
Note

To: Kristina King – Planning and Development
From: Ben Clifton – Highway Development Planning
Our Reference: 6/3/5/MIN (81)
Copies to:
Date: 3 May 2013

Subject: **WRE059 – St Peter’s School, Winchester**

Thank you for the opportunity to comment upon the above application.

The proposals are for a 2 classroom extension, kitchen enlargement, associated car parking, play and landscape alterations.

St Peter’s School is located to the south of Winchester City Centre between Stanmore and Oliver’s Battery, within a predominantly residential area. The school’s opening hours are from 08.50 to 15.30, with a breakfast club from 07.30 to 08.40 and an after school club from 15.30 to 18.00.

There is also a Nursery on the site which has similar opening times to the school, from 08.45 to 15.15.

Existing school catchment area, access and parking

A catchment area identifying the location of existing pupils to street level has been provided through the School Travel Plan. Pupils predominantly live to the north and east of the school. The school has a wider catchment area than most schools due to its faith school status with a number of pupils living over 3 kms from the school.

Vehicular access to the school site is from Oliver’s Battery Road North (OBRN) which has a separate access and egress point to facilitate drop off. The school has 4 mini-bus spaces and 40 car parking spaces. There are 12 cycle parking spaces for staff and pupils and 20 scooter parking spaces.

Baseline Traffic Data

Traffic surveys were undertaken over a seven day period in February 2013 on OBRN and Stanmore Lane. A one hour turning count was also undertaken at the junction of Stanmore Lane and OBRN in the AM and PM peak periods.

The survey on OBRN recorded an average of 182 vehicles between 08.00 and 09.00 and 106 vehicles between 15.00 and 16.00. Average speeds recorded on OBRN were recorded as 28-33mph between 08.00 to 08.30, then reducing to 15mph between 08.45-09.00. Traffic speeds returned to 29mph after 09.15.

Stanmore Lane recorded average vehicle flows of 288 between 08.00 and 09.00 and 273 vehicle flows between 15.00 and 16.00. Traffic speeds on Stanmore Lane were recorded at 15-17 mph during the morning peak period.

Accident Data Analysis

Personal injury collision data has been assessed for a 5 year period from the 1 January 2008 to 31 December 2012. There were 11 reported collisions during this period all resulting in slight injuries, with no serious injuries or fatalities.

One of the accidents did involve an 11 year old who was involved in a collision when hesitating to cross Stanmore Lane in the vicinity of its junction with OBRN.

Overall it is not considered that the 11 reported accidents within a five year period represents a poor road safety record for the area studied, and no inherent safety issues or patterns have been identified that would be exacerbated by the proposals.

Proposed Development

The proposed expansion of the school with an additional two classrooms would facilitate an increase in pupil numbers of 58 from the current 362 on the pupil roll to 420, providing a 2 form of entry through the school.

Staff numbers will increase from 24 full time members to 29. The number of part time members of staff will remain at 26. The full time equivalent members of staff will increase from 35 to 40 and will include 36 teaching staff, and 4 non-teaching staff.

Staff Parking

An additional 11 parking spaces are proposed as part of the expansion of the school. This will increase the current 40 staff spaces to 51. The recently adopted parking standards applies a rate of 1 parking space per teaching member of staff and 2 spaces for every three non-teaching members of staff (including teaching assistants). It is unclear from the submitted information what proportion of new staff will be teachers and what proportion teaching assistants. However the additional 11 spaces would exceed the maximum increase in parking in line with the standards, even if each new member of staff was a teacher (5). It would be helpful to clarify the breakdown in staff numbers for both the existing and expanded school.

Cycle Parking

There are no plans to increase the number of staff or pupil cycle or scooter parking from the current provision. This is because there is only 1 pupil currently travelling to the site by cycle or scooter and therefore there is significant spare capacity.

Multi-modal Trip Assessment

Existing trip generation

An assessment of the existing number and type of trips to the school has been made based on a school travel survey conducted in February 2013.

The mode split derived from the survey for pupils is shown in the following table:

	Walk	Cycle	Mini-bus	Car alone	Car share	Other	Total
%	34	0	21	38	7	0	100

(56-57% response rate)

The school operates before and after school clubs, which affects the times that pupils arrive at the school. Of the 326 current pupils, 35 arrive at 07.30 to attend the breakfast club and 42 leave at 17.30 following the after school club.

The full breakdown in trips by mode and time is provided in the following table:

	Time	Walk	Mini-bus	Car alone	Car share	Other	Total
Breakfast Club	07.30	12	7	13	2	0	35
School Starts	08.50	112	67	124	22	2	327
Total inbound		123	74	138	25	2	362
School Ends	15.30	109	66	122	22	2	320
After School Club	17.30	14	9	16	3	0	42
Total Outbound		123	74	138	25	2	362
Total Two-way Trips		246	148	275	49	4	724

Using the above data, it is calculated that approximately 138 single passenger car trips are made to the school, with 124 arriving between 08.30 and 09.00. In the afternoon, 122 single passenger car trips are made at 15.30. This is a

reflection of the school's catchment area with pupils living further away from the school than other primary schools in Winchester and therefore walking is not a practical option for these pupils.

Staff mode splits are shown in the following table:

	Walk	Car alone	Car share	Total
Total	7	27	1	35
%	21	76	3	100

Based on Full Time Equivalent

Proposed trip generation

It is expected that travel patterns to the school are likely to remain unchanged and therefore the existing modal split has been applied to the future number of pupils to establish trip generation. This approach is acceptable.

The total trip generation for the expanded school is shown in the table below. The increase in trips as a result of the expansion is highlighted in brackets for each mode:

	Time	Walk	Mini-bus	Car alone	Car share	Other	Total
Breakfast Club	07.30	14	8	15	3	0	41
School Starts	08.50	129	78	144	26	2	379
Total inbound		143 (+20)	86 (+12)	160 (+22)	29 (+4)	2	420 (+58)
School Ends	15.30	127	76	141	25	2	371
After School Club	17.30	17	10	19	3	0	49
Total Outbound		143 (+20)	86 (+12)	160 (+22)	29 (+4)	2	420 (+58)
Total Two-way Trips		286 (+40)	172 (+24)	319 (+44)	57 (+8)	4	840 (+116)

The above table summarises the increase in trips generated by the additional 58 pupils to the school. There will be an additional 26 car alone and car share trips to/from the school. There will also be an increase in users of the mini-bus service with 12 extra pupils likely to use this service. It is understood that the school are considering additional provision to meet this demand.

The increase in staff numbers will result in 1 additional walking trip to the school and 4 car alone trips.

The figures presented above are considered robust as no account has been taken of the likelihood that some trips are already present on the network where new pupils already have siblings attending the school.

On-street Parking Assessment

A review has been carried out to assess the number of parking spaces on OBRN and Fairfax Close and to compare this with existing demand and proposed demand. It is unclear how the figures for the existing demand were gathered. It is assumed that they are an average, but not clear if they are an average for the drop off or pick up time or both. It is also assumed that a dwell time has been used to assess proposed demand and it would be helpful to have this information provided.

From on site observations, in the morning drop-off a number of parents made use of the on site drop off and turn around facility rather than parking on local roads. There did not appear to be a problem for parents finding a parking space. In the afternoon pick up time parking was observed to take place along OBRN and Fairfax Close. It was also noticeable that parking took place on Stanmore Lane as well. Whilst the level of parking observed in the vicinity of the school was high, the majority of the parking was accommodated safely on street.

The Transport Statement refers to the planned Pitt Manor development of 200 houses and a 200 space park and ride facility. Initial discussions with Winchester City Council has indicated that the school could make use of the park and ride car park as a park and stride facility for parents to park here and cross Romsey Road using the new pedestrian crossing facilities that will be installed as part of the access works. The school will provide a new path across the school grounds to Romsey Road and a gate if and when the park and ride facility is provided. This provision is considered an attractive alternative to parking on OBRN as it avoids the Romsey Road/Stanmore Lane junction. The provision of this facility has not been included in the assessment of parking demand (as this application has no control over its delivery). However it is highly likely that the Pitt Manor site will come forward in the next year and that the proposed park and stride facility will be an attractive option of St Peter's parents. This could bring significant benefits for school peak traffic conditions on OBRN and Stanmore Lane.

Traffic Impact

The impact of the additional traffic has been assessed for the junction of Romsey Road/Stanmore Lane.

The turning count undertaken at the junction of OBRN and Stanmore Lane found that 71% of vehicles turn left out of OBRN between 08.00 and 09.00. Applying this turning proportion to the additional traffic equates to an additional 18 vehicles turning left.

An increase of this amount of traffic would have a modest impact on the operation of the Romsey Road/Stanmore Lane junction. However it is

recognised that the relatively short green time for Stanmore Lane limits the number of vehicles able to exit from this arm of the junction. On site observations indicate an average of 8 vehicles able to exit the junction at one time and an approximate 2 minute wait between green phases. This can lead to a build up of traffic on OBRN, particularly in the afternoon. It was observed that queuing began to build up at 15.40 and had dispersed by 16.00.

Proposals are currently being developed by Hampshire County Council for a scheme to increase capacity on the Stanmore Lane arm of this junction in order to allow more traffic to exit Stanmore Lane during the green phase at the signals by providing a two lane approach to the signals.

It is considered that the increase in vehicle numbers associated with the proposals would have a small impact in terms of additional traffic queuing to exit OBRN and Stanmore Lane. However, the Hampshire County Council scheme is likely to increase the through-put of traffic exiting Stanmore Lane junction which will offset any increase in traffic as a result of the expansion. It is therefore considered that the increases in traffic are not likely to materially impact the local network (noting that there are existing queuing issues associated with the Romsey Road/Stammore Lane signals), and that the improvement scheme would provide a benefit to both school related traffic and other traffic throughout the day when exiting from Stanmore Lane.

School Travel Plan

The Travel Plan is well written and contains all of the necessary information that Hampshire County Council would require. However, the proposed targets for both staff and pupils are ambitious given the previous patterns of car alone use. Further evidence of how these targets will be achieved and a commitment to supporting these measures should be provided.

The intention of the school to increase the mini bus service must be backed up by a firm commitment from the school to expand this service if there is adequate demand and market it to parents.

Summary

The Transport Statement has provided a robust assessment of the additional travel demand resulting from the school expansion proposals. The increase in traffic has been robustly assessed using existing travel patterns, and there may be a degree of over estimation as the assessment does not provide for new pupils being siblings to pupils already at the school and therefore likely to share a journey. Through the School Travel Plan the school will continue to work with parents to facilitate greater use of sustainable modes of transport and reduce the number of car alone trips to the site.

The anticipated development of Pitt Manor will provide an alternative parking location for the school, which would draw school traffic away from OBRN. Together with the planned improvements at the Stanmore Lane/Romsey Road junction it is considered that the additional traffic can be accommodated without significant impact on the capacity of the local road network.

Recommendation

I raise no highway or transport objections to the proposals, subject to the following conditions being attached to any planning permission:

- A Construction Traffic Management Plan shall be submitted to and approved by the Planning Authority in writing before development commences. This should include; construction traffic 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

- Within three months from the commencement of use of the new school buildings a travel plan is to be produced in writing and agreed by the Local Planning Authority. The agreed Travel Plan is to be implemented within 3 months of approval.

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

- No deliveries or construction traffic shall enter or leave the application site during the start 8.10am – 9.00am and the end 3.00pm – 3.45pm of the school day when pupils are arriving at or leaving the school

Reason: In the interests of safety.

I trust that the above is clear but please contact Ben Clifton should you wish to discuss further.