

Substantive response of the Local Highway Authority to a planning consultation received under The Development Management Order.



Response provided under the delegated authority of the Director of Environment & Transport.

APPLICATION DETAILS:

Planning Application Number: 23/01164/FUL

Highway Reference Number: 2023/1164/04/H/R1

Application Address: Redmoor High School Academy Trust Wykin Road Hinckley Leicestershire LE10 0EP

Application Type: Full

Description of Application: Re-consultation. New sports hall with changing facilities, classrooms, car parking, landscaping and solar panels

GENERAL DETAILS

Planning Case Officer: Joseph Fleetwood HBBC

Applicant: Mr Matt Nicolle

County Councillor: Cllr David Bill MBE

Parish:

Road Classification: Adopted Unclassified

Substantive Response provided in accordance with article 22(5) of The Town and Country Planning (Development Management Procedure) (England) Order 2015:

The Local Highway Authority does not consider that the application as submitted fully assesses the highway impact of the proposed development and further information is required as set out in this response. Without this information the Local Highway Authority is unable to provide final highway advice on this application.

Advice to Local Planning Authority

Background

The Local Highway Authority (LHA) have been reconsulted by Hinckley & Bosworth Borough Council as the Local Planning Authority (LPA) on a full application for a new sports hall with changing facilities, classrooms, car parking, landscaping and solar panels. The proposals are located at Redmoor High School Academy Trust Wykin Road Hinckley.

The LHA previously requested additional information in respect of the proposals within its first observations dated 19th February 2024, notably:

- Analysis of up to date Personal Injury Collision data for the highway network in the vicinity of the school access points; and
- Further clarification in respect of pupil numbers and evidence in respect of how the trip generation figures have been derived, as this is unclear.

The Applicant has subsequently submitted the following information to the LPA in support of the proposals:

- Travel Plan dated March 2024; and
- A PIA (Personal Injury Accident) Analysis document authored by Edwards & Edwards Consultancy and dated 4th April 2024.

Site Access

As advised previously, no amendments are proposed to the existing access arrangements.

Highway Safety

Within the submitted PIA Analysis document, the Applicant has stated that Personal Injury Collision (PIC) data has been obtained from Leicestershire County Council for between 1st January 2019 and 31st December 2023. The data was obtained for a 500m search area around the site.

12 PIC's were recorded within the study area, with 10 of these being classed as slight and two serious. No PIC's occurred at the main pedestrian/ vehicular access on Wykin Road, or within the vicinity of the pedestrian access off Stoke Road. In addition, no PIC's occurred during school start times. One PIC occurred at 15:10 and one occurred at 15:45.

After reviewing the Applicants PIC analysis, the LHA is satisfied that there are no existing patterns of PIC's in the area and the proposals are unlikely to exacerbate an existing highway safety concern.

Trip Generation

The LHA previously advised it was unclear whether the proposals would result in an additional 150 or 195 pupils at the site. The submitted Travel Plan details that 195 additional pupils would attend the school as a result of the proposals, with pupil numbers increasing by 39 students each year for the next five years.

The LHA previously advised it was unclear how the trip generation figures had been derived. The Applicant has now produced Table 1, which details predicted pupil travel patterns based on the schools most recent survey results;

Method of travel	Current (March 2024)	Predicted increase (by 2028) in no. of students
Walk	62%	121
Cycle	7.2%	14
School Bus	3%	6
Train	0%	0
Car	27.5%	53
Public Bus	0.3%	1
		195

Table 1: Predicted pupil travel patterns.

In terms of staff numbers, the Applicant has advised the current whole school staff number is 135 (39 part time) members of staff. It is stated that most teachers and many support staff arrive at the school in cars or by motorbike (84%), all of whom park on the school site. 12% walk, 2% cycle and 1% arrive by taxi or public bus.

81% of staff arrive at school before the peak student time of 8.15 – 8.30am and 74% leave after 3.15pm, when the vast majority of students have left site. The Applicant has stated the majority of staff who arrive after 8.15am or before 3.15pm are employed in cleaning or catering roles and therefore travel at different times of the day to students.

Off-Site Implications

Within Section A11 of the Applicants Travel Plan, the Applicant states:

'In conjunction with Leicestershire County Council, an additional bike shed is planned along with pedestrian crossings to the right and left of the vicinity of the main school entrance.'

The LHA advise it is unclear whether the Applicant is actually proposing improvements to existing pedestrian crossing points, or whether these have already been undertaken given Section A11 of the Travel Plan is titled *'Actions undertaken prior to production of this eSTP'*.

Therefore, clarification is required from the Applicant on this issue. Should the Applicant be proposing improvements, the LHA require details as to what the improvements are, along with supporting evidence as to why the improvements are necessary. The LHA will review any additional evidence/ supporting information in respect of any improvements to pedestrian crossing facilities.

Internal Layout

The LHA previously advised it considered the internal layout of the site to be acceptable and that an appropriate level of parking would be provided.

Transport Sustainability

After reviewing the Travel Plan, the LHA advise it clearly demonstrates understanding of the need to encourage reduction in single occupancy car use onto and around the site.

The existing facilities are good and the travel survey results are divided into pupils and staff . 95% of pupils live within two miles of the school and of these, 27% travel by car. The levels of cycling, walking and bus use are high and this is clearly factored in as a continuing aspiration.

It is noted the provision of cycle parking spaces and these appear adequate for the number of current and projected cyclists using the site. Good practice to increase levels of cycling would be to liaise with the five feeder primary schools to establish if Bikeability training (offered free by LCC) has been taken up. If so, transition days and advance information should focus on this to encourage cycle use.

The picture is less encouraging for staff. Whilst it is understood staff are likely to travel from well outside the catchment area and often have heavy loads of books etc, staff visibly travelling actively are a recognised exemplar to encourage others to do so. Car sharing is a viable option that should be encouraged and facilitated (by means of dedicated parking spaces, start and finish time alignment etc) to allow as many staff as possible to make a sustainable travel choice.

Date Received
8 April 2024

Case Officer
Ben Dutton

Reviewer
DH

Date issued
16 April 2024