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From:
Highways Development Control
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**Highways Consultation Response to Planning Application
17/05793/REG**

Location:
Land At Hawber Lane
Silsden
West Yorkshire

HDC Ref: 17/00987/SIG
Date In: 2 Nov 2017
First Response: 22 May 2018
Latest Response: 22 May 2018

Applicant Name: City Of Bradford MD
Council Education Client Team

Highway Officer: Gurnam Shergill
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Highways Advice

Planning application 17/05793/REG is for a 3.FE primary school and nursery, which includes a future-proofed design to enable a 4.FE school provision. Having reviewed the details submitted I would comment as follows:

PROPOSED DEVELOPMENT

School Location

The scheme proposal is to create a new primary school which will replace the existing Aire View Infant School and Hothfield Junior School both of which have now merged as Silsden Primary School albeit split across two sites.

The proposed development site is located on the north eastern side of Silsden with access off Hawber Cote Lane whilst the existing school buildings are located in the centre of Silsden.

Each of the existing sites therefore has a large residential catchment area with almost all of Silsden accessible within a 20-minute walking distance of the school.

The assessment submitted in support of this application assumes a modal shift towards more journeys by car as a result of the school location being moved to the east of Silsden.

Vehicular Access

The proposed vehicular entrance into the site is to be located at its northern extent off Hawber Cote Lane, which is accessed via Banklands and/or Dale View both of which have

substandard junction arrangements with Bolton Road (A6043) in terms of visibility onto the major road.

A one-way road is to be provided through the site so that the majority of site traffic will exit at the southern extent of the site onto Middleway and exiting via Banklands Lane will be controlled using gates.

Pick-up / drop-off facilities will be provided within the site thereby reducing the need for parking on nearby residential streets.

Therefore the majority of the site traffic is expected to enter from the north and exit from the south of the site although some traffic is likely to turn around rather than enter the site and in turn will lead to an increase in the use of the two substandard junctions back onto Bolton Road. There are no realistic measures that could be implemented to improve visibility at these junctions.

Signalisation of the Dale View / Bolton Road junction is not possible due to on-site constraints, such as narrow footways and poor intervisibility, and therefore is not an option. Some localised double yellow lines i.e. approximately 10m, on the corners are however likely to be promoted to stop parking immediately next to the junction.

The traffic accident records have been interrogated for the past 5 years and this shows that there have been two 'slight' accidents on Bolton Road at the Dale View junction and no accidents at the Banklands junction.

It should be noted that whilst a number of new traffic regulation orders are proposed on the north and south approaches to the site no detailed schemes have been developed. These will have to be agreed and promoted prior to the new school being brought into use should this application be approved.

Pedestrian Access

Although the main vehicular entrance to the proposed site is located at its northern extent, pedestrians will be able to access the site by both the northern (Hawber Cote Lane) and western (Banklands Lane) accesses.

Car Parking

The proposal offers sufficient parking for staff and visitors, as well as drop-off / pick-up facilities, within the site therefore I have no objections to raise regarding this.

LIKELY TRAFFIC IMPACT OF THE NEW SCHOOL

A Transport Assessment (Version 1.0, dated 1 November 2017) was submitted by the applicant and a further assessment test using Aimsun microsimulation modelling

(Technical Note Version 1.0, dated 20 December 2017) was requested by CBMDC to assess the impacts of the proposed primary school relocation in Silsden.

Due to the proposed one-way system through the school the most significant traffic impact will be upon the Clog Bridge approach to the A6034 Keighley Road / Elliott Street / Clog Bridge junction. In order to assess the impact on this junction statistics were extracted from the model from Clog Bridge leading back to Daisy Hill in order to capture the full extent of any queuing and delays.

The assessment shows that In the AM peak hour for the operation of the school (08.30 - 09.30) the traffic impact of the proposed development lasts approximately 25 minutes before returning to 'normal' along Clog Bridge / Howden Road. The same pattern is seen during the PM peak hour (15.00 - 16.00).

NB: The peak times for existing commuter traffic on the highway network is usually 8.00 - 9.00 AM peak and 17.00 - 18.00 PM peak. Therefore whilst there is a slight overlap in the AM the PM peaks do not coincide.

In terms of queue lengths there would be a maximum average queue of around 30 vehicles in the school AM peak and 20 vehicles in the PM peak on Clog Bridge / Howden Road back from its junction with Keighley Road.

It should be noted that this queuing is over a short period of time, around 25 minutes, before it returns to 'normal' levels of queuing for this junction.

Site observations have shown that the existing / current maximum queue length on Clog Bridge (in the same AM school peak time) is around 5 / 6 vehicles. Similar observations were made for the corresponding PM school peak time.

A demand loop has already been installed on Clog Bridge, linking to the nearby signalised pedestrian crossing on Kirkgate, and this provides motorists with the opportunity to egress from the junction safely when queues form.

The traffic accident records have been interrogated for the past 5 years and this shows that there has been one 'slight' accident at the Clog Bridge / Keighley Road junction.

Therefore whilst the proposed school will have an impact on this particular area of the local highway such delays are typical of delays experienced around schools in general and are short-lived in nature.

Possible improvements to the Keighley Road / Elliott Street / Clog Bridge junction have been considered however there is little or nothing that can be done to improve the flow of traffic without conflicting with pedestrian crossing movements. Therefore no further improvements are being sought in this location.

PROPOSED MITIGATION MEASURES

In order to try and address a number of traffic / highway safety issues that are likely to arise as a result of the relocation of the school the applicant is proposing the following measures:

- o Provide a pedestrian crossing facility, on Bolton Road to the north of Dale View, both in the interest of pedestrian safety and to encourage walking to school by parents & pupils living on the northwest side of Silsden. This would also provide opportunity for motorists to egress Dale View onto Bolton Road.
- o A scheme to promote traffic regulation orders on Dale View, Banklands and Banklands Lane to minimise on-street parking associated with school traffic. No detailed schemes has been developed and this will have to be agreed and promoted prior to the new school being brought into use should this application be approved.
- o Carry out a review of the existing street lighting on Dale View, Banklands, Banklands Lane and upgrade as required to support safer walking routes to the school.
- o A scheme to promote traffic regulation orders on Daisy Hill and Middleway to minimise on-street parking associated with school traffic. No detailed scheme has been developed and this will have to be agreed and promoted prior to the new school being brought into use should this application be approved.
- o Provide a scheme to improve the substandard visibility from Daisy Hill onto Howden Road. This is likely to take the form of junction plateaus to reduce vehicle speeds on Howden Road, as well as possible speed cushions on Daisy Hill, and a build-out on the Daisy Hill / Howden Road junction to move the give way line forward.
- o Carry out a review of the existing street lighting on Howden Road, Daisy Hill, Middleway and upgrade as required to support safer walking routes to the school.

In order to carry out the works within the highway (as demonstrated on the indicative plan Ref: AR004040402 CO / A102 A0 Rev J) the developer will be required to enter into a Section 278 Agreement (Highways Act 1980) with the Council.

All the works shall be agreed and approved in writing by the Local Highway Authority prior to any construction towards the development starting on site and the works then completed on site before the development is brought into use.

Therefore if the Council were minded to approve this application then the following conditions would be appropriate to include within the Decision Notice.

Reasons and/or Conditions

U01309

Highway Improvement Before Use

Before any works towards the development starts on site full details and specifications of the works, as listed on the indicative plan Ref: AR004040402 CO / A102 A0 Rev J, shall

be submitted to and be approved in writing by the Local Highway Authority. The development shall then not be brought into use until these works have been completed on site to the satisfaction of the Local Highway Authority.

The applicant should contact James Marsh (Section 278 Co-ordination Engineer) on 01274 437308 (email james.marsh @bradford.gov.uk) in order to discuss the requirements of the s278 Agreement.

Reason: In the interest of amenity and highway safety, and in accordance with Policy DS4 of the Core Strategy Development Plan Document.

HA01R

Before any part of the development is brought into use, the proposed means of vehicular and pedestrian access hereby approved shall be laid out, hard surfaced, sealed and drained within the site in accordance with the approved plan numbered and completed to a constructional specification approved in writing by the Local Planning Authority.

Reason: To ensure that a suitable form of access is made available to serve the development in the interests of highway safety and to accord with Policy TM19A of the Replacement Unitary Development Plan.

HA21R

Before any part of the development is brought into use, the proposed car parking spaces shall be laid out, hard surfaced, sealed, marked out into bays and drained within the curtilage of the site in accordance with the approved plan numbered and to a specification to be submitted to and approved in writing by the Local Planning Authority. The car park so approved shall be kept available for use while ever the development is in use.

Reason: In the interests of highway safety and to accord with Policy **** of the Replacement Unitary Development Plan.

HA44R

Before development commences on site, details of the type and position of all proposed external lighting fixtures to the buildings and external areas (including measures for ensuring that light does not shine directly on the highway or is visible to highway users) shall first be submitted to and approved in writing by the Local Planning Authority. The lights so approved shall be installed in accordance with the approved details and maintained thereafter to prevent the light sources adversely affecting the safety of users of adjoining highways.

Reason: To avoid drivers being dazzled or distracted in the interests of highway safety and to accord with Policy TM19A of the Replacement Unitary Development Plan.

HA32R

Before any part of the development is brought into use the highway retaining structures hereby approved shall be completed in accordance with the approved plan numbered .

Reason: In the interests of future maintenance of the highway and to accord with Policy TM19A of the Replacement Unitary Development Plan.

HA50R

Notwithstanding the provision of Class A, Part 4 of Schedule 2 of the Town and Country Planning (General Permitted Development) Order 1995, or any subsequent legislation, the development hereby permitted shall not be begun until a plan specifying arrangements for the management of the construction site has been submitted to and approved in writing by the Local Planning Authority. The construction plan shall include the following details:

- i) full details of the contractor's means of access to the site including measures to deal with surface water drainage;
- ii) hours of construction work, including any works of demolition;
- iii) hours of delivery of materials;
- iv) location of site management offices and/or sales office;
- v) location of materials storage compounds, loading/unloading areas and areas for construction vehicles to turn within the site;
- vi) car parking areas for construction workers, sales staff and customers;
- vii) a wheel cleaning facility or other comparable measures to prevent site vehicles bringing mud, debris or dirt onto a highway adjoining the development site;
- viii) the extent of and surface treatment of all temporary road accesses leading to compound/storage areas and the construction depths of these accesses, their levels and gradients;
- ix) temporary warning and direction signing on the approaches to the site

The construction plan details as approved shall be implemented before the development hereby permitted is begun and shall be kept in place, operated and adhered to at all times until the development is completed. In addition, no vehicles involved in the construction of the development shall enter or leave the site of the development except via the temporary road access comprised within the approved construction plan.

Reason: To ensure the provision of proper site construction facilities on the interests of highway safety and amenity of the surrounding environment and its occupants and to accord with Policies TM2 and TM19A of the Replacement Unitary Development Plan.