

**PROPOSED EXTENSION AT EDGAR WOOD ACADEMY, HEYWOOD OLD ROAD,
MIDDLETON, HEYWOOD**

HIGHWAY REPORT





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Table of Contents

1.0	Introduction and Background	4
2.0	Site Location and Description	4
3.0	Existing Characteristics	5
4.0	Development Proposals	5
5.0	Trip Generation & Traffic Generation	6
6.0	Summary and Conclusions	8

List of Tables

Table 1 - Traffic Generation Council Trip Rates	6
Table 2 - Traffic Generation TRICS	7
Table 3 - Traffic Generation First Principles	7

List of Figures

Figure 1 - Site Location	5
Figure 2 - Proposed Site Layout	6

Appendices

Appendix A	Proposed Site Layout
Appendix B	TRICS Outputs

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HIGHWAY REPORT

1.0 Introduction and Background

- 1.1 This Highway Report has been produced to support a planning application for the creation of an extension at the Edgar Wood Academy in Heywood Old Road, Middleton, Heywood. The planning application is seeking approval for an extension for pupils with Special Educational Needs and Disabilities (SEND).
- 1.2 The purpose of this report is to examine the traffic generation and traffic impact of the proposed extension. A number of analyses have been undertaken to examine the trip generation of the proposed extension and these various analyses should provide a thorough of the traffic generation and traffic impact of the proposed extension.

2.0 Site Location and Description

- 2.1 The Edgar Wood Academy site is located approximately 3.0 km south of Heywood and approximately 2.25km north-west of Middleton.
- 2.2 Planning permission was granted for the school and associated car parking facilities. The intake of pupils has been phased and the school is not yet at full capacity but will be in September 2026. As the school is not yet at full capacity SEND pupils have been taught within the existing facilities but additional teaching capacity will be needed to teach SEND pupils when the school reaches full capacity.
- 2.3 The site location is shown in the Figure below.



Figure 1 - Site Location

3.0 Existing Characteristics

3.1 Existing Highway Layout

- 3.2 Edgar Wood Academy is served by a long service road into the school site and accessed on the south-easterly side of the A6045 Heywood Old Road. The speed limit on Heywood Old Road at the site access into the school is 30mph but it does change to a 40mph limit to the south-west of the site access.

4.0 Development Proposals

- 4.1 The proposed development is for the creation of an extension for use by SEND pupils and as part of the proposals a dedicated car park will be provided.
- 4.2 The figure below shows the proposed site layout. **Appendix A** contains the proposed site layout drawings.

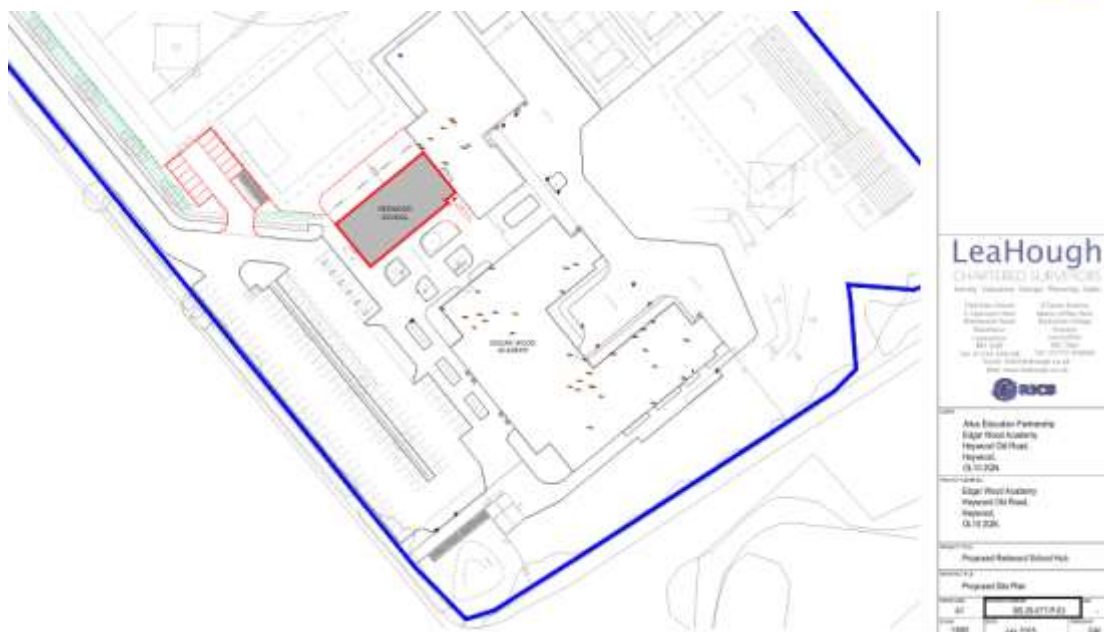


Figure 2 - Proposed Site Layout

5.0 Trip Generation & Traffic Generation

5.1 The NPPF in Chapter 9 para 116 advises that development should only be refused if there would be unacceptable highway impacts or if the cumulative impacts would be severe after taking into account all reasonable scenarios. In this regard a number of methods of assessing the traffic generation have been undertaken. Trip rates have been used which have been extracted from the TRICS database. First principles analysis has been undertaken knowing the travel method of SEND pupils that are currently using unoccupied classrooms within the school.

5.2 TRICS Database Method

5.3 The TRICS database version 8 has been interrogated and trip rates obtained for the following uses :

- 04-B Secondary School

5.4 **Appendix B** contains the outputs from the TRICS database.

5.5 Traffic Generation

5.6 Traffic generation analysis has been undertaken using the trip rates derived from the TRICS database and the pupil numbers planned to be on-site.

5.7 The Council provided some trip rates that could be used to examine the traffic generation and traffic impact of the proposed extension and these are shown in the Table below.

Table 1 - Traffic Generation Council Trip Rates

Education Type		Trip Rates						Traffic Generation					
		AM Peak (8.00-9.00)			PM Peak (15:00-16:00)			AM Peak (8.00-9.00)			PM Peak (15:00-16:00)		
	No	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Secondary	24	0.150	0.135	0.248	0.055	0.078	0.159	4	3	6	1	2	4
Total Traffic Generation								4	3	6	1	2	4

- 5.8 In order to assess the trip rates shown in the Table above, trip rates have been extracted from the TRICS database version 8 and traffic generation has been forecast for the proposed 24 pupils who are planned to be taught in the extension. The trip rates and traffic generation from the TRICS database is shown in the Table below.

Table 2 - Traffic Generation TRICS

Education Type		Trip Rates						Traffic Generation					
		AM Peak (8.00-9.00)			PM Peak (15:00-16:00)			AM Peak (8.00-9.00)			PM Peak (15:00-16:00)		
	No	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Secondary	24	0.216	0.162	0.378	0.076	0.127	0.203	5	4	9	2	3	5
Total Traffic Generation								5	4	9	2	3	5

- 5.9 The two analyses of trip rate above show almost identical trip rates and traffic generation.
- 5.10 **First Principles Analysis on Mode of Travel**
- 5.11 The TRICS trip rate output sheet does show travel to a secondary school including walking, by bicycle and bus. However, the SEND pupils would be escorted to school either in taxis, cars or mini-buses and this has been confirmed by the Applicant. The Applicant has confirmed how the current SEND cohort travel to school and this has been used to develop a first principles analysis. This analysis assumes that pupils will be dropped-off by taxi with 2 pupils sharing the same taxi. The taxis will make an inbound trip then leave the site after dropping off the pupils in the morning. In the afternoon, there will be an inbound taxi trip to collect pupils and then an outbound trip to take the pupils home. For the proposed 24 pupils there are expected to be 5 teachers and the majority have been assumed to drive to the school then park, although the analysis has assumed that 1 teacher will car share.
- 5.12 The trip rates and traffic generation for the first principles analysis is shown in the Table below.

Table 3 - Traffic Generation First Principles

Education Type		Trip Rates						Traffic Generation					
		AM Peak (8.00-9.00)			PM Peak (15:00-16:00)			AM Peak (8.00-9.00)			PM Peak (15:00-16:00)		
	No	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Secondary	24	0.500	0.500	1.000	0.500	0.500	1.000	12	12	24	12	12	24
Teachers	5	0.670	0.000	0.670	0.000	0.670	0.670	3	0	3	0	3	3
Total Traffic Generation								15	12	27	12	15	27

5.13 Highway authorities typically use a traffic generation level of 30 new two-way trips as a threshold for requiring further assessment. The first principles analysis is below this threshold so should not require further assessment. Currently there are 9 SEND pupils being taught at the school site but the analysis undertaken within the Highway Report has used 24 pupils as being totally new pupils, whereas a proportion are already being taken to and from the school already.

5.14 With 24 SEND pupils being taught at the school rather than 9, there could be scope of travel in larger vehicles (mini-buses) which would reduce the inbound and outbound traffic generation for travel to and from the proposed extension.

6.0 Summary and Conclusions

6.1 This Highway Report has been produced to support a planning application for the creation of an extension to teach SEND pupils. The proposal would also deliver a dedicated car park for the extension. The extension is proposed within the grounds of the Edgar Wood Academy which is located off Heywood Old Road, Heywood.

6.2 The Highway Report has undertaken a thorough analysis of the anticipated traffic generation from the proposed school extension. Two analyses used trip rates from the TRICS database and identified very similar trip rates and forecast levels of traffic generation. As the trip rates for a secondary school involve travel by a range of modes including walking and cycling, a further analysis using first principles and data from the Applicant has been undertaken as pupils would be escorted to and from school. This further analysis should provide a worse-case analysis of traffic generation and it forecasts traffic which would typically be below the threshold for further analysis.

6.3 The Highway Report has demonstrated the traffic impact of the proposed school extension should not have a significant effect on the operation or capacity of the local highway network and, it is therefore hoped that the scheme will be supported for approval by the Highway Authority.