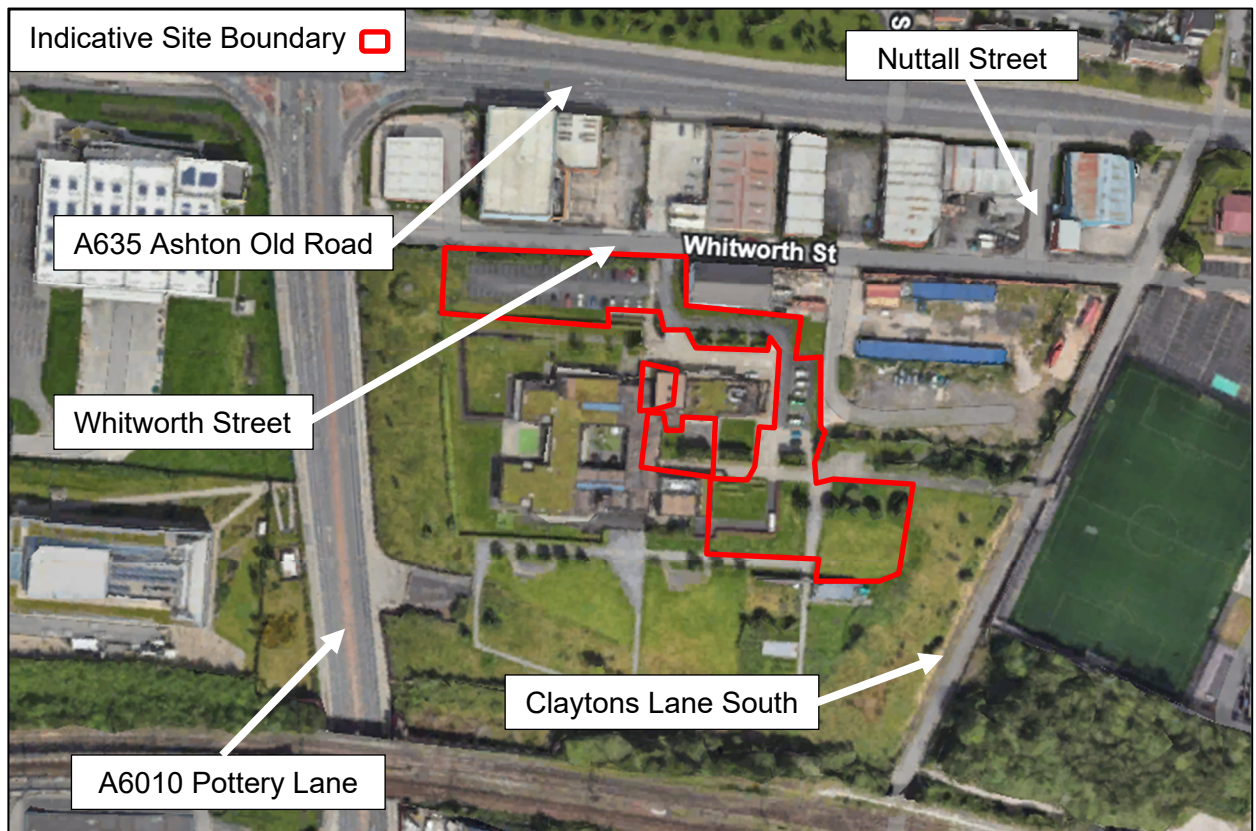
Reviewed: Mark Devenish

Date: 07 February 2025

Introduction

1. SCP have been instructed by The Together Trust to provide transport planning advice in support of a planning application for the extension of a non-residential specialist education facility for post-16 students at the existing Bridge College site, Openshaw.
2. The site location and the approximate site boundary is shown in relation to the local highway network in red on **Figure 1** below, with a more detailed site boundary shown on the site layout plan presented in **Appendix A**.

Figure 1- Site Location



3. This Technical Note has been produced to support the planning application and provide details on the proposed access arrangements and associated traffic and transport implications of the development, to inform the local highway and planning authority regarding the nature and magnitude of their impact.

Background

4. Pre-application discussions were conducted with Manchester City Council. It was confirmed that a brief transport report was required addressing the pertinent issues for the proposed extension including the number of vehicle movements anticipated to be generated at the left-hand turn lane of the westbound approach on Ashton Old Road at the junction with Pottery Lane.

Existing Conditions

5. The application site is located on land to the south of Whitworth Street, approximately 3.6km east of Manchester City Centre.
6. The application site comprises Bridge College, which is single-story purpose-built building offering specialist education for young people 16 to 25 with learning disabilities, complex health needs and autism. The car park is currently accessed via a gated simple dropped-kerb tactile paving access off Whitworth Street, as shown on **Figure 2** below.

Figure 2 – Existing Site Access



7. There is an additional access off Whitworth Street to the west of the operational existing accesses, however this is not currently in use, but features dropped kerbs, as shown in **Figure 3** below.

Figure 3 – Existing Site Access West



8. The site's current car parking capacity is for 56 vehicles on site, as well as under cover storage capacity for 15 bicycles for staff and visitors.
9. At the time of writing this report, the college currently employs 141 members of staff (contractual and agency). The college also has other members of the Trust team who work from site, typically this will be between 1 to 4 people on a daily basis.
10. Additionally, one student attends with their own carers which increases the numbers in college by 2. Therefore, in total, there is approximately 147 total staff on site daily in a practical maximum.

11. Furthermore, Bridge College welcomes visitors to the college daily and runs events throughout the year. A smaller run meeting/event would increase numbers by 1-50 additional people, a larger event could attract an additional 100 people to the site. Events run during learning hours or between 3pm and 6pm. College visitors to these events would be parents/carers, prospective students, contractors, members of the public looking for employment, other specialist education providers, local authority representatives/teams and other service providers.
12. In total there are 87 students enrolled at the college, with each student having access to one-to-one support.
13. The operational opening hours of the site are 6am until 6.15pm Monday to Friday. In addition to this, on a weekend there is a access to the hydro pool area for baby/toddler activities. The operating hours for the hydro pool area are 7.30am until 6pm, with 2 members of staff each day, and 20 babies/toddlers with an adult every 30 minutes from 8.30am until 4.30pm.

Local Highway Network

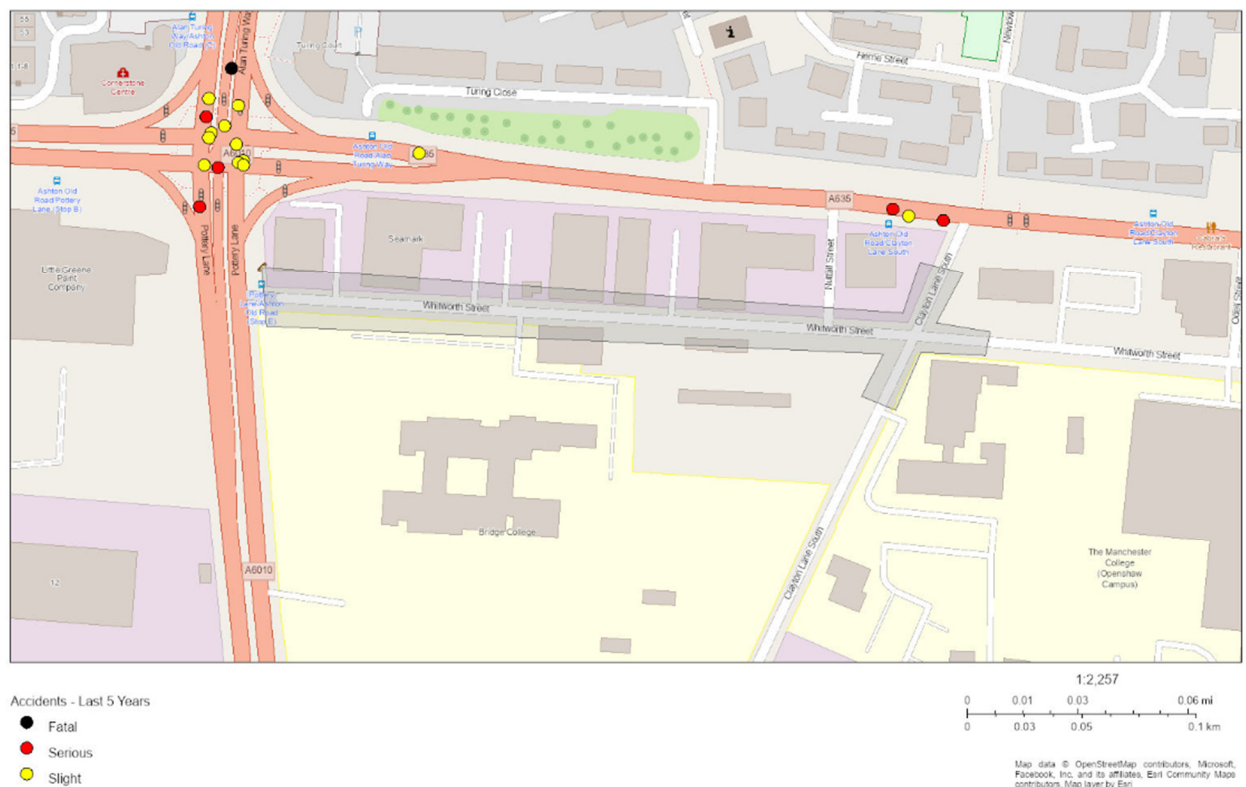
14. Whitworth Street fronts the northern site boundary and provides a link to Clayton Lane South, to the east. Whitworth Street is a cul-de-sac with no through route onto the A6010 Pottery Lane, which is located to the west of the site. Whitworth Street is subject to a 20mph speed limit and benefits from wide footways on both sides of the road and street lighting columns. There are traffic regulation orders (TROs) in the form of single yellow lines are present on both sides of the carriageways with Mon-Sat, 8am-6pm. Whitworth Street in the vicinity of the site has a carriageway width of approximately 6m and is accessed via Clayton Lane South to the east and Nuttall Street to the north.
15. Clayton Lane South is a dead-end for vehicles at the location of the railway bridge to the south and therefore only provides vehicular access to the College and industrial units along Whitworth Street. Additionally, Whitworth Street to the east of Clayton Lane South, is gated within The Manchester College Campus providing access to the college site only.
16. The A6010 Pottery Lane fronts the western site boundary and provides a link between Ashton Old Road in the north, with Hyde Road to the south. The A6010 Pottery Lane is subject to a 30mph speed limit and is a dual carriageway with a carriageway width of approximately 7m in both directions.

17. The A6010 forms a major signalised junction with the A635 Ashton Old Road on the north-west corner of the site where a left turn slip road is provided as is the case on each approach to the junction.

Road Safety Record

18. A review of accident data covering the most recently available five-year period has been undertaken using Department for Transport (DfT) data. The study area analysed encompasses Whitworth Street in the vicinity of the site access, and the Whitworth Street / Claytons Lane South junction. The location and severity of any accidents within the study area during this period, is also presented in **Figure 4** below.

Figure 4 – Accident Record



19. As can be seen from the above, no accidents were recorded in the study area during the 5-year study period.
20. Overall, the recorded accident data does not demonstrate any pattern of incidents or trends that would suggest any underlying cause relating to the operation of the highway that could be affected by the development proposals.

Proposed Development

21. The development proposals consist of an extension to the existing non-residential specialist education facility for post-16 students. The proposed site plan can be seen in the site layout plan presented in **Appendix A**.
22. The extension is proposed to accommodate an additional 60 staff resulting in a total of approximately 207 members of staff together with 40 additional students, resulting in a total of 127 students.

Proposed Access Arrangement

23. Vehicular access to the proposed development will be provided via the existing access to the site, off Whitworth Street, which is proposed to be widened to 6m at the existing gates. Additionally, the former access approximately 75m west of the existing access, is proposed to be reopened to provide a second egress. This additional egress has a width of approximately 4m and will act in a one way-system during busy periods as well as providing an emergency access.
24. As shown on drawing number SCP/240813/D01, presented in **Appendix B**, 2.4m x 25m visibility splays, in accordance with the visibility requirements set out in the Manual for Streets (MfS) for a 20mph road, are achievable from both access points in both directions on to Whitworth Street.

Servicing Arrangements

25. The proposed servicing arrangement will follow that of the existing servicing arrangement associated with the college whereby the refuse vehicle is able to enter the site, turn and exit in forward gear. Swept path analysis has been undertaken of the internal road layout, as shown on drawing number SCP/240813/ATR01 Rev A, presented in **Appendix C**, which demonstrates that the movements of a large refuse vehicle, as the largest understood to be used at the College site, can be accommodated.

Parking

26. Manchester City Centre parking standards are set out in the Manchester Core Strategy 2012 to 2027. For Higher and Further Education there is a requirement for 1 space per 2 staff (including parking for students). For cycle parking there is a minimum requirement for 1 space per 5 staff plus 1 space per 3 students. Of these parking spaces, there is a requirement for 12% to be accessible.

27. With an increase of approximately 60 staff equating to a total of approximately 207 staff, applying these standards to the site, results in a requirement for a total provision of approximately 126-127 car parking spaces.
28. The proposals provide the following car parking provisions:
- Standard car parking: 145 spaces, (of which 7 are EV spaces)
 - Minibus parking spaces: 8
 - Accessible car parking: 20 spaces, (of which 2 are Access/EV)
 - EV Charging car parking: 9 spaces,
- Total: 165 car parking spaces**
29. Whilst it is acknowledged that the proposed provision is 38 spaces above the requirement set out in the Manchester Core Strategy, this is considered acceptable given the nature of the college being an SEN school with a much higher staff-pupil ratio than a mainstream college. Additionally, the proposals would address the shortfall in the existing parking supply during meetings / events.

Trip Generation

30. Due to the specialised nature of the site as well as the known additional staffing levels and additional pupil numbers, detailed earlier, a first principles approach has been used to estimate the level of traffic that will be generated by the proposed extension during the peak hours. A TRICs assessment based on the number of additional students has not been used, due to the unique nature of the site and incompatibility with the land use definitions, and therefore a first principles approach provides a more accurate assessment.

31. As detailed earlier, it is anticipated that the extension will result in a total of 60 additional staff members. It has been confirmed by Bridge College that many staff working at the college travel to work using public transport. By applying the method of travel to work data from Nomis Census data for the Manchester 015 area where the site is located, it is estimated that approximately 66% of the additional staff would travel to work by private car, with the rest using public transport or active travel.
32. Consequently, for total vehicle trip generation there would be approximately 40 two-way vehicle movements a day by staff with private cars. It is estimated that of these 40 vehicle movements, around half would arrive and depart the site during a weekday typical peak hour period. Therefore, it has been estimated that for staff, there would be 20 arrivals during the AM peak hour and 20 departures movements during the PM peak hour.
33. As well as this, there is an expectation that half of the additional 40 students would also travel to college via private cars due to their specialist needs with others travelling via local authority passenger transport support. Therefore, it is estimated that there would be 20 arrivals and 20 departures in both the AM and PM peak, resulting from the students being dropped off / picked up by their parents / carers.
34. Having regard to the above, the estimated trip generation associated with the proposed college is therefore as summarised in **Table 1** below: -

Table 1: Estimated Trip Generation				
Mode	Typical Weekday AM Peak Hour		Typical Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Total Vehicles	40	20	20	40

35. It has been confirmed that the following deliveries occur on site at the below frequencies:
- General parcel deliveries: Daily
 - Royal Mail: Daily
 - Biffa waste collection: 3 collections a week
 - Brakes food deliveries: 2 deliveries a week

36. It is anticipated that the above deliveries occur outside of the typical peak hours.
37. The College has also confirmed that smaller run meeting/events would increase numbers by 1-50 additional people, and a larger event could attract an additional 100 people to the site. Events run during learning hours or between 3pm and 6pm. However, these events and trip generation would be occasional for instances such as parents evening and are therefore not daily occurrences.

Highway Impact

38. Considering the restrictions in place in the areas surrounding the site, the feasible routes to and from the site, are from Whitworth Street onto the A635 Ashton Old Road via Clayton Lane South and Nuttall Street, whilst beyond this traffic has been distributed east/west on the A635 and subsequently at the junction with the A6010 for traffic to / from the west.
39. The Bridge college has confirmed the catchment and breakdown of the journey directions of students and staff at Bridge College. A traffic distribution on the surrounding highway network has been calculated using the information provided. The anticipated trip distribution and area of usual residence from the proposed development is presented in **Table 2**.

Table 2: Trip Distribution

Route	Area of Residence	Distribution Percentage
Whitworth Street/ Clayton Lane Street or Nuttall Street/ A635 Ashton Old Road West	Bury, Cheshire, Chester, Derbyshire, Rossendale, Salford, Stockport, Trafford, Warrington, Wigan, Manchester	68%
Whitworth Street/ Clayton Lane Street or Nuttall Street/ A635 Ashton Old Road East	Oldham, Tameside, Manchester	32%
Further Split from A635 Ashton Old Road West Junction		
Whitworth Street/ Clayton Lane Street or Nuttall Street/ A635 Ashton Old Road West/ A6010 Alan Turing Way	Bury, Rossendale, Manchester	17%
Whitworth Street/ Clayton Lane Street or Nuttall Street/ A635 Ashton Old Road West/ A635 Ashton Old Road	Manchester, Cheshire, Chester, Salford, Trafford, Warrington, Wigan	26%
Whitworth Street/ Clayton Lane Street or Nuttall Street/ A635 Ashton Old Road West/ A6010 Pottery Lane	Manchester, Derbyshire, Stockport,	25%

40. For the area of 'Manchester', it has been assumed that at the A635 Ashton Old Road/ A6010 Pottery Lane signal-controlled junction, the trip distribution would be even split between A6010 Alan Turing Way/ A635 Ashton Old Road West and the A6010 Pottery Lane south.

41. The traffic assignment for the proposed extension has been obtained by applying the trip distribution proportions to the estimated traffic generation figures and are presented in **Table 3**.

Table 3: Trip Assignment

Route	Typical Weekday AM Peak Hour		Typical Weekday PM Peak Hour	
	Arrivals	Departures	Arrivals	Departures
Whitworth Street/ Clayton Lane Street or Nuttall Street/ A635 Ashton Old Road West	27	14	14	27
Whitworth Street/ Clayton Lane Street or Nuttall Street/ A635 Ashton Old Road East	13	6	6	13
Further Split at A635 Ashton Old Road West				
Whitworth Street/ Clayton Lane Street or Nuttall Street/ A635 Ashton Old Road West/ A6010 Alan Turing Way	7	3	3	7
Whitworth Street/ Clayton Lane Street or Nuttall Street/ A635 Ashton Old Road West/ A635 Ashton Old Road	10	5	5	10
Whitworth Street/ Clayton Lane Street or Nuttall Street/ A635 Ashton Old Road West/ A6010 Pottery Lane	10	5	5	10

42. As detailed in the pre-application consultation, a review of the vehicle movements anticipated to be generated at the left-hand turn lane on the westbound Ashton Old Road approach at the junction with Pottery Lane have been investigated.
43. 5 Vehicle trips are predicted to make this movement in the AM peak hour and 10 in the PM peak hour, equating to a movement every 6-12 minutes, which would not have a material impact.

Conclusions

44. SCP have been instructed by The Together Trust to provide transport planning advice in support of a planning application for an extension to their non-residential specialist education facility for post-16 students at Whitworth Street, Openshaw.

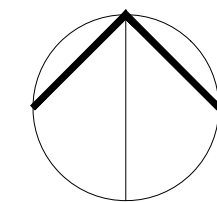
45. Vehicular access to the proposed development will be provided via the existing access to the site, off Whitworth Street, which is proposed to be widened to 6m at the existing gates. Additionally, the former access approximately 75m west of the existing access is proposed to be reopened to provide a second egress. This additional egress has a width of approximately 4m and will act in a one way-system during busy periods as well as providing an emergency access.
46. Whilst it is acknowledged that the proposed provision is above the requirement set out in the Manchester Core Strategy, this is considered acceptable given the nature of the college being an SEN school with a much higher staff-pupil ratio than a mainstream college. Additionally, the proposals would address the shortfall in the existing parking supply during meetings / events.
47. Online records show that no accidents have been recorded in the vicinity of the site.
48. The proposed servicing arrangement will follow that of the existing servicing arrangement associated with the college whereby the refuse collection vehicle is able to enter the site, turn and exit in forward gear.
49. The number of vehicle movements generated would not be significant and the effect of the changes in traffic resulting from the proposals on the local highway network will not have a material impact.
50. It is therefore concluded that the proposed extension to the existing college is acceptable with regard to transport.

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APPENDIX A

Notes

0 5 10 20m



- Area of Ownership, (The Manchester College)
— Area of Application

Park space Key

- AC Accessible Parking space
- EV EV Electric Vehicle Parking space
- AC EV Accessible/ Electric Vehicle Parking space
- MB Mini-bus Parking space

Note: Unless indicated otherwise parking spaces are standard dimensions.

Area A, B, C and D

Standard parking spaces - 138
Electric parking spaces (incl. AC/EV) - 9
Accessible parking spaces - 18
Total Car Parking spaces - 165

Mini-bus parking spaces - 8

- Extensions footprint

PRELIMINARY ISSUE

P05	19.12.24	Vehicular access gates from Whitworth Street widened. Kerbs to access road at drop-off area realigned.	MS	GC
P04	23.10.24	Area of ownership added, areas of application added, extension footprints added - Preliminary issue	MS	GC
P03	22.10.24	Parking proposal redrafted. Area of ownership removed - Preliminary issue	MS	GC
P02	20.09.24	Area of ownership adjusted, area of application added - Preliminary issue	MS	GC
P01	29.08.24	Draft planning drawing - Preliminary issue	GC	JW
Rev	Date	Revision Note	By	Chk

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Project:
Bridge College Extension

WSA Project ID:
0396

Title:
Proposed Site Plan

Drawn:
MS

Checked:
JW

Number:
0396-WSA-ZZ-ZZ-DR-A-1501

Scale:
1:500

Sheet:
A1

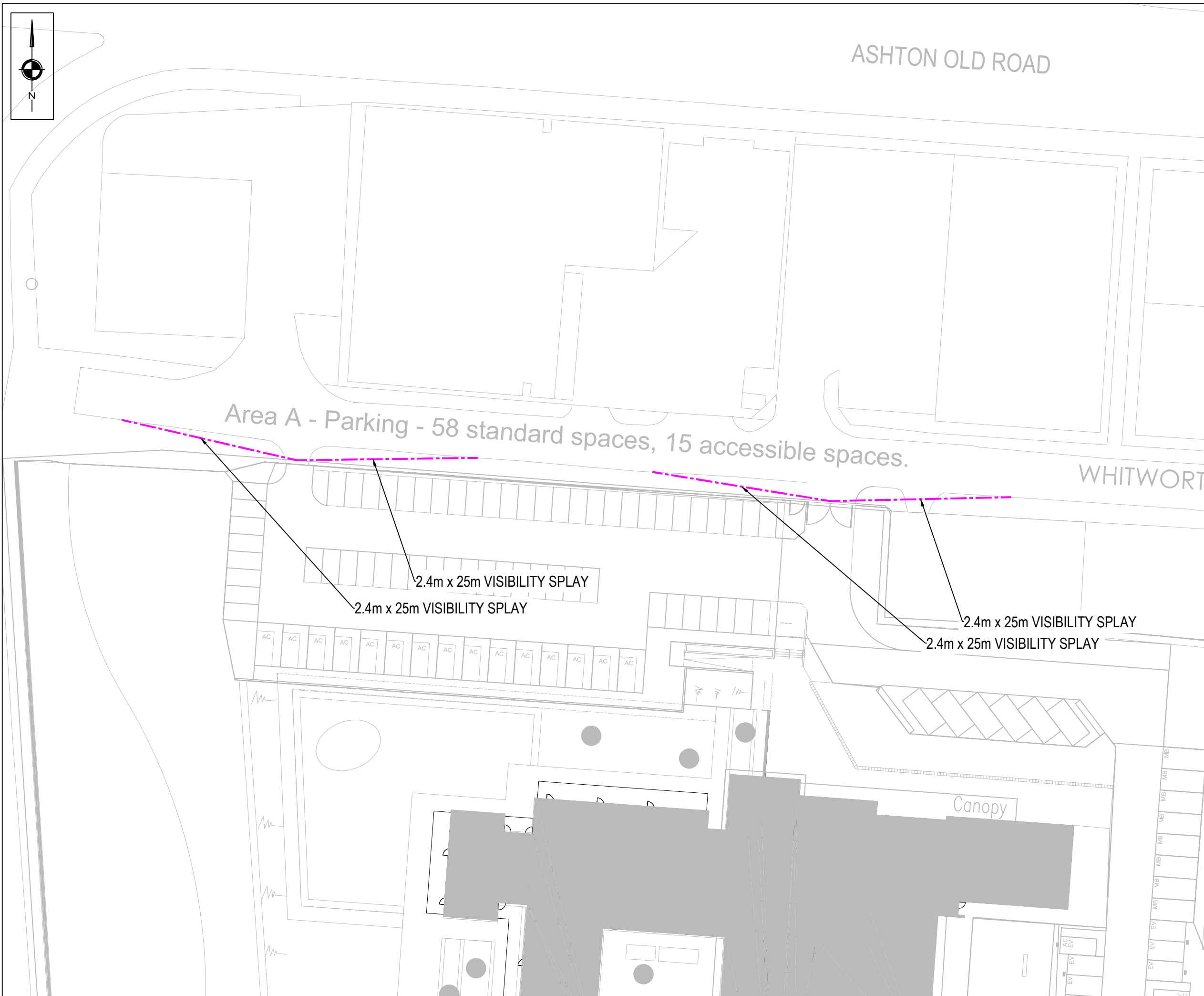
Status:
S0

Revision:
P05

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APPENDIX B

Z:\Job Library\2024\240813 - Bridge College, Openshaw\Drawings in Progress



NOTES

-	-	-	-
REV	DESCRIPTION	DATE	BY

REVISIONS

SCP

an RSK company

Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Client Name:

WALKER SIMPSON ARCHITECTS

Project Title:

BRIDGE COLLEGE OPENSHAW CAMPUS

Drawing Title:

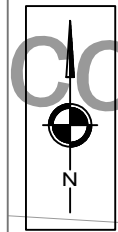
VISIBILITY SPLAY

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Checked:	MD	Scale@A3:	1:500 @ A3
Approved:	-	Status:	-

Drawing No.	Rev.
SCP/240813/D01	-

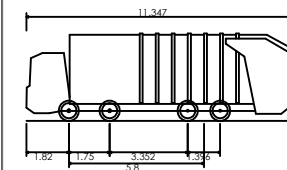
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APPENDIX C



Accessible spaces.

WHITWORTH



Large Refuse Vehicle (4 axle)	11.347m
Overall Length	2.500m
Overall Width	3.751m
Overall Body Height	0.304m
Min Body Ground Clearance	2.504m
Track Width	6.00s
Lock to lock time	11.330m
Wall to Wall Turning Radius	

REVISIONS

REV	DESCRIPTION	DATE	BY
A	-UPDATED SITE PLAN	05.02.25	AM

SCP

an RSK company

Office of Origin: Manchester Tel: 0161 832 4400
www.scptransport.co.uk - www.rskgroup.com

Client Name:

THE TOGETHER TRUST

Project Title:

BRIDGE COLLEGE OPENSHAW
CAMPUS

Drawing Title:

SWEPT PATH ANALYSIS- REFUSE
VEHICLE

Drawn By:	AM	Date:	30.10.2024
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Checked:	MD	Scale:	1:200 @ A3
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Status:	PLANNING	Approved/Unapproved:	-
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Drawing No.	SCP/240813/ATR01	Rev.	A
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