

Proposed Extension to Grange School, Manchester
for Prospere Learning Trust

June 2025

TRANSPORT STATEMENT

REPORT

DOCUMENT:	Transport Statement
PROJECT:	Proposed Extension to Grange School, Manchester
CLIENT:	Propsere Learning Trust
JOB NUMBER:	4827
FILE ORIGIN:	Z:\projects\4827 Grange School, Matthews Lane, Manchester\Docs\Reports\4827 TS.1.docx

DOCUMENT CHECKING:

Primary Author:	PW	Initialled:
Contributor	LG	Initialled:
Review By:	PW	Initialled:

Issue	Date	Status	Checked for Issue
1	05-06-24	First Draft	
2			
3			
4			

CONTENTS

1	INTRODUCTION	1
2	DEVELOPMENT SITE AND PROPOSALS	2
2.1	Existing Site	2
2.2	Development Proposals	2
3	ACCESSIBILITY BY NON CAR MODES	4
3.1	Introduction	4
3.2	Access on Foot and by Cycle	5
3.3	Access by Bus	5
3.4	Accessibility by Rail	6
3.5	Travel Planning Measures	6
3.6	Accessibility Summary	7
4	TRAFFIC IMPACT ANALYSIS	9
5	CONCLUSIONS	10

1 INTRODUCTION

- 1.1.1** Eddisons has been instructed by the Prospere Learning Trust to advise on the traffic and transport issues relating to a planning application for an extension to the existing pupil roll at the Grange School at Matthews Lane in the Levenshulme area of Manchester.
- 1.1.2** The report provides information on the traffic and transport planning aspects of the development proposals and assist the local planning authority in the positive determination of the forthcoming planning application.
- 1.1.3** Following this introduction, Section 2 provides a description of the existing site and the development proposals, whilst Section 3 provides a brief assessment of the accessibility of the site by non-car modes including public transport.
- 1.1.4** Section 4 discusses the traffic impact of the proposed development, whilst Section 5 draws together the conclusions to this report.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

2.1.1 The existing Grange School is located in the Levenshulme area of Manchester. The school site is located to the north of Matthews Lane and west of Mount Road.

2.1.2 There are two vehicular access points to the school serving the two areas of school car parking. The main access is via Matthews Lane which serves the main car parking area. The access has a one-way system to provide a safer flow of traffic into and out of the site. The second access is from Mount Road and serves a smaller amount of car parking.

2.1.3 Grange school currently has 263 students on roll. All the pupils have significant learning difficulties and autism.

2.2 Development Proposals

2.2.1 The proposed extension will provide The school is currently required to provide places for an additional 50 pupils by internally remodelling an existing sports hall building into partitioned classrooms and sports facilities.

2.2.2 The two areas of car parking on site will remain as existing. The main area of car parking has 85 parking spaces and the smaller area off Mount Road has 12 parking spaces.

2.2.3 Cycle parking will be increased from 10 to 20 cycle spaces with an additional 5 cycle parking hoops, as shown below:



3 ACCESSIBILITY BY NON CAR MODES

3.1 Introduction

3.1.1 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.

3.1.2 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.’

3.1.3 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.’*

3.1.4 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.

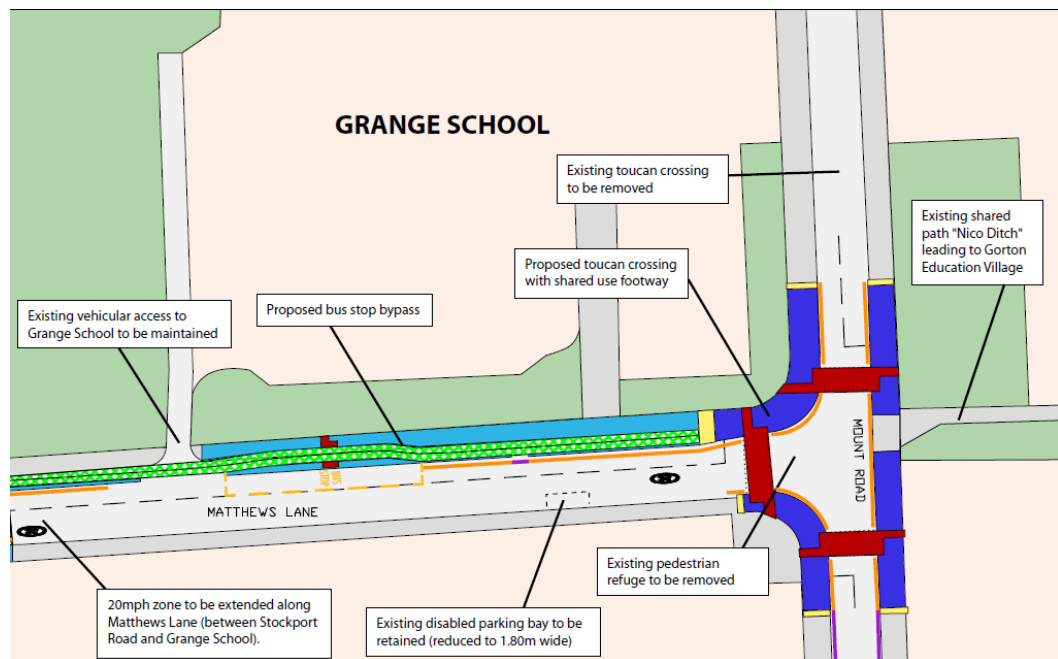
3.1.5 The accessibility of the proposed site has been considered by the following modes of transport:

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by bus; and
- Accessibility by rail.

3.2 Access on Foot and by Cycle

3.2.1 Wide footways are located on both sides of both Matthews Lane and Mount Road that provides safe passage for pupils and staff at the school. In addition, there are formal crossing facilities on Mount Road just north of the Matthews Lane junction.

3.2.2 However, Manchester City Council (MCC) are proposing to implement improvements to the junction of Mount Road and Matthews Lane which are shown illustratively below and include the signalisation of the junction and substantially enhanced pedestrian and cycle facilities to provide safety improvements in the vicinity of the school.



Recent MCC Junction Improvements

3.2.3 The site can therefore be considered as being accessible on foot and by cycle.

3.3 Access by Bus

3.3.1 The nearest bus stops to the school are located within around a minute's walk of the site on both Matthews Lane and Mount Road.

3.3.2 These bus stops are served by the 150, 171, 172, 706, 727, 748 and 750 services which run regularly every day to destinations such as Gorton, Fallowfield, Chorlton, Stretford, East Didsbury, Newton Heath, Levenshulme and Burnage. Additional bus routes are available from bus stops on Stockport Road which is located less than a 10 minute walk of the school.

3.3.3 It is therefore concluded that the school is highly accessible by bus, giving parents/pupils and staff a choice about how they travel.

3.4 Accessibility by Rail

3.4.1 The school is located around a 19 minute walk from Levenshulme railway station. Services from Levenshulme station offer weekday frequencies of a train every 15 minutes and the journey times to both Manchester Piccadilly and Stockport stations are only between 6 and 7 minutes respectively.

3.4.2 This demonstrates that the site is extremely accessible by rail for staff, pupils and visitors.

3.5 Travel Planning Measures

3.5.1 The main aims of any Travel Plan or the implementation of travel planning measures are as follows:

- Implement greater awareness to alternative modes of travel.
- Increase the number of students and staff walking to the school.
- Promotion of alternative means of transport to the private car.
- If there are any, reduce the amount of incidents between traffic, local residents and students.

3.5.2 A Travel Plan Coordinator (TPC) could be appointed and will be responsible for all aspects of any Travel Plan.

3.5.3 Their primary functions will be as follows;

- Provision of a Travel Pack for new students and staff containing information regarding travel to the school;
- Promotion of the sustainable transport options available to staff and pupils, including public transport, walking and car sharing schemes; and
- Maintenance of all necessary systems, data and paperwork.

3.5.4 All staff and pupils will be made aware of the Travel Plan, its aims and its benefits and how they can help in achieving its goals.

3.5.5 This will be achieved in a number of ways such as through teachers during registration, the school website, and posters around the school to advertise specific events such as national Walking Month.

3.5.6 It is important to keep the implementation of the plan achievable, flexible and sustainable, by spreading out the timing of actions. Assemblies are one of the most effective ways of spreading awareness to everyone. The school can incorporate educating pupils about parking issues and crossing points into assemblies.

3.6 Accessibility Summary

3.6.1 The school site has been considered in terms of accessibility by non-car modes, and following conclusions can be drawn from this section of the report:

- The school is accessible on foot, with large areas of residential development being within walking distance via safe pedestrian linkages.
- The bus services from the bus stops on Matthews Lane and Mount Road connect the school with areas such as Gorton, Fallowfield, Chorlton, Stretford, East Didsbury, Newton Heath, Levenshulme and Burnage.
- There is the opportunity to travel to the site by rail with Levenshulme station being located within a short walk of the school.

- Travel planning measures can be implemented to ensure that travel to and from the school is made more sustainable.

3.6.2 In light of the above, it is considered the school is highly accessible by non-car modes and will cater for needs of the existing and future staff, pupils and visitors, and assist in promoting a choice of travel modes other than the private car.

4 TRAFFIC IMPACT ANALYSIS

- 4.1.1** Having established that the school 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.
- 4.1.2** Approximately 80% of pupils are transported via local authority home to school transport. The reminding 20% are either dropped of by parents or travel independently to school.
- 4.1.3** As such, of the 50 additional pupils at the school. 40 of these would be transported by local authority transport. These are likely to be existing mini-buses that are already travelling to the school and as such won't be new to the local road network.
- 4.1.4** The remaining 10 pupils will ether be dropped off by parents or travel independently using sustainable transport modes, which include walking, cycling and public transport, which has already been demonstrated to be excellent with local bus and rail connections offering an excellent opportunity to travel to the site sustainably.
- 4.1.5** On the basis of the above analysis, the proposals would generate a very low number of additional trips during both peak hour periods and this will have a minimal impact on the safety and operation of the local highway network.

5 CONCLUSIONS

5.1.1 Eddisons has been instructed by the Prospere Learning Trust to advise on the traffic and transport issues relating to a planning application for an extension to the existing pupil roll at the Grange School at Matthews Lane in the Levenshulme area of Manchester.

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

- The report has demonstrated that the school would continue to be highly accessible by non-car travel modes of such as walking, cycling and public transport.
- Travel planning measures could be promoted by the school to ensure that travel to and from the school is made more sustainable.
- The traffic impact of the proposals would be minimal.

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

eddisons.com

Eddisons

Eddisons, 340 Deansgate,
Manchester, M3 4LY

T: +44 (0) 161 837 7350

www.eddisons.com