

Additional Information

The total number of classrooms once complete will be 18 classrooms as the double temp will be removed once the 5 classroom extension is complete. So 18 x 1.5 spaces per class equals 27 spaces are required as shown. There is no further capacity available on the site, without encroaching onto the schools adventure play area, which I doubt the school would want to do.

Further assessment of the operation of the level crossing on Sherfield Road and any impact on school related traffic

"I am concerned that no reference has been made to the operation of the level crossing on Sherfield Road, which is adjacent to the junction with Bramley Lane. It is important to establish what, if any, issues this currently causes for school related traffic and whether these are likely to be exacerbated as a result of the school expansion."

The level crossing is situated on Sherfield Road west of its junction with Bramley Lane, to the south-west of the school site. The crossing is located approximately 350m from the school site, and the Sherfield Road / Bramley Lane junction is located approximately 300m from the school site. During the course of the JMP site audit, which was carried out on the afternoon of Tuesday 29th May 2012, no capacity issues were observed with regards to the operation of either the level crossing or the Sherfield Road / Bramley Lane junction. The attached photographs (DSCF0916 and DSCF0918) show approximately six vehicles queuing westbound on Sherfield Road, up to the closed level crossing; these photographs were taken just before the end of the school day.

The Automatic Traffic Count (ATC) which recorded two-way traffic volume on speed on Bramley Lane between 24th June and 3rd May 2012 identified approximately 119 two-way vehicle movements on Bramley Lane in the morning peak hour (8.00-9.00am); and approximately 87 two-way vehicle movements during the school afternoon peak hour (3.00-4.00pm). This includes some of the vehicular traffic associated with the existing operation of the school. It is noted that, as the ATC was situated to the south of the school entrance, other school traffic, heading to / from the north, will not have been recorded by this ATC.

Table 5.2 (p. 27) of the JMP TS identifies at present approximately 112 car trips in the morning peak period (8.00-9.00am) and approximately 107 car trips in the school afternoon peak period (3.00-4.00pm); in both instances some trips will be to / from the north and others will be to / from the south. This increases to approximately 152 car trips in the morning peak hour with the proposed development (Table 5.4, p. 28) and approximately 147 car trips in the school afternoon peak period (3.00-4.00pm). This equates to a net increase of approximately 40 car based trips in the morning and school afternoon peak hours. However, it is noted that the trip generation assessment presents a 'worst case' scenario from a transport perspective, assuming no modal shift away from car use. In reality, through the continued

development of the School Travel Plan (STP), and implementation of those measures included within it, it is expected that a greater proportion of new trips will be by non-car modes.

The plot of existing pupil home postcodes (Figure 6.1, p. 32, of the TS) indicates that the majority of existing pupils live to the south of the school site. However, it also indicates that the majority of these are to the east of the railway line and level crossing (most of these are pupils who walk to school). It can also be seen that the majority of pupils who travel to school by car live to the south and east of the school site. It is expected that the school catchment area will remain largely the same with expansion, although the proportion of pupils typically travelling on foot or by bicycle is expected to increase compared to those that currently travel by car.

Should the school expand, the additional vehicular traffic generated will be less than what is reported in the TS, for the reasons identified above. Given that no existing issues were identified with regards to the operation of the level crossing or Sherfield Road / Bramley Lane junction, and observed spare capacity on Bramley Lane in particular, it is considered that the proposed expansion will have a minimal effect on the operation of the local highway network.

Information on cycle/scooter parking capacity

“I note that there are no proposals to increase the current provision for cycle/scooter parking. Whilst it is stated that this provision will be monitored to ensure that sufficient capacity is provided, it would be helpful to understand what the current capacity is to confirm that there is sufficient capacity to accommodate future demand.”

Paragraph 4.11, p. 26, of the TS identifies that secure cycle parking with capacity for up to 40 bicycles and 25 scooters is currently provided at the school, assumed to be for both staff and pupils. We understand that there are currently 420 pupils at the school (Table 4.1, p. 25) and with an existing pupil cycle mode split of 1% (Table 5.1, p. 27) this equates to approximately four pupils travelling to school by bicycle. We understand that there are currently 46 staff employed by the school, although none currently cycle (Table 5.3, p. 28). Some of the cycle parking is provided to the south-west of the school site, fronting onto Bramley Lane; during the course of the JMP site audit it was observed that this cycle parking was lightly used, supporting the mode split figures.

Given the very low level of cycle parking demand at present (the majority of pupils walk), it is considered sufficient to not provide any additional cycle parking initially but to monitor its continued use through the STP and provide additional cycle parking in the future, if required. It is accepted that a balance must be struck between providing sufficient spare capacity to encourage more staff and pupils to cycle (so that demand does not exceed capacity), but not to over provide if the demand genuinely isn't there.