
Note

To: Katherine Snell - Planning and Development
From: Tim Wall - Highways Development Planning
Our Reference: 6/3/5/MIN
Copies to:
Date: 28 February 2013

Subject: **Application Ref: HCC/2012/0441 Westgate School All-Through Education Provision**

I have been provided with further information as a result of my response dated 22 January 2013. Additional detail has been supplied within an addendum note dated 6 February 2013, and a further addendum note dated 26 February 2013. I address each matter as it is raised in the original letter;

- *Information on the proposed catchment area for the primary school and identification of main pedestrian desire lines and routes;*

A plan showing the recently finalised catchment area for the school has been provided. This shows that the catchment area for the proposed primary school will be shared with the catchment areas of both Western CE Primary School and St Bede CE Primary School. It is noted that the catchment area for the school extends to the north to Abbotts Barton, and east to include the city centre. This is a wider catchment area than the existing primary schools and the travel patterns taken from them and used to forecast predicted trips to the proposed school need to be reviewed in light of this. In particular it would be expected that a greater proportion of pupils will need to travel by car to reflect the wider catchment area.

The original Transport Assessment considered that the likely mode share for walking rates would be 84.1% and car alone trips 13.8%. As a result of the additional information now supplied, and the extent of the catchment area, the additional information considers the impact of higher car mode share rates of 23%. This is considered more realistic and appropriate, bearing in mind the characteristics of the school, its location and its comparison to other local schools. I am satisfied that the assessment now provided is adequate to forecast the travel demand for the proposed school.

Additional information has also been provided to identify the main pedestrian routes to the site. It is clear that with the location of the school central to the larger catchment area, that pedestrian desire lines can come from a number of areas. There is generally good provision for pedestrian walking trips to and from the school, with pavements and pathways providing access from a number of directions including Stockbridge Road, Chilbolton Avenue, Bereweeke Road and Weeke.

Additionally, there are a number of controlled crossing points of key routes, including;

- Zebra crossing Bereweeke Road, Stockbridge Road Mini roundabout
- Zebra Crossing on junction of Chilbolton Avenue and Stockbridge Road
- Toucan Crossing on Chilbolton Avenue by Links road
- School Crossing patrol trial on Cheriton Road
- Recently approved school crossing patrol on Stockbridge Road between Fordington and Western Road as requested by Western Primary

I am satisfied that the existing walking infrastructure, along with the improvements proposed as part of this application, provide sufficient opportunities for pedestrians to walk to the site.

The Travel Plan will be the primary tool through which to encourage sustainable travel, and this identifies a number of potential improvements that could be brought forward to further enhance opportunities for walking and cycling to the school. Feasibility work is underway to consider the development and delivery of improvements in the future capital programme.

I have now received a plan, referenced P09788 A033, which clearly sets out the pedestrian and scooter routes, and the existing pedestrian crossings.

- *Information on the start and finish times of the existing school and the proposed primary school and information on capacity of current site;*

Further information has been provided which identifies that the start and finish times for the 3 schools will be staggered, and the exact timings are to be agreed with the schools.

I am satisfied that this commitment, along with the measures set out in the Travel Plan, are sufficient to encourage staggered hours, and to reduce the traffic and parking impact on local roads.

- *Clarification of status of Green Lane and Rights of Way over Green Lane and Links Road;*

Additional information has been supplied which notes that Green Lane is a private road, without public rights of way.

The eastern section of Links Road between Walnut Grove and Cheriton Road is adopted public highway, with the western part remaining private. There is no public right of way on Links Road.

- *Parking arrangements for staff at the primary school and the allocation of spaces at the new car park adjacent to the primary school;*

The revised plans now submitted identify a total of 46 car parking spaces being provided to support the on-site requirements of the proposed primary school.

School parking standards in Hampshire are currently under review, and the review has produced some draft guidance which proposes a new standard of 1 space per teacher, and 2 car parking spaces for every 3 non-teaching staff.

The addendum information has confirmed that there would be a total of 60 staff employed at the site, of which 20 would be teaching staff, and 40 non-teaching staff. These staff would comprise a Headteacher, class teachers, teaching assistants, a special needs co-ordinator, a site manager, office staff, cooks, lunchtime supervisors and cleaning staff.

Based on these staffing assumptions the emerging parking standards would identify a demand for 45 parking spaces. It is proposed that a total of 46 car parking spaces will be provided, which exceeds the emerging standard. It is as such demonstrated that sufficient parking space on site can be provided in accordance with the emerging standards. This parking provision, by virtue of the level provided and the volume of part-time staff employed, would offer sufficient capacity and flexibility to accommodate any visitors to the primary school site.

The wider site offers a number of community uses on the site, particularly at the secondary school and the badminton club. The badminton club hall is used exclusively for school use during the day, and as such other than general administration or maintenance visits, travel demand to the badminton club is restricted to those times outside of school hours. Equally, there is no permitted community use of Westgate Secondary school during school hours, with any access being limited to non-school hours.

As a result of this, and bearing in mind the level of parking provided across the whole site, it is considered that there is sufficient parking provision being made under this application.

- *Further information on the proposed parking monitoring and management measures;*

It is shown on the proposed site plan, referenced P09788 A020, that some of the parking (4 Spaces) is provided through the use of tandem parking. This approach is supported, but will require management of the space to ensure that this is used efficiently and properly. Tandem parking is effective where it

is well managed. The school travel plan should be required to both manage and monitor this, and a condition to require management procedures to be integrated into the Travel Plan should be attached to any future planning consent.

It is envisaged that the primary school staff car park will be restricted by a limited number of entry passes to staff only. The car park will be gated, and access to the school from Links Road is expected to be limited to staff, minimising the potential for parent drop off activity in Links Road. A similar arrangement for the new Cheriton Road car park will be implemented. Management of the school car parks will be managed by the school and should be controlled by the Travel Plan.

- *Impacts of the proposals on Links Road in response to local concerns;*

No pupil access is proposed to the school from Links Road. This will help to reduce the attractiveness of Links Road to parent drop-off and pick up trips.

A traffic survey was carried out on Links Road which found it carries approximately 10-15 two-way car trips in each peak hours. Links Road will provide access to the staff car park, which will itself generate some 28 additional trips in each peak hour, along with the occasional service and refuse vehicles. Whilst this is an increase above existing usage, given the low levels of existing traffic it is not considered that this would have a significantly detrimental impact on Links Road, and it is not considered that this would result in any safety issues.

- *The effectiveness of existing traffic and parking controls in managing school related traffic along Cheriton Road;*

It is identified that there is already significant parking control in Cheriton Road.

The existing traffic control consists of 415m of on street parking bays which are in force from Monday to Saturday and allow 2 hours of stay except for 'K' permit holders. The applicant notes that parents generally observed parking controls in the area including the school 'keep clear' markings and bus stops. Only one parent was observed to block a residents driveway during site surveys, although they remained in their car at that time (and could have moved if required).

Hampshire County Council officers have visited Cheriton Road on a number of occasions to observe parent drop of and pick up activity. Whilst it is clear that the presence of the schools generates traffic and parking demand on local roads, this has generally been observed to function well. It is clear that there is available parking in the road at present.

In order to help identify and fully quantify parking availability on Cheriton Road parking beat surveys are being carried out. When complete, a plan should be prepared using the parking beat information to plot existing parking and

identify available parking within a reasonable walking distance of the school, while adhering to existing parking restrictions in the area.

However, it is considered that when the additional car parking demand generated by the proposal is considered, it is unlikely there will be sufficient parking capacity on Cheriton Road to fully accommodate the demand for extra drop-off created by the proposed school. As such, and in response to these concerns, the plans now propose the introduction of a parking area on the eastern side of Chilbolton Avenue. This provision is within a reasonable walking distance of the site (accessed by Links Road and the existing footpath), and provides additional parking capacity (for some 40 cars) to accommodate the additional travel demand. This will offer parents an alternative to the use of Cheriton Road, and will help to alleviate and mitigate the pressure for parking on local roads at school times. This proposal is supported, and considered necessary to support the expansion of the school. The parking provision should be provided prior to occupation of the primary school, and should be managed through the Travel Plan.

At present there are parking restrictions which limit car parking between 8am and 6pm that prevent pick up and drop off of children on Chilbolton Avenue. This will need to be amended as part of the delivery of the parking area. A condition should be attached to any consent to require the delivery of the parking area on Chilbolton Avenue.

It is considered that based upon the evidence submitted, and subject to the principle that school hours will be staggered and that the parking area on Chilbolton Avenue will be delivered, that the travel demands associated with the proposals can be suitably managed. The applicant states that if on-street parking issues arise, further measures can be considered through the travel plan.

- *Reassess the proposed location for the additional pinch point on Cheriton Road;*

The location of the proposed pinch point on Cheriton Road was chosen because it was the only available place north of Green Lane whereby it would not interfere with existing bus stops or residents driveways. Further swept path analysis has been provided to demonstrate that vehicles can safely negotiate the pinch point. This is considered satisfactory.

- *Clarify if any deliveries will take place at the proposed car park on Cheriton Road;*

It is suggested that the new school may receive limited deliveries through this car park from Cheriton Road, albeit the majority will come from Green Lane. In order to establish that such occasional access is suitable, swept path analysis is required. This should be supplied to identify that the accesses is suitable.

Any servicing vehicle will only be permitted to enter the car park and turn around if there are free car parking spaces, so the majority of deliveries to this car park will be restricted to outside of school opening hours.

- *Supporting information on the dwell time for primary age pupil drop off;*

Further work has been undertaken to refine the parking demand for pupils. The higher car mode share of 23% has been applied to the pupil numbers resulting in the total number of pupils travelling to school by car increasing from 58 to 97. This is considered to be a better reflection of the travel characteristics for the proposed school catchment area. Some of the pupils will stay on at after school clubs or have siblings attending the adjacent school. There will also be a proportion of parents with children in years 4-6 who would not arrive in advance of the school closing time. On this basis the applicant forecasts that the additional parking demand would be 65 during the afternoon pick up period.

During the morning drop off it is anticipated that demand for parking will be slightly lower, based on dwell times of 10 minutes per car on average. This is considered robust as some parents will be parked for longer whilst parents of older pupils will have a very short dwell time. This equates to additional parking demand for 41 vehicles.

It has been established that with the additional Chilbolton Avenue parking spaces provided, there are approximately 100 parking spaces within a reasonable walking distance of the school. On site observations have identified that the majority of these spaces will be available following the school peak period for Westgate. There will be an element of overlap with parents from Weston Primary School, but the additional spaces on Chilbolton Avenue together with existing capacity on Cheriton Road and Fordington Avenue will provide sufficient capacity for parking within a reasonable walking distance to the school.

- *Ensuring some consistency with the draft framework school travel plan;*

The applicant has stated that Westgate School would be keen to introduce a bus service for pupils travelling from less accessible locations within the catchment such as Abbots Barton. This should be included in the Travel Plan, and explored should the demand be generated.

As mentioned staff parking is intended to be restricted to staff by the issuing of entry passes. The School Travel Plan should clarify the responsibility of delivering and administering the car park. The Travel Plan should be updated to include further measures to ensure school parking is managed across the whole site. This should include the management of tandem parking.

As previously mentioned, if on-street parking is considered an issue in the future, then measures will be brought forward through the travel plan to mitigate this as necessary. It should be clarified what these measures are and the Travel Plan updated accordingly.

A condition to require the updating of the Travel Plan to include these matters should be attached to any planning consent.

- *The impacts of greater pedestrian and vehicle flows at the Cheriton Road/Berewecke Road/Stockbridge Road mini roundabout junction, given that capacity concerns have been identified.*

It has been acknowledged by the applicant that there will be an impact of the proposals on the above junction, as a result of more cars and pedestrians using this junction. Whilst this junction is busy, and occasional peak period congestion arises, it is not considered that the proposal will result in a severe traffic impact at this junction. Following site observations, no blocking of the roundabout took place during afternoon pick up time.

Further, it is clear that the Zebra crossing is on the desire line. The potential movement of the crossing was considered but dismissed due to the detrimental impact that this would have on pedestrian lines.

Summary

The applicant has sought to address the previous comments made on the proposal, and in the most part this has been done through the submission of additional information.

It is clear that the development of a primary school in this location will increase travel demand to the area, and place greater pressure on local roads, particularly Cheriton Road. The assessment has identified that, in the absence of mitigation, this is likely to result in significant additional parking pressure on Cheriton Road during peak periods, particularly school pick up times.

The applicant has however proposed a series of measures in order to mitigate the impact of the development. These measures include the introduction of a parking area on Chilbolton Avenue, the staggering of school opening hours, and the implementation of a Travel Plan.

The proposals now include additional on-site parking for staff, and the level of parking provided significantly exceeds the County Council's existing standards, meeting fully the emerging advice emanating from the school parking review.

The site is well located in the urban area, and offers adequate opportunities to travel by modes alternative to the car. These opportunities will be promoted and enhanced through the Travel Plan.

It is considered that overall, whilst there will be a traffic impact arising from the development, this impact can be mitigated and managed through the measures identified, so that there is no residual significant transport impact of the proposals.

Recommendation

Subject to the following conditions, I raise no objection to this proposal from a highways and transportation perspective;

- No development hereby permitted shall be occupied until full details of the on-site provision to be made for the parking of cycles and scooters has been submitted to and approved in writing by the Planning Authority. The approved details shall be implemented prior to occupation of the school and thereafter retained in good condition for their intended purpose
- No development hereby permitted shall commence until a Construction Traffic Management Plan, to include details on provision to be made on site for contractor's parking, construction traffic access, the turning of delivery vehicles and lorry routing as well as provisions for removing mud from vehicles and a programme of works has been submitted to and approved in writing by the Planning Authority. The approved details shall be implemented before the development hereby permitted is commenced and retained throughout the duration of construction
- No development hereby permitted shall be occupied until a scheme to deliver short-term parking on Chilbolton Avenue has been implemented to the written satisfaction of the Planning Authority.
- The development hereby approved shall not be occupied until the School Travel Plan has been updated to include arrangements for the management of the school parking areas. The approved Travel Plan shall be implemented thereafter.

I trust the above is clear. Should you wish to discuss this matter please contact me on 01962 846877.