



Document Control Sheet

Project Title	Melland High School SEN Expansion
Report Title	Transport Statement
Report Ref. No.	MHS-FC-HGN-FS-RP-D-0001
Revision	P02
Status	S1
Report Date	25 November 2021

Record of Issue

Revision	Status	Author	Date	Checked by	Date	Approved by	Date
P01	S1	K.Rantshilo	09/11/21	I.Yates	11/11/21	I.Yates	11/11/21
P02	S1	K.Rantshilo	20/11/21	D.Browne	24/11/21	I.Yates	25/11/21

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Definitions

BFET	Bright Futures Educations Trust
GEV	Gorton Education Village
MHS	Melland High School
CMA	Cedar Mount Academy
MCC	Manchester City council
SEN	Special Educational Needs
SEND	Special Educational Needs and Disabilities

1 Introduction

1.1 Background Information

Melland High School (MHS) is a Secondary School in East Manchester for Special Education Needs (SEN) cognition and learning. The school forms part of the Gorton Education Village (GEV), where it is co-located with Cedar Mount Academy (CMA), a mainstream high school.

The school is located in the Gorton area of East Manchester, circa 5km south-east of Manchester City Centre. Access to the School is via Wembley Road, which links to Melland Road and then to Mount Road (B6178).

In 2012 GEV joined the Bright Futures Educational Trust (BFET); in doing so becoming academies in a multi-academy trust. Due to MHS's outstanding performance in all aspects of its work, evidenced by its consistent high rating in successive Ofsted reports, the school has been positioned as BFET's strategic lead for Special Educational Needs and Disabilities (SEND) across all its academies. MHS has also been commissioned by the Local Authority to provide SEND support for high schools in central and east Manchester.

As a result of Melland High School's outstanding reputation and an increase in demand for SEN places across Manchester, Manchester City Council (MCC) has sought to increase their SEND student numbers, particularly for Autistic Spectrum Condition (ASC) students, from the current 186 students to 256 students by 2023 (a total increase of 70 students). To accommodate this the school anticipates 35 additional staff will be required, with a ratio of 1 staff member for every 2 students.

Bowker Sadler Architecture (appointed to design the expansion works) have put forward a design option which would accommodate the student number required. The proposed design will result in an additional 2 storey, 1169sqm (total for all floors) new building with 8 classrooms; attached to the existing SEN school as shown in the site plan in Figure 1-1 and detailed drawing contained in Appendix A. This expansion work would also involve:

- The relocation of the existing bus drop-off facility, and layby and the loss of car park spaces outlined in Figure 1-1.
- The addition of 11 car park spaces to accommodate the anticipated 35 additional staff and any additional visitors.

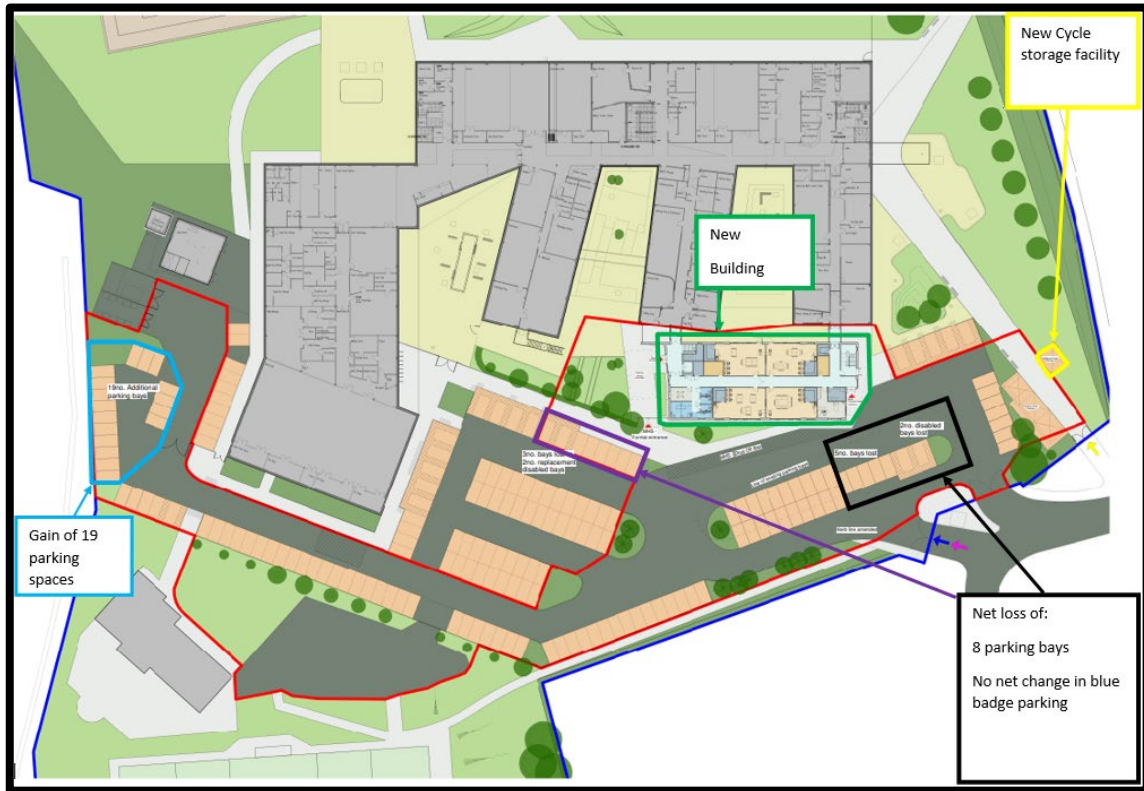


Figure 1-1 Proposed Site Layout – Melland High School

Bowker Sadler has also proposed internal refurbishments for Cedar Mount Academy (CMA) to improve its STEM capability as part of the scheme. However, as this will result in no increase in staff or student numbers, this work will not be considered in the Transport Statement.

This Transport Statement is meant for MHS and will outline the current transport provisions near the school and what actions are proposed to improve sustainable travel to the school. This statement was drafted using the data from staff and student transport surveys carried out at MHS during October 2021.

1.2 Scope of Transport Statement

An initial Scoping Meeting was held with the Local Highway Authority on the 8th of October 2021, the Minutes of this meeting are in Appendix B of this report.

It was agreed that a Transport Statement is needed to support the full planning application, to include a comprehensive review of the accessibility of the school by sustainable transport mode, and a review of the additional vehicle trips generated by the development.

1.3 Structure of the Transport Statement

This Transport Statement follows the guidance for such documents as set out by the Department for Transport. The structure of this report is set out below:

- Section 2 reviews the national, regional, and local policy context and guidance.
- Section 3 describes the existing school site and its accessibility by all modes of transport.
- Section 4 describes the development proposals and access strategy and includes a review of development generated trips.
- Section 5 analyses the road traffic accident data in the vicinity of the site.
- Section 6 contains a summary of the findings and conclusions.

2 Policy Context

This Transport Statement has been developed taking into consideration local, regional, and national guidance and policies. The following section provides an overview of the key policies.

2.1 National Planning Policy Guidance

2.1.1 *The National Planning Policy Framework*

In February 2019 the Department for Local Government and Communities published an update of the National Planning Policy Framework (NPPF). This document sets out the Government's planning policies for England and how these are expected to be applied. It provides a framework for Local Authorities to develop their own Local Plan, which reflects the needs and priorities of their communities favouring sustainable development. The framework outlines those developments should be approved, without delay, if they are following the Local Development Plan. If the Local Development Plan is out of date, silent or absent, permission should be approved unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

Section 9 of the NPPF (paragraphs 102 to 111) deal specifically with transport and focus on promoting sustainable transport. This should be achieved by requiring developments to submit a Transport Statement or Transport Statement. Decisions and plans should take account of whether the opportunities for sustainable transport modes have been taken up and whether safe and suitable access to the site can be achieved for all. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development is severe.

2.1.2 *Creating Growth, Cutting Carbon – Making Sustainable Local Transport Happen*

In January 2011 the Coalition Government published a White Paper and launched a Local Sustainable Transport Fund to contribute towards achieving two objectives; to help create growth in the economy and to tackle climate change by reducing carbon emissions. The White Paper acknowledges that two thirds of all journeys are less than five miles and many of these journeys could easily be cycled, walked, or made via public transport.

The concept of enabling choice through the provision of better information and education underpins the approach to sustainable travel. A ladder of interventions shows that there is an incremental approach in terms of interventions that encourage sustainable transport choices. These interventions range from simply providing information to the guiding of choice through changing the default, guiding choice through the use of incentives, guiding choice through the use of disincentives, restricting choice and eliminating choice.

2.1.3 *Cycling and Walking Investment Strategy (CWIS)*

In 2017, the UK Government set out its ambition for cycling and walking in England in their Cycling and Walking Investment Strategy. This brief document sets out the Government's ambition "to make cycling and walking the natural choice for shorter journeys, or as part of a larger journey". The document sets out three strands through which this ambition will be achieved, by delivering:

- Better Safety - A safe and reliable way to travel for short journeys.
- Better Mobility - More people cycling and walking - easy, normal, and enjoyable.
- Better Streets - Places that have cycling and walking at their heart.

Specific Objectives targeted to have been achieved by 2020 are:

- An increase cycling activity, where cycling activity is measured as the estimated total number of cycle stages made.
- An increase walking activity, where walking activity is measured as the total number of walking stages per person
- A reduction in the rate of cyclists killed or seriously injured on England's roads, measured as the number of fatalities and serious injuries per billion miles cycled
- An increase in the percentage of children aged 5 to 10 that usually walk to school.

These Objectives are further supported by the following specific aims and targets by 2025:

- to double cycling, where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025.
- to increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 300 stages per person per year in 2025.
- to increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025

In March 2021, the Department for Transport reaffirmed its commitment to cycling and walking investment by announcing the publication of a second Cycling and Walking Investment Strategy (CWIS 2). The document is due for publication late 2021 / early 2022 and is expected to continue the government's commitment to active travel.

2.1.4 *Gear Change: A Bold Vision for Cycling and Walking*

In July 2020, the UK Government published, “Gear Change: A Bold Vision for Cycling and Walking”, which set out their vision for an “Active Travel Revolution” in England’s towns and communities. The document marked a step change in how transport investment would be made in England, with a clear move away from car travel.

This vision includes:

- **Healthier Happier and Greener communities** - Due to the increase in active travel and reduction in vehicle travel; resulting in cleaner, healthier, safer, and quieter streets.
- **Safer streets** - Where none are afraid to cycle to and from work and school.
- **Convenient and accessible travel** - Where cycling and walking are seen as the most convenient, desirable, and affordable way to travel and where everyone has opportunities to take up walking and cycling.

To achieve this vision “active travel” would be placed at the heart of transport decision making, with better cycling and walking measures, and infrastructure no longer seen as an afterthought but moved to the very heart of consideration for all transport policy and planning at all levels of leadership.

The document also highlights four themes encapsulating the actions needed at all levels of leadership. These include:

1. **Better Streets for Cycling and People** - Where there would eventually be thousands of miles of continuous, safe, and direct cycle routes in towns and cities, physically separated from pedestrian and volume motor traffic.
2. **Cycling at the Heart of decision making** - Including, but not limited to, the creation of a long-term cycling and walking programme and budget, the inclusion of cycling provisions in new local and strategic A road schemes and better integration of cycling with railways and buses.
3. **Empowering and encouraging Local Authorities** - Including, but not limited to, increased funding for local authorities, significantly improved capacity and assistance for local authorities and a new commissioning body and inspectorate, “Active Travel England”, led by a new national cycling and walking commissioner.
4. **Enabling people to cycle and protect them when they do** - Including, but not limited to, the provision of cycling training for adults and children who want it, making legal changes to protect vulnerable road users, consulting on updates to the Highway code to improve safety for all users, and the establishment of a national electrically assisted bike support programme.

2.2 Regional and Local Policy Guidance

2.2.1 *Greater Manchester 2040 – A Transport Strategy*

In February 2017, Transport for Greater Manchester set out the transport vision and policies for the Greater Manchester region up to 2040. The “Greater Manchester 2040” document effectively functions as the Fourth Local Transport Plan for the region but focuses much more on ensuring all the different strands of the transport network come together to provide better modal integration. The short-term objectives (between 2017 and 2023) are set out below:

- Highways measures to improve reliability and access across the wider city region and to the motorway network
- Improved access to key employment, education, and training locations across the wider city region particularly by public transport and cycling.
- Bus and rail passenger facility improvements with high-grade waiting facilities and travel information services.
- Town centre and regional centre access measures to improve access to public transport gateways and provide better walking and cycling environments in town/city centres.
- Neighbourhood connectivity schemes focused on improving walking and cycling access to local rail stations, Metrolink stops and local bus hubs from the local communities.
- Increased devolution of powers and funding by exploring radical new opportunities to reform bus services and improve the way in which major roads and rail stations are managed.

The document replaces the former LTP3 although places similar emphasis on Active Travel, and the promotion of walking and cycling as the preferred mode for short distance journeys.

2.2.2 *City Centre Transport Strategy to 2040*

In March 2021 Manchester City Council published this document setting out its strategy for achieving its vision for “....a well-connected, zero-carbon city centre at the heart of the North, offering our residents, employees and visitors a great place to work, live and visit.” This document also outlines the councils’ priorities for action over the next five years (2021-2026) including:

- Implementing bus routing and terminus provision improvements including measures to support service changes, such as more cross city services, proposals in the Piccadilly Gardens area, better use of Shudehill, radial corridor improvements through QBT measures and a potential new interchange at Piccadilly Station:
- Developing and delivering “Streets for All” in the city centre through expanding pedestrian priority zones, improved walking routes and crossing points while maintaining good access for buses, bikes, servicing and delivery vehicles and disabled access.
- Developing and delivering Active Travel investment that builds on the existing MCF programme and delivers the bike hire scheme, supporting people to travel into and within the city centre - removing barriers to walking and cycling.
- Corridor improvements that support more people travelling into the city centre by bus and active travel and support the safe and efficient movement of delivery and servicing vehicles, such as on the A6 / Chapel St. Recognising that different corridors have different movement roles and requirements alongside the need to provide continuous networks as people travel from one place to another.
- Delivering Clean Air Plan interventions, including Electric buses and vehicle charging infrastructure alongside investigating a ULEZ for the city centre.
- Ensuring new and existing homes and businesses have the facilities to support sustainable travel and are integrated with the rest of the city centre.

Although Melland High School falls circa 5km outside the City Centre as defined by the strategy, the strategy is still relevant to the project.

The strategy is a sub-strategy of the “Greater Manchester Transport Strategy to 2040” and has the central aim for 90% of all trips to the City Centre in the morning peak to be made on foot, by cycle or by public transport, before 2040.

2.2.3 *Manchester's' Local Development Framework: Core Strategy*

In July 2012 Manchester City Council adopted their “Core Strategy” document which covers the period from 2012 to 2027. It sets out the Councils’ vision for how Manchester will look in 2027 and lays out the planning policies to support and help achieve this vision.

Section II (objective 5) of the document deals with transport. Although it is now somewhat dated and superseded by subsequent TFGM documents, it has the following objective, which is perhaps more relevant now than ever before:

“To improve the physical connectivity of the city, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.”

Appendix B of the document deals with Parking Standards and stipulates, that for land use classification D1 (Higher Education) a maximum of 1 car park space per 2 staff should be provided.

The following Policies within the document are relevant to the Melland High School Expansion Project:

- CC5 Transport
- T1 Sustainable Transport

These policies generally support the move away from high emission vehicles towards sustainable transport and particularly Active Travel.

3 Existing Situation

3.1 Site Location

Melland High School (MHS) is a secondary school for SEN cognition and learning. The school is located in the Gorton area of East Manchester, circa 5km south-east of Manchester City Centre (see Figure 3-1).

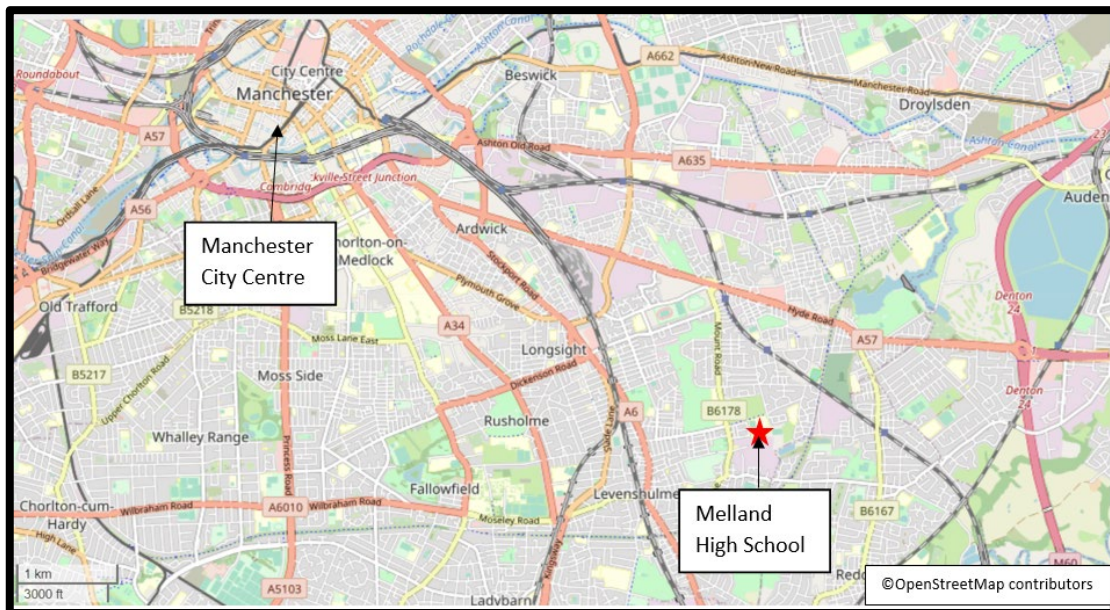


Figure 3-1: Site location of Melland High School, context Manchester City Centre

The site is located in a suburban area bound by Hyde Road (A57), Reddish Lane (B6167), Stockport Road (A6) and Mount Road (B6178) and can only be accessed via the residential area along Wembley Road or Holmcroft Road (the only 2 vehicle access routes into the site as shown in Figure 3-2). Thus, the only vehicle parking available, outside of the schools' facilities, would be kerbside spaces in residential areas. It was noted during a site visit in September 2021 that some pupil pick-up from CMA occurred from the kerbside of Wembley Road and Holmcroft Road.



Figure 3-2: Melland High School, context Gorton

Melland High School (MHS) forms part of the Gorton Education Village (GEV), where it is co-located with Cedar Mount Academy (CMA), a mainstream high school. Figure 3-3 below shows the current layout of the school site, showing the two separate education facilities coming together at the one site. Appendix A also contains a detailed plan showing the existing site layout.

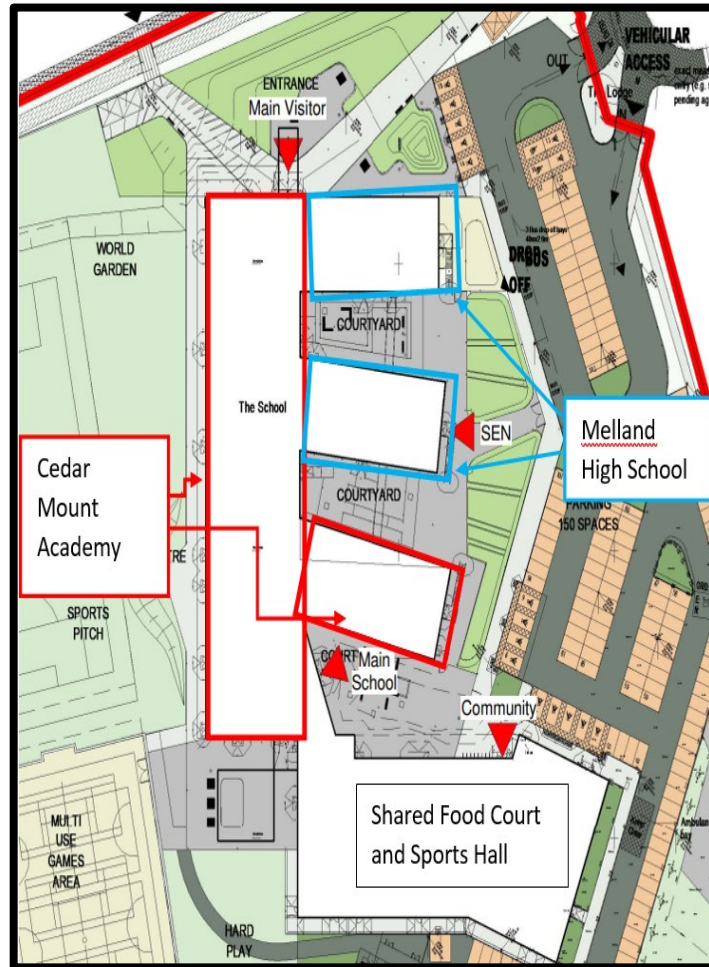


Figure 3-3: Site Location of Melland High School, context Gorton Education Village

The GEV currently has a total student population of circa 1086 students, with 900 at CMA and 186 at MHS. There are currently 93 staff working at MHS. MHS anticipates its maximum student numbers will increase to 256 (an increase of 70 students) and its maximum staff numbers up to 128 (an increase of 35), once the expansion work has been completed and the school is at maximum capacity.

3.2 Existing Local Road Network

The site of MHS is bound by the following Highways, shown in Figure 3-4:

- A57 (Hyde Road) to the North.
- B6178 (Mount Road) to the West
- A6 (Stockport Road) to the South
- B6167 (Reddish Lane) to the East

In addition to this, other significant transport facilities include:

- Ryder Brow Rail Station, circa 600m North of the school
- The Fallowfield loop National Cycle Route (60), circa 500m to the east

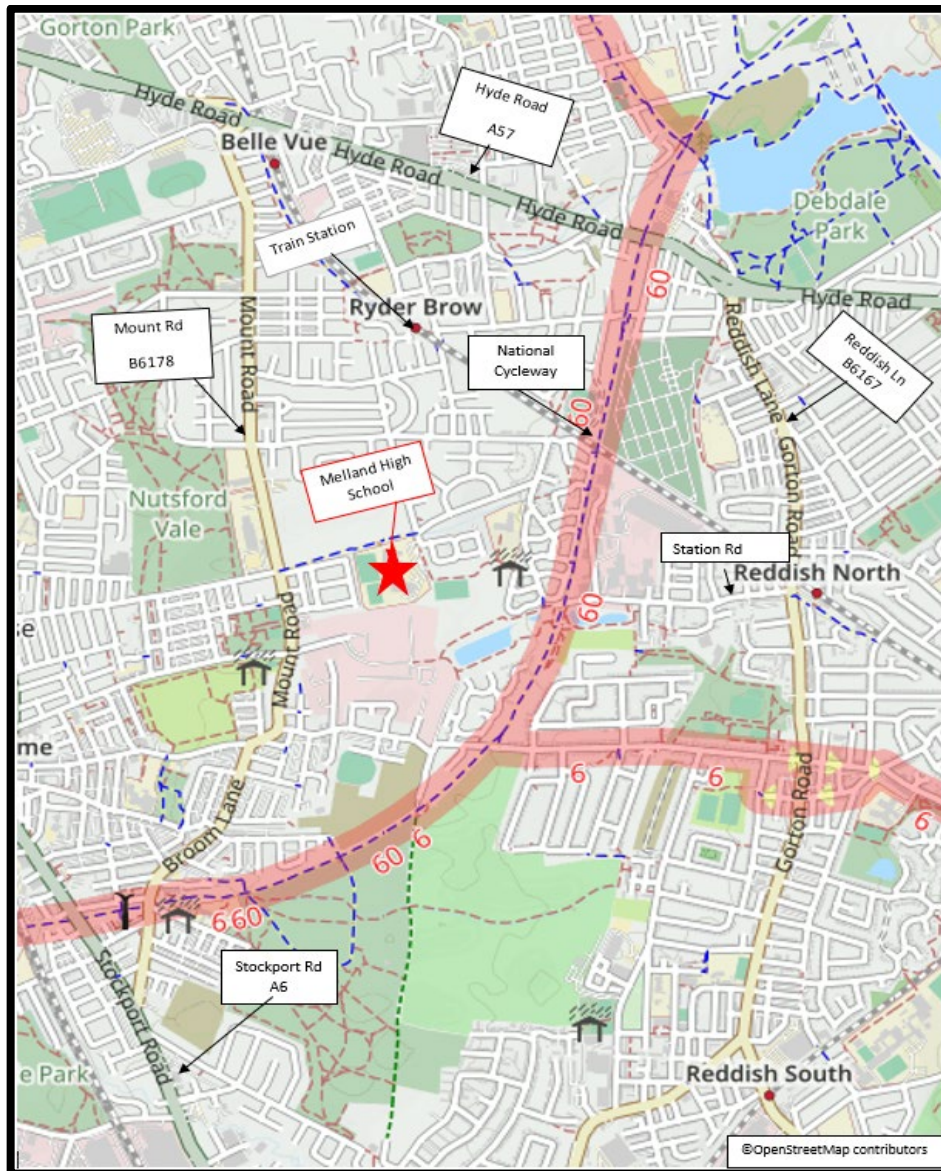


Figure 3-4: Major Highways and Key Transport Facilities, Gorton (South)

Due to the nature of these major roads, unless specifically noted below, each is subject to a 30mph speed limit. Street lighting exists throughout, the standard reflecting the varying state of the highways.

3.2.1 B6178 (Mount Road)

Mount Road is a wide single carriageway road connecting the A6(Stockport Road) and the A57 (Hyde Road). The road is a continuous single carriageway except at the junctions connecting to the A6 and the A57 where an additional lane exists at the approach to each junction.

Adjacent to the MHS site the road has a carriageway width of 6.8m and a footway width of 4.1m (shown in Photo 3-1, which also shows the nearest bus stop to the school).



Photo 3-1: Mount Road adjacent to the school site

The route was noted to be well used by vehicles with the Mount Road / Matthews Lane priority intersection (shown in Photo 3-2) handling a steady and constant flow of traffic throughout the day. In 2008, the road had an Average Annual Daily Flow (AADF) of circa 10,144 vehicles (Manual Count from DFT website).



Photo 3-2: Traffic entering the Matthews Lane/ Mount Road Priority Intersection

The Matthews Lane / Mount Road junction benefits from a Toucan crossing (see Photo 3-2), for both pedestrian and cyclist use. The Toucan Crossing allows access to a narrow, shared footway / cycleway that connects Mount Road and Wembley Road linking directly to the school's entrance (see Photo 3-3)



Photo 3-3: Entrance to shared Footway/Cycleway from Mount Road

Currently several traffic control measures are in place on Mount Road to reduce vehicle speeds including:

- A toucan crossing opposite the junction
- several speed humps on the approach to the Mount Road / Matthews Lane junction
- a 20mph speed limit.

See Photo 3-4 below.



Photo 3-4: Speed limit approaching the Matthews Ln/ Mount Road Junction

3.3 Other Minor Roads

Currently the only vehicular access into MHS is through either Wembley Road or Holmcroft Road, both of which are minor unclassified roads. Other key minor roads include Melland Road (connecting Wembley Road and Mount Road) and Matthews Lane.

Due to the nature of these roads each is subject to a 20mph speed limit unless stated otherwise. Street lighting exists throughout, the standard reflecting the varying state of the highways.

3.3.1 Wembley Road

Wembley Road is an unclassified residential single carriageway directly connecting to MHS from the north (see Figure 3-2). The road has a carriageway width of 7.6m, with 2.6m wide footways either side (see Photo 3-5 below).



Photo 3-5: Wembley Road, towards Melland High School, showing the nearest bus stop

At the end of Wembley Road, where it meets the school's entrance the footway is shared between pedestrians and cyclists (see Photo 3-6)



Photo 3-6: Beginning of Shared Footway/Cycleway on approach to MHS entrance

As one of the only two routes into MHS, Wembley Road is used by the school's refuse, delivery, and pupil transport vehicles. There is only one bus, the 172, servicing the route through Wembley and Holmcroft Road with just 2 bus stops (1 for each direction) along Wembley Road. Photo 3-5 (previous) shows the nearest bus stop.

3.3.2 *Holmcroft Road*

Holmcroft Road is an unclassified residential single carriageway connecting Wembley Road and Wayland Road. The Carriageway is 7.6m wide with 3.5m footways either side.

This road is the only other access route to the school from the wider Gorton area. This road also services the 172 bus route, which also caters to Wembley Road, with only two bus stops along the route.

3.3.3 *Matthews Lane*

Matthews Lane is a 30mph single carriageway road located to the west of MHS. It does not provide vehicle access to the school, but is significant as it forms a junction with Mount Road at a crucial pedestrian crossing point frequently used by students (see section 3.6).

The road has a 10.3m wide carriageway, with 2.5m footways on each side. An AADF (manual count) carried out in 2009 indicated a total of 4043 vehicles used this route (figure taken from the DFT website).



Photo 3-7: Matthews Lane

The road is serviced by four buses, two of which are public (150, 171) with 6 bus stops present along its length.

3.4 Melland High School Existing Access, Servicing and Parking

Access into the site is via Wembley Road or Holmcroft Road (see Photo 3-8)



Photo 3-8: Access to GEV via Holmcroft/ Wembley Road

Currently the school operates a 1-way vehicular access system, where visitors enter the southern gate, drive around the car park in one direction, and exit via the northern gate. This system is used by all vehicles including buses, minibuses, cars, and service vehicles (See Photo 3-9 and Photo 3-10 below)



Photo 3-9: GEV Entrance



Photo 3-10: GEV Exit

As a large proportion (circa 50%) of MHS's students are transported via private minibuses, the parking facilities are primarily used by staff and visiting professionals.

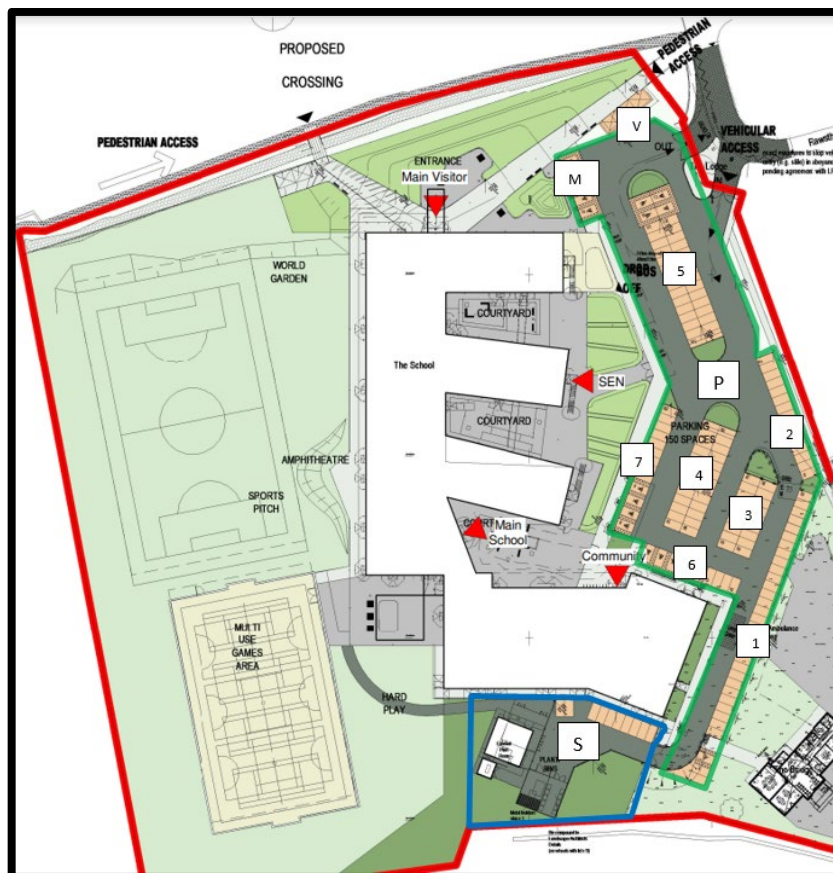


Figure 3-5: Access, Parking, and Servicing, GEV

The current strategy used by the school for its parking and servicing (shown in Figure 3-5) has service vehicles enter the site and access the area labelled S, with staff parking in the region labelled P. The GEV owned minibuses (used for pupil day trips) were also parked in region S.

Region “P” is used for staff parking, with the overall quantum as described below:

	Reserved parking	Blue Badge spaces	General	Total
Location 1		1	28	29
Location 2			15	15
Location 3			18	18
Location 4			26	26
Location 5	2	4	28	34
Location 6		5	4	9
Location 7		4	9	13
(M) Minibus drop-off		5		5
(V) Visitor parking			7	7
Total	2	14	140	156

Table 3-1: Parking Bays in region P

During a site inspection on the 9th of September, no “overspill” parking was observed during the school day on the nearby highways and a small number of parking spaces (circa 15) remained unused, within the carpark.

3.5 Public Transport Availability including Dedicated School Bus

Figure 3-6 below, illustrates key public transport facilities near Melland High School. The bus stops highlighted are those closest to the school (including the nearest return route stop) for the 150,171 and 172 buses, i.e. the only 3 public bus services operating in the area. Furthermore, the only train stations within a 1km radius of the school are highlighted on Figure 3-6.

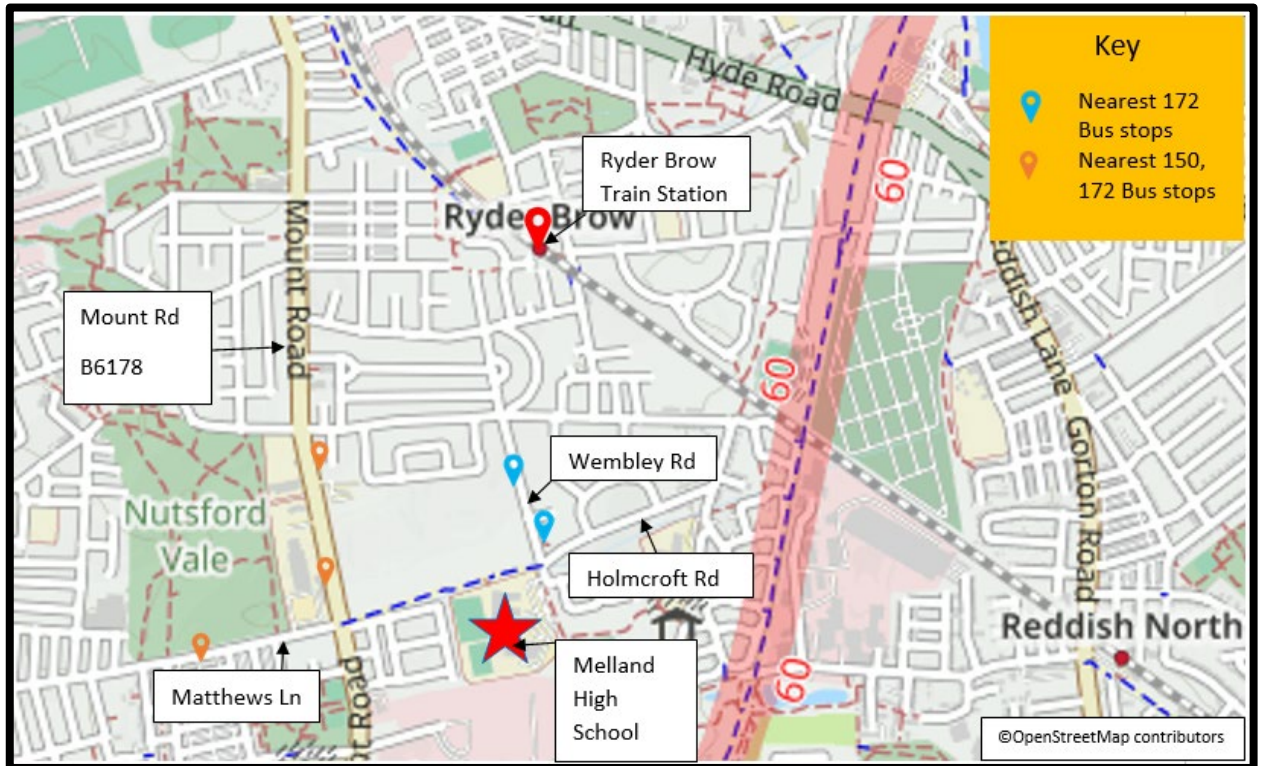


Figure 3-6 Nearest Bus stops and Train stations.

3.5.1 Ryde Brow Station

Ryde Brow train station is located circa 600m (750m walking distance) north of MHS.

The station is on the Manchester Piccadilly to New Mills Central line, serving only one service namely, Manchester to New Mills Central and Rose Hill (one service per hour in each direction), with occasional services continuing to Sheffield.

3.5.2 Public Bus Stops

MHS is in a region that does not benefit from frequent bus services, with only 3 public services running through the area. Figure 3-6 illustrates the bus stops nearest to MHS for each service. Together, these stops provide access to the following principal daytime bus services:

Service	Route	Provider	Weekday Frequency (Mins)
150	Intu Trafford Centre - Hyde	StageCoach	30
171	Newton Heath – East Didsbury	DiamondBus Northwest	60
172	Levenshulme Rail Stn – Southern Cemetery Bus Stn	DiamondBus Northwest	60

Table 3-2: MHS Bus Information

In addition to this, CMA has a private bus service (the 688) that drops and collects some students during weekdays. This bus is only available at the start and end of CMA's school day.

3.6 Pedestrian and Cyclist Provision

There are two key pedestrian and cyclist facilities within the area (see Figure 3-7 below):

1. A combined foot and cycle path along the northern border of the school, connecting Mount Road and Wembley Road.
2. National Cycleway (60), circa 500m due east of MHS.

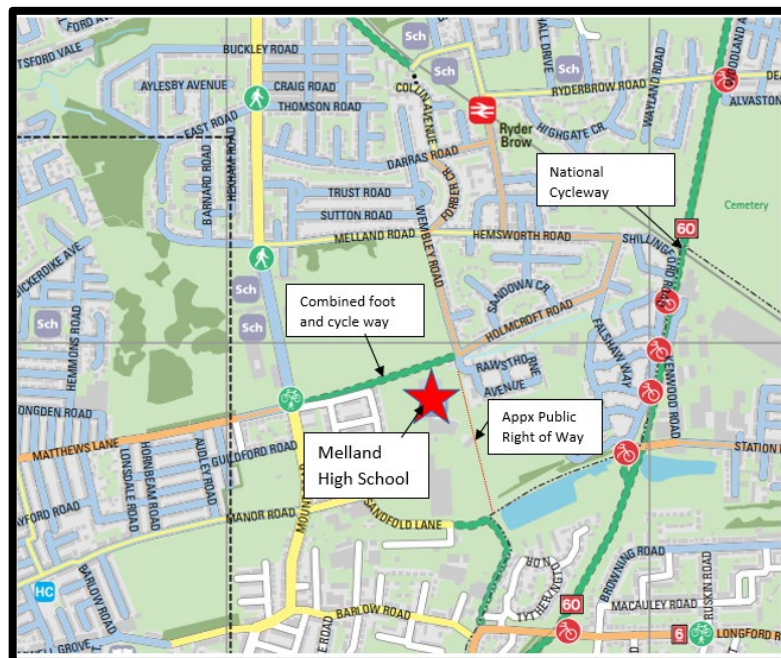


Figure 3-7: Key Pedestrian and Cyclist facilities MHS taken from Transport for Greater Manchester cycle map.

Pedestrian access is provided by a fully segregated footpath starting at Wembley Road, leading directly to the School Reception. Pedestrian and cycle access is also available into the

school grounds from the off road, shared use facility that runs between Mount Road and Wembley Road (see Photo 3-11)



Photo 3-11: Access via shared use Footway/Cycleway.

3.6.1 Combined Pedestrian and Cyclist Route

Along the northern edge of the school exists an unsegregated combined footpath/cycleway circa 2.3m wide.

The path is well lit and well used by both the public and GEV students. However, despite this, the path did not appear adequately maintained, with significant overgrowth observed on a site visit held in September 2021.



Photograph 3-12: Overgrowth observed along combined Cycle and Footway September 2021

3.6.2 *National Cycleway, Fallowfield Loop (60)*

The Fallowfield Loop is a 14 km long, off-road, tarmacked route used by pedestrians, cyclists, and horse riders. The route runs through Chorlton-cum-Hardy, Fallowfield, Levenshulme, Gorton and Fairfield. Several access points to this route can be found roughly 500m due east of/ roughly 650m walking distance from MHS.

As of August 2020, Manchester City Council underwent a consultation with the aim of making the Fallowfield Loop safer, clear from overgrowth and more connected to surrounding neighbourhoods. The results of which led to the following actions outlined by the council:

- A review of existing access points to identify ways to improve accessibility, visibility, and awareness of the route and other infrastructure.
- Widen the pavement to a width of 4.0m and provide improved maintenance to the route.

Improvements are planned by the Council in the near future.

3.6.3 *Cycle Parking*

There are 48 staff and 72 student cycle parking spaces at the site, serving both MHS and CMA. These facilities were observed to be well used during an inspection carried out in September 2021 (31% of the student and 25% of the staff cycle spaces were used). Both facilities are covered and secure. Photo 3-12 and Photo 3-13 below show the existing cyclist facilities.



Photo 3-12: Student Cycle Parking Facility



Photo 3-13: Staff Cycle Parking Facility

3.7 Summary Existing Conditions

Melland High school is located within the residential area of Gorton, in east Manchester. Although it is placed within a residential area, (requiring access via existing local roads) it has a “city wide catchment”, providing education to pupils with special education needs across the Manchester City Council administrative area, and partly into neighbouring authorities.

The school is not particularly well connected to the public transport network. The nearest rail station (Ryder Brow) is located circa 850m walking distance from the school but has infrequent service. Bus stops are located close to the school but serve very infrequent bus services.

Footways and cycleways in the area are of good quality and offer good quality sustainable travel infrastructure for those staff and pupils that live within a reasonable walking and cycling distance. The school benefits from a fully segregated pedestrian/ cyclist route to the immediate north of the school, with access into the school directly from that infrastructure. There are currently 48 staff and 72 student cycle parking spaces at the school, which are shared with CMA. These spaces are covered and secure and were well used when inspected.

The school shares its “staff only” car park with Cedar Mount Academy. During a site inspection in September 2021, this car park had a small number of empty car park spaces during the school day, suggesting it is adequate for current parking needs at the site. No daytime overspill parking was observed on the local highways near to the school.

In summary, although not well connected to the public transport network the existing infrastructure that serves the school is adequate for its current needs.

4 Development Proposals

4.1 Introduction

This Transport Statement relates solely to the expansion of the MHS site. There are no proposals to change Rushbrook Primary School, nor to increase student numbers at CMA.

As the site is in a residential area with no additional public parking infrastructure available within a reasonable walking distance (650m) from the school, the school will have to provide all the parking facilities for its staff, students, and visitors on site.

To inform the development proposals, travel surveys were undertaken by all staff at MHS (including visiting professionals and externally employed cleaning and catering staff). The results of the staff travel survey are presented in Appendix D with a Staff Catchment Area drawing included in Appendix G. Similar surveys were undertaken on the students at MHS with the results of those surveys included as Appendix F and Catchment Drawings included as Appendix H. The School Management Team also provided data on the school's start and finish times, total student numbers, and minibus numbers; this information is included as Appendix E

The planned expansion of MHS will result in an increase of staff and student numbers. The school anticipates this could result in a maximum increase of 70 students and 35 MHS staff, who must all be catered for by the school's facilities. In addition to this, a small number of visiting professionals, not directly employed by the school, who regularly provide SEN support to the school must also be catered for.

Circa 50% of MHS students are transported to and from school using private minibuses. Fourteen minibuses transport 92 students to and from school each day. Those students that do not travel by minibus completed a Travel Survey, the results of which are included as Appendix F. The school is expecting most additional students to also be transported in a similar manner and consequently the majority of additional cyclist and car parking facilities will consider only additional staff numbers. However, the increase in student numbers will likely result in additional minibuses and cars dropping pupils off, which the schools' drop-off/pickup facilities will have to accommodate, and any stacking of vehicles accounted for within the car park area.

Given the residential nature of the area around the school and its relatively poor connectivity to public transport, it is considered important to ensure all parking demand is accommodated within the school grounds.

4.2 Vehicular Access & Parking

Bowker Sadler's proposed layout (shown in Appendix A) will not alter vehicular access or the one-way traffic routing currently in place at the site. The proposed changes to the school's facilities will include:

1. A net gain of 11 car parking spaces (with no change in the number of blue badge spaces).
2. The slight repositioning of the existing bus drop-off facilities.

The results of the travel survey reveal that of the 93 staff working for MHS 62% drive to and from school each day and 1% use a taxi, this results in circa 59 cars travelling directly to and from the school each day.

Applying this same percentage to the additional staff (35 max) which will be employed at the school will result in circa 22 additional staff related vehicle trips to the school each day, with a consequent demand for 22 additional car parking spaces (this assumes all additional staff will work full time, which represents a "worst-case" scenario as circa 90% of current staff work full time at present).

The additional 70 (maximum) students are anticipated to travel to and from the school each day using the same modal split as the current student cohort. The Travel Surveys Results (Appendix F) indicate that this will result in approximately 35 additional students (circa 50%) transported by minibus, resulting in 5 additional minibus trips (using the current ratio of circa 7 students per minibus) to and from the school each day. Furthermore, it can be anticipated that an additional 24 (68%) of the remaining 35 (50%) students expected to travel independently will be transported by either car or taxi (assuming similar travel arrangements for the new students). This will result in a total of 29 additional student vehicle trips to and from the school each day.

The total additional vehicle trips anticipated across the morning and afternoon of each day as a result of the expansion of MHS are outlined in Table 4-1 and Table 4-2 below.

	Arrivals	Departures
Staff	22	0
Students	29	29

Table 4-1: Additional AM Trips

	Arrivals	Departures
Staff	0	22
Students	29	29

Table 4-2: Additional PM Trips

The majority of staff (66%) arrive between 8:30am and 9:30am, with the remaining staff arriving either before or after this peak hour. The vast majority of student arrivals (96%) arrive during the same 60-minute period. In the afternoon, 73% of staff depart between 3pm and 4pm, and all students depart between 3pm and 4pm (at the end of the school day). The overall maximum additional vehicle trips in the AM and PM *Peak Hours* have been calculated on this basis and is summarised in the table below.

	AM Peak	PM Peak
Arrivals	43	29
Departures	28	45
Total	71	74

Table 4-3: Peak Hour vehicle arrivals and Departures

Plans showing the approximate home locations of the existing staff and students at MHS are included in Appendices G and H. This information has been used to undertake a Trip Distribution exercise for the additional vehicle trips generated by the expansion of MHS, the results of which are included as Appendix I.

As would be expected, the additional vehicle trips are most concentrated on the Wembley Road/ Melland Road priority intersection. After passing through the Wembley Road/ Melland Road junction, the traffic quickly distributes across the highway network. No traffic signal-controlled junctions are expected to handle an excess of 30 additional vehicles as a result of the development proposals.

The additional traffic concentrated at the Wembley Road/ Melland Road junction is equivalent to 1 additional vehicle every 48 seconds (using a 1-hour duration at the PM Peak) and is anticipated to have very little impact on the operational capacity of the junction.

Appendix B of the MCC Final core strategy stipulates car parking requirements and requires a maximum of 1 space per 2 staff. It is proposed to expand the existing car park to provide 11 additional parking spaces. It is also worth noting that an existing hard standing area is available within the school grounds, that could accommodate circa 20 additional cars if needed. Although not marked out as such, this would ensure no overspill parking occurs on the highway.

To assist with the operational management of the car park during pupil pick-up and drop off it is recommended that the school develop a Car Park Management Strategy to ensure pedestrian and vehicular safety within the schools' car park is actively managed.

4.3 Proposals Relating to Pedestrians

There are no proposals to improve pedestrian infrastructure on the approaches to the school, or within the school grounds. The existing infrastructure is considered to be adequate for the

needs of the expanded school, as pupils and staff arriving on foot are fully segregated from vehicles.

4.4 Proposals Relating to Cyclists

Bowker Saddler's proposal outlines the addition of a 30-space cycle store to accommodate the increased cycle parking demand as a result of the expansion. As the additional student population is unlikely to use any cycling facilities these facilities will cater predominantly for staff but could also be made available for pupils at CMA to use.

Appendix B of the MCC Local Plan stipulates cycle parking requirements. It requires 1 cycle parking space for every 5 staff, plus 1 space for every 3 students. With 35 extra staff and 70 extra students at MHS, there is a requirement for circa 30 additional cycle parking spaces, which will be achieved.

4.5 Proposals Relating to Public transport (including dedicated bus services)

No proposals have been made to alter any of the public transport services or infrastructure.

4.6 Servicing and Emergency Access

No alterations have been proposed to the schools current servicing areas or to emergency access arrangements, which are adequate and functional at present. A vehicle tracking exercise has been undertaken and the results are included as Appendix C.

4.7 Summary - Development Proposals

The expansion of Melland High School will provide up to 70 (much needed) additional SEN places at the school and will require a maximum of 35 additional staff to be employed. Most of the pupils are expected to arrive by private car or minibus.

The additional traffic generated by the proposals is not expected to have a significant impact on the functional capacity of the highway network. It is proposed to expand the existing car park at MHS to accommodate 11 additional cars, with an additional overspill area available for up to 20 cars if needed, which will ensure no overspill parking occurs on the public highway.

Thirty additional cycle parking spaces will be provided and made available for staff and student use (they will also be made available to pupils at Cedar Mount Academy). Servicing and emergency access will remain unchanged and the existing arrangements for pupil pickup and drop-off will be retained. The additional vehicles dropping off / picking up within the school grounds can be accommodated without queueing onto the highway and will utilise the existing "one-way" routing system.

5 Road Traffic Collision Data

5.1 Introduction

As part of a Transport Statement, it is required that Road Traffic Collision (RTC) data be analysed for the surrounding area. This is to help identify if any common factors exist between accidents that have occurred within the proximity of the development and thereby identify any safety issues that may need to be addressed within the development proposals. The analysis should identify any existing locations where there is a high frequency of RTCs occurring and identify any concerns with respect to more vulnerable road users (pedestrians, cyclists, and motorcyclists).

As such, in line with common practise and the advice of Manchester City council's highways officers a five-year (May 2016 to April 2021) analysis of accidents data collated by Transport for Greater Manchester was carried out. The Summary report provided by TFGM is included as Appendix J of this report.

5.2 Scope of the Study Area

During a scoping meeting with Manchester City Council's Highways Officers held on the 8th of October it was agreed that the Scope of the accident analysis would encompass all entry routes into the school including Wembley Road, Melland Road and Hemsworth Road, as well as key junctions along Mount Road running opposite to a key pedestrian crossing. Figure 5-1 below illustrates the scope of the study.

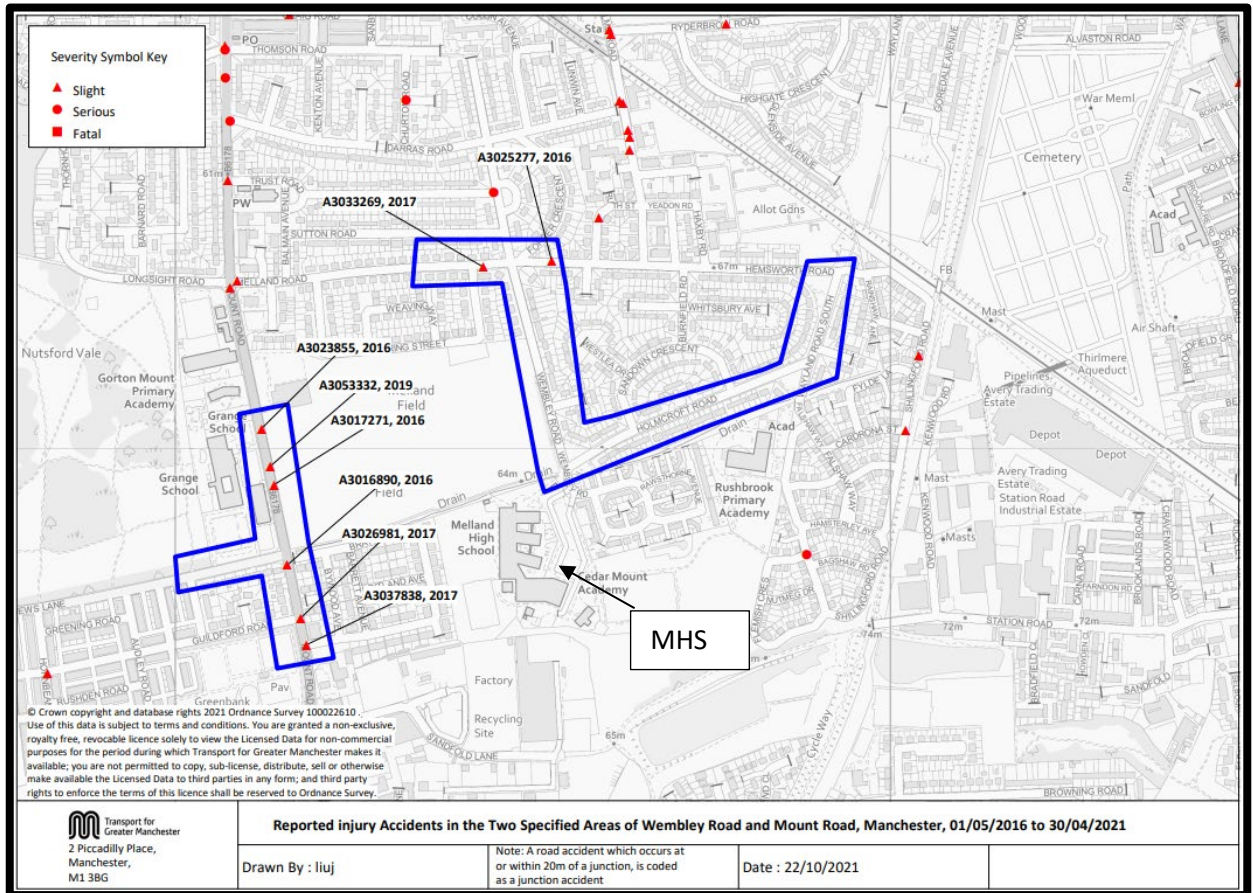


Figure 5-1: Scope of RTC analysis, Drawing courtesy of TFGM

5.3 Road Traffic Incidents within the Area of Interest

The data Provided for the study area shows that, over the five-year period analysed, there were a total of 8 RTCs. These involved a total of 17 vehicles and resulted in the injury (all of slight severity) of 10 individuals. Of these incidents:

- 1 (12.5%) involved a pedestrian.
- 1 (12.5%) involved a cyclist.
- None (0%) involved a motorcycle.
- 3 (37.5%) occurred on a wet road or during rainfall.
- 6 (75%) occurred during daylight hours.
- 7 (87.5%) occurred during a weekday.
- The average number of injured individuals per accident was 1.25.

-

5.3.1 Severity and Location

None of the incidents within the study area were recorded as being either fatal or serious. Table 5-1 below summarises the incidents by year and injury severity.

	2016	2017	2018	2019	2020	2021
N.O. of reported RTCs	4	3	-	1	-	-
N.O. of recorded injuries	6	3	-	1	-	-
Slight	4	3	-	1	-	-
Serious	-	-	-	-	-	-
Fatal	-	-	-	-	-	-

Table 5-1: Number of RTCs by year and Severity

The average incident rate over the five years is 1.6 RTC/annum. As shown in Table 5-1, no incidents were recorded in 2018, 2020 or up to the end of April 2021. The rate of accidents appears to have reduced following 2018 with 7 incidents occurring in the 2 years prior and 1 incident occurring in the 3 years following.

As shown in Figure 5-1 there have been 6 (75%) incidents along Mount Road, despite this there was little correlation with the location and cause of the recorded incidents as most could be attributed to driver/individual error.

5.3.2 Time of Day/ Road conditions

The majority of RTC incidents (90%) occurred on a weekday. For the purpose of analysis of the RTC data, peak period windows were taken to be 8:00 and 10:00 and between 15:00 and 17:00 (with the school day ending at 15:35hrs). Using these periods, it can be concluded that two (25%) of the RTCs occurred within the morning peak with a further three (37.5%) occurring in the afternoon peak.

Of the two incidents in the morning peak, one was noted as involving a pedestrian of school age. Both incidents were noted to occur on wet roads during rainy days, however, despite this none of these incidents recorded slippery road (due to weather) as a contributory factor.

Of the three incidents recorded during the afternoon peak. One was noted as occurring on a wet road on a rainy day, however this was not noted as a contributory factor to the incident. The remaining two occurring on dry roads with fine weather.

From the data analysed there is no indication that weather or road surface conditions were a causing factor.

5.3.3 *Vulnerable Road Users*

Two (25%) of the RTCs were recorded as involving vulnerable road users (pedestrians, cyclists, or motorcyclists). A closer analysis of each incident is included below:

Pedestrians

14/06/2016: **A3016890** - At 8am Tuesday morning a pedestrian (aged 17) ran westbound onto the Mount Road carriageway from behind a stationary bus where they were struck by a vehicle travelling north along Mount Road.

Cyclists

06/12/2017: **A3037838** - At 10:20 pm Wednesday evening a vehicle travelling west on Bratton Drive turns right and collides with a rider (age 28) riding a pedal cycle travelling south down Mount Road.

Due to the low number of incidents involving vulnerable road users, no correlation can be made regarding the causes of the RTCs. All incidents were recorded as occurring along Mount Road. RTCs involving vulnerable road users appear to have resulted from human error, rather than there being any contributing highway factor.

5.4 **Conclusion**

For each of the recorded RTCs neither the time of day nor environmental conditions appear to be significant factors. Two of the recorded eight incidents involved vulnerable road users (one pedestrian and one cyclist), with no correlation between these incidents. Therefore, it is concluded that there are no existing safety issues attributable to the local highway network that need to be addressed as part of the Melland High School expansion.

6 Summary

6.1 Summary

Melland High School (MHS) is a Secondary School for Special Education Needs (SEN) cognition and learning located in the Gorton area of East Manchester, circa 5km south-east of Manchester City Centre, where it shares its location with Cedar Mount Academy (a mainstream High School). MHS currently has 186 students and as a result of an increase in demand for SEN places across Manchester, is seeking to increase its student capacity to 256 through the construction of a new 2 storey, 1169sqm (total for all floors), expansion to the existing school. Furthermore, to accommodate the additional student numbers it is anticipated that an additional 35 staff will be needed. The school is located in a residential area with limited access to public transport.

The increase in staff numbers will result in the need for additional daytime parking provision for the school, which will have to be catered for onsite. A proposal has been made to provide a net gain of 11 parking spaces (with no change to the number of blue badge spaces) to accommodate the additional 35 staff. This is deemed appropriate as it will meet the “parking standards” requirements set by Manchester’s Local development plan. However, in addition to this, an existing hardstanding area is located within the school grounds which could be used to accommodate any additional parking demand and ensure no overspill parking occurs on Wembley Road.

The additional student numbers will be accommodated by the school’s pickup and drop off provisions. No changes have been proposed to alter the current drop off and pickup facilities beyond repositioning the current minibus and school bus pickup area to accommodate the new building. It is however recommended that the school develop a Car Park Management Strategy to actively manage drop-off and pickup activity, to ensure pedestrian and vehicular safety as well as avoid any significant impact on the adjacent highway.

The additional traffic generated by the development will not result in more than 30 vehicles passing through any traffic signal-controlled junctions on the approach/exit to the school in the morning or afternoon peaks.

A proposal has been made to provide an additional 30 cycle parking spaces for the additional 35 staff and 70 students, complying with the guidance from Manchester City Council’s Core Strategy document of 1 space per 5 staff and 1 space per 3 students. It is currently anticipated that the incoming cohort of students will not make use of these facilities, however, the facilities will be used to cater to the additional staff as well as students and staff from Cedar Mount Academy.

The local roads are adequate in terms of width, condition and capacity. The existing 20 mph speed limit along Wembley and Hemsworth Road will help control vehicle speeds in the vicinity of the school. Furthermore, the traffic calming measures (including a toucan crossing, 20mph speed limit and speed humps) along Mount Road opposite an existing pedestrian passageway into MHS should also provide sufficient vehicle control for this key pedestrian route.

Further analysis of RTCs have indicated that there are no safety issues related to the local highway network that need to be addressed as part of the expansion proposals.

Overall, this transport statement indicates the development proposals for the expansion of Melland High School can accommodate the increased student and staff numbers with the proposed additional vehicle and cycling parking provision deemed adequate. Furthermore, it is not anticipated that this expansion will result in any signal-controlled junctions within the vicinity of the site carrying an additional 30 vehicles and will have no significant impact upon the highway network.



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