

Vision House
Roundthorn Industrial Estate, Wythenshawe
Transport Statement
250501/SK22532/TS01(-00)

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK22532	TS01	00	First Draft	L Speers	LGS	01/05/2025

1 Introduction

- 1.1 SK has been appointed by Hurstwood Estates Limited to advise on the transport aspects of a change of use application at Vision House at the Roundthorn Industrial Estate in Wythenshawe.
- 1.2 The planning application seeks planning permission to change the use of the office building to a SEND school. The operator for the SEND school is currently unknown.

2 Baseline Context

Site Location

- 2.1 Figure 2.1 shows that the site is located in the Roundthorn Industrial Estate to the north of Wythenshawe Hospital and to the west of the centre of Wythenshawe. The site relates well to existing residential communities of Baguley, Brooklands, Newall Green, Timperley and Wythenshawe. It is also well located in relation to access to bus and tram services.

Baseline Site Use

- 2.2 The site is occupied by a 1,858sqm office building.
- 2.3 Vehicle access to the site is provided from a private road that connects at a priority junction to Floats Road. Tactile paving and dropped kerbs are provided at the access junction. The access road is 5.5m wide. A footway is provided on the northern side of the access road within the site.
- 2.4 There are currently 106 parking spaces on the site.
- 2.5 Servicing is undertaken within the site to the rear of the building.



Figure 2.1: Site Location

[source: [OpenStreetMap Foundation](#) licensed under the [Open Database License](#)]

Local Transport Network

- 2.6 Floats Road is an estate road that provides access to the premises in the Industrial Estate. To the north of the site is a cul-de-sac arrangement with no vehicle through route to the wider network. A traffic free pedestrian route is provided from Floats Road (N) through to Shady Lane. The pedestrian route is lit.
- 2.7 To the south of the site Floats Road meets Ledson Road and Floats Road (S). Travelling east on Ledson Road provides access to Southmoor Road and areas to the north and south of the site. Travelling south on Floats Road (S) provides access to the hospital, areas to the southeast and west of the site, and the M56.
- 2.8 Ledson Road and Floats Road (S) have a 2m wide footway on at least one side of the road. Ledson Road is a bus route corridor. Ledson Road, Floats Road (N) and Floats Road (S) are all signed cycle routes.

Traffic Regulation Order Review

- 2.9 The roads in the vicinity of the site are subject to Traffic Regulation Order (TRO) controls in the form of double yellow lines and single yellow lines. There are gaps in the TRO controls where street parking is permitted.

Sustainable Connectivity

- 2.10 Figure 2.2 shows an extract of TfGM's [active travel map](#) to allow an understanding of routes close to the estate.¹

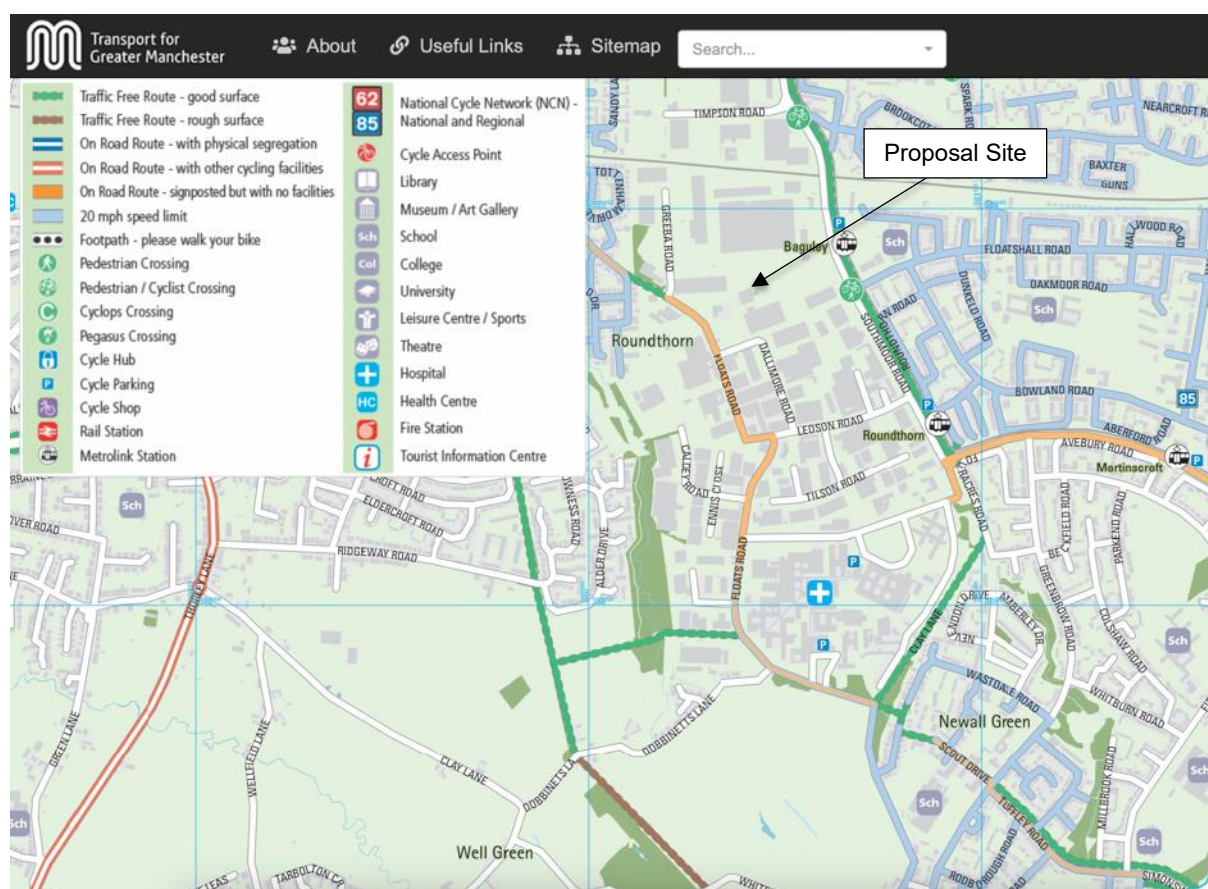


Figure 2.2: Cycle Network
[source: Transport for Greater Manchester]

- 2.11 As noted earlier, the site is served by 2m wide footways on Floats Road and Ledson Road. Figure 2.2 shows a traffic free cycle route is in place on Southmoor Road to the east of the site and an on-road route is provided on Floats Road to the west of the site. Uncontrolled crossings are in place at the site access and at the junction of Southmoor Road/Ledson Road. Controlled crossings (toucans) are in place on Southmoor Road.
- 2.12 Figure 2.3 shows an extract of TfGM's [public transport network map](#) for the local area.²

¹ <https://tfgm.pindarcreative.co.uk>

² <https://tfgm.com/maps>

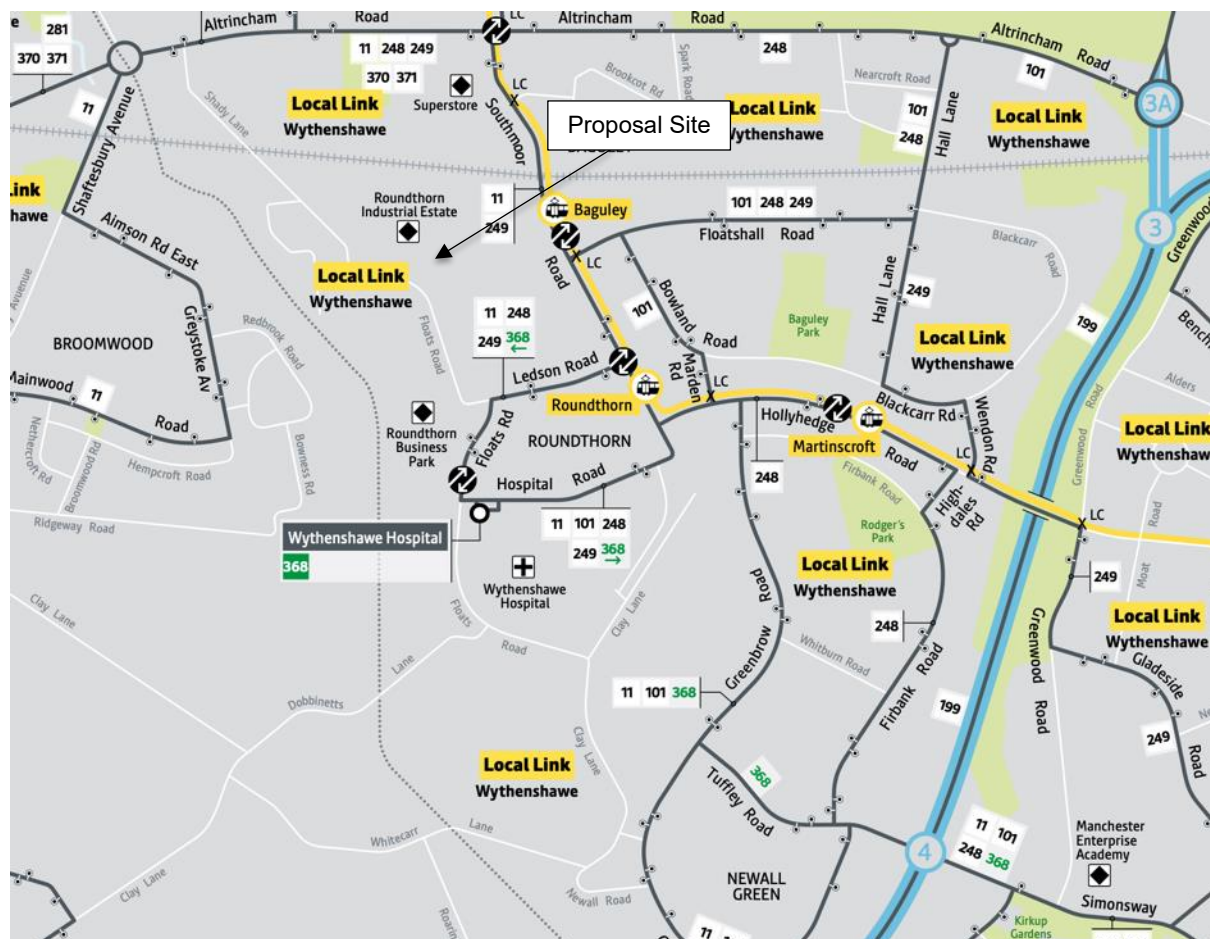


Figure 2.3: Public Transport Network
[source: Transport for Greater Manchester]

- 2.13 The site is served by buses stopping on Ledson Road. Table 2.1 provides a summary of the bus routes serving these stops.

Routes		Frequency (buses per hour/each way)		
		AM Peak	Daytime	PM Peak
11	Altrincham - Gatley - Cheadle - Stockport	3	3	3
248	Eccles – Trafford Park – Sale – Airport	1	1	1
249	Altrincham – Sale – Northern Moor – Wythenshawe	2	2	2

Table 2.1: Bus Routes
[source: Transport for Greater Manchester]

- 2.14 The stops are served by six buses per hour in each direction.
- 2.15 Figure 2.4 shows the [tram network](https://tfgm.com/public-transport/tram/network-map).³ The site is also located within 900m of tram services stopping at Roundthorn tram stop. The Roundthorn stop sits on the Airport Line and is served by a tram every 12 minutes (each way).

³ <https://tfgm.com/public-transport/tram/network-map>

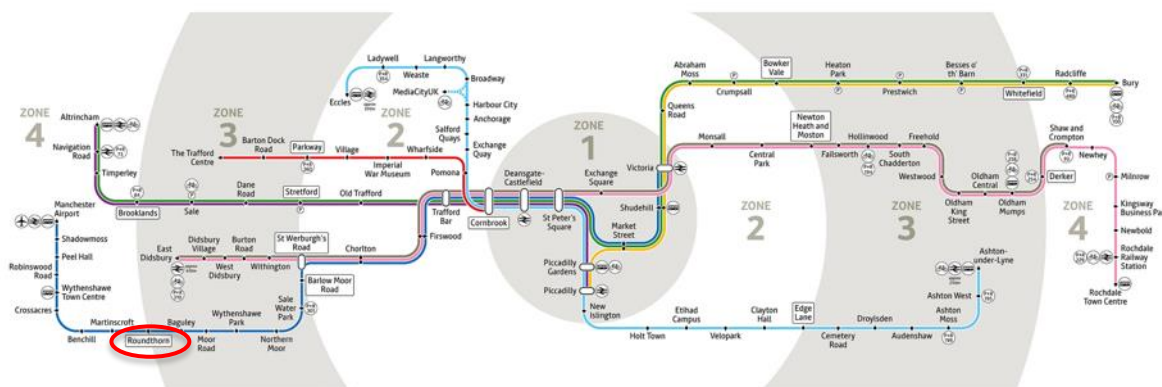


Figure 2.4: Tram Network
[source: Transport for Greater Manchester]

Road Safety Patterns

- 2.16 The [TfGM database](#) has been used to establish collision patterns over the most recent five-year period available.⁴ The TfGM database states that the current data available is for collisions occurring for five-years to December 2024.
- 2.17 The database shows that there have been no collisions on Floats Road in the vicinity of the site, or at the junction with Floats Road (S) and Ledson Road during the five-year period assessed.

3 Development Proposal

Overview

- 3.1 The planning application seeks permission for the change of use of the building from office to SEND school.
- 3.2 The assessment is based on the school having capacity for 100 students and 75 staff.
- 3.3 The proposed layout is attached as Appendix A.

Access Arrangements

- 3.4 Vehicular access to the site will be retained from its current location on Floats Road. As noted earlier, the access road is 5.5m wide. Tactile paving and dropped kerbs are already provided at the access junction with Floats Road.
- 3.5 A 1.5m footway is provided on the northern side of the access road on approach to the site gate. The footway inside the site will be widened to 1.5m to provide a continuous connection, with defined crossing point to the building. The provision of a 1.5m footway width meets Department for Transport (DfT) 'Inclusive Mobility' guidance which states that:

"Footways and footpaths should be made as wide as is practicable, but under normal circumstances, a width of **2000mm** is the minimum that should be provided, as this allows enough space for two wheelchair users to pass, even if they are using larger electric mobility scooters. If this is not feasible due to physical constraints, then a minimum width of **1500mm** could be regarded as the minimum acceptable under most circumstances, as this should enable a wheelchair user and a walker to pass each other."⁵

- 3.6 The site access is currently gated, and this will be retained as part of the proposal. The gates will be opened during arrival and departure periods so that there is no queuing back on the highway.

⁴ <https://www.gmtu.gov.uk/gmaccidents/>

⁵ Department for Transport (2021), Inclusive Mobility

Parking Arrangements

- 3.7 The site is currently served by a number of parking areas. It is the intention to modify some of these parking areas to better served the development.
- 3.8 The parking area immediately to the west of the building to provide a two visitor spaces, three disabled spaces and a cycle store with 12 cycle parking spaces.
- 3.9 The north westerly parking area will be modified to become a drop-off/collection zone to provide 14 spaces for car drop-off and four spaces for minibuss drop-off.
- 3.10 The three parking areas to the east of the new drop-off zone will be used for staff parking and will not be modified. These areas provide a total of 54 car parking spaces.
- 3.11 The parking area next to the staff parking will be used for mini-bus storage and as the bin store location. The parking area on the eastern boundary is not required to serve the development.
- 3.12 The Council's parking standards are set out in the Core Strategy.⁶ The Council does not maintain any parking standards for SEND schools. In the absence of this and given the very specific requirements associated with SEND school operations, the level of parking is based on an assessment set out later in this report.

Refuse & Deliveries

- 3.13 Typically, the largest delivery vehicle requiring access to a school is a transit van.
- 3.14 Refuse collection will be undertaken by private contract. The bin store is provided in one of the parking areas and Appendix B shows a vehicle accessing and leaving the site in a forward gear.
- 3.15 Service and delivery access will be timed so that they do not coincide with peak student arrival times. Gates will be opened to accommodate delivery movements.

Travel Plan

- 3.16 Operations at the site will be underpinned by a Travel Plan. An Interim version has been prepared for the planning application and is attached as Appendix C.

4 Trip Forecast

Trip Generation Method

- 4.1 The TRICS database contains data for school sites but does not contain any data for SEND schools. Therefore, a first principles approach has been used to forecast the trip associated with the school.

Mode Share Data

- 4.2 The student mode share is based on the average of mode share for other SEND schools held by SK.

⁶ Manchester City Council (2012), Manchester's Local Development Framework: Core Strategy Development Plan Document

	Department for Education: Manchester SEND Census	St John Vianney SEND	Varley Street SEND	Average
Walk	5%	7%	10%	7%
Car Passenger	10%	17%	23%	17%
Minibus	85%	76%	68%	76%
Taxi	0%	0%	0%	0%
Total	100%	100%	100%	100%

Table 4.1: Student Mode Share Data

- 4.3 The staff mode share is based on Census commuter data for people working in the local area (Manchester 051).

	Census
Walk/Cycle	10%
Car Driver	73%
Car Passenger	5%
Public Transport	12%
Total	100%

Table 4.2: Staff Mode Share Data

Demographics

- 4.4 Department for Education data shows that on average 13% of SEND school students are absent per day and Work to Work data shows that on average 4% of staff are absent per day. Based on this, Table 4.3 shows the number of students and staff that will be on site per day.

	Capacity	People per Day
Students	100	87
Staff	75	72
Total	175	159

Table 4.3: Staff & Students on Site per Day

- 4.5 Table 4.4 shows the number of students and staff by mode.

	Students		Staff	
	%	Total	%	Total
Walk/Cycle	7%	6	10%	7
Car Driver	0%	0	73%	52
Car Passenger	17%	14	5%	4
Minibus	76%	66	0%	0
Public Transport	0%	0	12%	8
Taxi	0%	0	0%	0
Total	100%	87	100%	72

Table 4.4: Staff & Student Trips by Mode

Arrival/Departure Patterns

- 4.6 Some staff will arrive before the start of the school day and will leave after the school has finished for the day, other staff will typically arrive and leave during the course of the school day (outside the peak periods) to attend to specific roles. However, to allow a robust assessment it has been assumed that 70% of staff will arrive before 8:30 and 30% will arrive between 08:30 and 09:30, and 30% will leave between 16:00 and 17:00 and 70% will leave between 17:00-18:00.
- 4.7 It is assumed that all students will arrive between 08:30 and 09:30 and will leave between 15:00 and 16:00. This again allows a worst-case assessment as it concentrates student arrival/departure activity in a single period.

Vehicle Trip Generation

- 4.8 The student assessment assumes a mini bus occupancy of seven passengers, and it is assumed that there will only be a single student passenger per car.

	Staff Cars			Student Cars			Student Minibuses			Total Vehicles		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
0730-0830	37	0	37	0	0	0	0	0	0	37	0	37
0830-0930	16	0	16	14	14	28	9	0	9	39	14	53
1400-1500	0	0	0	0	0	0	9	0	9	9	0	9
1500-1600	0	0	0	14	14	28	0	9	9	14	23	37
1600-1700	0	16	16	0	0	0	0	0	0	0	16	16
1700-1800	0	37	37	0	0	0	0	0	0	0	37	37

Table 4.5: Vehicle Trip Generation

Baseline Site Traffic Flows

- 4.9 The site is not currently operational and so the TRICS database has been used to establish the baseline traffic flows associated with the current permitted use of the site. The TRICS output is attached as Appendix D, with a summary of peak hour traffic flows provided below.

	Base Traffic Flows		
	In	Out	Total
0730-0830	34	3	36
0830-0930	45	4	49
1400-1500	5	7	13
1500-1600	3	9	12
1600-1700	3	23	25

Table 4.7: Baseline Traffic Flows

Survey Data

- 4.10 A manual turning count survey was undertaken at the site access junction on Wednesday 27 November 2024. The survey was timed to coincide with school peak periods and covered the following:
- AM surveys: 07:30-09:30
 - PM surveys: 14:00-17:00
- 4.11 The survey data is attached as Appendix E.
- 4.12 The survey shows that the network peak periods occur between 08:15 and 09:15 and between 16:15 and 17:15. The assessment considers these hours and between 15:00 and 16:00 which is the school PM peak period.
- 4.13 The surveyed flows have been converted to passenger car units using the following standard factors:
- Cycle: 0.2
 - Motorcycle: 0.4
 - Car/LGV: 1.0
 - OGV1: 1.5
 - OGV2: 2.3
 - Bus: 2.0
- 4.14 The resulting flows are shown in the flow charts attached as Appendix F.

Base Traffic Flows

- 4.15 The traffic flows have been growthed to 2030 using TEMPRO adjusted NTEM for the area within which the site sits (Manchester 051). Then the baseline site traffic flows have been added to the flows to form the 2030 base traffic flow scenario. The flows are attached as Appendix F.

Base & Development Traffic Flows

- 4.16 For the with development scenario, the development forecast has been added to the 2030 flows. In this scenario, the baseline site traffic is not included. The flows are attached as Appendix F.

5 Impact Assessment

Accessibility Assessment

- 5.1 One of the principal factors to be considered when assessing the suitability of a site for development is the proximity and connectivity of a site to other destinations on foot, cycle and by public transport. It is generally held that people will walk up to 2km for education and commuting trips. Figure 5.1 shows a 2km walk catchment from the site.

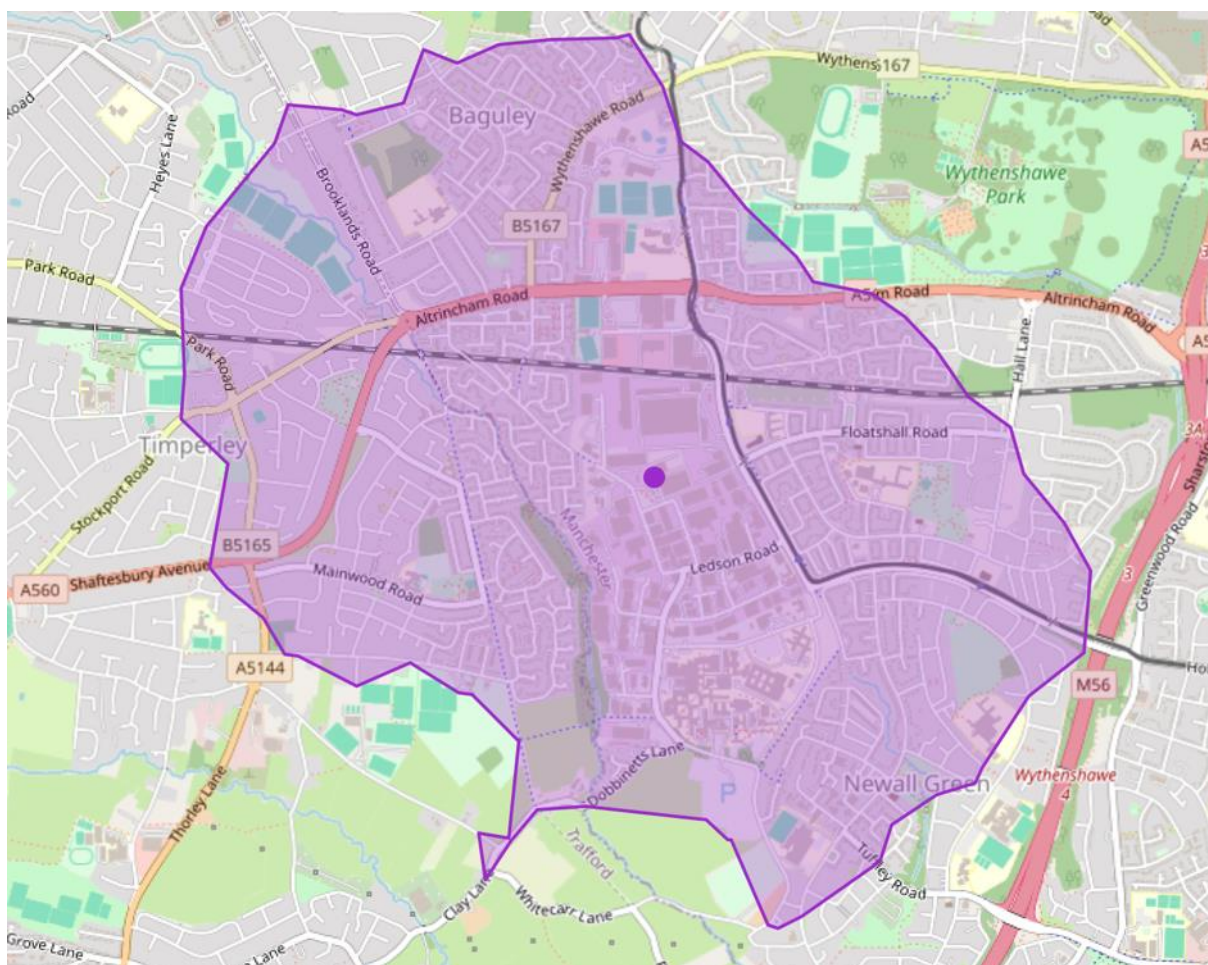


Figure 5.1: 2km Walking Catchment

[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

- 5.2 Figure 5.1 shows that the site is located within a 2km walk of Baguley, Timperley, Newall Green and Wythenshawe. Staff living within this catchment could be reasonably expected to walk to work. Students living within this catchment will also be encouraged to walk, subject to their specific needs.
- 5.3 A [Greater Manchester Accessibility Level](https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf) (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM.⁷ This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility usually found in the city centre.

⁷ <https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf>

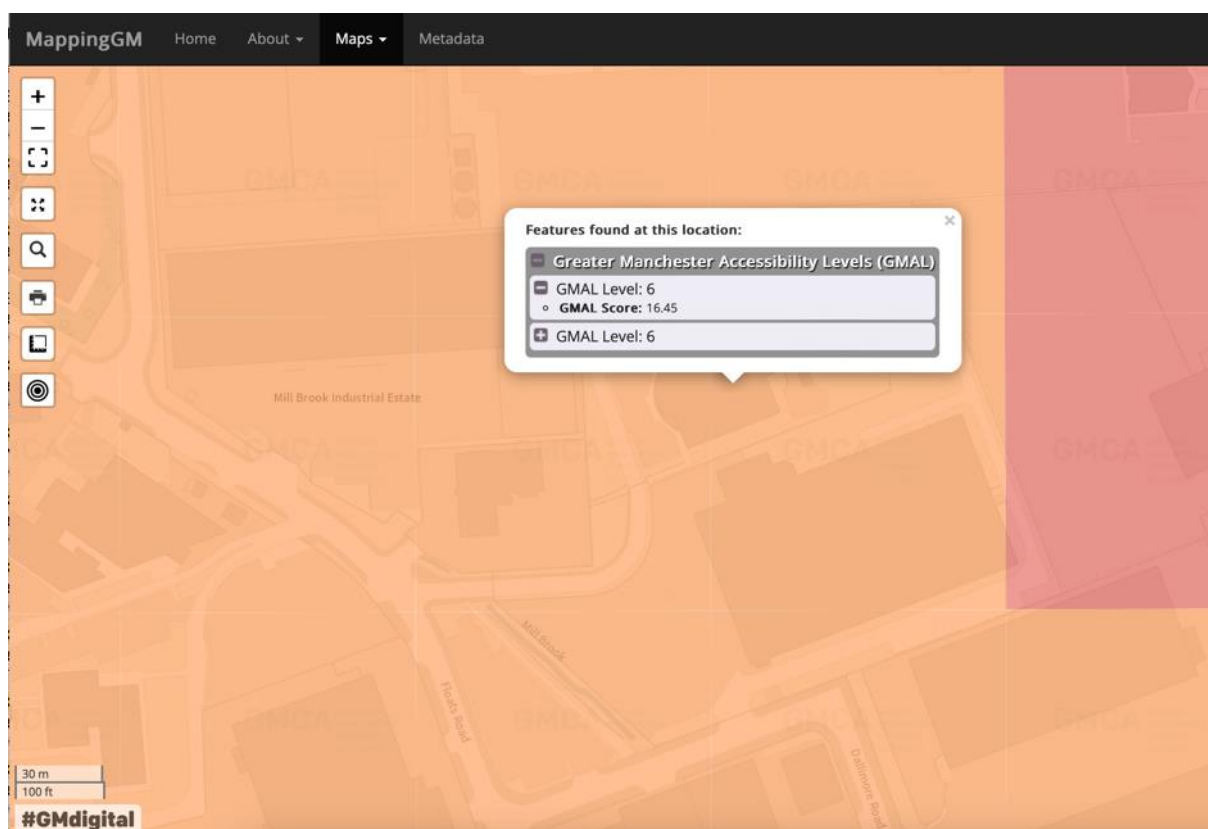


Figure 5.2: GMAL
[source: Transport for Greater Manchester]

- 5.4 The site has a GMAL of 6, which is a good level of accessibility in a suburban area.
- 5.5 The assessment confirms that the site occupies a sustainable and accessible location by all non-car modes of travel. This means that opportunities for staff and accompanied students who are able to, to access by non-car modes.

Traffic Impact

- 5.6 Table 5.1 shows the net change in traffic resulting from the change of use.

	Change in Traffic Flows		
	In	Out	Total
07:30-08:30	3	-3	0
08:30-09:30	-6	11	5
14:30-15:30	4	-7	-3
16:00-17:00	11	15	27
17:00-18:00	-3	-7	-10

Table 5.1: Change in Traffic Flows

- 5.7 Table 5.1 confirms that the change of use proposal will not result in a significant increase in traffic flows.
- 5.8 Notwithstanding this, a modelling assessment has been undertaken to test the operation of the site access junction. The modelling assessment considers the impact during the AM use peak and both PM use peaks.

Site Access Operation

- 5.9 PICADY has been used to model the site access junction for the AM peak hour and two PM peak hours. The PICADY output is attached as Appendix G with a summary below.

Time Period	Flow Scenario	Max RFC	Max Q (PCU)
AM Peak	2030 Base	0.07	0
	2030 Base + Dev	0.06	0
PM School Peak	2030 Base	0.01	0
	2030 Base + Dev	0.04	0
PM Peak	2030 Base	0.07	0
	2030 Base + Dev	0.06	0

Table 5.2: PICADY Output Summary

- 5.10 Table 5.2 shows that the site access junction operates well within acceptable capacity thresholds during all peak hour scenarios, with minimal queuing on each arm. Table 5.2 also shows that the inclusion of the development will not significantly change the operation of the site access junction.
- 5.11 Based on this, the development will now have an impact on highway operation.

Parking Effects

- 5.12 The staff vehicle trip generation shows a maximum demand for 52 staff parking spaces, which can be accommodated in the parking area allocated for this use.
- 5.13 A drop-off zone is provided that can accommodate 14 cars and four minibuses at any one time. This means that all of the drop-off movements can be accommodated at the same time, though in reality these movements will be spread across the arrival and departure periods. As with other SEND schools, minibus movements will be managed, and the layout provides space for drop-off/collection and for vehicles to park/lay-over as required.
- 5.14 The assessment confirms that there is sufficient space on site to accommodate parking demand requirements. Additional spaces are provided for disabled vehicles and visitors.

6 Conclusions

- 6.1 SK has been appointed to prepare a Transport Statement to consider the effects of changing the use of Vision House from office to SEND school. The assessment is based on a school that accommodates 100 students and 75 staff.
- 6.2 The assessment of the impact of operating the school at the site has been undertaken in line standard appraisal methods and using first principles methods to generate the trips associated with a SEND school. The assessment shows that the change of use of the site will not result in a significant increase in traffic and that the vehicle access junction will continue to operate within acceptable capacity thresholds.
- 6.3 The assessment confirms that there are no significant accident issues near to the site and that opportunities exist for sustainable trip making.
- 6.4 The site access is retained as existing, with minor modifications to the on-site layout to improve pedestrian connectivity to the building and to provide better allocation of parking spaces. It is shown that there is sufficient parking space to accommodate parking demand levels and to allow suitable management of parking spaces. The layout also provides cycle parking. The operation of the site will be underpinned by a Travel Plan.

- 6.5 The assessment concludes that the change of use will not have a severe impact on the transport network.