

TO: SWALE JOINT TRANSPORTATION BOARD

DATE: 8th June 2015

SUBJECT: Lansdowne Primary School, Gladstone Drive, Sittingbourne

BY: KCC Head of Transportation

Classification: Unrestricted

Summary: This report provides Members with an update on the traffic review associated with the expansion of the school to a 2 Form Entry

Decision Required: Members are requested to note the information contained within the report

Introduction

- 1 In November 2013, Lansdowne Primary School was granted planning approval under reference SW/13/1110 to expand from a 1 Form of Entry (1FE) to a 2FE facility in order to meet the increased need for local primary school places. A condition attached to the planning approval requires a review of the parking experienced in the surrounding roads associated with school traffic, and to pursue the introduction of additional waiting restrictions if deemed appropriate.

Financial Implications

- 2 None.

The Report

- 3.1 The initial 1FE school roll of 210 pupils had been increased in September 2013 to 240 pupils with the installation of a single mobile classroom to meet an immediate demand for school places, and in expectation of the possible permanent expansion to 2FE. The subsequent granting of planning approval to 2FE was granted in November 2013, and will take the capacity of the school to 420 pupils.
- 3.2 The need for more primary school places has arisen from an increasing population in the area, mainly due to a higher birth rate and the provision of more housing in the immediate locality, in particular at East Hall Farm. The school catchment area had reduced over the 3 years from 2011, from a distance of 884m to 553m, and the expansion will allow the radius to increase back to around 884m to include East Hall Farm. This area is considered to be within a 10 minute walking distance.
- 3.3 The scheme to expand the school to 2FE included the increase of on-site parking provision from 14 spaces to 38 spaces, in order to meet the numbers expected for a school of that size. The existing provision was considered to be noticeably below the numbers suggested for a 1FE, and some staff park on-street as a result, reducing the availability for parents. The additional provision is anticipated to be able to cater for all the staff parking demands within the school grounds.
- 3.4 No on-site parking or drop-off and collection facility for parents to use will be provided, as is also the case at present with the 1FE, and all parking demand for this will have to take place on-street. Whilst increased staff parking provision should free up some of the current on-street parking availability, it was appreciated that additional pupil numbers would also increase the parental parking demand, and parking associated with the start and end of the school day is likely to increase. The impact is expected to widen the area over which parents park, and this is

generally considered to be an amenity issue, particularly where some people park across the driveways of local residents.

- 3.5 In recognition of the increase in parking demand on the local streets, a condition was attached to the planning approval that requires an annual review of the school travel plan for a minimum of 5 years and for at least one year after the full 2FE is in operation throughout the school academic years, including a parking review study to assess the impact of additional school traffic parking in Lansdowne Road, Beaconsfield Road, Woodberry Drive, Coombe Drive and Peel Drive. The parking review is intended to identify where any issues have developed, and thereafter promote the introduction of waiting restrictions where appropriate that could mitigate identified areas of concern.
- 3.6 The trigger-point for instigating the parking review will not be reached until the building works have been completed, and the school has started accepting 2FE beyond the current capacity of 240 pupils that was allowed through the provision of the temporary mobile classroom approved in 2013.
- 3.7 As the building project is still under construction, and the planned expansion beyond 240 pupils not yet implemented, undertaking the parking review would currently be premature, as the impact could not yet be measured. After the

Conclusion

- 4 Members are asked to note the content of the report

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