

Proposed Olive Primary School, Cheetham Hill, Manchester

CONLON CONSTRUCTION

Transport Assessment

January 2023





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1 INTRODUCTION

1.1 Introduction

- 1.1.1 Eddisons have been instructed by Conlon Construction Ltd to advise on the traffic and transport issues relating to a planning application for the proposed Olive Primary School on land off Bignor Street in the Cheetham Hill area of Manchester.

1.2 Structure of Report

- 1.2.1 Following this introduction, Section 2 of the report details the existing site conditions and describes the adjacent highway network.
- 1.2.2 Section 3 provides details of the proposed development including vehicular, pedestrian and cycle access.
- 1.2.3 Section 4 of the report considers the aspects of national and local planning policy which are relevant to the development. Whilst Section 5 considers the accessibility of the site by non-car modes.
- 1.2.4 Section 7 considers the trip generation and traffic impact assessment of the local highway network, whilst Section 8 draws together the conclusions to this report.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

- 2.1.1 The site is currently occupied in the form of Bignor Street Park, in the Cheetham Hill area of Manchester, which is located approximately 2.5 kilometres north of Manchester city centre. The site in relation to the local surroundings is shown on **Plan 1**.
- 2.1.2 To the north the site is bound by the northern section of Bignor Park and to the south by Tamerton Drive. To the east the site is bound by Heywood Street, whilst to the west the site is bound by Hillcity Day Nursery, Wai Ying Society Welcome Centre and Tamerton Drive.
- 2.1.3 Brentfield Avenue runs through the northern section of the site, from the eastern boundary to the western boundary. This section of carriageway is closed off to traffic with bollards located at either end of the site boundary.

2.2 Existing Highway Network

- 2.2.1 Heywood Street which bounds the site to the east runs in an approximate north-south alignment along the frontage of the site, it also forms the minor arm of The A665 Cheetham Hill Road/Heywood Street priority controlled junction.
- 2.2.2 A traffic calming chicane arrangement is in operation as a traffic calming measure for around 65 metres of the site frontage and pedestrian footways of at least 2 metres are located on either side of the carriageway. Heywood Street also offers an uncontrolled pedestrian crossing point at the south-east corner of the site, consisting of a pedestrian refuge island, dropped kerbs and tactile paving.

- 2.2.3 Heywood Street is subject to a 20ph speed limit and on street parking is located either side of the carriageway in the vicinity of the site. On-site observations indicate that the residential properties located on the eastern side of Heywood Street have off-site parking provision to the rear of the properties which appears to be well used.
- 2.2.4 Huxley Avenue is located around 100 metres south east from the centre of the site, it runs in an east-west alignment for its entirety, approximately 240 metres. It is subject to a 20mph speed limit and has 3 speed humps acting as a traffic calming measures.
- 2.2.5 There are currently no TRO's are in operation at present and vehicles are observed to park along the footways, which are located either side of Huxley Avenue. It has a carriageway width of approximately 6.5 metres and forms the minor arm of the A665 Cheetham Hill Road/Huxley Avenue priority junction. A signalised pedestrian crossing point is in operation around 20 metres from this junction, consisting of tactile paving and dropped kerbs, enhancing pedestrian safety within the site's vicinity.
- 2.2.6 As previously stated, a section of Bignor Street which is closed to traffic runs in an east-west alignment along the northern boundary of the site. Bollards are located at the eastern and western ends of the carriageway, the location of these bollards correspond with the eastern and western boundaries of the site.

2.3 Existing Site Traffic Flows

- 2.3.1 The site is currently occupied by the Bignor Street park, this land-use is likely to generate minimal levels of traffic generation during the traditional peak periods for a primary school.

3 PROPOSED DEVELOPMENT

3.1 Development Proposals

3.1.1 It is proposed to develop the site to provide a 420 place (2FE) Primary School.

3.1.2 The proposed site layout is displayed in **Plan 2**.

3.2 Vehicular Access

3.2.1 Vehicular access into the site will provided for via a new priority controlled junction off Heywood Street at the northern end of the application site. The proposed vehicular access is situated in the same location as the existing section of the closed Brentfield Avenue carriageway which runs through the application site.

3.2.2 The provision of the site access junction in this location would not require any revisions to the existing traffic calming measures located on Heywood Street. It would form a priority controlled crossroad junction which are extremely common in urban areas and raises no highway safety concerns.

3.2.3 The proposed access will have a carriageway width of 6 metres and incorporate 6 metre corner radii. As previously discussed Heywood Street is subject to a 20mph speed limit and therefore visibility splays of 2.4 metres by 25 metres are provided in each direction.

3.2.4 To further improve the existing traffic calming measures on Heywood Street, a raised table be provided at the Heywood Street/Bignor Street/Site Access priority controlled junction.

- 3.2.5 During pre-application discussions, the proposed location and form of the arrangements have been discussed in principle with the highway's officers at Manchester City Council and they raised no objections subject to the following being provided/considered as part of any vehicular access arrangements;

"With regards to TROs, we would require School Entrance Markings at the pedestrian entrance(s) and then possibly a couple of locations of short stay bay that operate at school drop off/pick up times - due to enforcement capability this is usually 30mins. We would also recommend some junction protection to ensure sight lines are maintained at nearby junctions and as I mentioned in the meeting 'H' bar markings may be needed across any nearby driveways."

- 3.2.6 The above comments have been incorporated into the proposed vehicular access arrangement, with zig markings provided at the site access arrangement and TRO's in the form of Double Yellow lines located at the Heywood Street/Broadfield Avenue/Site Access and Heywood Street/Tamerton Drive junctions.

- 3.2.7 In addition, TRO's which limit car parking to 30 minutes at school drop-off/pick-up times are proposed on the western side of Heywood Street along the site frontage. The details of these arrangements will be subject to agreement with the officers at MCC.

- 3.2.8 The proposed vehicular access arrangement is displayed in **Plan 3**.

3.3 Pedestrian and Cycle Access

- 3.3.1 It is proposed that pedestrian/cycle access into the site will be provided for via two locations off Heywood Street. The main access to the building will be provided via a gated access located approximately 25 metres south of the proposed vehicular access junction. Whilst the main access for pupils will be via a gated access located approximately 50 metres south of the main access into the building.

- 3.3.2 These access points link with existing footway provision on Heywood Street, dropped kerbs and tactile paving are proposed at the existing build-out on Heywood Street opposite the pupil entrance. Whilst tactile paving is proposed on the site access and Bignor Street arms of the proposed site access junction.

3.4 Parking/Drop-off/Pick-up Provision

- 3.4.1 It is proposed that a total of 35 car parking spaces including 3 mobility impaired spaces and 9 EV charging spaces will be provided on the site. This parking provision will be solely for staff of the proposed school and the level of parking provision is based on the experience of the Star Academy Trust of parking requirements of other Primary Schools.
- 3.4.2 As part of the development proposals covered staff cycle parking provision for up to 20 bicycles will be provided within the site adjacent to the vehicular access. Whilst for pupils covered cycle and scooter parking will be located adjacent to the pupil entrance a total of 20 scooter spaces and 12 cycle parking will be provided.
- 3.4.3 Pupil drop-off and pick-up will be undertaken on the surrounding highway network, as detailed previously, on-street parking bays are provided on Heywood Street in the vicinity of the site. As part of the proposals, parking restrictions are proposed within these bays to ensure that available at the school drop-off and pick-up times. Further details on the pick-up and drop-off is contained within Section 6.3 of this report.

3.5 Servicing

- 3.5.1 To demonstrate that the proposed development can be serviced in a safe and efficient manner, swept path analysis has been undertaken using a 11.5 metre refuge vehicle and 12 rigid vehicle which are the largest vehicles that will visit the site.



- 3.5.2 This swept path analysis is displayed in **Plan 4** and demonstrates that enter and exit the site in a forward gear.

3.6 School Travel Plan

- 3.6.1 A School Travel Plan has been developed which will be implemented on occupation of the new site, a Travel Plan Framework has been produced and is contained within the planning application documents.
- 3.6.2 The School Travel Plan will aim to reduce the impacts of transport on the local environment and increase sustainable travel mode share. It includes a series of measures to increase travel choice and reduce dependency on the car, whilst also promoting the benefits for travelling to the school by active travel and public transport.
- 3.6.3 The objectives of the Travel Plan will include working proactively with the Local Transport Authority to ensure a co-ordinated approach is established to achieve the Travel Plan's sustainable travel goals and reduce single occupancy car journeys to the site

4 TRANSPORT PLANNING POLICY

4.1 Introduction

- 4.1.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies and is a relevant material consideration. The Planning Practice Guidance provides further detail on how the NPPF should be applied.
- 4.1.2 Local transport planning policy has been taken from the Greater Manchester Transport Strategy 2040 which covers the period up to 2040 and the Adopted Manchester City Council Core Strategy which covers the period up to 2027.
- 4.1.3 This section will briefly outline the pertinent policies relating to the proposed development.

4.2 National Policy

National Planning Policy Framework

- 4.2.1 The latest version of the NPPF was issued in July 2021. The presumption in favour of sustainable development is a central theme running through the NPPF, which states at paragraph 104 that '*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.'*

4.2.2 Paragraph 105 of 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.' [Emphasise added.]

4.2.3 As will be demonstrated within this Transport Assessment, the proposed development accords with the policy test contained within paragraph 110 of the NPPF, which states that:

'In assessing sites that may be allocated for development in plans, or specific applications for development, 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;*

- c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) *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.'*

4.2.4 Paragraph 111 concludes 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.'

4.2.5 Paragraph 112 continues by advising:

'Within this context, applications for development should:

- a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) *allow for the efficient delivery of goods, and access by service and emergency*

vehicles; and

- d) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'*

4.2.6 Paragraph 113 advises that:

'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'

4.2.7 The provision of a Travel Plan as part of the development is in accordance with the guidance.

4.2.8 The proposed development accords with the aims and objectives of the NPPF.

Planning Practice Guidance

4.2.9 The Government has produced the National Planning Practice Guidance to supplement the NPPF. Within the guidance, there is specific section clarifying the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. There are also sections advising further on each of the three documents discussed.

4.2.10 The guidance advises that in determining whether a Transport Assessment or Statement will be needed for a proposed development local planning authorities should take into account a number of considerations. It is considered that the size and nature of this development requires a full Transport Assessment.

4.2.11 It also clarifies the process for establishing a scope for the assessment, and what the document should contain. The guidance has been considered in the preparation of this TA and the scope agreed with Manchester City Council



- 4.2.12 The guidance on Travel Plans reinforces the requirement for a Travel Plan, the scope of the document, and need for monitoring to continue the strategy into the future. The guidance has been considered in the production of the accompanying Framework Travel Plan.

4.3 Local Policy

Greater Manchester Transport Strategy 2040

- 4.3.1 In January 2021, TfGM adopted the 2040 Vision for Transport Strategy to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.
- 4.3.2 Under Policy 3, the Transport Strategy states that TfGM will “maintain a programme of interventions designed to encourage people to make sustainable journeys. We will support this through journey planning tools and information to encourage travel behaviour change and mode shift, and in order to make the most efficient use of available capacity (particularly during peak periods).” Such interventions comprise:
- Reducing the carbon and environmental cost of journeys;
 - New ways of working which make the best use of the transport network;
 - Maximising the benefit of new, integrated transport infrastructure and services;
 - Delivering public health benefits through enabling more active travel;
 - Supporting town and city centre economic vitality and sustainability;
 - Improving access to key services and jobs;

- Maximising sustainable travel in new developments; and
- Becoming more resilient to disruption.

4.3.3 The above measures and additional initiatives have also been provided in greater detail in the accompanying Interim Framework Travel Plan.

4.3.4 Under Policy 4, TfGM will also “work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network.” This will be in accordance with the principles of:

- Reducing the need to travel;
- Reducing the need to travel by car, and the distance travelled;
- Maximising accessibility by sustainable modes;
- Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;
- Maximising opportunities to provide additional public transport; and
- Designing to encourage active travel.

4.3.5 It is considered that the development proposals will not adversely impact the transport network, and instead would support the Transport Strategy by enhancing opportunities for sustainable travel by integrating into existing infrastructure.

Manchester Core Strategy 2012-2027

- 4.3.6 Manchester's Core Strategy was adopted on 11th July 2012. The Core Strategy sets out the long term strategic policies for Manchester's future development and forms the framework that planning applications are assessed against.
- 4.3.7 The Manchester Core Strategy promotes similar principles to the NPPF. The core strategy also contains three specific 'Transport' policies, comprising:
- Policy T1 – Sustainable Transport;
 - Policy T2 – Accessible areas of opportunity and need; and
 - Policy T3 – Strategic Integration.
- 4.3.8 Policy T1 focuses on sustainable transport and access for all. The accessibility of the site would encourage pupils, staff and visitors of the proposed development to travel by sustainable modes.
- 4.3.9 Policy T2 of the Manchester Core Strategy states:
- 4.3.10 The Council will actively manage the pattern of development to ensure that new development: -
- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections
 - Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.



- 4.3.11 Section 5 of this document will demonstrate that the site is located in highly sustainable location which will encourage pupils, staff and visitors to travel to and from the site by sustainable modes of travel.
- 4.3.12 Policy T3 is in relation to strategic integration of developments with the sustainable transport network.
- 4.3.13 The proposed development would not prejudice the implementation of any of the strategic integration projects.

4.4 National and Local Policy Summary

- 4.4.1 Reference to national guidance contained within NPPF has helped to demonstrate that the site is well related to the surrounding area and will contribute towards the creation of a sustainable development.
- 4.4.2 The review of both national and local policy has shown that the proposals conform to the aims and aspirations of the Council and will assist in delivering the policies contained within.

5 ACCESSIBILITY BY NON CAR MODES

5.1 Introduction

5.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

5.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. To achieve these objectives, paragraph 30 states that when making decisions, local authorities should:

'Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.'

5.1.3 One of the core principles of the NPPF is to *'actively manage patterns of growth to make the fullest use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable.'*

5.1.4 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

5.1.5 The accessibility of the proposed site has been considered by the following modes of transport:

- accessibility on foot;
- accessibility by cycle;

- accessibility by bus;
- accessibility by rail.

5.2 Accessibility on Foot

- 5.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.
- 5.2.2 The site is located within the residential areas of Cheetham Hill and therefore benefits from being surrounded by extensive pedestrian infrastructure.
- 5.2.3 Pedestrian footways with widths of at least 2 metres are located on either side of Heywood Street for its entirety. These footways link with the existing footways located Bignor Street, Huxley Avenue, Tamerton Drive and Bellot Street. These footways provide access to the A665 Cheetham Hill Road to the north and east and the B6180 Waterloo Road to the west.
- 5.2.4 In terms of pedestrian facilities on Heywood Street in the vicinity of the site, tactile paving is provided for at the Heywood Street/Bignor Street junction, these will be enhanced as part of the proposed vehicular access works. A pedestrian refuge with associated dropped kerbs and tactile paving is located approximately 5 metres north of the Heywood Street/Tamerton Drive junction.
- 5.2.5 Whilst an addition build-out is located a further 55 metres north, no pedestrian facilities are provided at this location. However, dropped kerbs and tactile paving are to be provided as part of the development proposals.



- 5.2.6 Safe pedestrian movement over the A665 Cheetham Hill Road, which is a heavily trafficked route, is provided through the provision of 2 Puffin crossings located within 450 metres of the development site. In addition, a Puffin crossing is located on the B6180 Waterloo Road approximately 400 metres east of the site. These link with the likely desire lines that pedestrians will take to walk to and from the site.
- 5.2.7 As requested by the highways officers at MCC, an audit of the existing pedestrian facilities has been undertaken, this audit will predominantly focus on the provision on Heywood Street between its junction with the A665 Cheetham Hill Road to the north and Balmfield Street to the south. Heywood Street will be the main route to and from the school site for pupils, will routes to the school linking to Heywood Steet at some point.
- 5.2.8 **Table 5.1** below summarises the results of the pedestrian audit undertaken in the vicinity of the site.

Location/Junction	Existing Facilities	Potential Improvement Required
Heywood Street between Cheetham Hill Road/Elizabeth Street	Pedestrian footways with width of at least 2 metres on both sides of carriageway. Street lighting provided.	No
Tamerton Drive	Pedestrian footways with width of at least 2 metres on both sides of carriageway. Street lighting provided.	No
Heywood Street/Tamerton Drive	Dropped kerbs and tactile paving/pedestrian refuge with a dropped kerbs and tactile paving on Heywood Street north arm	No
Heywood Street/Huxley Avenue	Dropped kerbs and tactile paving	No
Heywood Street/Kelvin Grove	Dropped kerbs and tactile paving	No
Heywood Street/Wordsworth Avenue	No facilities	No but to be agreed with MCC
Heywood Street/Brinsworth Drive	No facilities	No but to be agreed with MCC
Heywood Street/Holst Avenue	Dropped kerbs and tactile paving	No
Heywood Street/Balmfield Street/Barnsdale Drive	Dropped kerbs and tactile paving/pedestrian refuge with a dropped kerbs and tactile paving on Heywood Street north arm	No
Heywood Street/Bignor Street	Dropped Kerbs	Yes as part of site access arrangement
Heywood Street/Bellot Street	Raised tables	No
Heywood Street/Brideoak Street	Raised Tables	No

Table 5.1 - Summary of Pedestrian Existing Facilities Within Vicinity of the Site

- 5.2.9 As can be seen in Table 5.1, there are extensive pedestrian facilities in the vicinity of the site which will provide safe routes to and from the application site.
- 5.2.10 It is noted that there are currently no facilities provided at the Heywood Street/Wordsworth Avenue and Heywood Street/Brinsworth Drive junctions. The requirement for improvements at these junctions will be discussed with the highways officers at MCC. The junctions either side of these junctions have facilities, so it's unclear as why these junctions were excluded when the existing pedestrian infrastructure was provided.
- 5.2.11 It is widely recognised that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2 kilometres. In addition, the DFT National Travel Survey of 2015 confirms that 78% of all trips less than a mile (1.6km) are carried out on foot.
- 5.2.12 **Plan 5** shows the pedestrian catchment for 800 metres and 2 kilometres from the centre of the site and provides an illustrative indication of the areas that can be reached from Heywood Street and the wider pedestrian infrastructure.
- 5.2.13 As can be seen, the 800 metre catchment encompasses the entirety of Cheetham Hill, whilst the 2 kilometre catchment includes the areas of Strangeways, Higher Broughton and Abraham Moss.
- 5.2.14 It is therefore considered that the site is highly accessible by foot.

5.3 Accessibility by Cycle

- 5.3.1 An alternative mode of travel to the site could be achieved by bicycle.

- 5.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Manchester including the whole of Manchester city centre, Crumpsall, Blackley, Prestwich and Ardwick.
- 5.3.3 There are currently no designated cycle facilities on Heywood Street in the vicinity of the site. However, Heywood Street and the residential roads to the east are a 20mph speed zone which encourage cycle trips. To the east and north of the site, on-carriageway cycle provision is provided along the A665 Cheetham Hill Road.
- 5.3.4 **Figure 5.1** below provides a screenshot of the TfGM interactive cycle map for the area.

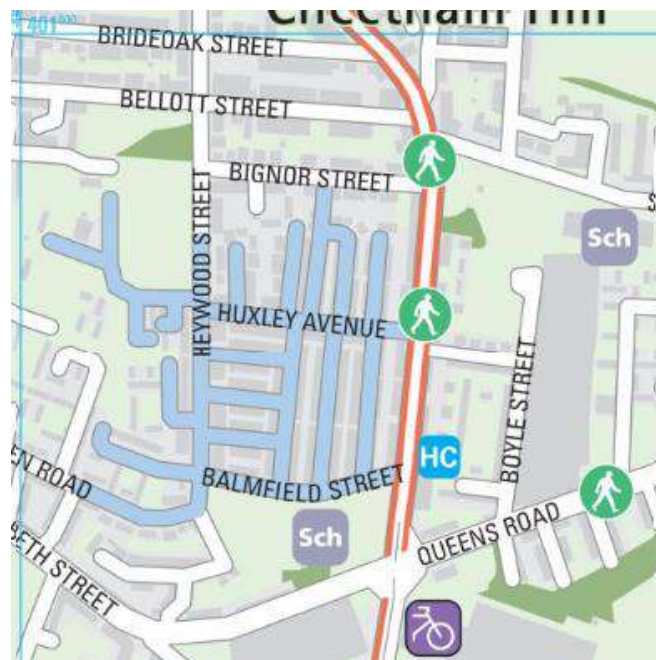


Figure 5.1 – TfGM Cycle Map for Area (Source: TfGM)



- 5.3.5 In addition, National Cycle Route 60 is located around 800 metres east of the site. This cycle route is signed in both directions from East Manchester to North Manchester, it also takes in most of the Fallowfield Loop between Chorlton-cum-Hardy and Gorton.
- 5.3.6 The site can, therefore, be considered as being accessible by cycle.

5.4 Accessibility by Bus

- 5.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.
- 5.4.2 The nearest bus stops to the site are located to the west of the site on Waterloo Road with an approximate walking distance of 260 metres from the centre of the site consisting of a bus stop pole, bus shelter and timetable. Whilst additional bus stops are located along the A665 Cheetham Hill Road, situated around 400 metres from the centre of the site. All the nearest bus stops to the site are shown on **Plan 5**.
- 5.4.3 A summary of the services available from the nearest bus stops from the development site is provided in **Table 5.2** below.

Service No	Route	Monday – Friday Frequency per hour				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
41	Sale – Middleton	3	3	3	1	3	2
59	Oldham Mumps – Piccadilly Gardens	6	6	4	1	6	3
135	Bury – Piccadilly Gardens	6	7	6	3	7	3
151	North Manchester General Hospital – Moston – Ashton	1	1	1	0	1	0

Table 5.2 - Existing Bus Services Operating In Vicinity of Site

- 5.4.4 As can be seen from Table 5.2, the nearest bus stops to the site provides up to 16 services in peak periods to Manchester, Bury, Middleton, Manchester Royal Infirmary and Sale.
- 5.4.5 It is noted that the above services provide a choice of how people travel with the bus services operating from around 04:30am to around 00:30pm, making travel by public transport a real alternative to travelling by car for commuting trips.
- 5.4.6 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 5.3** below.

Destination	Duration
Manchester City Centre	15 minutes
Bury	31 minutes
Newton Heath	33 minutes

Table 5.3 - Example Bus Journey Times from the Site

5.4.7 The above table demonstrates that Manchester city centre is just a 15-minute bus journey from the site and Bury is just a 31-minute bus journey.

5.4.8 It is therefore concluded that the proposed development site is accessible by bus.

5.5 Accessibility Summary

5.5.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development.

5.5.2 The following conclusions can be drawn from this section of the report:

- The site is well located to cater for trips on foot and provides potential for a high degree of pupil and staff trips between the development and the surrounding area,
- It has been demonstrated that the site is accessible by cycle, with a number of national cycle routes being located within close proximity of the site;
- The services from the bus stops on Waterloo Road and the A665 Cheetham Hill Road travelling to Manchester, Bury and Newton Heath shows that the proposed development can be accessed by bus.



- 5.5.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

6 TRAFFIC IMPACT ANALYSIS

6.1 Introduction

- 6.1.1 Having established that the proposed development site is highly accessible by modes of travel other than the private car and would be in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

6.2 Proposed Development

- 6.2.1 As previously stated, the development proposals are for the provision of a 420 pupil primary school.

Proposed Pupil Trips

- 6.2.2 To assist with further analysis on the site, the traffic generation has been calculated using the Mode Share Data for Primary Schools collected by TfGM as part of the 2017-2019 Travel Diary Surveys. Although 2021 data is available, this has not been used due to the potential impact of COVID restrictions in place during that period.
- 6.2.3 A summary of the TfGM data together with the modal split for 420 pupils is contained within **Table 6.1** below.

Mode of Travel	Percentage	Proposed Primary School Modal Split (420 Pupils)
Walk	57%	239
Cycle	1%	4
Car/Van Passenger	38%	160
Bus/Coach/Minibus	1.8%	8
Taxi/Minicab	1%	4
Other	1%	4
Total	100%	420

Table 6.1 – Modal Split for Proposed Primary School (420 Pupils)

- 6.2.4 Clearly some pupils will travel with their siblings or neighbours and whilst a specific proportion is not known at this stage. Based on experience of other schools in Greater Manchester a 30% ratio for siblings has been assumed.
- 6.2.5 Therefore, the purposes of this traffic impact analysis a reduction of 30% for siblings and car sharing has been applied to the total number of pupils travelling during the peak periods. Applying this factor would equate in a reduction of pupils of 126 pupils from 420 to 294 pupils.
- 6.2.6 If this reduction in pupils was applied to the car passengers, it would equate to 112 car trips to and from the school. It should be noted that this figure does not take into account any 'wrap around care' that may be provided by the school.

- 6.2.7 The proposed Primary School would address an identified need within the community and therefore the catchment for the school is likely to be concentrated around the application site. The Olive School admissions policy does not include faith as a criterion. The two main criteria are the distance the pupil lives to the school and whether the student has a sibling already within the school.
- 6.2.8 As guide of the likely catchment of the school, postcode data has been provided for a year group at the Eden Girls and Boys School located on Rayburn Way (approximately 1.5km from the application site).
- 6.2.9 This data provides a proxy of the likely residential locations of future pupils of the proposed Primary School. This data has indicated that 78% of pupils reside in the M8 postcode which is where the application site is located, whilst 9% reside in the neighbouring M7 and M9 postcodes. Therefore, there is the potential for a large proportion of trips to the proposed school to be undertaken by sustainable modes.
- 6.2.10 For those school trips that are undertaken by car, given the proposed school is to serve a predominantly local catchment, these trips are therefore likely to already exist on the local highway network.
- 6.2.11 This is particularly the case during the morning period when parents may be travelling to work. As way of demonstration, the National Travel Survey states that during the morning peak 12% of the total journeys on the network are classified as designated child to school trips.
- 6.2.12 Whilst the Department for Transport 'National Travel Survey Trip Chaining: 2002 to 2014' document states that of these trips, 3% are combined travel to work/school trips which equates to around 25% of school trips forming part of a work-based trip and therefore already on the highway network.

6.2.13 Therefore, around 25% of trips to the proposed school in the Weekday AM peak could be deemed as being pass-by trips already present on the A665 Cheetham Hill Road. As previously stated, there are numerous routes to Heywood Street from the A665 Cheetham Hill Road, which means that trips to and from the proposed Primary School will be dispersed onto the local highway network. This will result in minimal increases in vehicle movements on the off Heywood Street and the A665 Cheetham Road.

6.2.14 Based on the above, it is concluded that no detailed capacity analysis is required of the local highway network.

Proposed Staff Trips

6.2.15 In terms of staff trips to and from the site, a large proportion of these trips will be undertaken outside of the traditional peak periods.

6.2.16 If for robustness, it is assumed that 50% of the proposed car park provision i.e. 18 vehicles arrived in the traditional AM peak period (0800-0900), this would equate to an additional vehicle every 3 minutes.

6.2.17 Given the end of the school day is before the traditional PM peak period commences, the number of staff trips on the local highway network during this period will be minimal.

6.2.18 It is therefore concluded that the levels of traffic associated with the staff trips will be minimal and that no further analysis is required as part of this traffic impact analysis.

6.3 Impact of Pupil Drop-off/Pick-Up

- 6.3.1 As previously stated, it is proposed that pupil drop-off and pick-up trips will be undertaken on the surrounding highway network.
- 6.3.2 In order to establish the existing levels of parking that occur on the vicinity of the school, car parking surveys were undertaken on Tuesday 22nd November 2022. The survey data is included at **Appendix 1**. The survey area covers the surrounding highway network within a 250 metre walk of the application site.
- 6.3.3 By reference to the survey, it can be seen that the estimated number of legal parking spaces available within the study area is 310 vehicles. This accounts for parking restrictions etc that are in place on certain roads in the study area and has been calculated by the independent survey company.
- 6.3.4 For the purposes of this analysis it has been assumed that the peak demand for school drop-off and pick-up trips will occur at 0900 hours and 1445 hours. The car park beat surveys indicate the following for these time periods;
- Weekday AM = 229 vehicle spare capacity (81 vehicles parked)
 - Weekday PM = 234 vehicle spare capacity (76 vehicles parked)
- 6.3.5 Therefore based on the survey results, there is more than sufficient on-street parking provision to accommodate the forecast demand for drop-off/pick-up trips of 112 pupils within the study area.

6.3.6 As previously stated, there are currently on-street car parking bays located on Heywood Street, these spaces are located along the frontage of the site, as well as to the north and south of the application site (Zones A1-A6). These parking bays have capacity for circa 91 vehicles and due to the proximity to the application site (all within 160 metres walk) are likely to be main location for drop-off and pick-up trips.

6.3.7 A summary of the beat surveys for these zones for the AM and PM peak periods is provided in **Table 6.2** below.

Time Beginning	Number of Occupied Spaces						Total
	A1	A2	A3	A4	A5	A6	
	18 Spaces	12 Spaces	13 Spaces	19 Spaces	16 Spaces	13 Spaces	
0900	5	4	0	1	5	5	20
1445	4	3	1	2	7	7	24

Table 6.2 – Summary of Car Parking Survey Results – Heywood Street

6.3.8 As can be seen in Table 6.2, during the peak periods for the drop-off and pick-up trips, there is spare capacity for between 67 and 71 vehicles. Therefore a large proportion of the demand can be accommodated within the on-street parking on Heywood Street, some of which will be subject to the proposed TRO's. The introduction of TRO's is likely to reduce the existing demand during peak periods as parking will be limited during these time periods.

6.3.9 The remaining 45 vehicles would need to park on surrounding highway i.e. Huxley Avenue and Bignor Street, where the surveys have indicated there is spare capacity for between 68 and 90 vehicles during the drop-off/pick-up periods.

- 6.3.10 Based on the above, it is concluded that sufficient spare on-street capacity exists to accommodate demand associated with the proposed development.

6.4 Accident Analysis

- 6.4.1 In order to consider the potential impact of the development on road safety, a brief review of the Crashmap website (www.crashmap.co.uk) has been undertaken.
- 6.4.2 The information provided on the website shows the location, number and type of accidents that have occurred over a 5 year period between 2017 and 2021. Information from the Crashmap website is contained within **Appendix 2**.
- 6.4.3 The Crashmap data shows that there have been no reported incidents in the vicinity of the application site in the last 5 years.
- 6.4.4 In view of this information it can be concluded that the local highway network in the vicinity of the site does not have an unduly poor safety record and is essentially operating safely when considering the volumes of traffic, the local highway network accommodates and the types of accidents that have occurred.

6.5 Traffic Impact Summary

- 6.5.1 In summary, the traffic impact analysis has demonstrated the following:
- The proposed development will have a minimal impact on the operation of the local highway network;
 - The demand for parking associated with the drop-off and pick-up of pupils can be accommodated on the surrounding highway network.



- The local highway network does not have an unduly poor safety record and that the proposals will not have a detrimental impact on overall road safety.

6.5.2 It is therefore concluded that the development proposals will result in a minimal impact and can be accommodated on the local highway network.

7 CONCLUSIONS

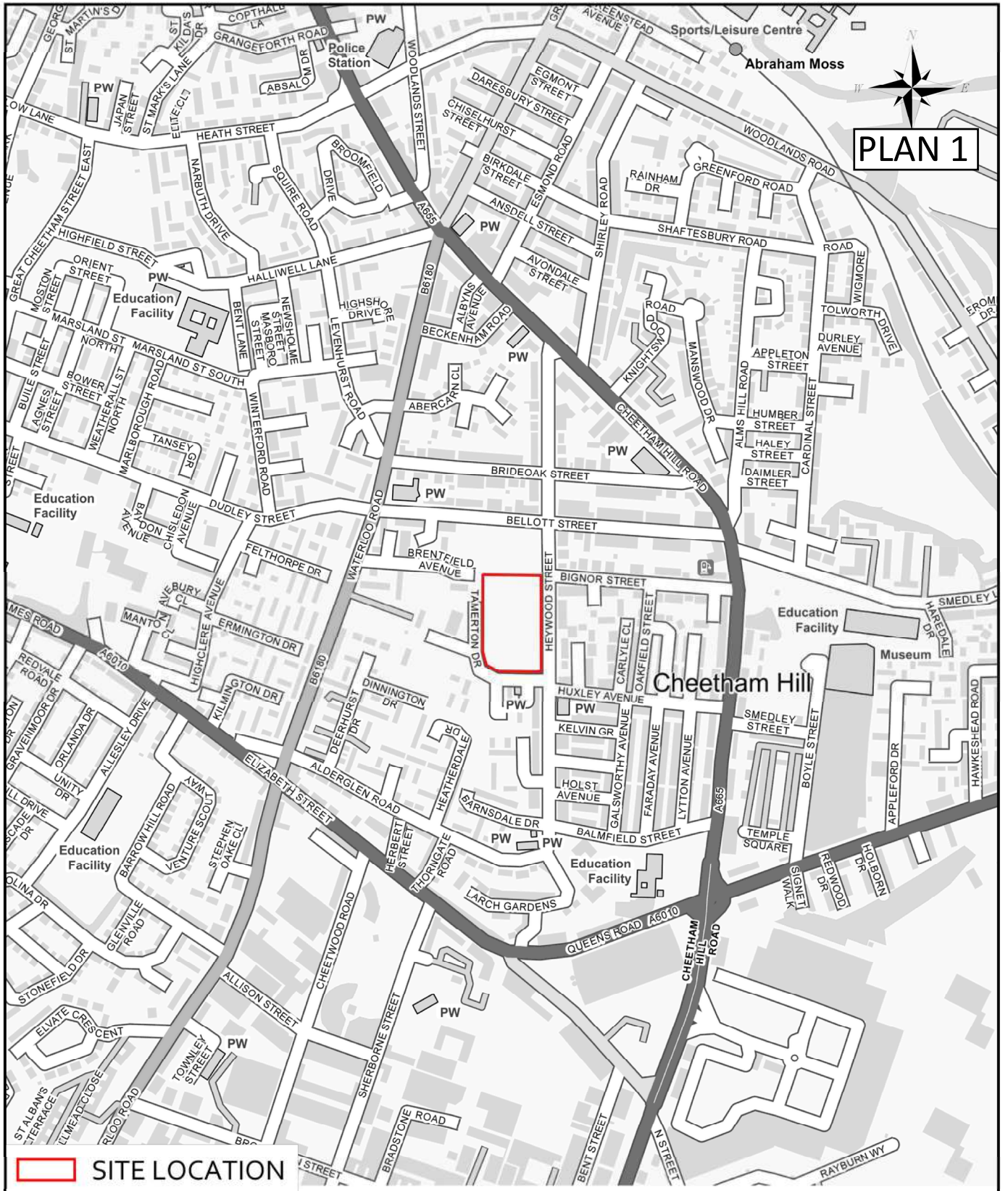
7.1.1 Eddisons have been instructed by Conlon Construction Ltd to advise on the traffic and transport issues relating to a planning application for the proposed Olive Primary School on land off Bignor Street in the Cheetham Hill area of Manchester.

7.1.2 A number of conclusions can be drawn from the report, namely:

- The proposed development will be accessed by safe and efficient vehicular access arrangements;
- The report has demonstrated that the proposed development would be highly accessible by non-car travel modes of such as walking, cycling and public transport;
- The traffic impact of the proposals would not be material.

7.1.3 It can therefore be concluded that the proposals are acceptable in highway terms.

PLANS



CLIENT:					Croft Transport Planning & Design 340 Deansgate Manchester M3 4LY Email: info@crofts.co.uk Tel: 0161 837 7380 Web: www.eddisons.com/services/transport-planning			
DRAWING TITLE:								
SITE LOCATION								
					DRAWING NUMBER:	3920-01	REVISION:	-
					 Incorporating Croft			
DRAWN:	DATE:	CHECKED:	DATE:	SCALES:				
GW	15.12.22	TSB	15.12.22	NTS @ A4				



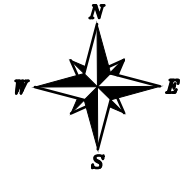
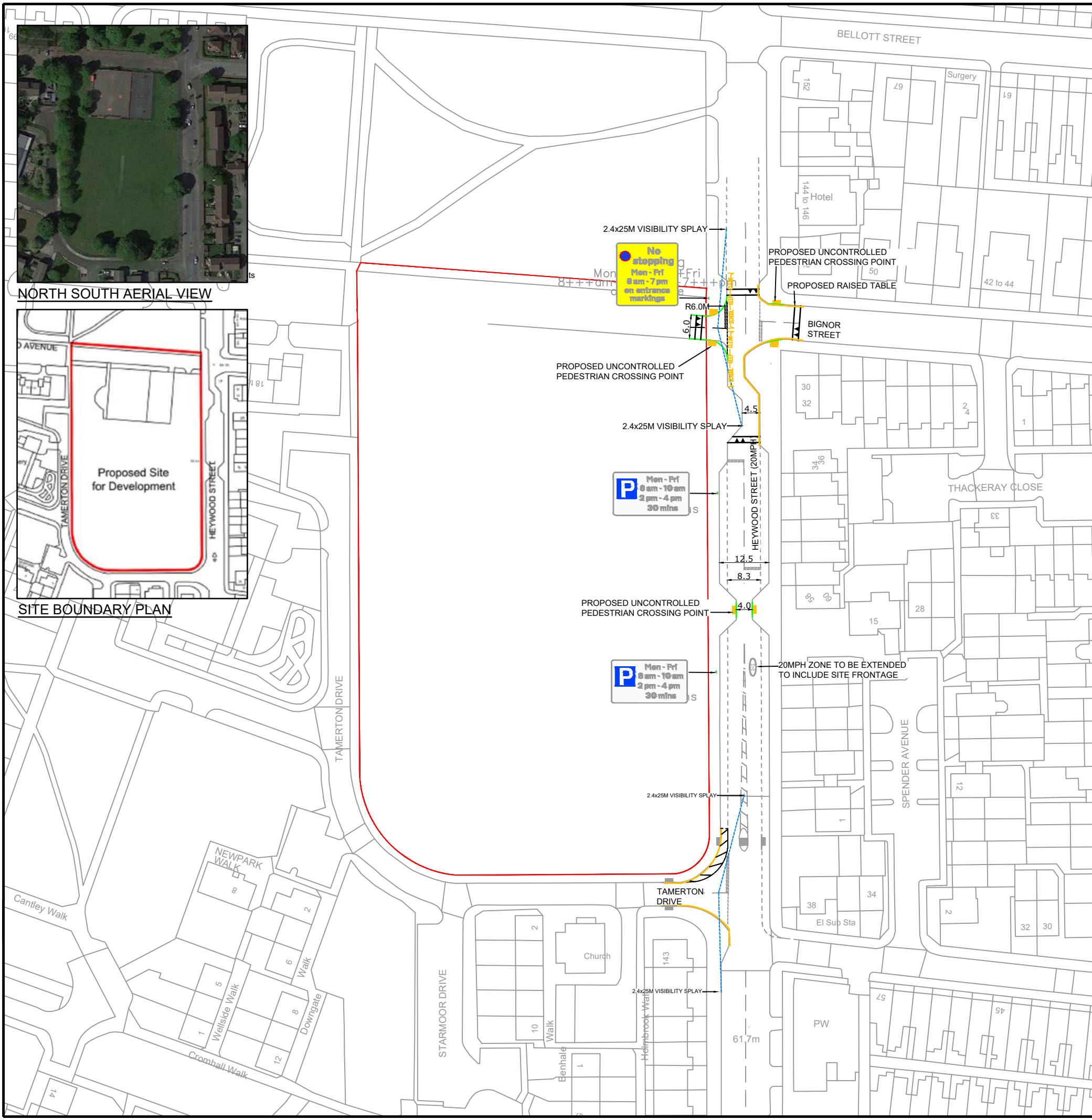
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NORTH SOUTH AERIAL VIEW



SITE BOUNDARY PLAN



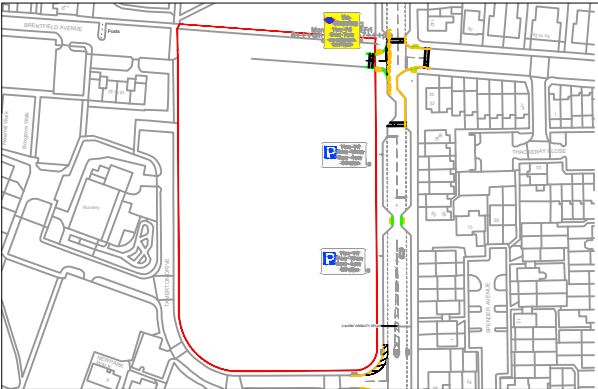
NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- INDICATIVE SITE BOUNDARY
- DENOTES NEW KERBS

PLAN 3

TOTAL AREA OF SITE: 1.31Ha



SITE LAYOUT NTS

B A	MINOR AMENDMENTS MINOR AMENDMENTS	HL LB	MC JC	DEC 22 JAN 21
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
**CONLON
CONSTRUCTION**

PROJECT:
**OLIVE SCHOOL,
CHEETHAM HILL**

DRAWING TITLE:
**POTENTIAL SITE ACCESS
ARRANGEMENT**

SCALES:
1:1000 @ A3

DRAWN:	LB	CHECKED:	TB	DATE:	DEC 22
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Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY
Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	3222-F02	REVISION:	C
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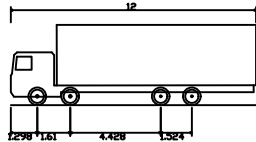
Eddisons | Incorporating
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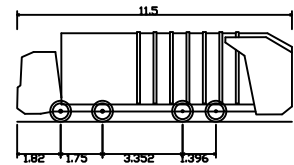


NOTES

PLAN 4



Rigid Truck
Overall Length 12.000m
Overall Width 2.500m
Overall Body Height 3.928m
Min Body Ground Clearance 0.412m
Track Width 2.471m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 11.900m



Large Refuse Vehicle v2 (4 axle)
Overall Length 11.500m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 6.00s
Wall to Wall Turning Radius 11.330m



REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:
**CONLON
CONSTRUCTION**

PROJECT:
**OLIVE SCHOOL,
CHEETHAM HILL**

DRAWING TITLE:
SWEPT PATH ANALYSIS

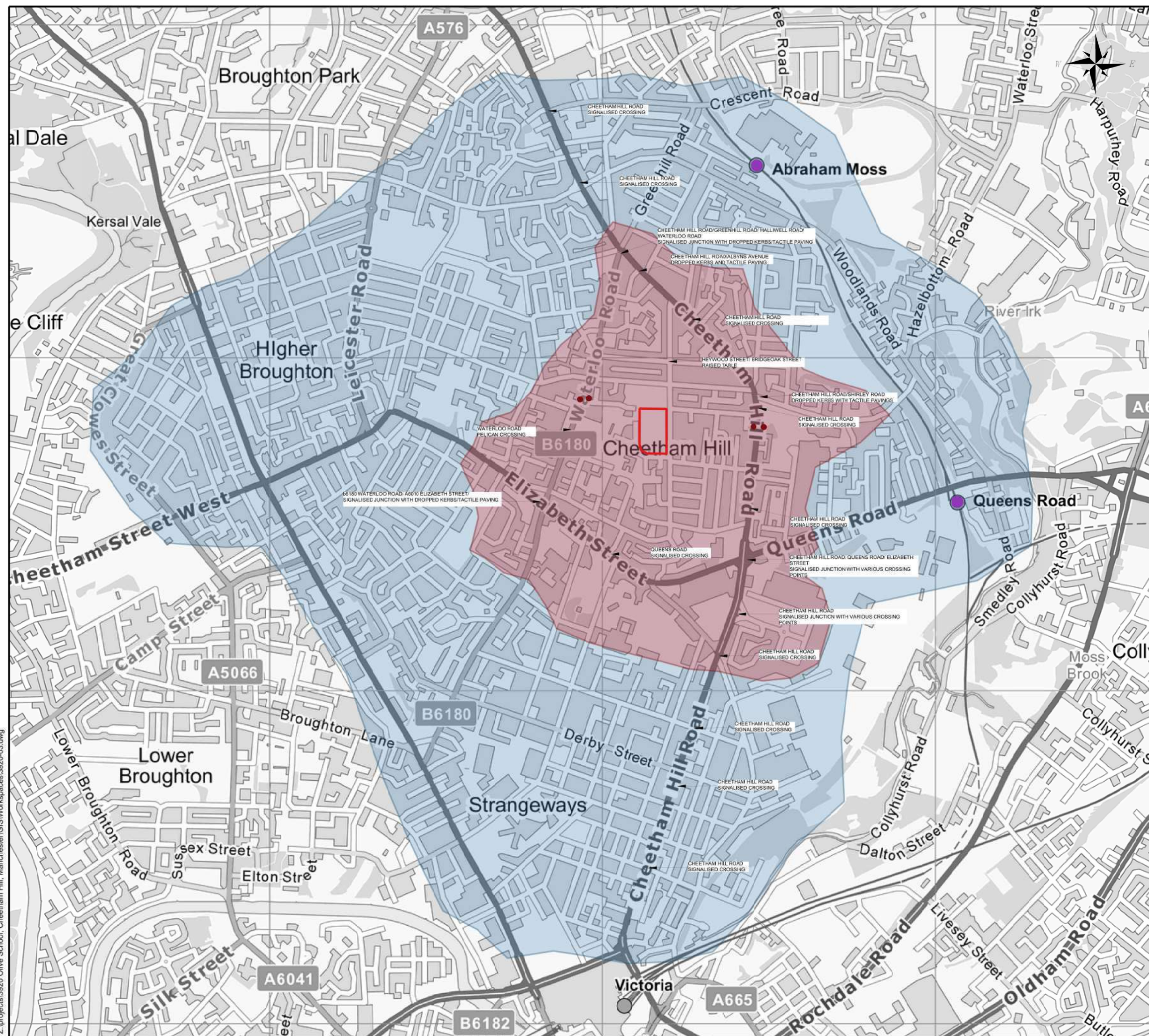
SCALES:
1.1000 @ A3

DRAWN:	GW	CHECKED:	TSB	DATE:	DEC 2022
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Eddisons
340 Deansgate
Manchester
M3 4LY
Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER:	3920-SP03	REVISION:	-
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Eddisons



NOTES

PLAN 5

-  Site Location
-  800m Pedestrian Catchment
-  2km Pedestrian Catchment
-  Metrolink
-  Nearest Bus Stops

REV	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:

CONLON CONSTRUCTION

PROJECT:

OLIVE SCHOOL, MANCHESTER

DRAWING TITLE:

800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES:

NTS @ A3

DRAWN:

GW

CHECKED:	TSB
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DATE: DEC 22

Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380

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DRAWING NUMBER:

3920-03

REVISION:

1511

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APPENDICES

APPENDIX 1

Car Park Beat Survey

SURVEY CONTROL

Client:	Eddisons
Client Contact:	Tom Bentley
Survey Location:	Cheetham Hill
Date(s) of Survey:	Tuesday 22nd November 2022
Notes:	Dry conditions
On Site Supervisor(s):	David Cheng
Data Checking:	David Cheng
Survey Reference:	22.126 Cheetham Hill Beats
Status:	Final
Date of Issue:	23rd November 2022

22.126 Cheetham Hill Beats - TOTAL NUMBER OF SPACES

Zone	Total Number of Spaces				* All spaces estimated
	S	D	P&C	Total	
A1	18	0	0	18	
A2	12	0	0	12	
A3	13	0	0	13	
A4	19	0	0	19	
A5	16	0	0	16	
A6	13	0	0	13	
B1	19	0	0	19	
B2	16	0	0	16	
B3	12	0	0	12	
B4	16	0	0	16	
B5	11	0	0	11	
B6	9	0	0	9	
C1	14	0	0	14	
C2	17	0	0	17	
C3	14	0	0	14	
C4	18	0	0	18	
D1	17	0	0	17	
D2	16	0	0	16	
D3	22	0	0	22	
D4	18	0	0	18	
Total	310	0	0	310	

S - Standard Spaces

D - Disabled Spaces

P&C - Parent & Child Spaces

NB See Map for Locations of Zones

Time Beginning	Chesham Hill - Friday 22nd November 2022																							
	Number of Occupied Spaces																							
	Zone																							
	A1	A2	A3	A4	A5	A5 Footpath	A6	A6 Footpath	B1	B2	B3	B4	B5	B6	C1	C2	C2 Illegal	C3	C4	D1	D2	D3	D4	Total (Legal Only)
0730	7	3	0	0	5	1	5	0	0	0	0	0	0	0	7	12	1	12	14	7	9	6	12	101
0745	6	4	0	0	5	1	4	0	0	0	1	0	0	0	6	10	1	10	11	7	7	4	13	90
0800	7	4	0	0	5	1	4	0	0	0	1	0	0	0	5	10	1	10	12	7	7	5	11	90
0815	8	5	0	0	4	1	6	0	0	0	1	0	0	0	5	10	1	11	12	7	8	5	12	96
0830	7	4	0	0	5	1	5	0	0	0	1	0	0	0	6	7	1	5	13	7	7	6	10	95
0845	4	4	0	0	4	1	5	0	0	0	1	0	0	0	6	7	1	10	12	5	8	3	8	79
0900	5	4	0	1	5	1	5	0	0	0	0	0	0	0	6	6	1	9	11	7	8	4	8	81
0915	5	2	0	0	3	1	4	0	0	0	0	0	0	0	6	7	1	11	12	7	8	6	8	81
0930	4	1	0	0	3	1	5	0	0	0	0	0	0	0	6	7	1	12	12	7	8	6	7	80
1445	4	3	1	0	7	1	6	1	0	0	0	0	0	0	1	5	1	9	10	6	5	7	9	76
1500	4	3	1	2	7	1	7	1	0	0	0	0	0	0	1	5	1	9	10	6	4	4	7	73
1515	4	3	0	0	9	1	4	1	0	0	0	0	0	0	1	4	1	10	10	6	4	5	5	68
1530	3	2	1	0	9	1	4	1	0	1	0	0	0	0	2	4	1	9	9	5	5	7	6	70
1545	4	4	1	0	8	1	7	1	0	1	0	0	1	0	2	6	1	9	10	3	5	8	7	79
1600	5	6	0	1	7	1	9	1	0	1	0	0	0	0	3	7	1	10	8	4	5	7	10	86
1615	5	5	0	2	12	1	12	2	0	1	0	0	0	0	3	6	1	9	8	4	4	8	7	80

Key:

A5 Footpath: Parked fully on footpath

A6 Footpath: Parked fully on footpath

C2 Regat: Parked across access

APPENDIX 2

Crashmap Information



Croft Transport Planning & Design

340 Deansgate

Manchester

M3 4LY

0161 837 7380

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Offices across the UK

