Proposed Gorton Primary School
Longsight Road, Gorton

Introduction

A planning application has been submitted for the demolition of an existing building and the construction of a new two form entry (2FE) primary school and nursery on the site of the former Gorton Mount Primary Academy, Mount Road, Manchester.

Comments have been received from Manchester City Council in relation to the application. The following provides a response to the comments received in relation to highways.

Trip Generation

MCC has confirmed the proposals would provide a primary school for 420 pupils and 52 nursery places and acknowledges that the school is to offer breakfast clubs and after school care clubs to spread the arrival / departure profile at the school. However, MCC has queried what staff numbers are to be accommodated on the site.

MCC has confirmed that the likely levels of traffic associated with the proposed development have been calculated by reference to the TRICS database, which indicates that the school is likely to generate a two-way total of 100 trips during the AM peak (08:00-09:00) and 100 trips during the PM peak (15:00-16:00). MCC confirms that *'additional to this staff trips have been assessed which indicate that 25 trips will be generated in the AM peak and a further 3 during the PM peak'* but advises that *'it remains unclear how this relates to actual staff numbers.'*

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It is currently anticipated that the school would accommodate the following staff:

- Head Teacher;
- Deputy Head Teacher;
- 21 Teachers;
- 20 Teaching Assistants;
- 5 Special Needs Staff; and
- 3 Office Staff.

For the avoidance of doubt, both pupil drop-off/pick-up trips and staff trips have been determined from the TRICS interrogation. The breakdown between the pupil drop-off/pick-up and staff trips has been estimated based on the assumption that the levels of traffic 'departing' during the morning period and 'arriving' during the afternoon period are indicative of the levels of pick-up/drop-off traffic.

The additional arrivals during the morning period will be associated with staff trips, as are the additional departures during the afternoon period.

Based on this, 25 staff trips are predicted to occur during the morning peak (0800-0900 hours), though there is potential that some staff could arrive outside the peak periods considered.

MCC state that the Transport Statement indicates it is likely that the catchment area is to be local given the location of the site within a residential area and agree that, *'in terms of trip generation it is accepted that the additional trips associated with the site will not have a material impact on the operation of the local highway network.'*

Vehicular Access and On-Site Parking

MCC confirm that 'a new staff and visitor car park will be provided which can be accessed directly from the existing vehicular access via Longsight Road. The existing vehicular access to the east of Mount Road will be altered slightly to allow for delivery vehicles to enter the site and park up for deliveries to the kitchen/ plant room.

MCC state that 23 off-street parking spaces are to be provided for staff / visitor use; it is confirmed this parking provision adheres to a ratio of 1.5 spaces per class room which is acceptable in principle.

MCC also advise that a further 5 parking spaces are to be provided along the car park access road to cater for visitor related parking.

MCC has, however, queried further information is required regarding the proposed on-site disabled parking provision. It can be confirmed that two spaces for the mobility impaired will be provided as part of the on-site parking provision.

MCC advise that the parking space dimensions should accord with MCC's standard minimum requirement. It is confirmed that standard parking bay dimensions are 2.4m x 4.8m and disabled parking bay dimensions a minimum of 3.6m x 6.0m. It is also confirmed that the aisle width is 6 metre and that parking bays will be formally demarcated.

MCC has queried what coaches / minibuses will drop off / pick up at the site and requested further commentary regarding the frequency and location of coach / minibus drop of / pick up, including swept path analysis to illustrate that all vehicles classes can safely access / egress the car park.

It can be confirmed that it is not intended that there will be a requirement for coach/minibus drop-off/pick-up within the car park.

MCC has advised that further information is required regarding the proposed cycle parking provision at the site. It can be confirmed that cycle parking will be provided within the school's site boundary through the provision of 2 x 10 No. Chelsea cycle shelters.

Travel Plan

MCC recommend that a Travel Plan is developed by the applicant, which *'will be crucial to the school reducing vehicular trips at the site and will also ensure that parents are informed of where to park in relation to drop off / pick up, minimising the impact on the local highway network.'*

It is confirmed that a Travel Plan will be implemented at the school and a Travel Plan was included at Appendix 2 of the Transport Assessment.

It is worth noting that the TRICS data upon which the proposed development trip rates have been calculated are based on a number of existing schools, a majority of which do not benefit from a Travel Plan. It is therefore considered that the provision of a Travel Plan may result in lower levels of trips assumed within the analysis. Indeed, the occupation of the site by the proposed development may result in fewer trips than if the existing buildings were reoccupied for use as secondary school, given that this does not currently benefit from a Travel Plan.

Traffic Safety and Drop-Off/Pick-Up Trips

MCC confirm that all highway surrounding the site is subject to a 20mph speed limit, with self-enforcing traffic calming features in place on Mount Road from its junction with Longsight Road.

MCC also advise that *'Safe pedestrian movement across the Mount Road is provided in the form of a signalised pedestrian crossing with associated dropped kerbs and tactile paving located around 30m south of its junction with Longsight Road.'* It also advised that a further Toucan crossing is also provided along Mount Road in a location around 40m north of its junction with Matthews Lane.

However, it goes on to advise that *'as stated during pre-plan discussions between the applicant, MCC and TfGM it is requested that the existing pelican crossing on Mount Road, near to the school, be upgraded to a puffin or toucan crossing to enhance pedestrian safety.'*

Reference to accident statistics for the past 15 years, which will therefore include a period when the existing buildings were in use as a school, confirm that no accidents occurred at the crossing. As such, and given that the MCC considers that the existing pedestrian crossing provides 'safe pedestrian movement', it is considered that the upgrade to the crossing is not necessary.

Further, it should be recognised that the existing buildings on the site benefit from an extant consent as a secondary school. As such, they could generate similar levels of travel, including pedestrian movements, and the proposals would not therefore generate an additional demand above the fallback position. Therefore, notwithstanding a safe pedestrian crossing facility is already provided, it is not considered that the proposals would result in a need for additional measures, in any case.

Notwithstanding this, MCC confirm that the applicant intends to reduce the sweeping junction arrangement on the Longsight Road arm of the junction with Mount Road to reduce the crossing the distance for pedestrians. Dropped crossing with tactile paving is also to be provided on all arms of the Mount Road/Longsight Road/Melland Road junction.

MCC also confirms that existing school keep clear and school peak no waiting parking restrictions are currently in place on Mount Road to protect the existing pedestrian entrance, and that further protection is provided in the form of pedestrian guardrail.

MCC advises that, given that a second pedestrian entrance is to be provided on Longsight Road to the north of the site, the applicant was requested to consider formalising drop off / pick up at this location, and confirms that a highways design for a number of unmarked parking bays, H-bar markings to protect residential driveways and an uncontrolled pedestrian crossing has been submitted. MCC Highways has reviewed the submitted plan and suggest and number of amendments.

Based on these comments, the following amendments have been made to the proposed off-site highway improvements:

- School keep clear markings to protect the pedestrian entrance, including guardrail;
- To facilitate the issuing of parking tickets by Manchester Parking (through the use of mobile enforcement vehicles) it is recommended that camera enforcement signs are installed adjacent to each set of school keep clear markings;
- Tactile paving across the vehicular entrance;
- Relocation of the proposed uncontrolled pedestrian crossing closer to the pedestrian entrance, with pedestrians guided to the crossing via the proposed guardrail;
- In order to prevent the proposed uncontrolled parking bays from being occupied by teachers throughout the school day, the bays should be protected via appropriate parking restrictions. (Single Yellow Line restrictions 10am - 3pm);
- Removal of the parking bay closest to the corner of Mount Road; an additional space has been provided to the west of the site access to retain the same overall number of on-street parking spaces).

A query has been raised with regard to the width of the proposed on-street parking bays. The absolute minimum width for a parallel parking bay is 1.8m (2.4m widths are required for a standard arrangement so as to provide sufficient room for car doors to be opened). The proposed bays are 2.0m in width, which is therefore considered acceptable.

We have been advised that several representations have been submitted by local residents querying whether a residents' parking scheme could be provided, however, I understand MCC do not consider it appropriate for such a scheme to be provided in this location.

The amended off-site highway improvements are shown in Croft Drawing 2173-01 Rev A, attached. It is acknowledged that the applicant would be required to fund the works as part of a S278 agreement.

MCC has queried how vehicles will exit Longsight Road following drop off / pick up given that Longsight Road is not a through route. It states that *'Barnard Road appears narrow in width and experiences footway parking and may not be suitable for a high volume of school related traffic.'*

Barnard Road is circa 270m in length, 5.0m in width and straight in alignment. Manual for Streets indicates at Figure 7.1 that 4.8m is sufficient to allow a car and HGV to pass each other.

Barnard Road is lightly trafficked with limited HGV composition and the instances when two cars are required to pass each other would be limited, even allowing for traffic associated with the proposed development. Whilst some on-street parking does occur along Barnard Street, given it is straight in alignment, drivers will have ample opportunity to observe on-coming traffic and, should this occur in the vicinity of a parked car, will give way when required.

It is reiterated that the buildings on the site benefit from extant consent as a secondary school. It could be reoccupied for such use and, indeed, has historically operated as such. The proposed development will not therefore result in a material change in traffic considers than that associated with the fallback position. Notwithstanding this, it is stressed that the periods of traffic generation associated with the school are short.

MCC has confirmed that the site is located close to good public transport links and that the most accessible train station to the site is Ryder Brow, which is located approximately 950 metres from the centre of the site.

Servicing

MCC confirm that servicing is to be undertaken via the schools internal car park accessed via Longsight Road and an existing service yard accessed via Mount Road, and has advised that refuse collection is to take place via the Longsight Road access and car park. In this regard, it is confirmed that the applicant has provided a swept path analysis that illustrates that an 11.5m refuse vehicle can safely access / egress the site in a forward gear.

It also advises that a further option has also been submitted which illustrates that a refuse vehicle may be required to manoeuvre within the school's junior playground and that further information is required to clarify why this is required and how this will be appropriately managed.

It is confirmed that it is not intended that the refuse vehicle manoeuvre within the playground.

MCC confirm that a second servicing area is to be provided on Mount Road, which will require widening, and that a swept path drawing has been submitted which illustrates that an 8.0m service vehicle can safely access / egress the site in a forward gear. It can be confirmed that this is the largest vehicle type that will require access to the service yard and that refuse collection will not take place at this location.

Temporary School

MCC confirms that the school will open on a temporary basis from September 2018, with 60 reception class pupils to be housed within a temporary on-site structure, but has requested further information regarding parking for staff, pedestrian access, servicing and the drop off / pick up arrangement during the temporary operation.

It is anticipated that both staff and parents will park on Longsight Road. and walk up Mount Road to the entrance adjacent to the annex. All pedestrian access to the site will be gained through a single entrance on Mount Road, adjacent to the annex.

The school will have 6 staff in Year 1 and 10 in Year 2.

MCC recommend that a detailed Construction Management Plan is provided by the applicant prior to any construction works beginning, which is acceptable.

Summary

The above has considered the comments raised by MCC highways in relation to a planning application for a new two form entry (2FE) primary school and nursery on the site of the former Gorton Mount Primary Academy, Mount Road, Manchester.

Based on the additional information and amendments to the design, it can be concluded that the proposals are acceptable in highways terms.



NORTH SOUTH AERIAL VIEW

NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

REV	DETAILS	DRAWN	CHECKED	DATE
A	REVISED IN LINE WITH MCC COMMENTS	JC	TR	AUG 18

CLIENT:

ESFA

PROJECT:

GORTON PRIMARY SCHOOL, MOUNT ROAD, GORTON

DRAWING TITLE:

POTENTIAL OFF-SITE HIGHWAY IMPROVEMENTS

SCALES:

1:500 @ A2

DRAWN:	CHECKED:	DATE:
JC	TR	APR 18

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DRAWING NUMBER: 2173-01

REVISION: A

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