



DIDSBURY

HIGH SCHOOL

Didsbury High School

Management Plan
for Parking and
School Drop off
November 2025

1. Introduction

This plan has been prepared to inform and instruct employees, pupils, parents and carers and others who come onto the site of Didsbury High School, including any visitors about the site rules and responsibilities.

The Laurus Trust of which Didsbury High School is part, has various obligations under the Health and Safety at Work Act 1974 and other associated laws. These include taking all reasonable steps to ensure the health, safety and welfare of all staff, including teaching, support and temporary staff. We also have a duty to ensure that pupils, visitors, contractors and others are not put at risk by our activities or the condition of our buildings, land and equipment.

As well as meeting our obligations to provide a safe and healthy teaching environment for pupils while in school or during educational activities, we have the opportunity to do much more for them. We should set a good example to them while they are in school and actively encourage them to think about recognising hazards, assessing risks and then taking appropriate precautions within many contexts. By doing so, we will provide them with valuable lifelong knowledge and attitudes which will benefit them and others, both now and in the future, whether at home, at work or during leisure activities.

It is therefore essential that anyone entering our site takes the appropriate route available to them for the method of transport used and individuals exercise caution when on the school grounds.

The safe arrival and dispersal of our students is a matter of great importance so we will encourage everyone to be sensible when they enter the school site and the ensure they all follow the advice and guidance provided.

2. Pedestrians

The existing pedestrian infrastructure in the vicinity of the site of Didsbury High School is of a good standard. There are pedestrian footways from all the roads on the local highway network providing Didsbury High School with the excellent potential for the majority of students and staff to undertake journeys on foot rather than by car, reducing the need for vehicular access and drop off on the school site. Key walking routes to and from the site will be towards the north to bus stops on Princess Road and the Withington Metrolink tram stop, towards Burton Road via Cavendish Road and also through to Nell Road to the south.

There are pedestrian footways provided along all roads leading from the main pedestrian and vehicular entrance on The Boulevard and also along the roads adjacent the site boundaries. These footways extend into the residential areas to the north, south and east of the site. At present, there is a footway provided to the west of The Avenue to provide access to One Didsbury Point leading from the roundabout at The Boulevard. There is also a footway on the eastern kerb line into The Avenue.

Controlled pedestrian crossings of both Princess Road (south) and The Boulevard are provided at the traffic signals. This allows safe crossing of Princess Road to access bus stops on Princess Road and to access Withington tram stop.

3. Cycling

All local facilities and services as detailed above, can be accessed readily by bicycle using predominantly residential roads and off-road cycle routes. The highway network to the north, south and east of the site is mainly residential, flat and experiences lower traffic volumes and thus cycling should be safe and convenient and an alternative mode of transport to the private car for a high number of staff and pupils again reducing the need for vehicular access and drop off to the school site. The residential areas identified as within walking distance of the school are of course similarly accessible by bicycle. The majority of the southern area of Manchester is also within a 5km cycle ride of the site. In addition, Princess Road is a main traffic route to the west of the site and benefits from the provision of a 3-metre wide, shared pedestrian and cycle way along the eastern kerb line of Princess Road in the vicinity of the site. This is part of the Regional Route 85 Manchester Airport Orbital Cycleway.

The main pedestrian and cycle access to the school is from The Avenue. Existing footways two metres in width, incorporate dropped kerbs and tactile paving to enable cyclists and pedestrians to cross the existing adjacent site accesses onto The Avenue. These crossings offer good visibility for pedestrians and cyclists onto the vehicular accesses. A further access for pedestrians only is provided from an existing access point onto High Marsh Crescent in the south-eastern corner of the site. This is locked and only opened at the start and finish of the school day to allow pedestrian access from the residential areas to the east along Nell Lane and from the south through the Siemens site. The access arrangements outlined above segregate pedestrian and vehicular access into the site to promote safe access for pedestrians. Priority for pedestrian circulation within the site is promoted through good design and guides pedestrians directly to the school building entrance. All routes through the site are clearly signposted and are adequately lit.

Cyclists can dismount and use the pedestrian entrances or ideally use the vehicular entrance where cycle parking is conveniently located. The surrounding road network is relatively quiet and facilitates safe and convenient cycle access to the site.

4. Vehicular access / Car Parking

The primary vehicular access to the site is from The Avenue which is the existing access road into this area of the Didsbury Point development site at the end of which Didsbury High School is located. The Avenue terminates at the school site boundary. Access to the school and parking areas within the school site are accessible from this point however outside school hours this point of access will be gated and locked via an automated, timed access controlled gated entrance.

The staff parking is located within a separate area to the northern boundary, close to the main vehicular access. This can be gated during school time to provide safe pedestrian circulation within the site.

Visitor and disabled parking is provided within the parking area closest to the main visitor entrance to the school building. Circulation of all vehicles occurs in this area and is clearly defined and marked.

There are 90 spaces including 8 visitor bays and 7 accessible parking bays provided on site. These levels of parking meet the required guidance and expected demands.

Parents / carers dropping off students are encouraged to use the visitor's car park which has a turning circle in it, for when we need to hire coaches for school trips to utilise. When this isn't in use which will be most of the time, they utilise this area for drop off at peak times. It is manned by a member of the leadership team or Estates services during peak hours.

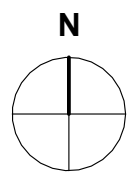
To discourage inappropriate drop-off behaviour and prevent the use of the visitor/drop-off area for longer-term parking, the school operates a clearly defined and actively managed drop-off system. The visitor car park and turning circle are designated as short-stay, drop-off-only areas during peak times, supported by clear signage and regular communication to parents and carers. A member of the Leadership Team or Estates Services supervises the area each morning and afternoon to ensure vehicles move through promptly and do not wait or park for extended periods.

Access to staff parking areas is controlled by automated gates during the school day, preventing unauthorised long-stay parking on site. After the morning drop-off window, the main vehicular gate is closed to restrict access, further discouraging inappropriate use of the drop-off zone.

The school reinforces expectations through newsletters, the website, and induction materials, reminding parents of the need to use the designated areas safely and considerately. These measures, combined with the school's strong promotion of walking, cycling and public transport, ensure that the drop-off area operates efficiently and does not give rise to congestion or misuse."

Travel information, information about drop off and parking arrangements and other initiatives are promoted to all pupils and their parents, staff and visitors. This is achieved via a posters and leaflets, newsletters, the internet and communication sessions.

This plan is reviewed by the Didsbury High school leadership team and Trustees in line with the overall policy timetable which is yearly.



Drawing Numbering Key:
1. client brief 2. concept 3. scheme 4. design 5. construction 6. completion 7. as built 8. post completion

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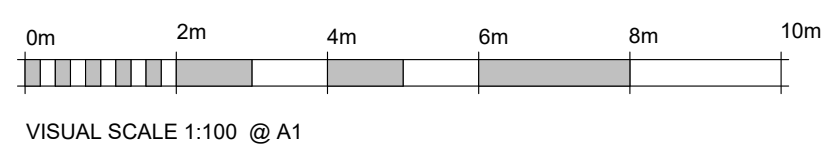
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- STAFF / SIXTH FORM CYCLE PARKING FOR 24 CYCLES
- SERVICE BAY
- MAIN SITE ENTRANCE FOR PEDESTRIANS, CYCLES AND CARS
- ACCESSIBLE BAYS CLOSE TO ENTRANCE
- DROP OFF AREA
- CYCLE PARKING FOR 120 CYCLES
- MAIN CAR PARK - TOTAL 90 CARS INCLUDING 7 ACCESSABILITY BAYS, 8 VISITOR BAYS AND DROP OFF
- PEDESTRIAN/ CYCLE ACCESS ROUTE ONLY AT BEGINNING AND END OF DAY.



1 Site Plan - Travel and Parking

P01		First issue		04/12/2025		JL	TP												
Rev		description		date		drawn	checked												
Revision Schedule																			
client:		Laurus Trust																	
																			
project:		Didsbury High School Extension Stage 4																	
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WILSON MASON
architecture and interior design

North: Spring Lane, Upland House, Samesbury, Lancashire, PR5 0UX
Tel: 01772 877455
E: north@wilsonmason.co.uk

London: 12 Albemarle Way, London, EC1V 4JB
Tel: 020 7637 1501
E: london@wilsonmason.co.uk

W: www.wilsonmason.co.uk.