

Proposed Expansion of Wardle Academy in Rochdale - Highways Technical Note 'HTN01'

1 Introduction

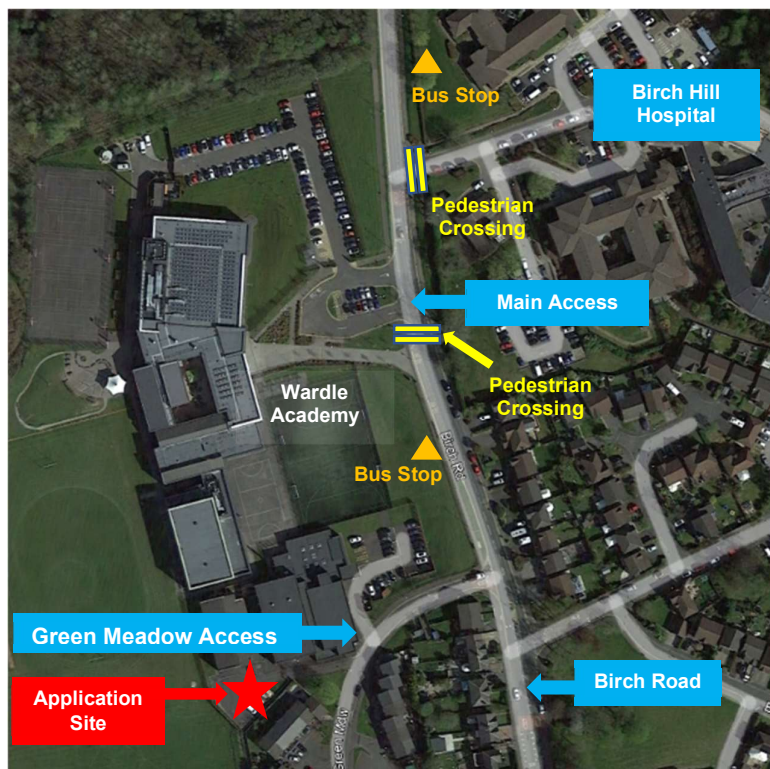
- 1.1.1 Egg Transport Planning has been commissioned to advise on the expansion of the Wardle Academy secondary school in Rochdale. The proposals are the subject of a planning application that seeks permission to construct four additional classrooms and a food preparation area within the school.
- 1.1.2 This Highways Technical Note accompanies the planning application and describes the implications of the proposals in highway and transport terms.

2 Existing Conditions

2.1 Site Location and Local Highway Network

- 2.1.1 The school is located close to the village of Wardle in the north of Rochdale. It lies on the western side of Birch Road close to Birch Hill Hospital. The site location in the context of the local highway network is shown on **Figure 2.1**.

Figure 2.1 – Site Location and Highway Network



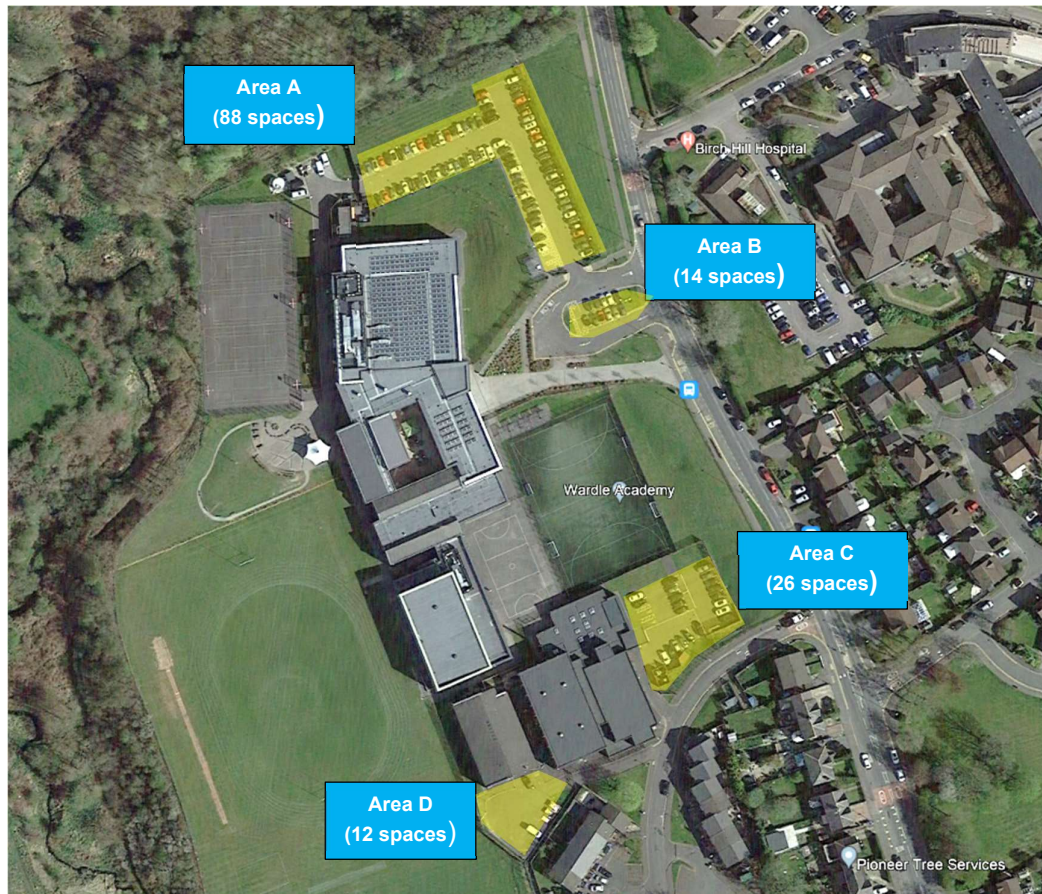
Source: google earth

- 2.1.2 As shown on **Figure 2.1**, the site is served by two vehicular access points. Access to the main car parking area is off Birch Road and a secondary access to a smaller car, in the south of the school, is accessed via Green Meadow.
- 2.1.3 Outside the school, Birch Road is subject to a 20mph speed limit but at a point just south of the access for Birch Hill Hospital, the speed limit changes to 30mph.
- 2.1.4 Bus stops are in place on both side of Birch Road serving both northbound and southbound routes. Birch Road has footways on both sides of the carriageway and street lighting is in place. A pedestrian crossing point with dropped kerbs and tactile paving is in place at a point just south of the main vehicular entrance. The access road into Birch Hill Hospital has dropped kerbs across it on its approach to Birch Road.
- 2.1.5 In the vicinity if the school, Birch Road is subject to parking restrictions with double yellow lines in place. Whilst these restrictions prohibit on-street parking, they allow for pupils to be picked-up and dropped-off close to the school.
- 2.1.6 The low speed limit and pedestrian infrastructure described above provides a safe environment for people accessing the school on foot, from the bus stops and also those being dropped off or picked-up.

2.2 Car Parking

- 2.2.1 The site includes several areas of car parking which are used by staff and visitors. The location of these areas and the number of parking spaces that they offer are shown on **Figure 2.2**.

Figure 2.2 – School Car Parks



Source: google earth

2.2.2 As shown on **Figure 2.2**, the whole school site provides a combined on-site parking provision of 143 spaces for both staff and visitors.

2.2.3 The section marked as 'Area D' is included within the application site and accommodates 12 parking spaces. The applicant has, however, conformed that this area has not be used for car parking for the past 3 years and so the school currently has 131 (143 minus 12) available parking spaces.

2.3 On-street Parking

2.3.1 Close to the school, much of the highway network is subject to parking restrictions through double yellow lines. There are, however, areas slightly further away from the school where it is possible to park on-street as shown on **Figure 2.3**.

Figure 2.3 – On-street Parking Opportunities



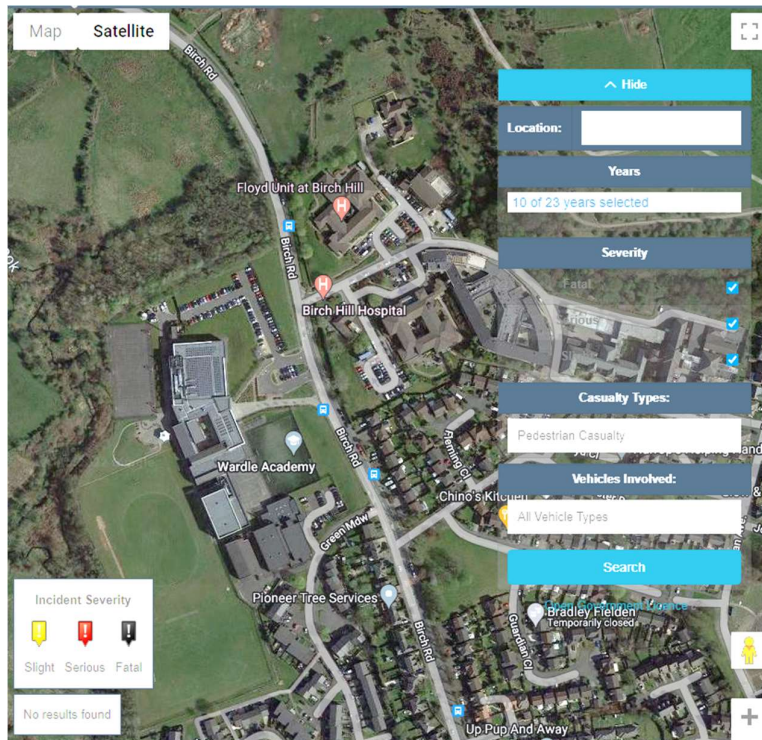
Source: google earth

- 2.3.2 **Figure 2.3** shows that there are roads that could accommodate significant on-street parking opportunities within a reasonable walk from the school. Furthermore, the applicant has provided anecdotal evidence that the roads close to the school do not currently suffer from on-street parking pressures.

2.4 Highway Safety

- 2.4.1 The crashmap website (www.crashmap.co.uk) has been used to determine whether there is any evidence of an existing safety issue in the vicinity of the school. It aims to establish whether there are any safety issues that affect the safety of children accessing the school.
- 2.4.2 The study area includes the section of Birch Road in the vicinity of the school and the surrounding side roads, as these are areas where pupils may get dropped off and this is the area in which the bus stops are located. An extract from the crashmap website showing the accident record involving pedestrians over the most recent 10-year period is shown on **Figure 2.4**.

Figure 2.4 – Highway Safety Record



Source: crashmap

- 2.4.3 **Figure 2.4** shows that over the most recent 10-year period, no accidents involving pedestrians occurred in the vicinity of the school. This exemplary accident record indicates that the highway network is safe for people accessing the school on foot, by bus or for those who get dropped off and complete the final leg of their journey on foot. The analysis shows that highway safety outside the school is not a concern.

3 Proposed Development and Traffic Impacts

3.1 Overview

- 3.1.1 The proposals involve constructing a two-storey extension to the school which will provide four new classrooms and a food preparation area. The extension would be located in the area of the school labelled as 'Area D' in **Figure 2.2**. The proposed site layout is contained within **Appendix A**.

3.2 Parking Standards

- 3.2.1 The Rochdale Council's parking standards for schools (primary and secondary) state that a parking provision should be maximum of 1.5 spaces per classroom. The school currently has 75 classrooms in total and so with the proposed development this will increase to 79 classrooms. Applying the standards results in maximum provision of 118 parking spaces.
- 3.2.2 The school would provide 131 parking spaces which slightly exceeds the maximum standard. A slight over provision of parking spaces helps to mitigate against the school generating on-street parking demands.

3.3 Traffic Impacts of Pupils

- 3.3.1 The proposals will provide additional school spaces for 50 pupils which is required for the September 2023 intake.
- 3.3.2 The school currently provides places for around 1,300 pupils and so the 50 additional pupils represents an increase of just under 4% ($50 / 1300$). It is reasonable to assume that the additional pupils will have similar travel behaviour to the existing pupils with some pupils walking, some taking the bus and others getting dropped-off/picked-up or cycling.
- 3.3.3 As stated in section 2, the infrastructure around the school provides a safe environment for pupils accessing the school. Given the small increase in trips generated by the additional pupils, the proposals would not lead to an unacceptable impact on safety or a severe impact on the road network.

3.4 Traffic Impacts of Staff and Visitors

- 3.4.1 The proposed development will not result in any additional staff being on site. There would therefore be no impact in terms of staff and visitor movements.

- 3.4.2 The proposals will result in a small decrease in the number of parking spaces being available on site, however as stated above, these spaces have not been in use over the past 3 years and are not considered to be needed for parking. Even if a robust assessment was undertaken and the impacts of removing the existing 12 parking spaces was considered, then there is potential for displaced vehicles to be parked on the surrounding streets in areas identified in **Figure 2.3**.
- 3.4.3 These streets are predominantly residential in nature and during school times many of the local residents can be expected to be in work. These streets therefore would provide capacity for any excess on-street parking demands generated by the school.

3.5 Servicing

- 3.5.1 As shown on the site layout in **Appendix A**, the proposals will provide areas of tarmac to the north-east and south of the extension. This will provide a delivery bay for the proposed kitchen with a turning areas and access to the school field for emergency vehicles.
- 3.5.2 It is anticipated that the largest vehicle to make deliveries to the site would be a 7.5 tonne rigid lorry. A plan showing the swept paths of such a vehicle using the turning area are shown on **Drawing 1129-SK1**.

4 Summary and Conclusions

4.1.1 The transport implications of the proposed development are summarised as follows:

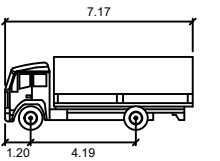
- The school is located in an area which provides a safe environment for people accessing the school on foot. Analysis of the historical accident records show no evidence of a highway safety issue on the roads outside the school.
- The proposals involve constructing a two-storey extension to the school which will provide four new classrooms and a food preparation area. The proposals will provide school places for 50 additional pupils.
- The proposals will also provide access and a turning area for vehicles delivering to the kitchen and will improve access to the school field for emergency vehicles.
- The development would lead to a marginal increase in pupil trips of less than 4% of the current levels.
- Anecdotal evidence suggests that the roads close to the school do not suffer from existing on-street parking pressures.
- With the development in place, the school offers a slight over provision of parking spaces, compared to the maximum standards. This helps to mitigate against the school generating on-street parking demands.
- The extension would be located in an area of the school which has, in the past, been used for car parking, but this has not been in use over the past three years. The proposals would not result in any change to the parking demands generated by the school.

4.1.2 Overall, the development would not have a severe impact on the operation of the highway network or a material impact on highway safety. The proposals are therefore in accordance with transport-related policies in the NPPF and it is therefore considered that there is no transport-related reason to object to the planning application.

Drawing



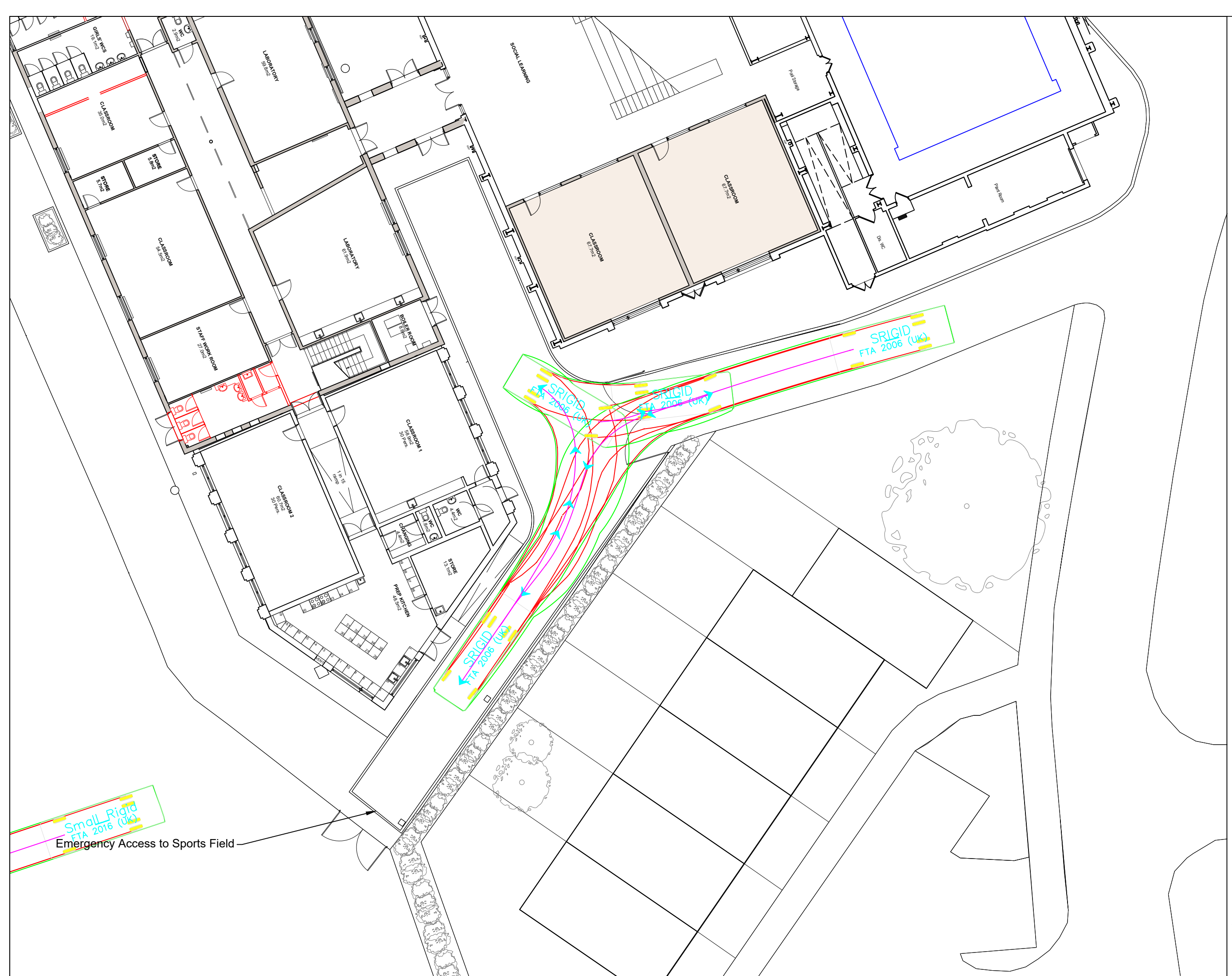
egg
TRANSPORT
PLANNING



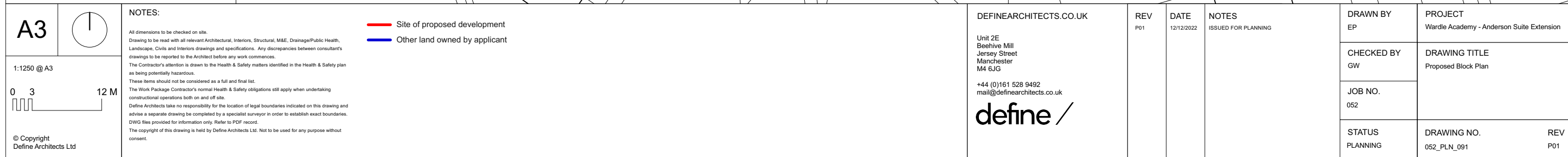
Small Rigid

	Width	Track	Lock to Lock Time	Steering Angle
Small Rigid	: 2.30	: 2.12	: 6.0	: 42.7

Proposed Expansion of Wardle
Academy Rochdale
Swept Paths of Delivery Vehicle
Drawing 1129-SK1
Scale 1:250@A3
Issued 14/12/2022



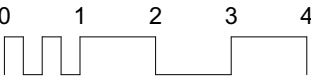
Appendix A – Proposed Site Layout





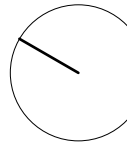
1 Proposed Site and Roof Plan
Scale: 1:100

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1:100 @ A1

A1



NOTES:

All dimensions to be checked on site.
Drawing to be read with all relevant Architectural, Interiors, Structural, M&E, Drainage/Public Health, Landscape, Civils and Interiors drawings and specifications. Any discrepancies between consultant's drawings to be reported to the Architect before any work commences.
The Contractor's attention is drawn to the Health & Safety matters identified in the Health & Safety plan as being potentially hazardous.
These items should not be considered as a full and final list.
The Work Package Contractor's normal Health & Safety obligations still apply when undertaking constructional operations both on and off site.
Define Architects take no responsibility for the location of legal boundaries indicated on this drawing and advise a separate drawing be completed by a specialist surveyor in order to establish exact boundaries.
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Key

1. Concrete Roof Tiles
2. Lawn
3. 2.4m High Mesh Security Fencing
4. Pedestrian Gate
5. Rooflight
6. Relocated Vehicular Gates
7. Vehicular Gates
8. Tarmac
9. Storage Container Unit Relocated
10. Green Roof With 300mm Gravel Maintenance Strip
11. PPC Aluminium Parapet Capping
12. Roof Cowl For Attenuated Extraction Fan

— Site of proposed development

— Other land owned by applicant

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PROJECT

Wardle Academy - Anderson Suite Extension

DRAWING TITLE

Proposed Site and Roof Plan

REV	DATE	NOTES
P01	12/12/2022	ISSUED FOR PLANNING

DRAWN BY	CHECKED BY
AM	GW

JOB NO.	STATUS
052	PLANNING

DRAWING NO.	REV
052_PLN_200	P01