


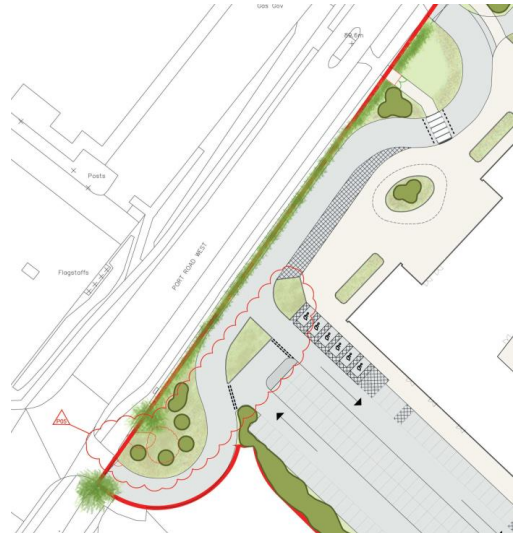
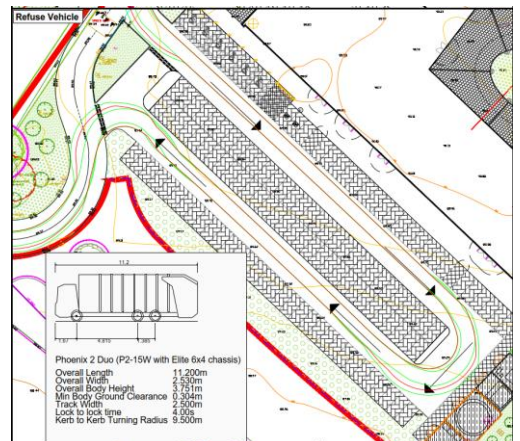
Project:	Whitmore High School, Barry	Job No:	60571313
Subject:	Response to Local Highway Authority Comments on Planning Application		
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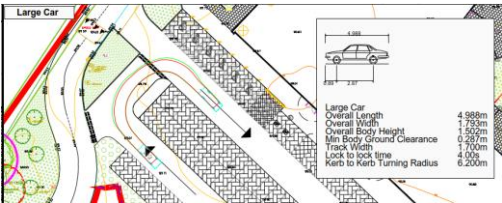
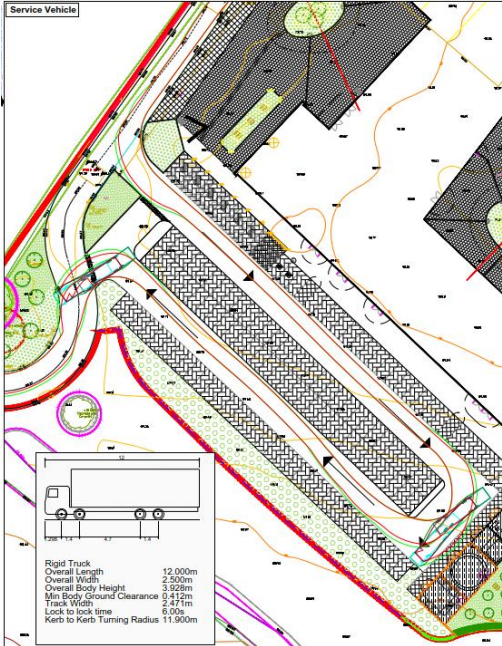
This Technical Note provides a response to the highway observations of the Vale of Glamorgan, its role as Local Highway Authority (LHA), on a planning application for Whitmore High School (Reference: 2019/00435/RG3). The observations of the LHA and the response are set out in the table below.


Reference No.	Issue Raised by LHA	Response to LHA
1	The existing shared cycle / pedestrian footway along the north western length of the development which is a primary cycle route is currently substandard in accordance with the statutory Design Guidance for Active Travel. This will need to be widened to a minimum of 3.5m along its whole length between the school Access Road / Stirling Road and the A4050 / A4226 roundabout junction to encourage pedestrian / cycling usage in accordance with the Active Travel Act.	<p>It is acknowledged that, when compared with the existing pupil population (905 pupils), there will be an increase in demand for the shared footway / cycleway associated with the new school (1,100 pupils).</p> <p>However, in planning terms the school has a permitted total capacity of 1,423 pupils and would be able to increase population to this consented level from the existing number enrolled (905 pupils) without a requirement for upgrades. This needs to be critical factor considered in the identifying the need for upgrades.</p> <p>Our view is that upgrades are only considered reasonable where there is an increase in travel demand above that which is already consented. The proposed capacity of the new school (1,100 pupils) is comfortably within the permitted capacity of the existing school (1,423 pupils), and therefore travel demand for the new school (1,100 pupils) is within that of the permitted capacity of the existing school (1,423 pupils). It is on this basis that we do not consider upgrades to be justified.</p>
2	The existing signals at the exit to the school Access Road / Stirling Road currently have no pedestrian facilities as part of the traffic signal infrastructure. It is likely that new bus turning circle being provided for the Welsh School which has a route through to the Welsh School will be utilised by school children walking from the residential area to the northwest of the A4226. Parents may also drop off their children on the A4226 to walk to the Welsh school using this route. It was also noted on the proposed development plan that a footway will be constructed into the school at this location. As a result, these signals should be upgraded to include pedestrian and cycling facilities to ensure safe crossing points on the northeast arm, northwest arm and the school access arm	<p>The increase in pedestrian demand referenced in the Local Highway Authority response derives from the provision of a pedestrian route between Whitmore High School and Ysgol Gymraeg Bro Morgannwg (YGBM). The provision of this route forms part of the planning application for YGBM (Reference: 2019/00280/RG3) and therefore any increase in pedestrian demand cannot be attributed to the proposals for Whitmore High School. Therefore, it is not for this planning application to provide these upgrades.</p> <p>The request for upgrades to provide pedestrian/cyclist crossing facilities has been considered in the response to the application for</p>

	<p>of the junction to encourage pedestrian / cycling usage in accordance with the Active Travel Act.</p>	<p>YGBM (see letter to the Local Planning Authority dated 7th June 2019).</p> <p>The pedestrian access to Whitmore High School located near the signal-controlled junction, shown on previous versions of the masterplan, has now been removed. This is shown on the extract below. Pedestrians from this direction will therefore cross at the existing refuge located between Stirling Road and the Fire Station, as per the existing situation, and therefore, there will be no increase in pedestrian crossing demand at the signal-controlled junction associated with the Whitmore High School proposals.</p> 
3	<p>As a result of the new desire line that will be created as indicated above a new footway and crossing facilities should be constructed to link the footway on the main road and the bus turning circle footway</p>	<p>As per our response to Point 2, the new desire line derives from an increase in pedestrian demand associated with the proposals for YGBM.</p> <p>The request for upgrades to provide a new footway and pedestrian/cyclist crossing facilities has been considered in the response to the application for YGBM (see letter to the Local Planning Authority dated 7th June 2019).</p>
4	<p>It has been noted on site that many schoolchildren utilise the existing refuge between Stirling Road and the Fire Station to travel back and fore to school and also utilise the Tesco store for snacks. This is likely to be exacerbated by the school moving to the proposed location and therefore this crossing point needs to be upgraded to a Toucan crossing to encourage pedestrian / cycling usage in accordance with the Active Travel Act.</p>	<p>The A4226 currently benefits from a signal-controlled pedestrian crossing located just to the north of its junction with Liscum Way. In addition, there is an uncontrolled pedestrian refuge located between the entrance to Whitmore High School and the junction with Stirling Road, which allows pedestrians to cross in two stages.</p> <p>We acknowledge that the proposed access arrangements could result in an increased use of the refuge from the existing situation. However, we consider that the increase in use is likely to be limited to pupils travelling from Liscum Way, who may opt to use this as a crossing point as it is more directly on the desire line to the proposed main entrance. However, it</p>

		<p>is considered that many pupils would still likely utilise the crossing facility north of Liscum Way, given this is a controlled facility, and therefore a higher standard of crossing provision than the refuge.</p> <p>In order to provide an additional measure for limiting this movement, the school will install a ruling that school children, below Year 11, will not be permitted to leave the school ground during the normal school day. This will significantly reduce the potential for pupils travelling to and from the Tesco store.</p> <p>On this basis, we do not consider the potential level of intensification in use of this crossing point to justify an upgrade to a signalised control.</p>
5	The existing signalised crossing on the A4226 between Liscum Way and Highlight Lane is not to an appropriate standard to encourage the use of bikes to cross the road. It is therefore considered that this crossing be upgraded to a Toucan Crossing to encourage pedestrian / cycling usage in accordance with the Active Travel Act.	As per our response to Point 1, the proposed capacity of the new school (1,100 pupils) is within the permitted capacity of the existing school (1,423 pupils), and therefore travel demand for the new school (1,100 pupils) is within that of the permitted capacity of the existing school (1,423 pupils). It is on this basis that we do not consider upgrades to be justified.
6	Currently there 4 buses that serve this school. The shaded area in front of the school is approximately 30m long and thus will only be able to accommodate 2 coaches which are approximately 15m long. The Transport Assessment indicates that it is proposed to develop a shared bus drop off facilities with YGBM. The bus facility for YGBM has indicated the need for 14 spaces for coaches and minibuses as part of that application. As a result there is no room for the other 2 coaches that serve Whitmore High School. It is important to accommodate these 2 coaches from a Health and Safety perspective as parking in areas that are not designated for that purpose was a factor in the fatal accident that occurred in Maesteg School. If sharing the YGBM drop off point is part of the consideration then good access links from that area to Whitmore High School is required. From a Highway perspective would be more appropriate that the 2 schools amalgamate their drop off points but it is important that there must be enough available space for all the buses.	<p>The Highway Officer is correct that there are four buses that serve the school. Two of these buses (Services S2 and S10) are shared with YGBM pupils and will therefore be accommodated in the shared bus-drop facilities; these two buses have been included in the requirement for 14 spaces for YGBM.</p> <p>There is therefore sufficient capacity designed within these proposals to cater for the level of buses required. The two parking spaces will be safe for use and will not result in parking in areas not appropriate for such uses.</p> <p>There will be an internal connection provided for pupils to walk between the coach facility at YGBM and Whitmore High School. This will be safe and direct and ensure that pupils can travel between the two without issues.</p>
7	Currently there is 1 taxi operating from Whitmore High School, however if SEN's are introduced as indicated in the Transport Assessment to the school then there is a likelihood that this would increase to possibly 6 taxi's. No parking provision has been made for this type of vehicle to wait.	The proposals will continue to provide for Additional Learning Needs (ALNs) (no longer known as SEN in Wales), which are currently provided within the existing school. However, there will be a small number of additional pupils attending from elsewhere. ALN services provide for learning support and not special mental or physical needs, and therefore no

		<p>specific vehicles are required for transporting these pupils.</p> <p>Any additional vehicles are capable of being accommodated within the existing parking provision on the site, and therefore no additional, or specific, parking is considered necessary.</p>																
8	<p>The zebra crossing points across the access road and the entrance to the car park could potentially cause conflict between pedestrians crossing as well as vehicles utilising the access / car park road. I consider that these crossing points require redesign to ensure that the safety of pedestrians / cyclists are not compromised.</p>	<p>There have since been discussions with the LPA on this matter. The pedestrian access near the signal-controlled junction has been removed, together with the link and associated zebra crossings, as shown on the extract from the revised masterplan below. Pedestrians from the direction of Stirling Road will instead utilise the proposed pedestrian access at the location of the existing refuge crossing, located between Stirling Road and the Fire Station. Pedestrians will use this crossing facility, as per the existing situation.</p> 																
9	<p>The transport Assessments show swept paths for a 9.86m refuse vehicle exiting the car park area. The Council utilise 11.2m vehicles and track runs need to be produced to ensure that the design can accommodate this type of vehicle. It is also considered that cars will circulate within this car park and a track run is necessary at the top end of the car park.</p>	<p>Swept path analysis has been undertaken for the requested size of refuse vehicle, as shown on the extract below and the attached drawing. This demonstrates that the larger vehicle can enter the car park, circulate and exit.</p>  <table><tr><th colspan="2">Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)</th></tr><tr><td>Overall Length</td><td>11.200m</td></tr><tr><td>Overall Width</td><td>2.530m</td></tr><tr><td>Overall Body Height</td><td>3.751m</td></tr><tr><td>Min Body Ground Clearance</td><td>0.304m</td></tr><tr><td>Track Width</td><td>2.500m</td></tr><tr><td>Lock to lock time</td><td>4.00s</td></tr><tr><td>Kerb to Kerb Turning Radius</td><td>9.500m</td></tr></table>	Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)		Overall Length	11.200m	Overall Width	2.530m	Overall Body Height	3.751m	Min Body Ground Clearance	0.304m	Track Width	2.500m	Lock to lock time	4.00s	Kerb to Kerb Turning Radius	9.500m
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		<p>Swept path analysis has been undertaken for a large car circulating at the top end of the car park, as shown on the extract below and the attached drawing. This demonstrates that these manoeuvres are accommodated.</p>  <p>Swept path analysis has also been undertaken for a service vehicle accessing the sprinkler tank at the southern end of the car park, as shown on the extract below and the attached drawing. This demonstrates that a large rigid vehicle is accommodated.</p> 
10	Give way marking will also be needed as part of the exit to the car park and the circulatory traffic at the locations shown on the attached plan and appropriate signage for the proposed one way system	The design has been updated to incorporate give-way markings at the exit of the car park and at the locations within the car park circulation, as requested. This is shown on the extract below.

		 <p>Signage will be provided to highlight the one-way operation of the car park.</p>
11	<p>No extra provision has been allocated for the increase in 6th form students. I note from the Transport Assessment that it is likely that there would be an extra 9 journey by car which will require parking facilities. No provision has been made for these extra vehicles utilising the parking spaces.</p>	<p>We acknowledge the need to include provision for sixth form parking. This has been included with the parking provision calculations.</p> <p>Discussion within the team confirm that the 6th provision can vary and that there are no assurances that this will be operating at capacity each academic year. The TA provides for a worst case scenario, based on full capacity and without ongoing reduction in car use due to Travel Plan measures.</p> <p>The car park has sufficient capacity to meet forecast demand from this user group.</p>