
Note

To: Kristina King – Planning & Development
From: Ben Howard – Highways Development Planning
Our 6-3-4-MIN (2995)
Reference:
Copies to:
Date: 30 May 2012

Subject: **Planning Application Consultation 12/00590/HCC3S:
Proposed extension and refurbishment of Cupernham
Infant and Junior schools with associated works to
landscaping, car parks and entrances, Cupernham
Junior & Infant Schools, Bransley Close, Romsey**

Thank you for the opportunity to comment on the above referenced application. The application is for the extension and refurbishment of the existing Cupernham Infant and Junior schools. Currently the Infant and Junior Schools each operate a two-form entry (2FE) system accommodating a total of approximately 420 pupils on the site. The proposals involve extensions to both school buildings to enable them to operate a three-form entry (3FE).

This would increase the overall number of pupils that the site could accommodate to 630 pupils. This expansion is proposed to accommodate additional pupils resulting from the development of 800 new dwellings at Abbotswood. I would like to take this opportunity to make the following comments.

Car Parking

Currently 34 car parking spaces including two disabled parking spaces are provided on the existing Infant and Junior School site.

The Infant School currently employs a total of 14 full time staff and 10 part time staff and the Junior School employs 25 full time staff and 2 part time staff. In addition to these staff there are 7 Meal Supervisory Assistants.

A total of 44 car parking spaces including two disabled parking spaces are proposed in support of the expansion. These additional spaces have been provided in support of the additional staff that will be employed at the school. It is understood that the expansion will result in approximately 13 additional staff being employed on site.

The level of parking proposed exceeds the County Council's car parking standard for schools which would allow for 33 spaces to be provided on site. Given the current demand for parking within the site and the proposed increase in staff numbers the parking proposed is considered acceptable.

In addition to the level of car parking within the schools curtilage there is a small car park immediately outside the school access that provides a further 19 spaces including one disabled space. This car park provides additional capacity, especially for use by part time staff, and it is considered that the overall level of parking available will prevent school staff parking on the public highway.

Cycle Parking

A total of 24 secure and covered cycle spaces are proposed within the site. It is proposed to provide this cycle store to the rear of the school buildings which is conveniently located for the access to the school from Fairview Drive and Waverley Close. This provision is supported.

The original proposal included a further 24 uncovered spaces to the front of the school located conveniently for the access into the school from Bransley Close. The Highway Authority have requested that this cycle parking is covered and the applicant has confirmed that they are prepared to provide this area of cycle parking with a cover.

The submission of further details in relation to the cycle parking and the store should be secured via a planning condition and I have recommended a condition at the end of my response to reflect this.

Traffic Generation

The proposed expansion of both the Infant and Junior schools will provide capacity for an additional 210 pupils within the site. To calculate the number of additional pupils that will arrive at the school by car the number of car movements generated by the existing schools have been considered.

This information has been determined using the information on current travel patterns contained within the schools existing Travel Plan which I have replicated below in Table 1 for ease of reference.

Mode	Infant School Mode Split		Junior School Mode Split	
	To School	From School	To School	From School
Walk	52%	54%	53%	53%
Cycle	7%	7%	3%	3%
Bus	0%	0%	0%	1%
Car Alone	37%	36%	41%	40%
Car Share	4%	3%	3%	3%

Table 1: Infant and Junior School Pupil Modal Split

This information identifies that the following vehicle movements are currently generated by both schools:

Period	Arrivals	Departures	Total
08:00 to 09:00	165	165	330
15:00 to 16:00	160	160	320

Table 2: Current Car Traffic Generation

Assuming that a comparable number of new pupils travel to the expanded schools by car then the following vehicle movements can be expected:

Period	Arrivals	Departures	Total
08:00 to 09:00	248	248	496
15:00 to 16:00	240	240	480

Table 3: Proposed Car Traffic Generation

On the basis of the information contained in the Transport Assessment it is reasonable to assume that there are likely to be approximately 176 additional two-way car movements associated with the expanded schools in the morning peak and approximately 160 additional two-way car movements associated with pupil travel to the expanded schools in the evening peak. This equates to 86 vehicles dropping of children in the morning peak and 80 vehicles collecting children in the afternoon peak.

The assumptions made in the Transport Assessment with regard to the number of parents likely to arrive at the school by car to drop-off and collect children are considered robust.

Parent Drop-off and Collection

Currently the majority of parent drop-off and collections take place on Bransley Close and on Fairview Drive in close proximity to the entrances to the schools. Vehicles have also been observed dropping off and picking-up children from Waverley Close, Sutherland Road and the car park off Anstey Road that serves a parade of shops.

On the basis of the current drop-off and collection arrangements it can be assumed that the additional 86 vehicles in the morning peak and 80 vehicles in the afternoon peak will be spread across Bransley Close, Fairview Drive, Waverley Close, Sutherland Road and the car park off Anstey Road.

Two additional pedestrian access points are proposed to the Infant and Junior Schools in support of the proposed expansion. The first access point is proposed to the north west of the school site and the second access point is proposed to the south east of the site. It is considered that these additional access points will encourage travel to the school by sustainable modes by providing shorter and more direct links into the site.

In the north west corner of the site, the land between the boundary of the site and the existing footpath is highway land. The submission of the further details regarding the construction of this link will need to be secured by planning condition and the link will need to be constructed by a contractor on HCC's approved list of highway works contractors. The footway should be

constructed in accordance with the County Council's standard detail for footway construction which is available from:

<http://www3.hants.gov.uk/engineering-services/developer-information/standard-details/environment-transport-c-series-details.htm>

The additional pedestrian access points into the site will also help to reduce the impact of additional parent drop-off and collection on Bransley Close and Fairview Drive in particular by providing further areas where parents can drop off and collect children. The provision of the two additional access points into the site are supported. A new pre-school access point is also proposed to the east of the school next to the existing play area which is supported.

The documents submitted in support of the application identify that the expansion to both schools will take place gradually starting in September 2013. It should therefore be noted that the increase in demand for parent drop-off and collection will increase gradually over the four year period between 2013 and 2016 and therefore there will be an opportunity to actively manage the arrangements through the School Travel Plan.

School	Additional Pupils per year			
	Sept 2013	Sept 2014	Sept 2015	Sept 2016
Infant School	+30	+30	+30	-
Junior School	+60	+60	+60	+30

Table 4: Proposed increase in pupils per year (figures presented as new additional pupils per year, not cumulative increase)

The Transport Assessment presents the accident record for the roads surrounding the schools for three years leading up to the submission of the planning application. During this period no accidents were recorded on Bransley Close or on Fairview Drive where the majority of parent collections drop-offs take place. One slight accident occurred at the junction of Woodley Lane and Kinver Close which involved a car colliding with a motorcycle and a serious accident was recorded on Kinver Close where a pedestrian stepped out in front of a vehicle. Whilst any incident is regrettable, both occurred after 19:00 and are not considered to be related to the parent drop-off and collection that occurs on the roads surrounding the school sites.

Speed survey data has been presented in the Transport Assessment for the roads in the vicinity of the site that are mainly used for parent drop-off and collection. The 85th percentile speeds on Bransley Close and Fairview Drive between the hours of 08:00 – 09:00 and 15:00 – 16:00 are presented in Table 5 below. As shown in the Table, the vehicle speeds on the roads that are mainly used for parent drop-off and collection are low being below 12 mph on Bransley Close and below 17 mph on Fairview Drive.

Location	85 th Percentile Speed	
	08:00 – 09:00	15:00 – 16:00
Bransley Close	11.5 mph	11.25 mph
Fairview Drive	16.5 mph	14.8 mph

Table 5: 85th percentile speeds on Bransley Close and Fairview Drive between 08:00 – 09:00 and 15:00 – 16:00.

Whilst it is accepted that parent drop-off and collection may cause inconvenience to residents in the vicinity of the school site, following close assessment it is not considered that there are any identified safety issues that will be significantly exacerbated by the proposed expansion of the school. This is due to the low vehicle speeds on the roads surrounding the site.

Whilst the proposal to expand the school will undoubtedly increase the number of car trips to the school in both school peak periods these trips will be spread across a number of roads that lead up to school. Furthermore as the increase in the number of pupils will occur gradually over four years there is an opportunity to manage the parent drop-off and collection through the School Travel Plan.

Pedestrian/Cycle Links to Abbotswood Development

A number of improvements are proposed to the pedestrian routes between the Abbotswood development and the school site to encourage residents of the development to travel to the school by sustainable modes. These include the provision of a fully segregated shared use footway/cycleway from Woodley Lane to Kinver Close, improvements to the footways along Woodley Lane, and the provision of a link from Woodley Lane to the fields to the east of the site. These measures will assist with encouraging residents from the Abbotswood development to travel to the school via sustainable modes.

Site Servicing

Vehicle tracking has been provided to illustrate that a medium and large refuse vehicle can enter, turn within the site and exit in a forward gear. If collections are due to occur during teaching hours it may be beneficial for the refuse vehicle to be banked into the site.

Vehicle tracking has been provided to illustrate that a fire appliance can access the site from Bransley Close and it is understood that the fire consultant is content with the level of access to the school buildings that can be achieved from the existing vehicular access to the site.

Travel Plan

A draft Travel Plan has been prepared for the site by the Council's School Travel Team. This Travel Plan develops upon the existing School Travel Plan for the site. The detail of the Travel Plan and its implementation will need to be secured by planning condition, and I have provided suitable wording in my recommendation.

I would request that maps are provided as part of the Travel Plan linking the school to the pedestrian and cycle network in the vicinity of the site, including the locations of crossing points. The Travel Plan should also make specific reference to how the school will manage parents dropping their children off by car.

continued...//

Summary

A Transport Assessment has been prepared by the applicant in support of the proposed expansion to the schools. The assessment considers the impact of the additional parent drop-off and collection that will occur as a result of the expansion. The additional car trips to the school will be spread across a number of roads in the vicinity of the site and the increase in the number of pupils will occur gradually over four years.

Whilst it is accepted that parent drop-off and collection may cause temporary inconvenience to residents in the vicinity of the school site there are no identified safety issues that will be significantly exacerbated by the proposed expansion. There is also an opportunity to manage the parent drop-off and collection through the School Travel Plan.

A number of improvements are proposed to the pedestrian and cycle infrastructure in the vicinity of the site linking the proposed schools to the new residential development at Abbotswood. These improvements will support travel to the school from the new residential development via sustainable modes. Improvements to the pedestrian accesses to the school have also been proposed that connect into the existing pedestrian network surrounding the site.

The level of parking proposed exceeds the County Council's parking standard for schools but has been based on the existing demand for parking and the anticipated increase in demand resulting from the expansion of the School's. The provision proposed is considered acceptable.

The cycle parking proposed includes 24 covered spaces in close proximity to the access from Bransley Close and a further 24 covered spaces conveniently located for the access from Fairview Drive. The level of cycle parking is considered acceptable.

Recommendation: There are no objections to the above referenced application from a highways and transport perspective subject to the following conditions being placed on the Planning Permission Certificate:

- A Construction Traffic Management Plan shall be submitted to and approved by the Local Planning Authority in writing before development commences. This should include; lorry routes, parking and turning provision to be made on site, measures to prevent mud from being deposited on the highway and a programme for construction. The agreed details shall be fully implemented before the development is commenced.

Reason: In the interests of highway safety

- Detailed plans of the provision to be made for on-site cycle parking and facilities shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. The approved details shall be provided before the use hereby permitted is occupied and thereafter retained for their intended purpose.

Reason: To encourage sustainable travel

- Within three months from the commencement of use of the new school a Travel Plan is to be produced in writing and agreed by the Local Planning Authority. The agreed Travel Plan is to be implemented thereafter.

Reason: In the interests of highway safety and promoting sustainable travel.

- No part of the development hereby approved shall be commenced until such time as the details of the pedestrian access shown in principle on drawing no. P919405 have been approved in writing by the Local Planning Authority. No part of the development shall be occupied until such time as this pedestrian access has been constructed to the satisfaction of the Local Planning Authority.

Reason: In the interest of highway safety and promoting sustainable travel.

I trust that the above is clear but I would ask you not to hesitate to contact Ben Howard on 01962 846814 should you wish to discuss anything further.