Planning Statement

Site Address: Rothwell Victoria Infant School, School Lane, Rothwell, Kettering, Northants. NN14 6HZ

Grid Reference: Easting: 481554 Northing: 281321

Contact Details:

Applicant: Northamptonshire County Council, Property Services, John Dryden House, 8-10 The Lakes, Bedford Road, Northampton. NN4 7DD

Agent: GSSArchitecture, 35 Headlands, Kettering, Northants. NN15 7ES

Contact: Anna McTaggart (Project Architect, GSSArchitecture) tel. (01536) 513165
1.0 INTRODUCTION

This statement is prepared by GSSArchitecture in support of a detailed Planning Application submitted by Northamptonshire County Council (NCC) for the expansion of Rothwell Victoria Infant School (RVIS), located on School Lane, Rothwell, Northamptonshire.

The proposed application relates to the provision of two single storey extensions to the south side of the existing school. One extension will provide one new Year One classroom, a classroom store and a new staff room. The second extension will enlarge an existing Reception classroom.

The existing School has a roll of approximately 303 children and employs 30 full time and 31 part time staff. This development will provide additional space for the existing staff and students and enable the School to accommodate 8 more pupils per year group; 24 pupils in total. There is no proposal to increase staff numbers associated with this application.

Scope of statement:

This statement will set out the context and need for the proposed expansion. It will review the national and local Planning Policy documents that are relevant to the application, and considers how the proposed design responds to each. Reference is made to the National Planning Policy Framework (NPPF) and the North Northamptonshire Core Spatial Strategy (adopted June 2008).

Background to the proposal:

A full Planning Application (13/00116/CCDFUL) was submitted for the expansion of Rothwell Victoria Junior and Infant Schools in December 2013. The application requested approval for a new school sports/dining hall extension to the Junior School, with changing facilities and kitchen, and two extensions, one to the north and one to the south side of the Infant School building to provide a new Learning Resource Centre and Staff Room and a larger Reception classroom. The application was discussed at the Development Control Committee Meeting in August 2014. Concerns were raised, in particular, regarding construction traffic access using Gladstone Street and the impact of construction on local residents. A decision was taken by the committee to defer the application pending changes to the scheme.

This application has since been withdrawn by NCC. This is due to a re-evaluation of the provision of school places in Rothwell in response to the continued growth of housing development in the town. Development is expected to generate demand for approximately 400 to 420 new school places. It is anticipated that a new 2FE primary school will be required to provide capacity for the additional children. This is in addition to the space provided at RVIS and RVJS. The feasibility of this new school is under consideration by NCC and does not form part of this application.

The current provision of space within the Infant School needs to be addressed. There is a need to meet the high demand for primary school places in Rothwell and to provide facilities for the existing school pupils and staff. A Statement of Need document has been prepared by the applicant, Northamptonshire County Council. A copy of this accompanies the application.

Other Planning Application documents:

This Planning Statement should be read in conjunction with the following documents:

- Application Form
- Northamptonshire County Council Statement of Need
- Arboricultural Survey, Impact Assessment and Method Statement, November 2015
- Daytime Bat Survey and Nocturnal Emergence Survey, October 2015
- Proposed External Lighting Plan and Lux Plots
- Public Consultation Feedback Summary, 22nd October 2015
- Transport Statement
- School Travel Plan
- Proposed Drainage Plan
- Proposed Landscape Plan
- Topographical Survey
- Sub-site Survey
Planning Statement

The following Architect’s plans accompany the application:

Site Location Plan
Existing Site Plan
Existing Floor Plan
Existing Elevations
Proposed Site Plan
Proposed Floor Plan
Proposed Elevations
Proposed Sections
Proposed Site Constraints Plan

2.0 SITE AND SURROUNDING AREA

The town of Rothwell is located in Northamptonshire. Originally a market town, the settlement dates back to the middle ages, and possibly beyond. Today Rothwell is a bustling town that is growing in size.

Rothwell Victoria Infant is an existing school located in a largely residential area to the north of the town centre. Rothwell Children’s Centre is located adjacent to the Infant School. The Junior School is a separate building located a short distance away to the north east. This application does not relate to the Junior School or the Children’s Centre.

The original late Victorian infant school building was built in 1898. This has been extended over the years to the east of the original building. The Victorian school is of brick construction with a pitched slate roof. The various extensions are built primarily from brick with either felted flat roofs or pitched concrete tiled roofs. They do not replicate the Victorian style. The School is not Listed and it is not located in a Conservation Area. The northern boundary of the Rothwell Conservation Area runs along School Lane to the south of the school.

The Infant School site is bordered on three sides by residential streets: Leys Avenue, School Lane and Victoria Court. Along the south side of School Lane, opposite the RVIS site, there is a mixture of modern detached houses with private drives, a terrace of brick Victorian houses and some older stone built properties. Along Leys Avenue and Victoria Court the housing is more modern, generally with private drives and garages. To the north of the School are the school playing fields, along with the main hard play area. A smaller hard play area is located to the south, adjacent to School Lane. This is the area where the two new extensions are proposed.

The site slopes down from the school buildings towards School Lane. On the eastern side the playground is separated from the road by a leylandii hedge with railings behind, then an area of shrubs. On the western side, adjacent to the main public entrance to the School, a brick wall topped with painted metal railings separates the School from the road. In addition to the main double gate and side access gate, in front of the main entrance, an external stair provides access for parents and pupils to the playground from School Lane. To the east there is a brick retaining wall with a painted metal fence and planting to the boundary with Victoria Court.
3.0 PLANNING HISTORY

The Planning history considered relevant to the application site is listed below:

<table>
<thead>
<tr>
<th>Application no.</th>
<th>Proposal</th>
<th>Location</th>
<th>Decision</th>
<th>Decision date</th>
</tr>
</thead>
<tbody>
<tr>
<td>KET/2014/0443</td>
<td>Replacement doors and windows</td>
<td>RVIS</td>
<td>Approved</td>
<td>27/8/2014</td>
</tr>
<tr>
<td>13/00116/CCDFUL</td>
<td>New school sports hall, changing room facilities and new kitchen with link to RVIS. Extensions to RVIS to provide additional classroom space.</td>
<td>RVIS and RVIS</td>
<td>Deferred Aug 2014</td>
<td>Application withdrawn Aug 2015</td>
</tr>
<tr>
<td>KE/06/0438</td>
<td>2.4m and 2m, high perimeter security fences</td>
<td>RVIS and RVIS</td>
<td>Approved</td>
<td>23/06/2006</td>
</tr>
<tr>
<td>KE/06/0351</td>
<td>Increased height to existing boundary fences around the nursery school</td>
<td>RVIS and nursery</td>
<td>Approved</td>
<td>5/5/2006</td>
</tr>
</tbody>
</table>

4.0 PROPOSED DEVELOPMENT

Amount:
The proposed increase in gross internal floor (GIA) area is split into two separate extensions:

- Reception Classroom: 30 m² additional GIA
- Staff Room and Year One Classroom Extension: 117 m² additional GIA

Total gross internal floor area: 147 m²
Access:
The proposed extensions are located to the south side of the School. This location has been chosen to allow construction access to the site from School Lane. This decision has been taken following the recommendation by the Highways Authority that construction access using Gladstone Street should not be permitted. This was identified during the consultation process for the Planning Application submitted in 2013 to expand both RVJS and RVIS. Any development to the north of RVIS would require vehicular access from the top of Gladstone Street, routing across the school playing fields.

Once complete the extensions will not adversely affect external access to the School. The classrooms will still have access to the playground and the main hall access will be unaffected. This entrance provides a level access point from external areas for disabled visitors and school users. There is also an existing ramped access on the west side of the School.

Alterations are proposed to the external stair from School Lane. The new extension will make the area at the top of the existing stair too limited and would create problems for construction access. The revision to the stair and provision of additional hardstanding will create an arrival and gathering place at the top of the stair, within the playground.

Layout:
The extensions have been carefully planned to maximise both internal and external space on site. The Year One classroom has been designed as an extension to the existing classroom block on the front of the School, with the same pitched roof and fenestration to the street. Behind this, the new Staff Room and Store will be of flat roof construction, extending the existing flat roof which will be insulated, with a new roof membrane and rooflights installed, as part of the project. Where the extensions meet the Hall the existing high level hall windows will be replaced to allow daylight into the Hall. The Reception extension is designed to have a pitched roof to complement the adjoining building.

The small reduction in playground space resulting from the extensions should be balanced against the benefits associated with the increase in internal space. Unlike some schools, RVIS has substantial play area to the north of the building which benefits the children.

Scale and appearance:
The proposed extensions have been designed to match the style, materials and proportions of the existing school. External walls will be brick construction. Roofs will be constructed in concrete tile or felt membrane roof. Windows will be white aluminium double glazed units. External doors will be red aluminium to match the existing.

Landscaping:
An area of landscaping is proposed adjacent to the new Staff Room and along the fence line to School Lane. This will be easily maintained and will replace the small area of planting removed to allow for the re-routing of the external stair. A landscape plan is submitted with this application.

Security:
The existing building is fitted with a security alarm. This system will be extended to include the new extensions. All new windows and doors will match the replacement aluminium double glazed windows and doorsets fitted by the School in 2014.

Sustainability:
The new extensions will be built in accordance with current Building Regulations requirements. They will be highly insulated, with efficient heating and lighting to minimise energy consumption.
Planning Statement

5.0 PLANNING POLICY

5.1 National Planning Policy

The National Planning Policy Framework (NPPF)


NPPF paragraph 37, page 10:

‘Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.’

The NPPF encourages the creation of vibrant sustainable local communities by providing a high quality built environment with accessible local services that reflect the community’s needs. The extended Rothwell Victoria Infant School would allow for the continued use of the site within close proximity to many houses, encouraging people to walk to school.

NPPF paragraph 72, page 17:

‘The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities.’ and goes on to state that local authorities should ‘give great weight to the need to create, expand or alter schools ...’.

We consider that this application is a proactive and positive approach which meets the guidance provided within the NPPF. The School will provide much needed school places in a town.

5.2 Local Planning Policy

North Northamptonshire Core Spatial Strategy (NCCSS) (adopted June 2008 - currently under review).

One of the key spatial themes stated in the NCCSS paragraph 3.6 A, page 23 is:

‘Establishing a strong network of settlements that make North Northamptonshire more self-sufficient in terms of access to jobs, shops, leisure, arts and culture, affordable homes and services such as education and training. The general approach will be to meet needs as locally as possible’.

Policy 1 on page 25, ‘Strengthening the Network of Settlements’ further emphasises this point that Rothwell, along with some other locations, is to provide ‘secondary focal points for development within this urban core’. This application allows for the continued use of the existing school and maintains self-sufficiency in terms of educational places available in Rothwell.

Policy 6 on page 41 ‘Infrastructure Delivery and Developer Contributions’ is relevant to this application as primary and secondary schools are defined as local infrastructure in table 2, page 37 and are required to support new housing development. Policy 6 states ‘New development will be supported by the timely delivery of infrastructure, services and facilities necessary to provide balanced, more self-sufficient communities’. There is already a need for the extension of this primary school and with further development there is further pressure on school spaces. We therefore consider that this application provides an opportunity to increase the capacity of an existing school without causing a detrimental impact on the neighbouring properties.

Policy 13 General Sustainable Development Principles

Allow for travel to home, shops, work and school on foot and by cycle and public transport.

The proposed expansion of RVIS will enhance existing facilities within walking and cycling distance of the majority of the community it serves.
6.0 SUITABILITY OF THE SITE AND IMPACT

6.1 Traffic Impact

Whilst the applicant understands that there are existing issues with traffic around the school site, the increase in pupil numbers of 24 in total is relatively small in relation to current school roll of 303. The transport consultant has identified that approximately 10 additional car journeys are likely to be generated as a result of the 24 new pupils that would attend the School once it is extended. This takes into account the estimated number of children who would walk, scooter or cycle to school, or come by public transport.

A Travel Statement outlining the increase in traffic associated with the expansion of the School accompanies this Planning Application, along with the School Travel Plan. The benefits of additional space and improved facilities for local children should be balanced against any traffic issues.

6.2 Car Parking:

There are three car parks serving RVIS and RVJS. The Infant School car park is located on Leys Avenue. Infant School staff can also use the car parks on Castle Hill and at the top of Gladstone Street. There is no anticipated increase in staff numbers associated with the new extensions so no additional parking is proposed. The School is working with the staff to encourage them to use the school car parks rather than parking on neighbouring residential streets.

The School Travel Plan seeks to encourage pupils to walk or cycle to school and address the existing issues of parents dropping off and picking up by car.

6.3 Construction Site Access Strategy

The project is on a domestic scale so the anticipated period for construction is relatively short. It will carefully managed by the contractor to limit any impact on neighbouring residents.

- Main site access route:
  The main contractor site access will be from School Lane, coming from Bridge Street. School Lane is a one way road and the contractor will exit down Castle Lane. Deliveries to the site will be managed to take account of the existing road network and deliveries will not be permitted at peak school start and finish times.

- Contractor’s compound:
  The contractor’s compound will be located on the playground area adjacent to School Lane. There will be limited use of the Leys Road car park during school holidays to provide contractor parking.

  The contractor will be required to provide a construction plan showing how the site will be managed. This will include how contractor parking will be accommodated away from the site to avoid putting additional pressure on the local road network. It is hoped that the construction period can include the school summer holidays, further alleviating the impact on local residents during that period.

  A site constraints plan accompanies this application.

6.4 Residential and Amenity Impact

The proposed extensions to the Infant School are single storey and will have little visual impact on neighbouring properties. We do not anticipate the increase in pupils having any noticeable effect on the amenities of the area, such as local shops and bus routes, etc.

6.5 Noise Impact

The increase in pupils will have a negligible impact on the levels of noise already created by the site. An increase in noise generated by vehicular traffic is not anticipated. No external plant is proposed.
6.6 Ground Conditions/Flood Risk & Drainage

The School and surrounding roads are serviced by a combined surface and foul water sewer.

Surface Water
Geotechnical investigation has concluded that soakaways are not viable due to the presence of highly impermeable glacial till subsoil.

Some existing surface water drainage will need to be changed due to the location of the proposed extensions to the buildings. Diverted surface water from existing buildings will be combined with that collected from the new extensions into a new drainage system. This will drain via an underground attenuation tank designed for a 1 in 100 (+30%) storm event, located under the playground, before joining on to the existing combined sewer within the school site near the main entrance. Surface water flow will be limited to 1L/s using a hydrobrake.

Foul Water
The foul water will be drained by gravity drainage into the adjacent manhole in the Year 1 classroom. The new Reception extension will require pumped drainage as the levels of the existing manholes prohibit the use of a gravity solution.

The drainage proposal plans are included with this application. The site is not within a recognised Flood Zone.

6.7 Utilities

The existing Infant School has mains connections to serve the School’s current requirements. The proposed extensions will connect into these existing services, subject to more detailed consultation with the utilities providers.

6.8 External Lighting

Wall mounted external lights are proposed on the new extensions. These will replace existing wall mounted lights and will be controlled with timing switches to avoid unnecessary use outside of school hours. The lights have been carefully considered to limit the impact of light pollution through the careful use of lighting to critical areas only, at a low level, with minimum spillage. This will avoid impacting on neighbouring properties and any trees and hedgerows bordering the site. The proposals are shown on the lighting plans and product information submitted with the application.

7.0 ECOLOGY

7.1 Arboricultural Survey

An Arboricultural Survey and Method Statement have been submitted with this application. Existing trees and planting will be retained wherever possible. Remaining trees and planting will be protected during construction, in line with the Ecologist’s requirements. Any planting that is removed will be replaced as shown on the proposed landscape scheme.

A nesting bird survey will be carried out in the nesting season where the works will affect existing trees and hedgerows. This would be carried out prior to commencement of any works affecting these features on site.

The proposed extensions and contractor compound area are not close to any of the high value mature trees to the north of the school.

7.2 Bat Survey

Bat Surveys have been carried out to both of the extension areas. Although no bats were observed entering or exiting the school building, potential for bats has been identified where the Year One extension is to be built. No evidence was found to the Reception classroom extension. Further surveys will be required to the Year One area during the peak bat activity period June-August 2016. Please refer to the Bat Survey that has been submitted to accompany this application.
8.0 CONSULTATIONS

8.1 Northamptonshire County Council Planning Department:

Full consultation with the Planning Authority took place as part of the 2013 application. This is now a new application and initial advice was sought from NCC planning by GSSArchitecture in September 2015 regarding the project. NCC advised that, given the scale of the project and the fact that no construction access will be required up Gladstone Street, there should be no major concerns.

8.2 Rothwell Victoria Infant School

There have been several meetings with the School in order to determine their requirements. Design Team Meetings have been held to progress the design with respect to coordination between consultants and Northamptonshire County Council.

8.3 Archaeology

The NCC Archaeological Advisor was consulted as part of the previous expansion application. It was confirmed that there are no relevant records within the development area.

8.4 Public Consultation.

A public consultation event was held at the School on 22nd October 2015 between 3.00 p.m. and 6.00 p.m. This was advertised in the local press and at the School. The proposed plans and elevations were exhibited at this event and representatives from NCC, GSSArchitecture and the School were present to answer questions. Questionnaires were available for visitors to complete, recording their comments. These comments have been compiled and a copy of these has been submitted with the application.

The main concerns were:

- Existing traffic congestion and parking outside of residents’ homes.
- The increase in traffic associated with the project.

In response to these concerns NCC commissioned a Transport Statement to review the impact of traffic on the site. This is submitted with the application.

9.0 CONCLUSIONS

This report and the other submitted documents are intended to be sufficient for Northamptonshire County Council to approve the application to extend Rothwell Victoria Infant School. The proposals will be to the long term benefit of the local community, providing more school places and improved facilities. This is in accordance with LPA policy.
Rothwell Victoria Infant School
Northamptonshire
Transport Statement

Prepared By: Julian Hudson MA(Oxon) MSc MCIHT

Approved By: Simon Garner BSc (Hons) FCIHT

JH/lh/W00701
6th November 2015
Rev B
Table of Contents

1.0 Introduction ...................................................................................................................................... 4

2.0 Site Audit............................................................................................................................................ 5

3.0 Development Proposal ....................................................................................................................... 13

4.0 Policy Implications .......................................................................................................................... 16

5.0 Conclusion ...................................................................................................................................... 18
Appendices

Appendix A  Site Location Plan

Appendix B  Existing Site Plan

Appendix C  Northamptonshire Bus Routes

Appendix D  Collision Data Maps

Appendix E  Proposed Site Plan
1.0 Introduction

1.1 This Transport Statement assesses the impact of a proposal to extend and expand Rothwell Victoria Infant School, Gladstone Street, Rothwell, Northants. The aim is to expand to accommodate approximately 8 more pupils in each year group.

1.2 Rothwell is a market town located to the north of Northamptonshire, and is easily accessible from the surrounding towns and villages as well as major roads linking it to the motorways. To the South of the town is the A14, to the East is a road linking to Rushton, Glendon and Kettering, and Northwards is the B576 road to Desborough.

1.3 Rothwell Victoria Infant School is an existing school, located in a largely residential area just north of the town centre (Appendix A Location Plan). The Infant and Junior schools are separate buildings, a legacy from the original Victorian school set up (Appendix B Existing Site Plan). The buildings have been expanded over the years and sit 100m apart, separated by shared playing fields. To the east, south and west the schools are surrounded by houses and gardens. To the north are school playing fields, and the old Rothwell Town Football Club ground, then farmland beyond.

1.4 There is pressure on infant school places in Rothwell and the wider Desborough / Kettering area. In addition there is a proposed development of 700 houses (Rothwell North) which is likely to come forward in due course.

1.5 The current infant school roll stands at around 303 pupils, aged 4-7. It has 30 full time staff and 31 part time.

1.6 Initial consultations with Northamptonshire Highways suggested that it is unlikely that the proposed changes will be of concern to the Highways Authority. Since then, the scale of the proposals has been significantly reduced in terms of overall scope and additional pupil numbers. A travel statement outlining the increase in traffic associated with the expansion of the school and an up-to-date travel plan have been requested.
2.0 Site Audit

2.1 Rothwell Victoria Infant School is located on School Lane, adjacent to Rothwell SureStart Children’s Centre. The main pedestrian access point is from School Lane, with a car park accessed from Leys Avenue to the west. The site is bordered on three sides by residential streets: Leys Avenue, School Lane and Victoria Court. To the north of the school are the school playing fields, shared with the Junior School.

![Infants school car park entrance](image)

2.2 The area around the school is predominantly Victorian-style terrace housing, with relatively narrow carriageways and very little off-street parking provision. Consequently there is a significant demand for parking spaces. School Lane is subject to a one-way restriction and there is a 20 mph speed limit around the school sites. Gladstone Street is a cul-de-sac which terminates at the entrance to the Junior School car park, leaving very little space for vehicles to turn around. There are no formal cycle routes in the area around the school.
2.3 The Infant School has a single car park which provides 19 parking spaces which are available for staff and visitors. There are 2 dedicated disabled spaces which are used by one member of staff and the parent of one child on a daily basis. There is also a dedicated area for 2 minibuses. The school has scooter racks purchased in 2010 which are used by children on a daily basis. Previous funding was also used to install a canopy for parents to shelter under at the beginning and end of the school day.

2.4 The Infant School site is open to staff from 7:00 AM until 5:30 PM. Opening hours for pupils are from 8:55 AM until 3:20 PM. The school is open on a number of evenings for school clubs which usually run until 5:00 PM; there are not currently any evening
2.5  Travel Profile

2.5.1  A pupil travel survey for the Infants and Junior Schools was undertaken in October 2013. A response rate of 89% was recorded; the numbers have been re-interpreted to show trip rates based on a 99% attendance using the actual modal split recorded. This enables us to demonstrate the worst-case scenario;

Table 1: Pupil Trip Rates

<table>
<thead>
<tr>
<th>Mode</th>
<th>Infant Pupil Numbers</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk</td>
<td>175</td>
<td>50%</td>
</tr>
<tr>
<td>Cycle/scooter</td>
<td>11</td>
<td>3%</td>
</tr>
<tr>
<td>Bus</td>
<td>3</td>
<td>1%</td>
</tr>
<tr>
<td>Taxi</td>
<td>11</td>
<td>3%</td>
</tr>
<tr>
<td>Car share</td>
<td>39</td>
<td>11%</td>
</tr>
<tr>
<td>Car (single pupil)</td>
<td>112</td>
<td>32%</td>
</tr>
<tr>
<td>Total</td>
<td>350</td>
<td>100</td>
</tr>
</tbody>
</table>
2.5.2 Staff survey results suggest that most of the 30 full-time staff drive to school and most of the 31 part-time staff live close and travel in a variety of ways but no actual staff trip data is available (equating to 46 FTEs). The results demonstrate that the pupils would generate approximately 224 return car trips each day. Records show that approximately 60% of children reside a mile or less from the school. From experience at least two thirds of the staff are likely to drive to school, generating roughly another 40 return car trips.

2.6 Public Transport

2.6.1 The no. 18 bus service runs from Kettering - Rothwell - Desborough - Market Harborough at hourly intervals throughout the day from Monday – Saturday and stops at several places around Rothwell (Appendix C Northants Bus Route Map). The no. 19 runs between Kettering - Desborough - Corby daily with frequencies of at least 1 every hour on some journeys. The nearest railway station is Kettering on the Midland Main Line.

2.7 Road Safety

2.7.1 Three-year collision statistics were obtained from the county council for the most recent survey period up to 31st August 2013 (Appendix D). There were no reported incidents outside the school. Of the 10 collisions in the survey area 2 involved pedestrians and none involved cyclists. None of the incidents involved primary school age children and there is nothing to indicate that the road layout around the school gives any safety concerns which might affect the development proposal.

2.7.2 A further search has been carried out to include more up-to-date statistics from late 2013 up to 31st August 2015; a further ten incidents were recorded within the search area during this period, one of which caused serious injuries, the others of which caused slight injuries. The four incidents involving children and the serious injury collision are individually discussed below.
2.7.3 The collision causing serious injuries occurred when a motorcyclist was struck by a car pulling away from the kerb. It is not considered that any engineering measures could have prevented this incident.

2.7.4 On a weekday in September 2013, a child of secondary school age stepped backwards off the kerb into the path of a car, sustaining slight injuries. This occurred on Bridge Street, which is the main street through the centre of Rothwell. This lone incident is not considered sufficient to merit engineering interventions in this location.

2.7.5 On a weekday in March 2015, a child of primary school age was struck and suffered slight injuries on the pedestrian crossing north of the junction between Desborough Road and Bridge Street by a car which is believed to have disobeyed the crossing facility and did not stop following the incident. Unpleasant though this incident is, there is no engineering measure which could have prevented this.

2.7.6 On a weekday in January 2014, a child of secondary school age ran across the road at Greening Road. Given the location it is very likely that the child is a pupil at the Montsaye Academy on Greening Road. There are no guard-railings outside this school, however it is not considered that installation of barriers would be justified.

2.7.7 On a weekday in March 2014, a car pulled onto its driveway and collided with a toddler, on Castle Hill at the junction with School Lane which is very close to the Rothwell Victoria Infant School. However, again it is not considered that this incident could feasibly have been prevented via engineering measures.

2.7.8 It is not considered that any of the incidents mentioned above can be interpreted as evidence of general highway safety shortcomings in the locality. The incidents recorded are within expectations notwithstanding that they are each regrettable; they are not evidence of an unusually hazardous highway layout.
2.8  **Highway Network Analysis**

2.8.1 The school struggle with parking issues, with parents parking on School Lane, Castle Hill, Tresham Street, Cecil Street, Leys Avenue and Victoria Court. The Infant School car park is too small for the number of staff who travel to work by car but Infant staff do use the Junior School car park off Castle Hill and this does mean that at present there are sufficient places for staff at both schools. During site visits vacant spaces were observed in the car parks on each occasion. The introduction of waiting restrictions at the bottom of Leys Avenue has meant increased pressure on the availability of parking around both schools, but visibility and manoeuvring space around that junction has been improved.

![On-street parking on the approach to the schools](image)

2.9 Historically the school had an agreement with Rothwell Town Football Club with parents being allowed to park in their car park off Cecil Street to drop children off at both schools. Since their demise in 2011 the car park has been closed and this has led to increased issues with parking.
2.10 As part of a previous consultation exercise into development at the schools 23 responses were received, mainly from local residents. They identified a number of on-going issues including a few parents parking across drives and parking dangerously. The schools are working with local PCSOs to monitor the situation. Both the schools and local residents have reported cars to the police who have issued tickets.

2.11 An issue which has been discussed by the town council is the parking situation on the nearby Market Square. Commuters who are travelling from Kettering Station are using a number of spaces to park on the Market Square and then share one car to travel onto Kettering. This is impacting on the number of spaces available for parents. This causes problems as the Market Square is an ideal place for parents to park and avoid driving along the narrow approach roads to the school where parking causes significant congestion.
2.12 The roads outside the school are poorly lit in winter, due to budget cuts some of the lighting has been switched off by the local council outside the school. This makes it very difficult for evening visitors and after school events for parents picking up children.

2.13 Problems reported by parents and staff when travelling to school were:

- Delivery lorries blocking Bridge Street particularly outside Tesco at junction of Tresham Street.
- Parents dropping off children outside school gates.
- Volume of traffic on Bridge Street.
- Lack of free parking spaces on the Market Square (particularly on Monday, market day).
- Lack of parking and difficulties of parking outside the school.
- The volume of traffic outside the school making it difficult to cross roads.
- Cars speeding on Cecil Street and Tresham Street and performing 3 point turns.
- Poor lighting in winter months as the local streetlamp has been turned off.
- Parking on both sides of the road by parents and on the curb which makes it difficult for other cars to manoeuvre.
- The number of potholes on footpaths.
- Space on the pavement for other uses with single and double buggies.
3.0 Development Proposal

3.1 Proposals to expand the school site will cater for the Infant School – Reception, Year 1 and Year 2. The proposal is to extend the existing three and a half form entry infant school to provide enough space for a four form entry school. The requirement is to accommodate approximately 8 more pupils in each year group. To achieve this in the infant school it is proposed to increase usable area. In addition, a new staff room and learning resource centre extension is proposed to the south side. An extension to the Reception classroom area, to the south, will enable the school to provide an additional classroom.

3.2 The proposed increase in gross internal floor (GIA) area is split into two separate small extensions:

   - Reception Classroom - $30m^2$ additional GIA
   - Staff Room/Year 1 Extension - $117m^2$ additional GIA

3.3 No new cycle storage is proposed as evidence shows that existing provision has only recently been increased and is underused. However the schools remain committed to encouraging cycling as part of their travel plan and cycle storage will be reviewed as part of each review. If additional storage is required in the future it can be provided as part of the travel plan measures, which are independent from the development management process.
3.4 The school expansion will lead to 24 additional pupils attending the school. Assuming that the modal split remains according to the 2013 Travel Survey data this will lead to the following additional trips:

Table 2: Predicted Pupil Trip Rate Increase

<table>
<thead>
<tr>
<th>Mode</th>
<th>Additional Pupil Trip Numbers</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk</td>
<td>12</td>
<td>50%</td>
</tr>
<tr>
<td>Cycle/scooter</td>
<td>0.7</td>
<td>3%</td>
</tr>
<tr>
<td>Bus</td>
<td>0.2</td>
<td>1%</td>
</tr>
<tr>
<td>Taxi</td>
<td>0.7</td>
<td>3%</td>
</tr>
<tr>
<td>Car share</td>
<td>2.6</td>
<td>11%</td>
</tr>
<tr>
<td>Car (single pupil)</td>
<td>7.7</td>
<td>32%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>24</strong></td>
<td><strong>100%</strong></td>
</tr>
</tbody>
</table>

3.5 This proposal is likely to generate approximately 10 additional return car trips each morning and afternoon. The county council has already indicated this is unlikely to cause concern, provided that a new travel plan is submitted and approved. In accordance with County Council requirements, all new school site developments must commit to a minimum reduction of 20% in single occupancy car journeys over a number of years. Existing school sites must commit to a minimum reduction of 5%.

3.6 The school has prepared a travel plan which, if successfully implemented, will lead to a reduction in pupil car trips of 5%, although experience shows that successful plans can achieve an even higher reduction. Thus it can be seen that the travel plan should help to offset the modest increase the expansion scheme will generate and therefore it is concluded that the proposal will have no significant adverse impact on transport. It is possible that the travel plan may actually lead to an overall reduction in car trips to and from the school even taking into account the additional trips generated by this proposal.
3.7 Suggestions for improvements to address current traffic and transport issues put forward by parents and local residents include:

- Lollipop patrols on Fox Street, Desborough Road, Rushton Road & Tresham Street.
- Zebra crossing near Infant School manned by lollipop person.
- No delivery lorries being allowed at peak times.
- Increased monitoring by PCSOs, Police & Traffic Wardens.
- Re-opening of football club car-park or provision of school car park for parents.
- Increase double yellow lines around schools.
- Introduce a one way system around the schools.
- No parking allowed around schools at peak times.
- Residents parking only around the schools.
- Provision of traffic calming around schools.

3.8 It is considered that the impact of the proposed expansion scheme is not sufficiently significant to increase the need for or the viability of any of these potential measures. There is no reason why the scheme should be made conditional on any of these measures being adopted. However most of them are worthy of consideration and it is noted that the governors have resolved to liaise with the council to discuss highway infrastructure improvements as part of the travel plan action list.

3.9 Consultation has been carried out with local residents, at an event on 22nd October 2015. While a small number of residents were concerned regarding the potential for increased traffic and parking demand, most welcomed the improved school facilities. As always a balance has to be struck between road safety, free traffic flow and convenience to local people. Any potential highway improvements must be subject to feasibility studies and those considered viable need to be prioritised against sites elsewhere so that resources can be allocated where they are most needed. As this report finds that specific highway improvements are not considered necessary to allow the development proposal it is concluded that they should not be part of this assessment.

3.9.1 Observations suggest that traffic speeds around the school are not an issue and that most pressing problems caused by parking at school opening and closing times are due to restricted space on the adjacent carriageway.
4.0 Policy Implications

4.1 The National Planning Policy Framework, published by the Government in March 2012, sets out the Government’s Planning policies for England and is weighted towards a presumption in favour of sustainable development. It states ‘local planning authorities should positively seek opportunities to meet the development needs of their area’.

4.2 The NPPF also states ‘Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.’ It emphasises that ‘Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.’

4.3 The NPPF encourages the creation of vibrant sustainable local communities by providing a high quality built environment with accessible local services that reflect the community’s needs. The extended Rothwell Victoria Infant School would allow for the continued use of the site, meeting demand. Due to its location within close proximity to many houses we consider that the application also satisfies the NPPF’s aim to encourage people to walk to school.

4.4 The NPPF also states under ‘Promoting Healthy Communities’ ‘The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities.’ and goes on to state that local authorities should ‘give great weight to the need to create, expand or alter schools’. We consider that this application is a proactive and positive approach which meets the guidance provided within the NPPF. The school will provide much needed school places in a town which is earmarked for further residential development and, as we have already stated, will allow students to walk to school.
4.5  **Local Planning Policy**

4.5.1 East Northamptonshire Council, Corby Council, Kettering Council and Wellingborough Council, along with Northamptonshire County Council, have worked together to create an overall town planning strategy for the area. Whilst concerned mostly with new major development, it has some text which is relevant to this application.

4.5.2 Policy 6 ‘Infrastructure Delivery and Developer Contributions’ is relevant to this application as primary and secondary schools are defined as local infrastructure and are required to support new housing development. Policy 6 states ‘New development will be supported by the timely delivery of infrastructure, services and facilities necessary to provide balanced, more self-sufficient communities’. There is already a need for the extension of this infant school and with further development there may be a further pressure on school spaces. We therefore consider that this application provides an opportunity to increase the capacity of an existing school without causing a detrimental impact on the neighbouring properties.

4.5.3 The Northamptonshire Transportation Plan 2012 is the overarching strategy document that sets out what the County Council’s strategic aims and goals are for Transport in the county.

4.5.4 One overarching aim is to create a transport system ‘Fit for ‘Economic Growth’ –that supports regeneration and a thriving local economy and successfully provides for population and business growth.

4.5.5 It includes an Objective to ensure that services and facilities, including cultural provision, are located in town centres and other areas of focus in (North) Northamptonshire, and that opportunities to maximise and enhance the provision of leisure, retail and cultural facilities are taken, making these places more self-sufficient and real hearts for their communities.
5.0 Conclusion

5.1 The development proposal will generate a very modest increase in vehicle trip rates, and is significantly reduced from previous proposals involving development at both the Infant and the Junior Schools. It is acknowledged that the character of the local road network around the school means that there are already parking problems when the schools open and close but the predicted trip rate increases will not create a significant additional impact.

5.2 The travel plan should reduce existing car trips by 5% compared to current levels but if it is successful it is possible that even after the expansion scheme takes effect the overall number of car trips will decrease below the current rate. Therefore, provided the travel plan is implemented and properly monitored the development proposal will have no adverse transport impact.

5.3 The loss of the football ground for parents to park has had an impact and has led to parking problems on the local network. The car park in the town centre would provide a useful alternative parking area for parents which would avoid the need to park in the narrow streets outside the school. Currently it is free to park, which encourages commuters who then car-share to the train station. Imposing limited parking hours (e.g. 3 hours maximum) would remove the commuters and free up spaces for parents and shoppers and this may be worth further discussion between the school and the council. It is noted that the new travel plan includes several ideas which the governors intend to raise with the council to address parking and other highway issues. This is an opportunity to improve traffic conditions around the school.

5.4 It is concluded that the scale and extent of the development proposal are not sufficient to generate a significant adverse impact on the transport network and there are no reasons why the proposal should be refused planning consent on highway or traffic grounds.
This drawing is purely for discussion purposes only. It is not to be taken as a proposal for construction detailing, and instead it is primarily intended to convey the overall spatial layout of the building or parts of it. Please refer to the developed production information drawings for detail, construction and measurement purposes.

**PRELIMINARY ISSUE**

**Drawing Title:** Site Location Plan

**File Number:** S028b

**Drawn By:** SAR

**Checked By:** AEM

**Scale@A4:** 1 : 2500

**Date:** 11.09.15

**Rev:**

---

**Project Title:** Rothwell Victoria Infant School Expansion

**Client:** Lend Lease
Appendix B
This drawing is purely for discussion purposes only. It is not to be substituted for contractual or tendering documentation for the building or parts of it. Please refer to the detailed production information drawing for detail, construction and production information.

Client: Rothwell Victoria Infant School

Existing Site Plan

SCALE - 1 : 500 A1
Rothwell Primary School and Surrounds. Collision data for the 1st August 2013 to the 31st August 2015 inclusively.
Contact:

London
St. Nicholas House
St. Nicholas Road
Sutton
SM1 1EL
Tel: +44 (0)20 8773 3131

Bedford
Fountain House
26 St John’s Street
Bedford
MK42 0AQ
Tel: +44 (0)1234 213111

Winchester
Harman House
Andover Road
Winchester
Hampshire SO23 7BS
Tel: +44 (0)1962 844855

info@swh.co.uk
Rothwell Victoria
Primary Learning Partnership (RVPLP)
Rothwell Victoria Infant School

School Travel Plan

Rothwell Victoria Infant School
School Lane
Rothwell
Northamptonshire
NN14 6HZ

RVIS 928/2081

September 2015
Contents

The School Travel Plan should be structured into the following sections:

1 Introduction to the School / College

2 Travel and Transport Issues

3 Travel Surveys - Pupils, Parents, Staff and Visitors

4 Objectives and Targets

5 Proposed Measures

6 Timetable of Implementation

7 Evidence of Consultation

8 Monitoring and Review Proposals

9 Sign Off

Appendices


1 Introduction

1.1 School Information

RVPLP is a formal Federation comprising of Rothwell Junior School (928/2080) and Rothwell Victoria Infant School (9282081) both are large primary schools. Both schools have a PAN of 112. The majority of our reception children have benefited from the 3+ nursery unit, which is also part of the school. The Nursery unit serves the whole community of Rothwell and may take some children from surrounding villages.

The Infant School currently occupies the original site of Rothwell Victoria Board School circa 1886 and as with the Junior School its buildings have been attractively modernised internally but retain some of its original features. It has undergone a significant number of improvement phases and is now an attractive assemblage of teaching areas.

We have a moderately sized playground which is used by the pupils at break times, and also for sports lessons.

The Infant School has a single car park which provides 19 parking spaces which are available for staff and visitors, and also for parents if needed at the beginning and end of the day. There are 2 dedicated disabled spaces; one member of staff uses a space. There is also a dedicated area for 2 taxis (NCC contract) which are used to transport children from Desborough and Kettering.

The school has scooter racks purchased in 2010 which are used by children on a daily basis. This was purchased from funding which was available when the previous travel plan was written to encourage children to walk to school. Previous funding was also used to install a canopy for parents to shelter under at the beginning and end of the school day.

The playing field has a designated conservation and orchard area and a story telling area.

The Infant School site is open to staff from 7 AM until 5:30 PM. Opening hours for pupils are from 8:55 AM until 3:20 PM. The school is open on a number of evenings for school clubs which usually run until 5:00 PM. The school currently has no evening lettings.
Proposals to expand the school will see a new staffroom and classroom being built along with amendments to some of the existing classrooms which will allow the school to be a 4 form entry throughout and provide the school with a much needed library area and break rooms to support interventions.

1.2 Pupil and Staff Information

RVIS currently has 383 pupils on role in Nursery, Reception and KS1 whom are of mixed gender and race and are between 3 and 7 years old. The Reception and KS1 classes are split into 12 classes. The Nursery setting has 78 part-time pupils who attend either in the morning or an afternoon session in groups of 39 children.

We currently have no children within RVIS with an Education Health Care Plan. Proposals to expand the school site at RVIS will see 24 additional pupils on roll from September 2016 (8 per year group raising the PAN in each year group from 112 to 120).

RVIS employs 22 teachers and 48 support staff. The RVPLP employs an Executive Headteacher who works across the two schools. Most of the staff live and travel within or close to the school catchment.

The proposed expansion will probably see a very small increase in the number of support staff employed within RVIS.

We have links with the University of Northampton for teaching students, Tresham College for BTEC students while also accepting students for work experience.
1.3 Location

RVIS is situated in the heart of Rothwell town.

Rothwell is a market town located to the north of Northamptonshire, and is easily accessible from the surrounding towns and villages as well as major roads linking it to the motorways. To the South of the town is the A14, leading out to the East is a road linking to Rushton, Glendon and Kettering, and Northwards is the B576 road leading to Desborough.

1.4 Location Maps
Identifying school location within local town

- Rothwell Junior School
- Rothwell Victoria Infant School
- RVPLP
1.5 Transport Links

Within the town itself, buses are readily available, the main one being the service 19 covering Desborough, Rothwell and Kettering. Bus service timetables can be located on the NCC website by following the Transport link on the home page.

There is not a train station in Rothwell - the nearest rail link is in Kettering and is 5.1 miles away from the school.

There is a reasonable network of footpaths, making walking to school a viable option, however due to traffic concerns (identified in detail later in this document), not appropriate for everybody to choose this as their main mode of travel.

We do not have a designated cycle route in the town, but the road network is sufficient enough that pupils, parents, staff and visitors could cycle to school if they decided to.

1.6 School Initiatives Participation

In the last few years both settings within the RVPLP have made a conscious effort to provide a wide range of pupils' opportunities to develop a healthy and productive life style. Both schools' have achieved the National Healthy School's Award. This has included encouraging healthy snacks at break time and an increase of health related and hobby activities available as part of the curriculum time and in extra curricular clubs. All initiatives feed in the overall ethos of achievement and well being of the whole child.

Rothwell Junior School has previously been part of the JRSO (Junior Road Safety Officer Programme). We also annually have Year 6 pupils undertake their Bikeability training to ensure that children who rides bikes understand the importance of road safety.

1.7 Community Use of School

The school hall can be used by the local community for lettings but currently no lettings are in operation.
2 Travel and Transport Issues

2.1 Parking Issues

Both schools struggle with parking issues around both sites with parents parking on School Lane, Castle Hill, Tresham Street, Cecil Street, Leys Avenue and Victoria Court. The Infant School car park currently can accommodate the number of staff who travel to work by car. Infant staff do use the Junior School car park off Castle Hill and this does mean that at present there are sufficient places for staff at both schools.

The recent introduction of single yellow lines at the bottom of Leys Avenue has meant increased pressure on the availability of parking around both schools.

Historically the school had an agreement with Rothwell Town Football Club with parents being allowed to park in their car park off Cecil Street to drop children off at both schools. Since their demise in 2011 the car park has been closed and this has led to increased issues with parking.

As part of a consultation exercise into a previous new build across the RVPLP (which is not proceeding due to access issues raised) 23 responses were received many from local residents. They identified a number of on-going issues including a few parents parking across drives and parking dangerously. The RVPLP is working with our local PCSOs to monitor the situation. Both the RVPLP and local residents have reported cars to the police who have issued tickets.

The RVPLP regularly reminds parents of the need to park sensibly and considerately via school newsletters. The Governing Body are kept informed of these issues and is looking to work with the local community, town council and the police to improve the situation.

An issue which has been discussed by the town council is the parking situation on the Market Square. Commuters who are travelling from Kettering Station are using a number of spaces to park on the Market Square and then share one car to travel onto Kettering. This is impacting on the number of spaces available for parents.
2.2 Congestion Issues

As outlined above congestion is an issue around the school sites at the beginning and end of the school day. This was confirmed in parental responses to the travel survey.

2.3 Lighting Issues – on site / off site

The roads outside both schools are poorly lit in winter, due to budget cuts some of the lighting has been switched off by the local council outside the school. This makes it very difficult for evening visitors and after school events for parents picking up children.

2.4 State of Footpaths

The footpaths on either side of all the roads listed above are difficult for families to use as they often contain pot holes and dog mess and cars (both residents and other car users) park on the pavements. This issue was identified from feedback in the parental and staff surveys.

2.5 Pupil Journeys

Groups of children (from small groups to whole year groups) visit places of interest in the locality at various times of the year as part of the curriculum. The school does have access to the Junior School minibus.

When going on school trips the Infant School children embark and disembark from School Lane.

2.6 Future Developments

A future development to expand the school site may have some impact upon traffic around the school site. If completed the proposed expansion would lead to an additional 24 pupil places.

3 Travel Surveys

3.1 Pupil Survey
• Date of survey: September 15
• The survey was completed as part of the annual survey sent to parents. Results of pupil survey:

The results in table format

<table>
<thead>
<tr>
<th>Mode of Travel</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk/scooter</td>
<td>53 (50)</td>
</tr>
<tr>
<td>Taxi</td>
<td>2%</td>
</tr>
<tr>
<td>Car</td>
<td>42%</td>
</tr>
<tr>
<td>Other</td>
<td>3%</td>
</tr>
</tbody>
</table>

Number in brackets relates to previous survey

3.2 Parents Survey

Date of Survey: October 2013

The survey was sent out to all families. 130 families responded. This was approximately a 50% response rate from the parental body across both schools.

Questions asked included:
1) How far did you travel to school (miles)?
2) How did you travel to school?
3) How would you prefer to travel to school?
4) Problems experienced in travelling to school
5) Would you consider a car share?
6) Problem areas on the route to school (location/problem)
7) Suggestions for improvement

The results of the surveyed showed that:
• 46% of parents surveyed travelled \( \frac{1}{2} \) a mile or less to school
• 14% of parents surveyed travelled from approximately a mile to school
• 40% of parents surveyed travelled more than a mile to school

A significant majority of parents expressed a preference to travel by foot to the school.

Problems experienced in travelling to school & areas on the route were:
• Parents dropping off children outside school gates.
• Delivery lorries blocking Bridge Street particularly outside Tesco at junction of Tresham Street.
• Volume of traffic on Bridge Street.
• Lack of free parking spaces on the Market Square (particularly on Monday, market day).
• Lack of parking and difficulties of parking outside the school.
• The volume of traffic outside the school making it difficult to cross roads.
• Cars speeding on Cecil Street and Tresham Street and performing 3 point turns.
• Space on the pavement for other uses with single and double buggies.
• Dog fouling a problem on most roads around schools.
• Icy pavements and roads that have not gritted in winter.
• Poor lighting in winter months as the local streetlamp has been turned off.
• Parking on both sides of the road by parents and on the curb which makes it difficult for other car to manoeuvre by.
• The number of potholes on footpaths.

Suggestions for improvements include:
• Lollipop patrols on Fox Street, Desborough Road, Rushton Road & Tresham Street.
• Zebra crossing near Infant School manned by lollipop person.
• No delivery lorries being allowed at peak times.
• Increased monitoring by PCSOs, Police & Traffic Wardens.
• Re-opening of football club car park or provision of school car park for parents.
• Increase double yellow lines around schools.
• Introduce a one way system around the schools.
• No parking allowed around schools at peak times.
• Stagger opening times at RVIS.
• Residents parking only around the schools.
• Provision of speed bumps around schools.
• Name and shame inconsiderate parking.
• Re introduce breakfast club.

3.3 Staff Survey

Date of survey: October 2013
80 questionnaires were returned out of 112 staff (across RVPLP some staff returned a parental survey) which represents a response rate of 71%. Staff were asked the same questions as parents.

The majority of part time/support staff live within the local community. The majority of full time staff/teachers travel into Rothwell from other areas.

Staff that travelled from the local area by car identified that they needed to carry belongings and resources into school each day which could not be carried by hand in with walking.

Staff that walk to school from that they can area identified similar problems to the parents.

3.4 Governors Survey

Date of the survey: October 2013

16 governors were surveyed with the same questionnaire as parents and staff, 16 questionnaires were returned representing return rate of 100%.

Most of the governors lived locally and walked to the school site but for the majority this was out of school hours. Issues identified related to parents parking outside school gates, increased use of the Market Square, parents parking carelessly in Tresham Street and Cecil Street,
4 Objectives and Targets

4.1 Travel Plan Objectives

The overall objective of this School Travel Plan is:

“To demonstrate the commitment of the School to reducing the impact of travel to and from the school site on the environment, by encouraging those who have to travel to do so in a more sustainable way.”

4.2 Travel Plan Targets

In accordance with County Council requirements, all new school site developments must commit to a minimum reduction of 20% in single occupancy car journeys over a number of years. Existing school sites must commit to a minimum reduction of 5%.

| Objective 1: Reduce single-occupancy car traffic movements to and from site from 32% to 25% |
|---|---|---|---|
| Targets | From * | To | Date for achievement |
| Increase number of pupils walking to school | 50% | 60% | 09/2016 |
| Increase number of pupils scooting to school | 2% | 10% | 09/2016 |

5 Proposed Measures

The following measures are proposed to achieve the above objective:

- Promote use of scooters across both schools
- Scooter racks installed at RJS
- Governing Body to liaise with local and town council and police re improved road infrastructure e.g. possible one way routing, crossing provision, use of parking in Market Square, footpath widening
- Continuing Bikebability training and Junior Road Safety Programme
• Increase the enforcement of parking restrictions outside school
• Highlighted Educational Awareness through assemblies and school assemblies
• Explore the possibility of a walking bus
• Rewards introduced for walking to school
### Objective: Reduce car traffic movements to and from site

### Target: Increase number of pupils walking, cycling and scooting to school

<table>
<thead>
<tr>
<th>No.</th>
<th>Description of Action</th>
<th>Responsibility</th>
<th>Success criteria / Monitoring and evaluation</th>
<th>Timescale</th>
<th>Funding source</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>To raise awareness as well as participation in: Safe/Healthy/Sustainable travel promotions linked to walking to school, use of scooters, parking and road safety. FORJS (RJS) and PFA (RVIS) to investigate the introduction of a walking bus.</td>
<td>H &amp; S Premises Committee</td>
<td>Next travel survey sees a reduction in car use Increase in walking/scooting</td>
<td>07/2016</td>
<td>None required</td>
</tr>
<tr>
<td>2</td>
<td>To ensure access to cycle and scooter parking for pupils on the school site.</td>
<td>H &amp; S Premises committee</td>
<td>Scooter racks installed and used Increase in % of pupils cycling and scooting to school.</td>
<td>07/2016</td>
<td>R &amp; M Budget Possible PFA &amp; FORJS support</td>
</tr>
<tr>
<td>3</td>
<td>To raise parental awareness concerning the dangers of parking too close to the school gates and along the road</td>
<td>Parent Governors, HT, PCSO</td>
<td>Reduction in number of children taken by car Regular monitoring undertaken by Police Fewer cars near the school grounds</td>
<td>07/16</td>
<td>None</td>
</tr>
<tr>
<td>No.</td>
<td>Issue</td>
<td>Responsible Party</td>
<td>Outcome</td>
<td>Date</td>
<td>Notes</td>
</tr>
<tr>
<td>-----</td>
<td>----------------------------------------------------------------------</td>
<td>----------------------------</td>
<td>-------------------------------------------------------------------------</td>
<td>-------</td>
<td>-------</td>
</tr>
<tr>
<td>4</td>
<td>To contact the local and town council and NCC street doctor about parking issues &amp; issues with the footpath, icy conditions, street lighting and dog fouling.</td>
<td>HT, Parents, H &amp; S Premises committee</td>
<td>Parents logging concerns with Street Doctor Meeting with local council Reduction in dog fouling and pot holes repaired Decrease in number of car users due to better local footpaths</td>
<td>07/2016</td>
<td>none</td>
</tr>
</tbody>
</table>
7 Evidence of Consultation

Actions that evidence consultation include:

7.1 Pupil Survey
7.2 Parent Survey
7.3 Staff Survey
7.4 Governor Survey

8 Monitoring and Review Proposals

The travel plan will be a living document that is reviewed and monitoring on a regular basis. It will be an item added to the agenda of the Governor Health & Safety Committee to regularly evaluate the progress made towards the objectives.

The travel plan will be updated yearly after the completion of a new travel survey. Going forward the premises committee will be responsible for the annual survey distribution and collection.

The review process will involve the H & S Committee but consultation will happen through surveys with children, parents, staff and Governors. Changes to the travel plan will be reported regularly to parents through the newsletter.

9 Sign Off

The next travel survey will be conducted October 2016 by the H & S Committee.

The review of the school travel plan will consider pupil travel needs arising from new developments in education and transport provision and the travel plan will be revised as necessary to take account of these.

Signed: Lee Hurling

Executive Headteacher
Appendices

Appendix 1

- Copies of the travel survey questionnaires
  (Pupils, staff, governors, parents all available in school)

Appendix 2

- Photographs taken around the school sites.

Entrance to RVIS off School Lane.
Problems at the start and end of the school day with parents dropping off outside school gates.
Entrance to RVIS staff car park off Leys Avenue. Problems at the start and end of the school day with parents parking on yellow lines to drop children off.