

ITEMS RECEIVED AFTER THE PRODUCTION OF THE REPORT
FOR THE PLANNING COMMITTEE
TO BE HELD ON 2 SEPTEMBER, 2020

Page	Application	Location	Item No.	Description
P.27	2020/00742/RG3	St. Davids Church Of Wales Primary School, Lane – Colwinston Village to Golygfa, Colwinston	1.	Comments from Highway Authority

MATTERS ARISING FOR COMMITTEE

COMMITTEE DATE : 2 September 2020

Application No.: 2020/00742/RG3	Case Officer: Mr. I. Robinson
Location: St. Davids Church Of Wales Primary School, Lane - Colwinston Village to Golygfa, Colwinston Proposal: Proposed replacement primary school including associated works	

From: VOG Highways Development

Summary of Comments: Concerns are raised in respect of staff parking numbers, traffic levels, and a one way system through the village (if proposed). Further information/conditions are requested in respect of a travel plan, parking management, lining and signage in the car park, vehicle tracking, likely breakfast club numbers and the new footway/ and newly laid out parking area.

Officer Response: The above matters are addressed in the officer's report and in the recommended conditions.

Action required: Members to note

I refer to the above planning application for a re-designed and expanded St David's Church of Wales Primary School, Colwinston. It is understood that the site caters for the existing school which houses 140 Primary School Pupils and 28 Part Time Nursery Places. This includes 21 staff with 12 of those staff being part time and full time equivalents have been used for the sake of the Transport Assessment.

The proposal is to construct a new building which will increase the capacity of pupils from 140 to 210 and from 24 part time nursery places to 48 places. The Transport Assessment has used Full time equivalents for part time nursery places so 24 FTE which would create a total pupil number of 234. The staff will increase to 33 staff with a FTE of 24. The highway authority has received feedback from officers and engineers in Road Safety and Traffic and a number of concerns have been raised. Whilst the site is an existing school the highway authority's view is that increasing the school size by 70 pupils and 12 staff could have a detrimental impact on the village of Colwinston and the surrounding highway network.

A plan has been provided showing the improvement of the community car park located to the North West of the proposed site to which there is no parking restrictions. Currently, the site is used as an informal car park with no dedicated bays present with a capacity of 10 vehicles and 1 disabled space. Under the improvements proposed from the S106 contributions the car park will be formalised to create 16 spaces and 1 disabled space with a footway connecting the car park to the School on the Western Side and a crossing point fronting the school.

Based on all the information provided the highway authority would comment as follows:

1. Section 2.3.5 of the Transport Assessment states that the existing car parking provision within the site is 26 spaces. The proposal is for 19 spaces, 3 visitor spaces and 1 disabled space which is evident on the layout drawing (SDPS-STL-XX-XX-DR-L-9004). The level of on-site parking is therefore being reduced with increasing staff levels and it has not been clarified where staff could park. The likely area for the overspill of parking for staff will be the Community area car park, however, this will conflict with and likely be detrimental to other community uses for this site as well as proposed parent drop off and pick provision. The parking arrangements should be increased on site to meet the increase in staffing levels and comply with the councils Supplementary Planning Guidance – Parking Standards. A revised plan should be submitted for approval in accordance with these Parking Standards.
2. The proposed community car park reconfiguration should be used for the purposes of parent pick up and drop off only and other community events and not for the use of full time or ancillary staff for the school.
3. Parking spaces provided are shown at dimensions 2.4m wide however the councils SPG Parking indicates that spaces should be 2.6m wide. This will likely impact the usability of the limited spaces provided.
4. The area provided as a circulatory area for the commercial and minibus drop off including the electric vehicle charging points should provide give way markings which would require entry markings at the Eastern point and give way markings at the

Western point to create a clockwise direction of travel around the central island. This is how the swept paths have provided the direction of vehicles using this space.

5. The Transport Assessment in section 5.2.1 indicates that there is no information held by the Vale of Glamorgan Council or the school on the modal splits/choice of travel by pupils. Therefore, first principles has been used based on distances pupils live from the school. Whilst this is the only reasonable solution with the lack of actual data, the highway authority finds that given the rural nature of the school location, lack of available footways approaching the site (Particularly from the South), the model share will likely be far less for walking to school as the area is unattractive for pedestrians and particularly in Peak AM and PM school times when there are significant traffic movements along the narrow rural roads leading to the school site. This situation will only be made more unattractive with an increase of vehicular movements to/from the site.
6. There has been discussion with Traffic and Road Safety and there is concerns regarding the proposed one way system in section 7.5.5-7.5.7. The main concerns and possible outcomes are highlighted below from Traffic.
 - Advisory systems are not enforceable and rely on parent/guardian compliance. Enforceable one way traffic systems require TRO's and then it is up to the police to enforce who would unlikely support such a proposal.
 - How robust will the monitoring of the one way system be? i.e. how will monitoring of the one way system take place further away from the school.
 - Confusion could be caused due to not knowing route or not familiar with the area. Parents expecting to be on a one way system would not expect to meet oncoming traffic which could lead to collisions.
 - One way systems inevitably increase traffic speeds.

Further comments from our Road Safety Officer "An advisory one-way system has been promoted by St David's school for many years but parents do ignore this and regularly meet head-on causing congestion/access issues through the village – fortunately I am unaware of any damage/injury collisions. Due to the concerns about the significant anticipated increase in the number of vehicles and impact on the village, then the travel plan could include a school consultation with the local community/council to consider the trialling and monitoring of an advisory one way system before any implementation."

7. The Transportation Manager has not had opportunity to review the Travel Plan submitted as part of the Transport Assessment however additional information is required within the plan following the above comments. It is recommended that the travel plan is re-submitted as part of a planning condition to agree the content prior to beneficial use of the school. There will need to be robust monitoring around the school in terms of traffic movements, model splits and pick up and drop off behaviour and frequent consultation will need to be sought with the Local Authority. A report reviewing the effectiveness of the travel plan and including any necessary measures shall be prepared by the TPC/school and submitted to the Local Planning/Highway Authority for approval.

8. As part of the improvements to the community centre car park an indicative plan has been provided however specific details need to be agreed prior to implementation and prior to beneficial use of the school. For example:
- The entrance to the car park should be widened to allow for safe passage of two vehicles. (Minimum 6.0m).
 - Walls should be set back to allow for improved visibility. It has been confirmed these walls are not listed or on any conservation lists.
 - The route should extend into the car park to allow parents and children to gain access to the footway within the car park and not walk into the bell mouth entrance of the car park to gain access.
 - The exact route for the proposed pedestrian footway to be agreed. Has a route on the same side as the school been considered? There is already a route provided by the adjacent development and this could be widened to 3m. It is understood a sub-station prevents a complete route to the South on this side. Manual for Street 2007 Section 6.3.22 indicates that widening of footways should be considered around schools where there are high volumes of pedestrians.

There is also the likelihood that providing a footway on the Western Side of the road to the school will remove the informal drop off and pick up for children as full height kerbs may deter some parents pulling over on this side. However, in the event parents still drop off on this side they will potentially be obstructing the highway and/or 'bumping' up onto the footway to the detriment of pedestrian safety along the footway. A condition should be provided for details of new pedestrian link and car park reconfiguration to be agreed and implemented prior to beneficial use.

It is recommended that a parking management strategy should be created, submitted for approval and implemented in accordance with the approved strategy to mitigate the possible issues faced with the new school development. the strategy should also include the need for any Traffic Regulation Orders with a view to protect the site frontage of the school.

9. The Transport Assessment provides information on breakfast clubs and after school clubs but no information is provided as to the envisaged numbers using these services. It is recommended that information is provided on the numbers of pupils using the breakfast clubs and after school services to see how this will reduce the number of trips to the main school opening and closing times.
10. Information is required as to how the tanker which will re-fill the LPG tanks is to be able to enter the site and leave in forward gear and appropriate track runs to be provided for approval.
11. Any existing access which will no longer be used as part of the new development will be required to be stopped up and information provided on the drawings as to the locations of these accesses.

In summary, the highway authority has concerns regarding safety of pupils due to the increase in traffic movements surrounding the school. Second to this is the potential increase in congestion in and around Colwinston village due to the increased trip generation

and lack of drop off/pick up area for the proposed new school development. Given the rural setting of the village utilising narrow lanes, lack of available pedestrian and cycle links leading to the site and reduction in on site staff parking, the risk will potentially be exacerbated. This will impact on the desired achievement of modal shift away from the private car to more sustainable modes of transport.

The Council's highways and traffic teams are already aware of ongoing safety and congestion concerns associated with the existing school site and these will continue and likely increase unless appropriate measures are considered and implemented in conjunction with the new school development to address the issues raised above.

The highway authority would welcome the opportunity to discuss options with the Education team to look at suitable measures to address the above concerns and to provide a safe and sustainable environment for parents, pupils and staff as well as to avoid future adverse impacts on the highway network and surrounding communities.