

Steve Woods Consultants

Transportation, Traffic, and Highways

Town and Country Planning Act 1990

**Planning Application
for Alterations
to the
Car Parking Arrangements
and Sports Block
at the Moseley Park School, Bilston
WV14 6LU**

**TRANSPORTATION
STATEMENT**

8 June 2023

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QUALIFICATIONS AND EXPERIENCE

1. This Transportation Statement (TS) has been written by Steve Woods, a director of Steve Woods Consultants Limited (SWC).
2. Steve has a Masters Degree in Transport and is a Bachelor of Science with Honours in Town Planning Studies. He is a Chartered Fellow of the Chartered Institute of Logistics and Transport in the UK, a Member of the Chartered Institution of Highways and Transportation, and a Member of the Royal Town Planning Institute.
3. He is a transport planner and has over thirty years of experience working in the field of traffic, transportation, and highways, in both the private and the public sectors.

INTRODUCTION

4. Planning approval is sought for alterations to be made to the Moseley Park School in Bilston. Car parking arrangements would be altered, and a new sports block built.
5. The school is located at Holland Road in Bilston at postcode WV14 6LU. It is less than a mile north-east of Bilston town centre.
6. Drawings and other documentation submitted with this planning application provide details of the site location, and the existing and proposed on-site layouts. The proposed alterations to car parking and the sports block are indicated.
7. SWC has been instructed by the planning applicant to carry out traffic related surveys on site, and to write this TS. The school site was visited on Wednesday 17 May 2023. The TS has been completed, and it supports the planning application submission, and explains the need for the proposed development. It describes the application site and the surrounding highway network. It concludes by affirming that the proposed development would have no adverse effect on the highway network.

SITE LOCATION, SURROUNDING AREA, AND PROPOSED DEVELOPMENT

8. Site Location and Surrounding Area

9. The planning application site, Moseley Park School, is located less than a mile to the north-east of Bilston town centre. The school is bounded by Freeman Place, Holland Road, Central Avenue, and Cumberland Road. Surrounding areas include Stow Lawn, Bunker's Hill, and Saint Chads.
10. There are three vehicular accesses to the school, but only one is used on a day-to-day basis by pupils, and staff arriving by car. It is the main access and is from Holland Road. There is a second vehicular access that is only used by a limited number of users and described below in paragraph 19. A third vehicular access is only used in emergency situations, and is from Freeman Place. It is described in paragraph 20.
11. The carriageway width of Holland Road is 7.4 metres. The kerb width of the main vehicular access from Holland Road is 11.5 metres. The gate width is 4.1 metres. The gate is open from 6am until 8.45am. It reopens at 3pm and closes at 3.15pm. Staff members wishing to enter or leave the site outside of these times are able to use an automated gate-opening system. The distance from the kerb-line on Holland Road to the gate is 8 metres, allowing cars to stand off the highway while waiting.
12. Vehicular traffic using the main gate is mainly tidal; the vast majority of the traffic in the morning relates to staff members entering the school site. The majority of the vehicular traffic using the gate in the late afternoon relates to staff members exiting the site. The access works well.
13. There is good general visibility at the main vehicular access at Holland Road. The access is on the better side of a bend in the road, and vehicular visibility extends all the way to road junctions at both ends of Holland Road. The speed limit on Holland Road is only 30 mph, but SWC observed that vehicular speeds on Holland Road are generally less than 30 mph.
14. The vehicular access from Holland Road is also used as one of two pedestrian accesses to the school. There are yellow zig-zag markings on the carriageway of Holland Road, extending 20 metres in both directions from the access. No stopping is allowed Monday to Friday between 0800 Hours and 0930 Hours, and between 1430 Hours and 1630 Hours.

15. There are footways on both sides of Holland Road. On the school side of the road, the footway is 2.4 metres in width. Paths into the school site are positioned on both sides of the main vehicular access.
16. The other pedestrian access to the school is from Central Avenue. The footway is very wide and there is guard railing between the footway and the carriageway. There are also yellow zig-zag markings on the carriageway. These extend 20 metres towards Holland Road, and 90 metres along Cumberland Road. In addition, double-yellow lines are in place on Central Avenue.
17. Pupils arrive at the school in the morning over more than a 90-minute period. SWC observed pupils arriving before 7.45am. Although the gates are locked at 8.45am, pupils were observed arriving as late as 9.15am, and used an automated gate-opening system. The school has explained that in the afternoon, pupils in years 7 to 10 tend to leave school at 3pm. Some pupils in years 11 to 13 leave as late as 5pm. Lunch is between 11.30am and 12.30pm. All pupils stay on at school for lunch.
18. The standard of the roads in the vicinity of the school is good. They are well maintained. There are footways running along both sides of the roads in the area, and these are well maintained too. Street lighting is provided throughout the area.
19. The second vehicular access to the school site is not used by teaching staff or pupils. It relates to the school kitchen and is segregated from other uses on the wider school site. Access is taken from Holland Road, and is very lightly used. Some deliveries of food are made, and it is also used for, and very accessible for, recycling and refuse collection. It is adequate in geometry, with good visibility and paths.
20. The third vehicular access, which is usually locked at all times, can be used in emergency situations. It is from Freeman Place, a short cul-de-sac which serves only 9 dwellings and is lit with street lighting. The gate is 3.3 metres wide. General visibility is good. The width of the carriageway on Freeman Place is 5.7 metres. Freeman Place joins Bunkers Hill Lane which is 8 metres wide. Vehicular visibility in both directions is adequate. This third access could be used by works vehicles in connection with the construction of the proposed development. This access has previously been used by contractors, in particular for refurbishment work in connection with the "Building Schools for the Future" programme.

21. Proposed Development

22. Moseley Park School was deemed to be an “Outstanding School”. The number of pupils, and teaching and other staff members are likely to increase over the coming years. There is a need to expand. Additional car parking and a new sports block with five additional classrooms is proposed.
23. The proposed development is to increase the size of the existing car park on the school site. Currently there are 95 parking spaces. The number is to be increased to 145. To achieve this, the existing sports block would be demolished to provide an area for the additional parking provision.
24. Additional parking for the disabled would be included, and the school minibus parking area would be retained.
25. Currently, due to a shortage of spaces on the school car park, catering staff usually park on the road in Holland Road.
26. A replacement sports block would be constructed to the north of the existing sports block site. It would include everything that the current sports block has. In addition, there would be five new classrooms included in the new construction.
27. The replacement sports block would be located on the eastern part of the outdoor sports hardcourt area. The hardcourt area accommodates football, tennis, and badminton. There are ongoing discussions about where the displaced hardstanding area could go. It might be possible to locate it slightly further back into the site, to the west.
28. It is proposed that the new sports block could be used by the local community in the evenings and at weekends. This would be at times when there were no school activities. Parents evenings are once a month up to 7.30pm but are usually online.

CAR PARKING DETAIL

29. The school car park has 95 spaces available. In addition, there is a separate area for school minibuses to park. There is also a bicycle parking covered area. As part of the development, this would be replaced with a new and better bicycle parking facility in a new location. Just as the existing facility is safe, secure and well overlooked, so would the new facility be.

30. SWC carried out a survey at 0705 Hours on 17 May 2023, and there were 4 cars and 4 school minibuses on the school site at that time. It was also noted by SWC that at 1020 Hours, there were 17 bicycles parked in the bicycle shed. Most of the bicycles were owned by pupils.
31. By 1020 Hours there were 105 cars and 3 school minibuses on site. There were 91 cars parked correctly. There were also 4 car parking spaces not being used. However, there were 8 cars either double-parked or parked on grass. There were an additional 6 cars parked in the minibus area.
32. Already therefore, there is a shortage of car parking provision. There are only 2 parking spaces for the disabled, and there are no visitor spaces. The school has also explained that kitchen staff tend to park on-street in Holland Road. As the school continues to grow, demand will increase. In November 2023 the school will increase the number of minibuses it operates, from 4 to 6.
33. The applicant therefore wishes to increase the parking provision by carrying out the development as outlined above.
34. As indicated above, the school is likely to continue to grow. The intake of pupils will rise over the coming years, and the number of staff will also increase to match pupil needs.
35. The number of pupils currently at the school is as follows, as listed in Table 1.

Table 1: Pupils at the School - 2022 to 2023

YEAR	MALES	FEMALES	TOTAL
7	92	96	188
8	100	92	192
9	98	95	193
10	92	91	183
11	86	97	183
12	38	26	64
13	46	39	85
Totals	552	536	1088

36. The Published Admission Number (PAN) for each year, from year 7 to year 11, is 186 pupils. However, a number of appeals are usually accepted, and year 7 will have 194 pupils from September 2023, and there are more appeals to be decided. In addition to this intake for 2023 to 2024, there will be 5 in-year transfers, and possibly more later on. Although year 13 will drop from 85 pupils to 64 pupils, year 12 will increase from 64 pupils to 102 pupils who have received conditional place offers. A comparison of pupil numbers is given in Table 2.

Table 2: Pupils at the School Comparison - (2022 to 2023, 2023 to 2024)

YEAR	2022 - 2023	2023 - 2024	CHANGE IN NUMBER OF PUPILS
7	188	194	+6
8	192	188	-4
9	193	192	-1
10	183	193	+10
11	183	183	
12	64	102	+38
13	85	64	-21
Totals	1088	1116 (plus 5 in-year transfers)	+33

37. The number of pupils will increase in September by at least 33, to a total of 1,121, and the number could be more.

38. There are currently 125 staff members. This includes teaching staff, clerical and administration, and part-time kitchen staff. To accommodate additional pupils, there will be a need to increase staff numbers. In September 2023 there will likely be 133 staff members.

39. The car park is already over capacity, and therefore additional car parking is proposed.

TRAFFIC SURVEYS

40. There is very little vehicular traffic on the roads in the vicinity of the school site. SWC observed Holland Road and noted that most of the traffic appears to relate to the school.
41. A manual traffic count was carried out by SWC on Holland Road between 0745 Hours and 0915 Hours on Wednesday 17 May 2023. Apart from staff members arriving at the school, and entering the site, most of the other traffic appeared to be parents dropping pupils off in Holland Road.
42. In terms of two-way traffic, excluding staff arrivals, the busiest 15-minutes period was between 0830 Hours and 0845 Hours. There were 72 vehicular movements.
43. Very little traffic exited the school gates during the survey period. This was mainly school minibuses transferring sixth-form pupils to other school campuses in the area. The vehicular traffic going through the school gates was nearly all one-way.
44. The school has explained that at lunch times, all the pupils stay on the school site for lunch.
45. Staff arrivals at the school were spread over a long period of time. The school has explained that staff departures also occur over a long period of time from 3.15pm to 6pm.
46. Arrivals and departures for this this school, as observed by SWC and as explained by the school, appear to be no different to most schools. There are no issues relating to capacity on the public highway. Even with the likely increases in pupils and staff at the school, highway capacity would not be an issue.

SUMMARY AND CONCLUSIONS

47. There is already a shortage of car parking provision on the Moseley Park School site. The school was deemed to be an “Outstanding School”, and the number of pupils, and teaching and other staff members are likely to increase over the coming years. There is a need to expand. Additional car parking and a new sports block with five additional classrooms is proposed. Additional parking for the disabled is also proposed.

48. In highways terms, the proposed development would not have any adverse effects. At paragraph 111 in NPPF, it states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe. The proposed development would not have a severe effect on the road network, and would not have an unacceptable highway safety impact. Therefore, there appears to be every reason why in highways terms the proposal should be approved.

Steve Woods Consultants Limited

Email: askstevewoods@hotmail.com

Telephone: 07805450840

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