

Transport Statement

Analysis of traffic considerations in respect of the proposal to build a replacement pavilion and to enlarge the existing car park. R.Yendall 25/3/2022

Existing site and road safety history

The application site is served by a **long-established car park with vehicle access** to the Wolverton Road. It is located within the village boundary and 30mph zone. It is a straight stretch of road providing good visibility, and the speed of oncoming traffic on the near carriageway is moderated by the fact that it is travelling uphill from the centre of the village. Road safety statistics (appendix 1) reveal that there has not been a single incident on this stretch of road in the past 20 years.

Existing vehicular access and usage

This access and car park have been used for many years by visitors to the playing field. Sports matches are held on a regular basis at weekends and some weekday evenings, when **as many as 15 vehicles** may occupy the car park and adjacent grass area. This is only achieved by cars blocking each other in, due to the car park being of insufficient size for this amount of traffic. Hence why an extension of the car park is included in the planning application.

On selected weekends, the field is used for major events such as the village fete, where a **large number of vehicles** (including commercial and agricultural vehicles) will access the site. It has also been used as a parking area for bonfire nights at the nearby Sports Club, with as many as **100 vehicles** accessing the field via the car park.

By contrast, usage of the car park during weekday working hours is extremely light, with typically no more than one or two vehicles parked for a short time – mostly by local residents walking their dogs or taking exercise.

Existing pedestrian access

Pedestrians can access the site at all four corners of the playing field, including this location in the South-east corner. The Monarch's Way public footpath runs along the far (West) side of the field, and connects with Bearley Road within the village boundary. There is also an additional pedestrian access from Hales Close on the south side of the field next to the children's play equipment. This access point can also be reached via a pavement from Wolverton Road just to the south of the playing field car park.

A pavement runs along the near (West) side of the Wolverton Road as far as the car park. There is no pavement on the Wolverton Road north of the car park entrance, and only a small number of dwellings so it is rare that pedestrians would walk past the site.

Public transport

There are no bus stops near to the site, nor any other forms of public transport. Visitors to the playing field who arrive in the village by bus would be most likely to use either the southern access point from Hales Close or the south west access point from Bearley Road along the Monarch's Way.

Impact of proposal on transport

Evening / weekend usage

Peak activity (weekend sports matches and special events) will be unaffected by this proposal, with the level of attendance expected to remain similar to current usage. It is possible that better facilities could attract some more spectators at matches, but we expect to see an increased emphasis on car-sharing and greater use of sustainable transport. The enlargement of the car park will alleviate the parking congestion sometimes experienced during matches, and hence improve public safety.

Weekday usage

The building design is intended to facilitate ancillary use as a preschool nursery, so that the existing village nursery (Snitterfield Nursery School) can relocate from its current site on the grounds of Snitterfield Primary School on Bearley Road.

An analysis of the likely traffic volumes is shown in Appendix 2.

In summary, 11 cars can be expected to drop children off between 8:50 and 9:05 on a typical weekday, and 11 cars can be expected to collect children between 14:50 and 15:30. The nursery does not operate in the evening or at weekends.

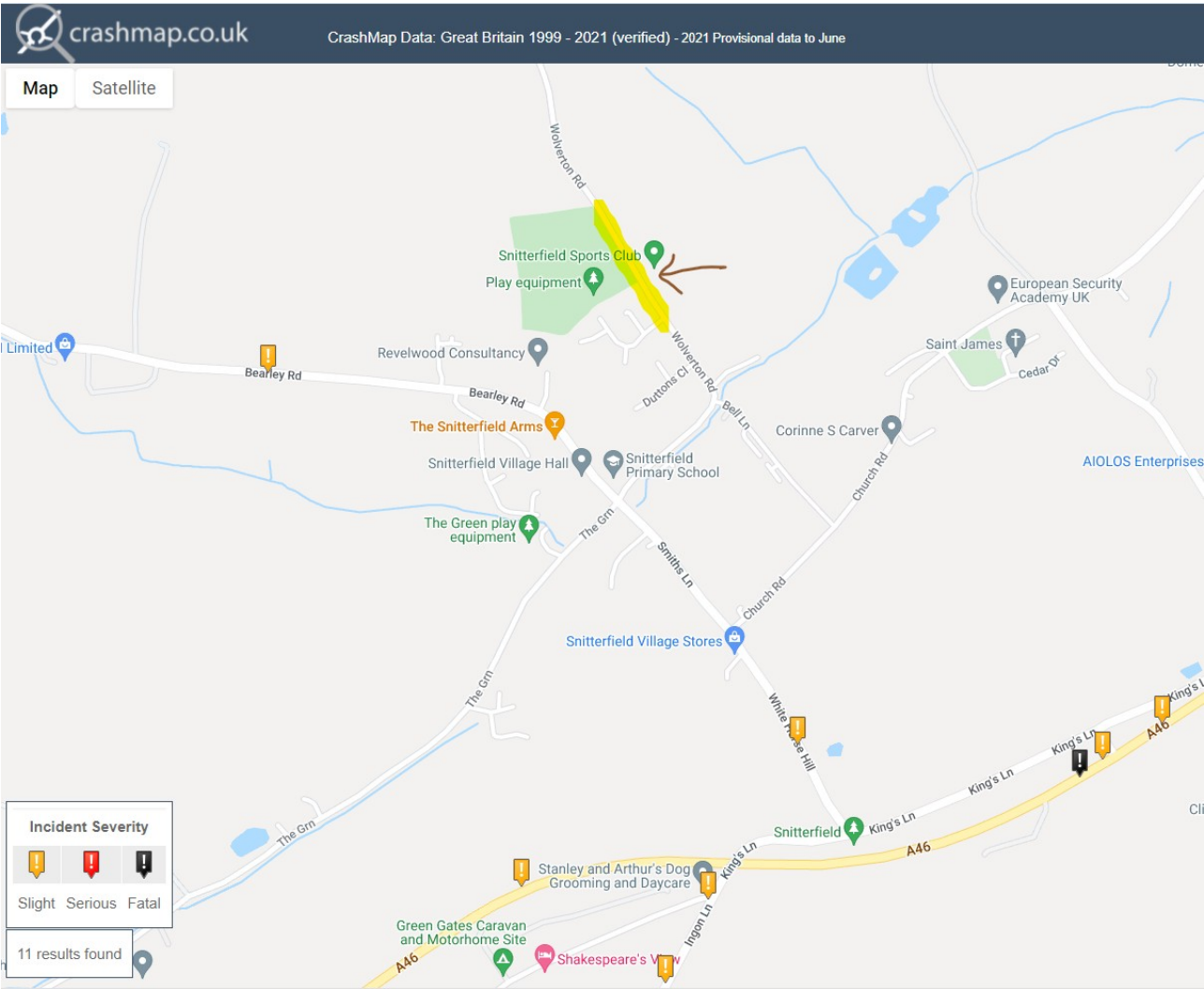
As this usage would occur at a time when the car park is lightly used by visitors to the playing field and is below the peak seen at weekends, this additional traffic fits within the current usage levels and does not constitute an intensification of use.

Alleviation of transport issues elsewhere

An additional benefit of this proposal will be to alleviate traffic issues at the nursery's current site, about which many residents have expressed significant concern. The nursery has no parking of its own, and its site on the Bearley Road is in very close proximity to the Primary School and another newly-established nursery "Little Dragons". It is also next to a pick-up point for local school buses and public buses. The Bearley Road is the main vehicle route through the village and experiences a significant increase in traffic at the times when children are being dropped off and picked up. With many parents and small children navigating parked cars and crossing the road, there is considerable cause for concern within the village about the potential for accidents. This is evidenced by public and Parish Council responses to recent planning applications for Little Dragons nursery.

By relocating the Snitterfield Nursery School, this will reduce traffic and parking at the congested Bearley Road location, thus improving safety.

Appendix 1 – Local road safety statistics



Appendix 2 – Projected traffic volumes for ancillary nursery use

Current children

The nursery currently has 22 children on the roll, attending a combination of full day and half day sessions. Of these, six live within Snitterfield and typically walk to nursery, which equates to 27% of current children on the roll. The remaining 73% travel to the nursery by car from the outer edges of the village or outside the village. At the time of writing (March 2022), the maximum number of children attending nursery at any one time is 19 children.

Daily pattern

We offer full day sessions (9:00am-3:00pm) and half day sessions (9:00am-12:00pm and 12:00pm-3:00pm). We also offer lunch club for children attending morning sessions (12:00pm-1:00pm), early drop off (from 8:30am) and late pick-up (up to 3:30pm). Typically, parents/carers drop off and collect their children within the following time windows:

- For 8:30 start, between 8:30 and 8:40
- For 9am start, between 8:55 and 9:10
- For midday drop off or pick up, between 11:50 and 12:10
- For 3pm pick up, between 2:50 and 3:05
- For 3:30 pick up, between 3:20 and 3:30
- Attendance at lunch club is currently negligible

Travel pattern based on current attendance

65 full day sessions are attended per week, i.e. an average of 13 children per day. This means 13 children being dropped off in the morning and collected in the afternoon.

24 half-day sessions are attended per week, an average of 5 children per day. This means a further 5 children EITHER being dropped off in the morning and collected at 12 noon OR being dropped off at noon and collected at 3pm. For the purpose of this analysis we will assume 3 children per day are attending the morning session and 2 per day are attending the afternoon session, since morning sessions are slightly more popular.

Each day, an average of 2 children use early drop-off and 2 children use late pick.

This means, on average and based on the assumption that 27% would walk and the remaining 73% would travel by car,

- 16 children are dropped off in the morning between 8:30 and 9:05, of which 12 (11.68) would arrive by car. Of those arriving by car, 1 or 2 (1.5) would arrive between 8:30 and 8:50, and 10 or 11 (10.5) would arrive between 8:50 and 9:05.
- Between 11:50 and 12:10, 5 children would be either dropped off or collected, of which 4 (3.65) would be dropped off or picked up by car.
- 15 children are collected between 2:50 and 3:30, of which 11 (10.95) would be picked up by car. Of those arriving by car, 9 or 10 (9.5) would be collected between 2:50 and 3:05 and 1 or 2 (1.5) would be collected between 3:20 and 3:30.

We currently have four members of staff who drive to work. They tend to arrive between 8:00 and 8:30 and leave between 3:30 and 4:00. Staff doing half days would arrive/leave between 11:50 and 12:10.

Parking based on current staff and children

Several members of staff live within the village, so we only require a maximum of four parking spaces for staff.

As shown above, the busiest times for parents/carers dropping off and picking by car are: between 8:50am and 9:05am, when up to 11 children arrive by car; and between 2:50pm and 3:05pm, when up to 10 children are collected by car. Parents'/carers' arrival times tend to be evenly spread through these time windows.

At the proposed new building, we would not expect parents/carers to be parked for more than 5 minutes, given the proximity of the car park to the building. This allows time for a brief discussion between parents/carers and nursery staff at the beginning and end of each day and time to get the child out of or secured in their car seat.

We therefore anticipate parents/carers using a maximum of three or four parking spaces during these busiest periods. When combined with staff parking, this brings the total parking spaces used to a maximum of eight.

In practice, it is likely that some parents/carers who have children both at the nursery and the village primary school will park near school, as they do currently, and make their way to the nursery on foot after dropping off their child at school and before collecting from school. The pathways from the southern side of the playing field through to Hales Close and Bearley Road make this a convenient option.