



Manchester Enterprise Academy
Hub Building
Transport Statement

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1. Introduction

1.1.1 This transport statement has been prepared by Manchester Enterprise Academy to support a planning application for a single storey proposed 'Hub 2' Building at Manchester Enterprise Academy site in the Wythenshawe area of Manchester. This building is being built to accommodate an additional 60 pupils in response to a request from MCC.

1.1.2 Following this introduction, the travel statement is structured as follows:

- Section 2 describes the existing conditions, including a description of the site and its location, the local highway network, the existing traffic situation, public transport, pedestrian and cycle provision.
- Section 3 discusses the proposed redevelopment of the site, the proposed access strategy, parking provisions, likely pupil catchment and traffic generation and
- Section 4 summarises and concludes the report.

2. Existing Conditions

2.1 Description of the site and its location

- 2.1.1 The site is located in Wythenshawe within the city of Manchester. It is bounded by Simonsway to the south, Greenwood Road to the west, housing to the north and housing and community centre to the east.
- 2.1.2 Vehicular access is currently provided via gated access off Simonsway and a gated access off Greenwood Road. The Greenwood Road access facilitates the main school carpark and forms a simple priority controlled junction with Greenwood Road. This access is also used for service vehicles and has a 10mph speed restriction. The access off Simonsway is utilised as a coach drop off and forms a simple controlled junction with Simonsway.
- 2.1.3 The current school role is 1221 students and 157 staff and the school day for students extends from 8.55am until 3.05pm Monday to Friday.

2.2 Local Highway Network

- 2.2.1 Simonsway is a single carriageway road with footways on each frontage. It is bounded by Kirkup Gardens along the southern frontage and the school on the northern frontage. The section of Simonsway along the site frontage has an advisory 20mph speed limit; it is street lit and is also a bus route.
- 2.2.2 Greenwood Road is a single carriageway road which forms a simple priority junction with Simonsway. It is subject to a 30mph speed limit which reduced to an advisory 20mph at its junction with Simonsway. It is bounded by housing and has footways on both frontages and it is a lit street.

2.3 Public Transport Provision

- 2.3.1 The site is well located in regard to public transport provision with bus stops located approximately 200 metres to the east and west of the site along Simonsway and approximately 50 metres from the vehicular access on Greenwood Road. These stops lie well within the preferred maximum walking distance to a bus stop of 400 metres, as identified by the Institution of Highways and Transportation document 'Guidelines for Planning for Public Transport Developments. A total of 21 buses an hour operate along Simonsway, Monday to Friday during peak period serving Altrincham, Cheadle, Stockport, Manchester Airport, Wythenshawe Hospital, Northenden, Eccles, Trafford Park and Manchester. Buses operating along Greenwood Road serve Sale, Stretford and Urmston.
- 2.3.2 In addition Wythenshawe Bus Station can be accessed by pedestrians off Poundswick Lane and is located approximately 900 metres walking distance from the school access. A total of 9 services operate from the bus station serving many locations in south Manchester and Manchester City Centre.
- 2.3.3 Wythenshawe centre approximately 1km from the school is the location of a Metrolink stop. Allowing access around the local area, across the city and in particular to Manchester City Centre and Manchester Airport.
- 2.3.4 Heald Green Railway Station is located approximately 2.5km east of site, directly along Simonsway. Bus services which operate from Simonsway also serve the railway station.
- 2.3.5 On the basis of the above it can be concluded that the site is well served and located with respect to existing public transport services.

2.4 Pedestrian and Cycle Facilities

- 2.4.1 The site is highly accessible by pedestrians via the use of the existing footway network in the vicinity of the site, namely Simonsway, Greenwood Road and Poundswick Lane.
- 2.4.2 Pedestrian access to the site is located to the east of the vehicle access on Simonsway and is the only dedicated pedestrian access to the site.
- 2.4.3 Pedestrian refugees are located at the junction of Greenwood Road with Simonsway and at the junction of Poundswick Lane with Simonsway to the east of the school. A pelican crossing is located on Simonsway, east of Greenwood Road while a Toucan crossing is located at the junction of Poundswick Lane with Simonsway.
- 2.4.4 A short off-road section of cycleway is provided along the northern frontage of Simonsway, east of Poundswick Lane which connects into the existing footway. A second short off-road cycleway is also provided to direct cyclists across Greenwood Road and Simonsway to connect with the combined cycle and footway located along the southern frontage of Simonsway.
- 2.4.5 With regards to cycle infrastructure an advanced cycle stop zone is located north of the pedestrian island at the signal-controlled junction of Simonsway with Poundswick Lane.
- 2.4.6 Greenwood Road is identified within the Greater Manchester Cycle Network, as regional Cycle route 85, an 'On Road Route signed but with no cycling facilities.' It provides a route to Wilmslow and Manchester Airport and connects into the National Cycle route 6, into the site centre. Poundswick Lane, north of its junction with Gladeside Road is also a dedicated 'On Road Route signed with no cycling facilities. Gladeside Road which is located north of the site is a dedicated 'On Road Route – with no cycling facilities.
- 2.4.7 From the above it can be concluded that the site is very well located in regard to pedestrian and cycle facilities, which should encourage staff and students to walk and cycle to the academy

3.0 Redevelopment Proposals and Access Strategy

3.1 Redevelopment Proposals.

- 3.1.1 The proposals comprise of a 3-classroom standalone hub building.
- 3.1.2 The proposed site layout is shown on the site plan submitted for planning approval.
- 3.1.3 In addition there is a small external play area for the pupils using this hub building.
- 3.1.4 The number of available staff parking and servicing areas will remain as existing.

3.2 Access Strategy

- 3.2.1 It is intended that the existing access off Greenwood road will remain the main access for traffic. There is no change to the parking arrangements on site.
- 3.2.2 The main vehicular access is on Greenwood Road. To maintain visibility for vehicles exiting the Academy and aid the flow of traffic to and from the Academy 'School Keep Clear' road markings are in place and a waiting TRO either side of the bus access to prohibit parents waiting by vehicles.
- 3.2.3 There is a total of 112 car parking spaces, 6 disabled spaces and 3 minibus/service vehicle spaces.
- 3.2.4 Students access the Academy via the back of the building using the entrance on Greenwood Road.
- 3.2.5 There is a raised pedestrian plateau on the internal access road across the main access to the carpark to facilitate pedestrians crossing movements to the school building.
- 3.2.6 Cyclists are required to dismount and enter the site via the pedestrian access(s). There is a proposed increase of 5 cycle hoops (10 bikes) within the secure fenced grounds of the hub building.
- 3.2.7 The existing Academy site is not served by dedicated school buses and there are currently no plans to provide dedicated services to the Academy.
- 3.2.9 Service access for the Academy will continue to be provided via Greenwood Road for the main site.

3.3 Likely Pupil Catchment and Mode of Travel of Pupils

3.3.1 Likely Pupil Catchment

The surveys undertaken as part of the Manchester Enterprise Academy Travel Plan, although based on a small number of students, provide information about the pupil catchment area for the existing school. The Travel plan states that the majority of students live within the Wythenshawe area with only 5% of students travelling in from outside of the 2km catchment area. It is unlikely that the catchment area will change significantly.

3.3.2 Mode of Travel of Pupils

The surveys undertaken as part of the Travel Plan suggest that on average 76% of students currently access the Academy on foot, 10% use public transport, 7% cycle and 7% arrive/depart by car. These statistics reflect the very local catchment for the Academy with 95% of students living within 2km from the site and the fact that walking is a very attractive mode of transport within such a catchment.

4. Summary and Conclusions

- 4.1 This Travel Strategy has been prepared by Manchester Enterprise Academy, to support the planning application for the proposed Hub 2 Building at Manchester Enterprise Academy, located to the North of the current site in the Wythenshawe area of Manchester. The increase in numbers accessing the academy will be small in percentage terms, therefore the proposal has not made any changes to the travel strategy for the school.