

A Planning Application by  
**JENKINS WEIR**

In respect of  
**Townley School,  
CHRISTCHURCH**

## Transport Statement

June 2023



## Document Management

© 2023 Transport Planning Associates Limited. All Rights Reserved.

This document has been prepared by Transport Planning Associates for the sole use of our client in accordance with generally accepted consultancy principles, the budget for fees and the terms of service agreed between Transport Planning Associates and our client. Any information provided by third parties and referred to herein has not been checked or verified by Transport Planning Associates, unless otherwise expressly stated in the document. No third parties may rely upon this document without the prior and express written agreement of Transport Planning Associates.

### Document Review

	Status	Author	Checker	Approver	Date
01	Draft	IB	TH	IB	19   04   23
02	Issue	IB	TH	IB	20   06   23

Issued by:

Bristol  
**Cambridge**  
 London  
 Oxford  
 Welwyn Garden City

**Transport Planning Associates**  
 The Stables  
 7 Chesterton Mill  
 French's Road  
 Cambridge  
 CB4 3NP

01223 455385  
 cambridge@tpa.uk.com  
 www.tpa.uk.com

<b>Contents</b>		<b>Page</b>
1	Introduction	1
2	Existing School	2
3	Existing Travel Audit	7
4	Proposed Development	11
5	Development Trips	12
6	Travel Plan	13
7	Summary and Conclusions	14

## List of Tables

Table 2.1	School Travel Survey Results
Table 3.1	Pedestrian Audit

## List of Figures

Figure 2.1	Location of the School
Figure 2.2	School Catchment Area
Figure 2.3	Home Location of Pupils
Figure 3.1	Personal Injury Accident locations

## List of Appendices

A	Pupil Survey Results
B	Proposed Site Plan

# 1 Introduction

- 1.1 Transport Planning Associates has been commissioned by Jenkins Weir to provide a transport planning consultancy service in respect of the proposed building extension at Townley Primary School, Christchurch.
- 1.2 The proposed extension to the existing building will replace the existing mobile classroom that is currently utilised by years 5 and 6. The extension will be provided to the northeast of the existing school and will also enhance the space available for the nursery/reception class. Externally, the new extension expands into the existing hard playground. To compensate for the loss of external space, the hardstanding is to be extended in line with the end of the dining hall and the existing play equipment and sandbox removed.
- 1.3 The proposed extension will not add to the existing number of pupils or staff at the school and no additional classes will be proposed, with the extension looking only to provide enhanced facilities for the number of pupils already attending the school.
- 1.4 This Transport Statement outlines the existing operation of the school and presents any matters that influence the travel patterns of the staff and children to the school. An audit of the existing sustainable transport routes to the school has also been undertaken to identify any additional facilities and improvements that would be beneficial to the school following the opening of the proposed extension to the building. The report has been prepared in accordance with the guidance presented by Cambridgeshire County Council in their '*Education Early Identification of Potential Transport Issues on Education Applications*' document.

## Scope of the Report

- 1.5 This Transport Statement has been prepared in support of the extension of the Townley Primary School. The report will focus on the sustainable accessibility to the site, alongside the provisions that allow for safe travel to and from the site during peak hours. The report will also provide the information requested in the guidance document.
- 1.6 The Transport Statement will be structured in the following manner:
- **Chapter 2** – Outlines the operation of the existing school;
  - **Chapter 3** – Provides details of an audit of the highway network close to the school;
  - **Chapter 4** – Provides detail of the proposed development;
  - **Chapter 5** – Provides information on the additional development trips;
  - **Chapter 6** – Discusses the need for a school Travel Plan; and,
  - **Chapter 7** – Provides a Summary of the findings of the report.

## 2 Existing School

- 2.1 Townley Primary School is located in Christchurch, which is a small village with a population of under 1,000 residents. The school is located close to the Cambridgeshire/Norfolk border approximately 7.5 miles south of the town of Wisbech and 4.5 miles east of the town of March.
- 2.2 The location of the school is present in **Figure 2.1**, with access to the school for both pedestrian/cyclist and by motor vehicles via Crown Road.

Figure 2.1 – Location of the School



- 2.3 Crown Road is a quiet village road, which becomes a byway approximately 200m to the north of the school entrance. The speed limit on Crown Road is 30 mph, but due to the nature of the road the speed of vehicles in the proximity of the school would be below this.

### Number of Pupils and Staff

- 2.4 The school currently has approximately 100 pupils, with an age range between 4 years old and 11 years old. The school has a half form entry, with classes being shared between nursery/reception, Year 1 and Year 2, Year 3 and Year 4 and Year 5 and Year 6.

- 2.5 The 100 children comprise approximately 72 families, with a high number of siblings attending the school.
- 2.6 The school currently employs 25 staff, which are a combination of full and part-time posts.

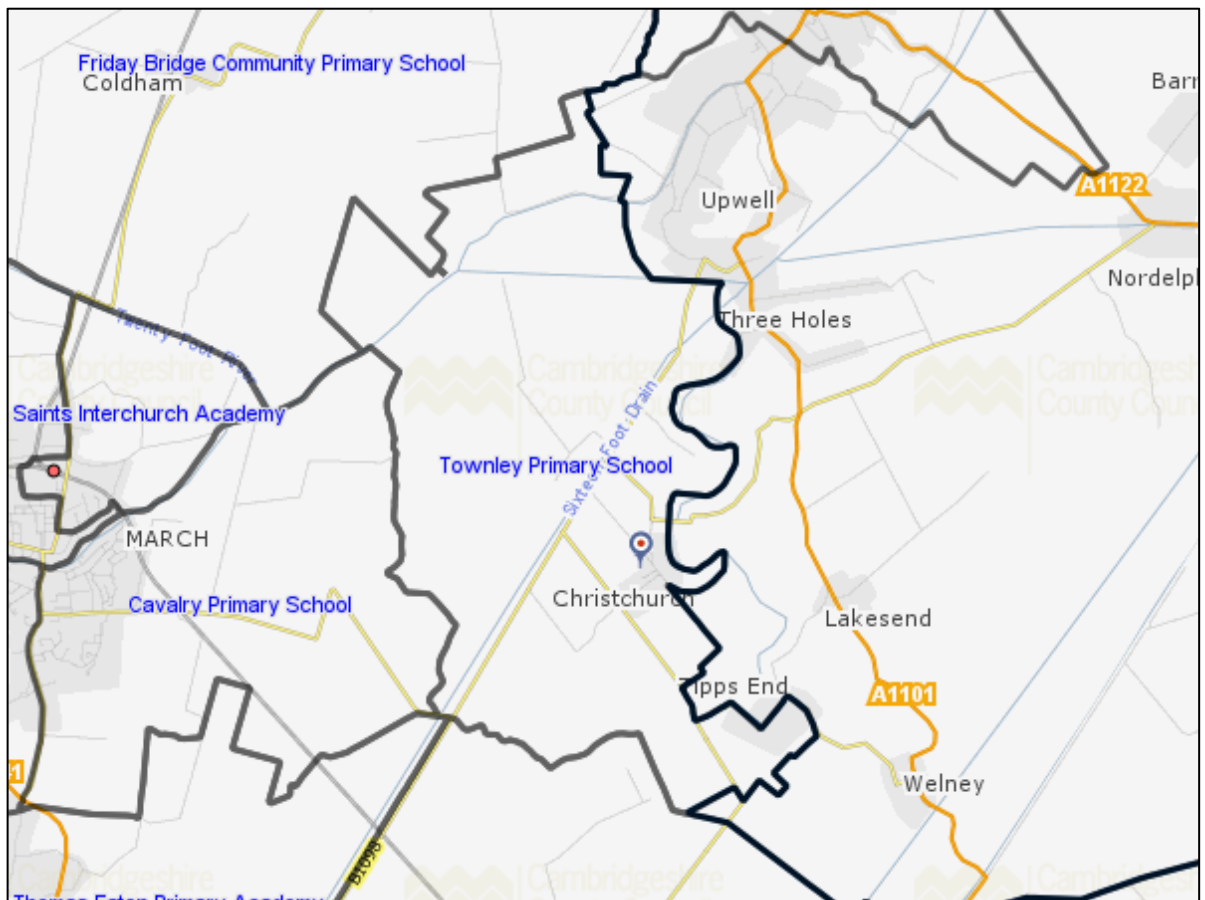
### **School Day**

- 2.7 The school day commences at 9.00am for most pupils, with a breakfast club operating from 8am. Reception and Nursery children generally finish the day at 3.00pm, with the remaining pupils finishing at 3.05pm.
- 2.8 An after-school football club is provided on Mondays after school.

### **Catchment Area**

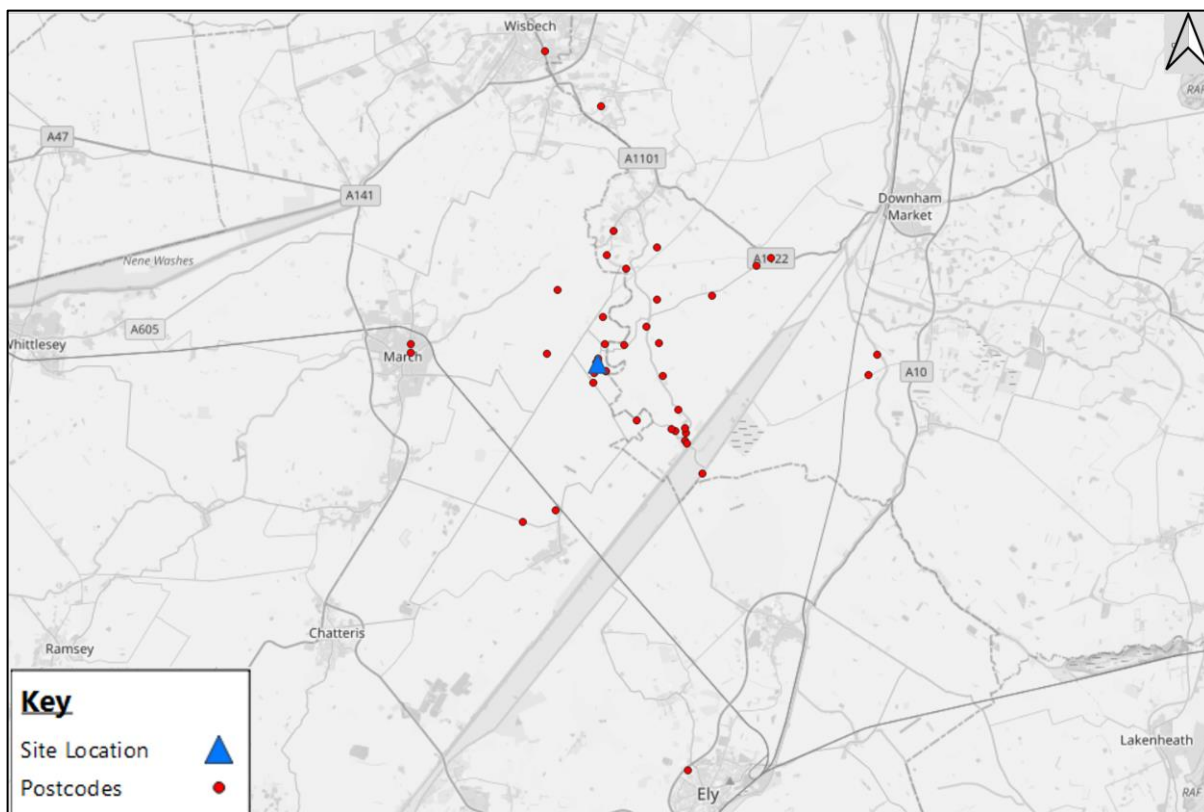
- 2.9 The catchment area of the school is presented in **Figure 2.2**.

Figure 2.2 – School Catchment Area



2.10 The school catchment area covers the village of Christchurch, some of Tipps End (Cambridgeshire) and a rural area to the west of the village. However, the school attracts a significant number of children from outside the catchment areas from the villages such as of Nordelph, Welney, Upwell and the remainder of Tipps End (Norfolk). The locations from where pupils travel to the school is presented in **Figure 2.3**.

Figure 2.3 – Home Location of Pupils



### Car and Cycle Parking

- 2.11 The school benefits from an existing car park, which comprises of 14 general use spaces and one disabled space. An area of land to the west of the existing school car park access road has recently been dedicated to the school by an adjacent development and this area has been laid to gravel to facilitate additional car parking for approximately 10 cars.
- 2.12 The school currently benefits from 3 Sheffield style cycle parking racks, which are located to the southwest of the school building and would accommodate 6 cycles. Additional parking for 8 cycles and a scooter rack for 10 scooters are provided on the wall of the temporary classroom to the south of the site. The existing cycle parking is uncovered, and the site visit indicated that the existing Sheffield stands were becoming loosened from the surface due to the nature of the tarmac on which they were placed.

### Existing Travel Patterns

- 2.13 To determine the existing travel patterns of pupils to the school, a hands up survey was conducted during March 2023. The results of the survey are summarised in Table 2.1. With the full survey results presented in **Appendix A**.



Table 2.1 School Travel Survey Results

Mode	Reception and Nursery		Y1 and Y2		Y3 and Y4		Y5 and Y6		Total	
	Nu	%	Number	%	Number	%	Number	%	Number	%
Walk	12	48.0%	6	23.1%	6	19.4%	3	15.8%	27	26.7%
Bicycle	0	0.0%	0	0.0%	1	3.2%	1	5.3%	2	2.0%
Scooter	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Bus	0	0.0%	0	0.0%	4	12.9%	4	21.1%	8	7.9%
Taxi	0	0.0%	0	0.0%	4	12.9%	0	0.0%	4	4.0%
Single Car	7	28.0%	4	15.4%	16	51.6%	6	31.6%	33	32.7%
Car Share 1 other	2	8.0%	3	11.5%	0	0.0%	4	21.1%	9	8.9%
Car Share 2 others	1	4.0%	12	46.2%	0	0.0%	1	5.3%	14	13.9%
Car Share 3 others	3	12.0%	0	0.0%	0	0.0%	0	0.0%	3	3.0%
Other	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Absent	0	0.0%	1	3.8%	0	0.0%	0	0.0%	1	1.0%
Total	25	100.0%	26	100.0%	31	100.0%	19	100.0%	101	100.0%

- 2.14 Having discussed the results with the head teacher, it was determined that those pupils who referred to arriving by bus actually arrived by mini-bus taxis, so the results of these two modes should be added together to provide the number of pupils who arrive by taxi.
  
- 2.15 The taxis are arranged by both Cambridgeshire County Council and Norfolk County Council to provide transport to the school for pupils arriving from the surrounding areas, such as Nordelph, Welney and Tipp End.

### Drop off and Pick Up

- 2.16 Parents generally drop off and pick up their children from outside the school. Parents who drop-off their children by car park along Crown Road and Upwell Road.

### 3 Existing Travel Audit

- 3.1 The following chapter of the Transport Statement will provide details of the on-site audit of the arrival and departure patterns in the context of the local highway network.

#### Local Highway Network

- 3.2 Townley Primary School is situated in the middle of Christchurch, with the school access from Crown Road, which is subject to the 30mph speed limit as is the remainder of the village.
- 3.3 Crown Road is predominantly a residential street, which intersects with Upwell Road and The Hill at a priority junction to the south of the school site. The road has a carriageway width of approximately 5m. School no waiting markings are present immediately outside the school, with parking permitted along the remainder of the road. To the north of the Crown Road junction, the carriageway on Hill Road is narrowed by a build out, with northbound traffic having to give way to southbound. This reduces vehicle speeds in the vicinity of the junction.
- 3.4 Other than school traffic, Crown Road is very lightly trafficked as it only provides access to Crown Avenue and the houses along its length. No parking was observed on Crown Road, other than that associated with the school drop-off and pick up.
- 3.5 The Hill provides the main route into the village from the north, whilst Upwell Road intersects with Church Road and Green Lane at a further priority junction that is located approximately 120m to the south of the Crown Road, The Hill and Upwell Road junction.
- 3.6 Church Road extends to the west of the village before it intersects with the B1100 and Scott's Road at a crossroads junction.
- 3.7 All roads in the vicinity of the school are lightly trafficked and are subject to a 30 mph. Within the village, the roads are fronted by largely residential properties, with The Hill, Upwell Road and Church Road having a carriageway width of approximately 5.5m. Street lighting is present on these roads and on Crown Road close to the school.

#### Pedestrian Network

- 3.8 An audit of the pedestrian routes utilised by those walking and cycling to the school was carried out during a site visit on Monday 17<sup>TH</sup> April 2023.

3.9 Crown Road benefits from a footway of approximately 1.5m in width on the western side of the road only. This footway is of reasonable quality in the vicinity of the school. No crossing points of Crown Road are provided as there are no footway facilities on the opposite side of the road.

3.10 The results of the audit of pedestrian routes close to the school is presented in Table 3.1.

Table 3.1 Pedestrian Audit

Section	Pavement Present	Street Lighting	Audit Comments
Crown Road	Western side only 1.5m width	Yes	The footway outside the school is of good quality approximately 1.5 m in width. A Safety fence is present directly outside school pedestrian entrance to prevent children from accidentally entering the carriageway
Upwell Road	Both sides of the road 1.5m width	Yes	Pavement is of acceptable quality, drop kerb crossings are present at junction with Fen View, but no tactile paving is provided. No formal crossing points of the main carriageway are provided. The drop kerb crossing point of minor access road on the eastern side of the road is damaged and in need of repair.
Church Road	Both sides of the road 1.5m width	Yes	Pavement is of acceptable quality, drop kerb crossing present close to the junction with Upwell Road/Green Lane junction, tactile paving not present
The Hill	Eastern side of the road. Width 1.5m	Yes	None
Wayside Estate	No	Yes	Low traffic flows make this an acceptable pedestrian route

3.11 Street lighting is generally located on the telegraph poles that are present alongside the roads in the village.

3.12 Whilst some improvements, such as tactile paving and some minor repairs, would be of benefit, the pedestrian routes in the vicinity of the school are considered to be of acceptable quality.

### Public Transport Audit

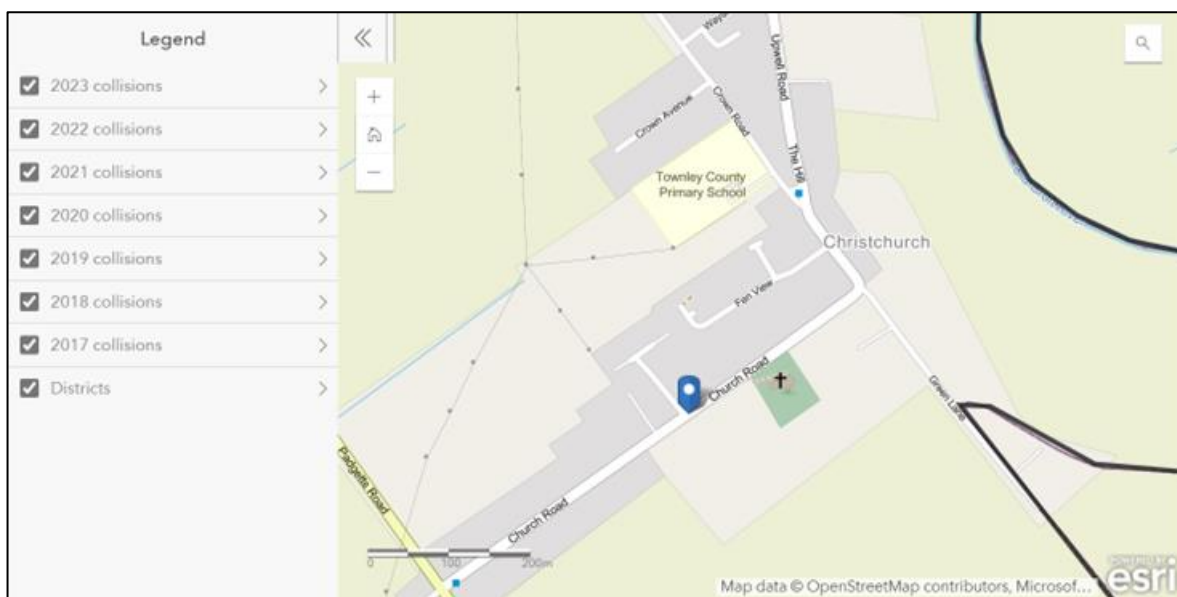
3.13 The village of Christchurch does not benefit from any public transport services. Taxis have been arranged by both Norfolk and Cambridgeshire County Council to allow some pupils of Townley Primary School to be transported from surrounding villages. A school bus is available for children of the village to attend the catchment secondary school.

### Known Safety and Capacity Problems Within the Local Highway Network

#### Highway Safety

3.14 Accident data has been obtained from Cambridgeshire County Council’s (CCC) Cambridgeshire Insight website for the area surrounding the Townley School to provide an indication of the number of Personal Injury Accidents (PIAs) that have occurred between January 2017 and February 2023. A copy of the assessment area from the CCC website is presented in **Figure 3.1**.

Figure 3.1 CCC Accident Locations



3.15 Based on the review of **Figure 3.1**, no recorded personal injury accidents in the surrounding area have been identified between January 2017 and February 2023.

#### Capacity Problems

3.16 The roads within the village are lightly trafficked and there are no highway capacity issues in the area.

## Site Visit Observations

- 3.17 The school drop-off and pick-up arrangements were observed during an on-site visit. Vehicles arrived and departed Crown Road from both Upwell Road and Wayside Estate meaning the vehicles do not have to turn on Crown Road. Parking on Crown Road extended the whole length of the road and also onto Upwell Road. Some vehicles parked in the new school parking area, but this was not observed to be full at any point.
- 3.18 The school pick up is phased so the children in the Nursery and Reception class leave at 3.00pm, with the remainder of the children leaving at 3.05pm.
- 3.19 Parents waited for children outside the school to collect their children.
- 3.20 In general, the drop off and pick up was well ordered, with parents parking observing drop kerbs and access points. Due to the low background traffic levels no obstruction to vehicle movements was observed.

## Land Ownership

- 3.21 It is understood that the additional parking area is being dedicated to the school by the developer of the neighbouring site. Whilst the site is laid out for parking, it is understood the land has not formally been transferred to the school at present.

## 4 Proposed Development

### Proposal Description

- 4.1 The proposed extension to the existing building will replace the existing mobile classroom that is currently utilised by years 5 and 6. The extension will be provided to the northeast of the existing school and will also enhance the space available for the nursery/reception class. Externally, the new extension expands into the existing hard playground. To compensate for the loss of external space, the hardstanding is to be extended in line with the end of the dining hall and the existing play equipment and sandbox removed.
- 4.2 The proposed development site plan is presented in **Appendix B**.
- 4.3 The proposed extension will not add to the existing number of pupils or staff at the school and no additional classes will be proposed, with the extension looking only to provide enhanced facilities for the number of pupils already attending the school.
- 4.4 No additional car parking or cycle parking is proposed, with the existing cycle and scooter parking located close to the existing temporary classroom being relocated within the site, at a location to be agreed with the school.

## 5 Development Trips

- 5.1 As the proposals do not involve increasing the capacity of the existing school, no additional development trips are proposed.

## 6 Travel Plan

- 6.1 The school does not currently operate a Travel Plan. The pupils who live in the village generally walk to school, with some of the remaining pupils utilising the taxi services that have been arranged by both Cambridgeshire and Norfolk County Councils. Given the scattered and rural nature of the location of the pupils, it would be inevitable that these pupils would need to be driven to school as they have no reasonable alternative. Given the size and nature of the school, a Travel Plan may not be effective in changing travel patterns to the school.



## 7 Summary and Conclusions

- 7.1 Transport Planning Associates has been commissioned by Jenkins Weir to provide a transport planning consultancy service in respect of the proposed building extension at Townley Primary School, Christchurch.
- 7.2 The extension to the school buildings will not involve any increase in the capacity of the school, therefore will not generate any additional trips to the school.
- 7.3 An audit of the roads surrounding the school has been undertaken. Some minor deficiencies of the pedestrian network, such as tactile paving and general repairs were identified, but in general no significant issues were identified.
- 7.4 Although the school drop-off and pick-up necessitates parents parking on Crown Road and Upwell Road. The existing arrangements appear to operate effectively, with no delay to traffic on the highway network.
- 7.5 Consideration might be given providing cover for the cycle parking, with the relocated cycle parking also being located within a covered cycle rack. Covered cycle parking may encourage cycling to the school.

# APPENDIX A

## Pupil Hands-Up Travel Survey

Class: Reception and Nursery		Date: 10/03/23
Mode	Notes	Usual Mode
Walk	Pupils who walk all the way to school from their home or a friend's house.	12
Bicycle	Pupils who cycle all the way to school from their home or a friend's house.	
Scooter	Pupils who travel all the way to school from their home or a friend's house by scooter.	
Bus	Pupils who travel to school by bus	
Taxi	Pupils who travel to school by Taxi	
Single Car Use (excluding car share)	Pupils who travel to school by car without other children.	7
Car Share with <b>one</b> other pupil	Pupils who travel to school by car with <b>one other child</b>	2
Car share with <b>two</b> other pupils	Pupils who travel to school by car with <b>two other children</b>	1
Car share with <b>three or more</b> other pupils	Pupils who travel to school by car with <b>three or more other children</b>	3
Other	This should include any feasible mode of travel for the school journey. Also, please include any pupil who has not responded.	
Absent	Please specify the number of pupils absent when the survey was undertaken.	
<b>TOTAL</b>		<b>25</b>

## Pupil Hands-Up Travel Survey

Class: Hawker Class <span style="margin-left: 50px;">Y1 + Y2</span>		Date: 10 <sup>th</sup> March 2023
Mode	Notes	Usual Mode
Walk	Pupils who walk all the way to school from their home or a friend's house.	6
Bicycle	Pupils who cycle all the way to school from their home or a friend's house.	0
Scooter	Pupils who travel all the way to school from their home or a friend's house by scooter.	0
Bus	Pupils who travel to school by bus	0
Taxi	Pupils who travel to school by Taxi	4
Single Car Use (excluding car share)	Pupils who travel to school by car without other children.	3
Car Share with <b>one</b> other pupil	Pupils who travel to school by car with <b>one other child</b>	12
Car share with <b>two</b> other pupils	Pupils who travel to school by car with <b>two other children</b>	
Car share with <b>three or more</b> other pupils	Pupils who travel to school by car with <b>three or more other children</b>	
Other	This should include any feasible mode of travel for the school journey. Also, please include any pupil who has not responded.	
Absent	Please specify the number of pupils absent when the survey was undertaken.	1
<b>TOTAL</b>		<b>26</b>

## Pupil Hands-Up Travel Survey

Class: Emerald (Year 3+4)		Date: 10/03/23
Mode	Notes	Usual Mode
Walk	Pupils who walk all the way to school from their home or a friend's house.	6
Bicycle	Pupils who cycle all the way to school from their home or a friend's house.	1
Scooter	Pupils who travel all the way to school from their home or a friend's house by scooter.	0
Bus	Pupils who travel to school by bus	4
Taxi	Pupils who travel to school by Taxi	4
Single Car Use (excluding car share)	Pupils who travel to school by car without other children.	16
Car Share with <b>one</b> other pupil	Pupils who travel to school by car with <b>one other child</b>	0
Car share with <b>two</b> other pupils	Pupils who travel to school by car with <b>two other children</b>	0
Car share with <b>three or more</b> other pupils	Pupils who travel to school by car with <b>three or more other children</b>	0
Other	This should include any feasible mode of travel for the school journey. Also, please include any pupil who has not responded.	0
Absent	Please specify the number of pupils absent when the survey was undertaken.	0
<b>TOTAL</b>		<b>31</b>

## Pupil Hands-Up Travel Survey

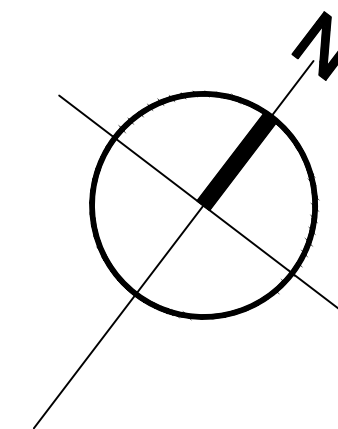
Class: <i>Emperor Y5+6</i>		Date: <i>13.03.23</i>
Mode	Notes	Usual Mode
Walk	Pupils who walk all the way to school from their home or a friend's house.	<i>3</i>
Bicycle	Pupils who cycle all the way to school from their home or a friend's house.	<i>1</i>
Scooter	Pupils who travel all the way to school from their home or a friend's house by scooter.	<i>0</i>
Bus	Pupils who travel to school by bus	<i>4</i>
Taxi	Pupils who travel to school by Taxi	<i>0</i>
Single Car Use (excluding car share)	Pupils who travel to school by car without other children.	<i>36</i>
Car Share with <b>one</b> other pupil	Pupils who travel to school by car with <b>one other child</b>	<i>4</i>
Car share with <b>two</b> other pupils	Pupils who travel to school by car with <b>two other children</b>	<i>1</i>
Car share with <b>three or more</b> other pupils	Pupils who travel to school by car with <b>three or more other children</b>	<i>0</i>
Other	This should include any feasible mode of travel for the school journey. Also, please include any pupil who has not responded.	<i>0</i>
Absent	Please specify the number of pupils absent when the survey was undertaken.	<i>0</i>
<b>TOTAL</b>		<i>19</i>

# APPENDIX B

**NO DIMENSIONS TO BE SCALED FROM THIS DRAWING**

**CDM - RESIDUAL HAZARDS** The following are considered to be significant risks relevant to this drawing, which could not be fully mitigated or removed through design:

CDM - RESIDUAL HAZARDS	
1	None Identified
2	
3	
0	Further possible control measures have been identified within the Design Risk Assessments which may help to mitigate these and other identified risks further during the construction / maintenance process.



Note: Site plan to be read in conjunction with landscape proposals and associated reports.



Revision	Date	Drn	Chk
P03	19.08.23	GWY	DPT
P03	19.08.23	GWY	DPT
P02	25.05.23	GWY	DPT
P01	13.04.23	GWY	DPT

Client:  
**Jeakins Weir for  
Cambridgeshire County Council**

Project:  
**Proposed Extension of  
Townley Primary School, Christchurch**

Drawing Title:  
**SITE PLAN - PROPOSED**

Suitability Status:  
**S4 - Suitable for Stage Approval**

Job No. **221278** Scale **1:200** Size **@ A1** Rev **P04**

Drawing Number  
**110630-PEV-XX-XX-DR-A-9200**

Project Code - Originator - Zone - Level - Type - Role - Number



T 0345 045 0050 www.pick-everard.co.uk

This drawing is issued for the sole and exclusive use of the intended recipient and is subject to copyright in favour of Pick Everard. Pick Everard does not accept any responsibility or liability whatsoever for its use by a person other than the intended recipient.