
Note

To: Kristina King – Planning and Development
From: Ben Clifton – Highway Development Planning
Our Reference: 6/3/1/MIN (3421)
Copies to:
Date: 18 September 2012

Subject: **BAE026 – 5 Classroom extension at Bramley C of E Primary School, Bramley Lane, Bramley, Tadley.**

I refer to the above application for a 5 classroom extension to Bramley C of E Primary School which has been passed to me for comment.

The school is located in the village of Bramley and is accessed from Bramley Lane which also serves residential access. The application to provide an additional 5 classrooms will expand the current pupil capacity at the school from 420 pupils to 525 pupils. The school currently employs 34 full time members of staff (including office staff) and 12 part time employees. As a result of this expansion this will increase to 44 full time and 16 part time members of staff.

A Transport Statement was submitted in support of the application.

Baseline Conditions

The Transport Statement (TS) has set out the existing transport conditions through survey and data collection and on site audits.

A 7 day 24 hour automatic traffic count was undertaken on Bramley Lane and Moat Close from Thursday 24 May to Thursday 31 May. The results showed that :

- There are 119 two way vehicle movements on Bramley Lane in the AM peak (08.00 – 09.00), and 87 two way trips in the school PM peak (15:00 – 16:00);
- There are 67 two way trips on Moat Close in the AM peak, and 33 two way trips in the school PM peak;
- The analysis confirms that traffic is predominantly travelling from north to south on Moat Close, implying that an informal one-way system operates whereby school related traffic travels north bound on Bramley

Lane and southbound on Moat Close when dropping off and picking up children.

A survey of traffic speeds was also carried out on Bramley Lane and Moat Close. The 85th percentile speeds on Bramley Road were recorded as 33.2 mph northbound and 31 mph southbound. The recorded speeds on Moat Close are 23.2 mph northbound and 25.1mph southbound.

A Personal Injury Collision (PIC) five year data set was obtained for the period 1 April 2007 – 31 March 2012. Two slight accidents were recorded in the study area, though none were in the vicinity of the school itself. Both slight accidents were attributable to driver error and not the geometry or layout of the highway.

Parking

The school currently has 23 staff car parking spaces. There is no information provided as to whether the current provision is at capacity or not in the form of parking surveys. However the Transport Statement does suggest that there is at time insufficient on site parking when referring to staff being unable to park on site and instead seeking spaces either on street or within the adjacent public car park. It is unclear where the public car park is located and I would be grateful for further details of this facility.

The parking standards for education establishments as set out in Hampshire Parking Strategy and Standards document is for 1.5 car parking spaces per classroom. It is proposed to increase the number of parking spaces to 27.

The Transport Statement states that the additional 4 car parking spaces 'would continue to exceed the typical HCC parking standard of 1.5 spaces per classroom'. Whilst this is not the case for the 5 additional classrooms (which would require 8 additional spaces to meet the parking standards), this may be a reference to the parking standards for the whole site, in which case information on the total number of classrooms would be required. Assuming two classrooms per year group, and seven year groups, the school may have 14 existing classrooms. Together with the proposed 5 classrooms, the school would need to provide 29 spaces to meet the parking standards.

I also note that a travel survey of both pupils and staff was carried out in January 2011. There are 38 members of staff travelling to the site by car which suggests that the current parking provision is not adequate to cater for existing needs. The proposed expansion would result in 50 members of staff travelling to the site by car. Recognising that some members of staff are part time and therefore there may be some turn over of spaces during the day (though the extent of this is debatable as there may be some crossover in timetables so that parking bays are still occupied at changeover times), there is likely to be a capacity issue for staff parking on site which may lead to an increase in all day parking off site.

From the information submitted I am concerned that there is insufficient on site staff car parking proposed. An increase of 4 spaces is less than the 7.5 (8) parking spaces that meet the standards for an additional 5 classrooms. I would therefore request that further information is submitted in order to understand if the proposed parking provision is sufficient. It would also be helpful to understand if there is room within the site to provide more parking spaces than those proposed.

Traffic impact

The increase in pupil numbers at the school is expected to take place gradually over a period of 6 years. According to the travel survey undertaken in January 2011, the pupil modal split for the school is:

	Walk	Cycle	Bus	Car Alone	Car Share
To School	217	4	41	112	5
From School	206	4	39	107	5

It should be noted that a small proportion of pupils arrive at the school early and leave later to attend school clubs.

The modal share demonstrates that currently 57% of pupils walk to school and 30% travel by car. Assuming that the modal share remains constant, the additional pupil numbers will result in the following increases to modal split:

	Walk (Increase)	Cycle (Increase)	Bus (Increase)	Car Alone (Increase)	Car Share (Increase)
To School	294 (+77)	5 (+1)	56 (+15)	152 (+40)	7 (+2)
From School	283 (+77)	5 (+1)	53 (+15)	147 (+40)	6 (+2)

As a result of the school expansion, there will be 77 more pupils walking to school and 40 more pupils arriving by car. As the increase in school numbers will be over several years, it is assumed that the annual increases would be in the region of 11 more pupils per annum walking to school and 5 additional pupils arriving by car.

A review of the school postcode data plots highlights that the majority of pupils live to the south and west of the school within one mile of the school. The majority of these pupils walk to the school. A school bus picks up a number of pupils from the village of Sherfield on Loddon. There is the potential for this service to pick up pupils who are currently driven in from the south east of Bramley.

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.

Sustainable Transport Strategy

A series of potential sustainable transport measures have been identified to encourage walking, cycling and the use of public transport to the school. The measures are welcome as it will be important to manage the impact of the school expansion on the local highway network.

The school has an existing School Travel Plan (STP) and this should be updated to reflect the expansion to the school and the growth in pupil and staff numbers. It is considered that the measures outlined in the Transport Statement provide a sound basis for undertaking this review but they will need to be supported with a clear action plan and monitoring methodology and also set out practical measures that the school can take to encourage sustainable modes of travel to the school.

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.

Highway Improvements

A programme of highway works is currently underway on Bramley Lane and Moat Close. These will result in the provision of continuous footway on the south eastern side of Bramley Lane. This was an issue picked up in the site audit and will make it more convenient to access the school on foot from the village centre. Further improvements will also be made to the pedestrian crossing points adjacent to the school gate.

As a result of consultation with the school and local residents, 10 parking bays are being provided on Moat Close to assist with child drop off. Improvements will also be made to the pedestrian routes from the residential estate on Moat Close and the proposed parking bays to the school gate.

Recommendation: I am not able to make a positive recommendation on highways and transport matters at this stage, pending submission of the further information requested, which for the avoidance of doubt consists of:

- Further information in support of staff parking provision
- Further assessment of the operation of the level crossing on Sheffield Road and any impact on school related traffic
- Information on Cycle/Scooter parking capacity

I trust that the above is clear but I would ask you not to hesitate to contact Ben Clifton on 01962 846761 should you wish to discuss anything further.