

# **CAPITA SYMONDS**

## **Transport Assessment**



**Eastbourne Church of England Academy,  
Darlington**

**Proposed School Relocation**

**January 2007**

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## 1 INTRODUCTION

- 1.1 Capita Symonds have been commissioned by Darlington Borough Council (DBC) to undertake a Transport Assessment of a proposal to relocate Eastbourne Comprehensive School to a new 700 pupil's school providing a City Academy. The proposed location is immediately north of the existing school site on land accessed from Hundens lane adjacent to Eastbourne Sports Complex (see plan CS/023137/001 in appendix A). The academy is due to open in 2008
- 1.2 In order to serve the new site it is proposed to create a new access off Hundens Lane as shown on drawing CS/023137/002 in appendix A. The effect of this access and the consequent changes in traffic movements at junctions in the vicinity of the academy are examined in this report.
- 1.3 The approach used is summarised below. Initial findings of the transport implications and accessibility assessment are discussed in the conclusions which identify key issues and make recommendations on how these could be addressed.



Proposed location for new school at land access from Hundens Lane

## 2 METHODOLOGY

### 2.1 Overview

- 2.1.1 This section briefly summarises the approach taken for the Transport Assessment. The Brief identified the following requirements of Capita Symonds: -
1. Design a new access into the site
  2. Predict vehicle flows at the new access and junctions in the vicinity of the academy and growth up for opening and design years
  3. Make an assessment for each junction of whether the predicted increase in flows will have a significant effect on capacity
  4. Carry out an accessibility assessment from pupil postcode data provided by DBC
  5. Examine parking requirements for the new site
  6. Produce an outline travel plan taking into account accessibility and existing information on walking, cycling and public transport
- 2.1.2 In undertaking this study to date an inception meeting, consultation with DBC Officers and a site visit have been carried out. The following information used in the study was provided by DBC:
- Pupil post code data for 2005
  - A list of existing staff at Eastbourne Comprehensive School
  - A 2005 hands up survey on transport modes for Eastbourne Comprehensive School
  - Darlington bus routes map
  - Tees Valley Cycling maps, Cycling in Darlington

### 2.2 Transport Implications

#### 2.2.1 Purpose

The purpose of examining the transport implications of the proposal is to assess its effect on the highway network. As the proposed site for the academy is very close to the existing site for

Eastbourne Comprehensive School it is considered that the impact on the highway network will be very localised.

### 2.2.2 Local Highway Network

The extent of the Highway Network for inclusion in this study includes Hundens Lane between its junctions with Haughton Road and Yarm Road and Yarm Road between its junction with Hundens Lane and McMullen Lane - specifically the following junctions: -

1. B6279 Haughton Road/Hundens Lane priority junction.
2. B6280 Yarm Road/Hundens Lane signalised junction
3. B6280 Yarm Road/Geneva Road/The Broadway signalised junction.
4. B6280 Yarm Road/Estoril Road priority junction.
5. B6280 Yarm Road//McMullen Road/Salters Lane roundabout.
6. Hundens Lane/Academy access priority junction

### 2.2.3 Traffic Flows

Base traffic flows were identified through the 2005 Darlington TRIPS model which has been shown through validation to have accuracy greater than 85%. For the flows in and out of the academy access, assumptions were made based on the existing number of teachers plus the numbers of parents dropping off/picking up at Eastbourne Comprehensive School derived from the hands up survey. These are described in more detail in paragraph 2.2.5

A sample of the Traffic Flow diagrams produced as part of this Feasibility Study are included in Appendix C.

### 2.2.4 Committed Development Traffic

There are no committed developments at this time that would have a significant impact on the road network in the vicinity of the proposed academy.

### 2.2.5 School Traffic

The 2005 Darlington TRIPS model was used as a basis for the assessment of the reassigned school traffic on the nearby local highway network. The existing school access was identified in TRIPS and the matrix amended to reflect its change in location.

Based on the information provided regarding staffing and pupil levels and the hands up pupil travel survey at Eastbourne Comprehensive School, modal split was estimated for the pupils and teachers. Account has been taken of the impact of the DBC policy to provide free home to school transport for all pupils who live more than 2 miles from their school on the generation of traffic at the proposed site.

The school traffic to the new access was reassigned to the highway network using the TRIPS model. It was assumed that 100% of teaching and support staff would arrive by car. It was also assumed that 50% of teaching and support staff would arrive before the am peak at 8.00 am and the remaining 50% would arrive during the am highway peak period between 8.00 am and 9.00 am. For the pm period it was assumed that a third of staff would leave between 3.00 pm to 4.00 pm, a third between 4.00 pm to 5.00 pm and the remaining third between 5.00 pm and 6pm.

From details provided by DBC it was calculated that staff would account for a total of 84 trips in and out of the site. The time of day that these trips occur has been distributed as described above.

From the hands up survey it was predicted that 38 pupils would be dropped off at and picked up from the academy. It was assumed that parents dropping off/picking up children would enter and leave the site during both the AM and school peaks.

Based on existing travel directions in the TRIPS model it was assumed that that 90% of trips into the academy would be to and from Yarm Road, the remaining 10% of trips would be to and from Haughton Road.

### 2.2.6 Assessment Hours

Three assessment hours were identified for the purpose of undertaking the junction capacity assessments. These were selected to cover the am and pm highway peak hours and the main arrival and departure times for school traffic. The assessment hours are set out in the following table.

**Table – Assessment Hours**

Assessment Hour	Hours	Comments
AM Peak	0800 - 0900	am highway peak and school arrivals.
School Peak	1500 - 1600	School pm departures.
PM Peak	1700 - 1800	pm highway peak and school pm departures.

It should be noted that the TRIPS model only includes matrices for the hours of 0800 - 0900, 1000 -1100 and 1700 - 1800 hours. Existing ATC data and other traffic count data, traffic flows included in Transport Assessments were used to factor the am and pm trips to identify traffic flows for 1500 - 1600 hours.

### 2.2.7 Assessment Years

It was agreed with DBC to use TEMPRO Growth factors specific to the hours under consideration. These were applied to the 2005 base flows to derive Year of Opening flows for 2008 and Design Year flows for 2018.

### 2.2.8 Capacity Assessment

The percentage impact of the reassigned school traffic has been calculated for the year of opening of 2008. Since the Yarm Road network is considered to be congested, a 5% threshold was used to identify junctions that required further capacity assessment. Assessment of the impact on the local highway network capacity was undertaken using junction modelling programmes (LINSIG/PICADY). Junctions have been modelled based on the proposed junction layouts along Yarm Road, which will be in place by the proposed year of opening of 2008.

### 2.2.9 Parking

Recommendations for parking at the new school are made in Section 3. The recommended parking requirements for the school have considered the following information: -

- DBC Design Guide for Parking Standards.
- Existing parking provision at the Eastbourne Comprehensive School.
- Existing travel mode proportions taken from the hands up annual survey of travel mode.
- Existing school bus provision for the Eastbourne Comprehensive School.
- Existing staff numbers at the Eastbourne Comprehensive School.

## 2.3 Accessibility Assessment

- 2.3.1 The accessibility assessment has been predominately undertaken using the Accession™ accessibility planning software. This is government-approved software that has been used

in the countywide accessibility assessments. The software has been loaded with the Darlington public transport and road networks, existing/planned/proposed cycling and walking routes, the location of the existing and proposed school sites and the home postcodes of all staff and pupils from the existing two schools.

#### Walking and Cycling

An assessment has been undertaken to identify pupils and staff within reasonable walking (2 km/1.25 miles) and cycling distance (6 km/3.75 miles). The reasonable walking and cycling distances are based on social data research.

The distance between the postcodes and the school sites was taken along the existing highway network or walking/cycling routes rather than 'as the crow flies' to more accurately represent reality.

Information provided by DBC on existing, planned and potential cycle/pedestrian routes has been coded into Accession for the walking and cycling assessments. The potential impact on accessibility of existing cycle/pedestrian routes, currently planned cycle/pedestrian routes and future cycle/pedestrian routes resulting from the schools introduction has therefore been considered.

#### School Bus

There is currently no school bus for Eastbourne Comprehensive School. The pupil catchment for the home to school bus for the new site has been assessed using postcode data for existing pupils.

The Accession™ software has been used to calculate those pupils that live more than 2 miles , by walking routes, from the proposed academy site, who would therefore be entitled to free school transport provision.

#### Public Transport

No measurement of accessibility by public transport was made as up to date data was not available.

#### Private Motor Vehicle

Accession™ has also been used to model the accessibility by car to the school sites. It should be noted that Accession™ does not make any allowance for congestion on the road network but calculates journey time in correspondence with the highway network speed limits.

### 3 TRANSPORT IMPLICATIONS

#### 3.1 Highway Network

3.1.1 The highway network that is being considered as part of this feasibility study includes Yarm Road and Hundens Lane only. It is considered that the impact of the academy beyond these roads will be minimal

#### 3.2 Impact of Development Traffic

3.2.1 The percentage impact of traffic for the reassigned flows is set out in the following table.

**Table - Maximum Percentage Increase In Two-Way Traffic Flow (2008)  
 On Any Junction Link**

	Peak Hour Period	School
<b>Junction 1</b> Haughton Road/ Hundens Lane	AM (08:00 - 09:00)	<5%
	Sch (15:00 - 16:00)	<5%
	PM (17:00 - 18:00)	<5%
<b>Junction 2</b> Yarm Road/Hundens Lane	AM (08:00 - 09:00)	<5%
	Sch (15:00 - 16:00)	5.9%
	PM (17:00 - 18:00)	<5%
<b>Junction 3</b> Yarm Road/Geneva Road/ The Broadway	AM (08:00 - 09:00)	<5%
	Sch (15:00 - 16:00)	<5%
	PM (17:00 - 18:00)	<5%
<b>Junction 4</b> Yarm Road/Estoril Road	AM (08:00 - 09:00)	<5%
	Sch (15:00 - 16:00)	<5%
	PM (17:00 - 18:00)	<5%
<b>Junction 5</b> Yarm Road/McMullens Road/ Salters Lane	AM (08:00 - 09:00)	<5%
	Sch (15:00 - 16:00)	<5%
	PM (17:00 - 18:00)	<5%

3.2.2 The impact analysis indicates that the proposed academy would only produce a significant increase in traffic (5% or more) at Junction 2 (Yarm Road/Hundens Lane signals) during the school peak.

#### 3.3 Junction Capacity Assessment

3.3.1 Junction 2 has each been subjected to a capacity assessment to compare its performance, with and without the traffic flows associated with the academy in 2008 and 2018 using LINSIG. PICADY has been used to carry out a capacity analysis of the new access to the academy in 2008 and 2018.

3.3.2 A summary of the results is included in Appendix C. The results indicate that the proposed access to the academy will operate within capacity for all peaks at both opening (2008) and design (2018) years.

3.3.3 The results also show that although the additional traffic associated with the academy will marginally increase delays at the Yarm Road/Hundens Lane junction during the school

peak, this junction will still be operating well within capacity in both opening (2008) and design (2018) years.

### 3.4 Parking

3.4.1 This section includes recommendations for parking requirements based on DBC's 2006 Design Guide for Parking Standards.

#### 3.4.2 Operational Parking

Recommendations for operational parking for the proposed school include: -

- ❑ *School Transport* - An estimate of how many school buses will be required based on home to school transport provision for pupils who live more than 2 miles from their school has been undertaken using current pupil postcode data to estimate numbers of pupils who would be entitled to transport to the school. This has then been assigned to buses to give an estimate of the total number of buses required. It is estimated that approximately 20 pupils would be entitled to school transport which is likely to only require one bus. Waiting space for 1 school bus should therefore be provided within the layout of the school grounds. It may also be worthwhile providing space for taxis.
- ❑ *School pupil pick up/set down* - Based on DBC Design Guide for Parking Standards 5 spaces per form entry are required. From the hands up travel survey there are 17 forms at Eastbourne school. This equates to a requirement for 85 spaces for pupil pick up/set down. However considering the percentage of pupils that currently travel to school by car from the hands up survey, it is estimated that only 38 pupils receive lifts to school. Nevertheless it is recommended that a suitable parent pick up/set down area be provided to ensure that the impact of this activity is minimised on Hundens Lane.

#### 3.4.3 Non-Operational Parking

Recommendations for non-operational parking for the proposed school include: -

- ❑ *Staff Parking* - Based on the DBC Design Guide for Parking Standards of 1 space per full time member of staff and 1 space per 3 part time staff it is recommended that 84 parking spaces be provided.
- ❑ *Visitor Parking* – Based on the DBC Design Guide for Parking Standards 4 visitor parking spaces should be provided
- ❑ *Disabled Parking* – Based on the DBC Design Guide for Parking Standards guidance for car parks associated with employment premises and provided for employees and visitors, for up to 200 spaces, 5% of capacity subject to a minimum of 2 spaces should be provided as disabled parking. Spaces for employees with disabilities are additional to those recommended above. It is therefore recommended that 6 disabled spaces be provided. Additional spaces should be provided for any disabled members of staff.

#### 3.4.4 Other Parking Considerations

Other considerations for parking include: -

- ❑ *Special Events* - Hard-surfaced play areas should be capable of accommodating car parking for special events.
- ❑ *Minibuses* – It is noted that Eastbourne school has 8 minibuses, which currently are provided with their own parking spaces at the school. It may be worth considering dedicated parking provision at the new school for school minibuses.

- ❑ *Cycle Parking* – Cycle parking should be provided at convenient locations around the school site. The DBC Design Guide recommends that for Secondary Schools provision is made for the parking of 8 cycles per each form of entry. Taking into account that there are 17 forms at Eastbourne school, this equates to a requirement for 136 cycle parking stands. It should be noted however that the hands up survey indicated that no pupils currently cycle to Eastbourne Comprehensive school
- ❑ *Vehicle Movements* - The Design Guide for Parking Standards states that it is essential that reversing and turning movements at all schools be minimised.

## 4 ACCESSIBILITY ASSESSMENT INITIAL FINDINGS

### 4.1 Introduction

- 4.1.1 This section reports on the finding of the accessibility assessment.
- 4.1.2 An Accessibility Summary Table is included in Appendix D along with a plan illustrating distances to the proposed academy site.

### 4.2 School Bus

- 4.2.1 There is currently no school transport provision to Eastbourne Comprehensive School.
- 4.2.2 Using the pupil postcode data for Eastbourne pupils and the Accession software it was predicted that 22 pupils (2.8%) would be entitled to school transport to the proposed new academy.

### 4.3 Walking and Cycling

#### 4.3.1 Eastbourne School Pupils and Staff

For Eastbourne School currently 78% of pupils live within reasonable walking distance and 100% within reasonable cycling distance. For the academy site accessibility by both walking and cycling would be slightly worse with 68% pupils within reasonable walking distance and 99.9% within reasonable cycling distance.

For the existing Eastbourne School currently 13% of staff live within reasonable walking distance and 41% within reasonable cycling distance. The figures for the academy are slightly better with 18.5% within reasonable walking distance and 46.9% within reasonable walking distance

### 4.4 Public Transport

As stated previously no assessment was made of accessibility by public transport. However this is not seen to be a problem as, under the DBC guidelines, the academy will provide statutory home to school transport for those pupils above 2 miles in distance from the site. Furthermore accessibility to public transport is unlikely to be affected by the proposal as pupils travelling to and from school would need to catch the same buses. What is affected is the distance that pupils would have to walk between the academy and bus stops. This is discussed in more detail in the outline travel plan.

### 4.5 Private Motor Vehicle

#### 4.5.1 Pupils

Predicted accessibility by car to the academy site would be good with 99.5% of pupils being within 5 minutes of the site

#### 4.5.2 Staff

Accessibility to the academy site for staff from Eastbourne Comprehensive School will be affected very little by the proposal. 80.2% of staff are within 20 minutes, 91.4% are within 30 minutes, and only 1.8% are over 60 minutes away. These are very similar to existing figures for Eastbourne Comprehensive School

## 5 OUTLINE TRAVEL PLAN

### 5.1 Existing Facilities

#### Road

5.1.1 The Academy is to be accessed from Hundens Lane which is a well lit single carriageway road subject to 30mph speed limit. This will involve the construction of a new access as shown on drawing number CS/023137/002 in Appendix A. Hundens Lane has footways on both sides of the road but there are no crossing facilities. From the hands up survey only 38 pupils attending Eastbourne Comprehensive School are driven to school which represent a small percentage (less than 6%) of total number attending. The capacity calculations for the new junction show that it has adequate capacity to cope with predicted flows in the opening (2008) and design (2018) years

#### Bus

5.1.2 The two main bus operators in Darlington are Arriva and Stagecoach. The nearest bus stops to the proposed access are:

- a) east side of Hundens Lane                      within 50 metres of the proposed access
- b) west side of Hundens Lane                    within 150metres of the proposed access

5.1.3 However the only service currently operating on Hundens Lane in the number 18 which is operated by Stagecoach on a 30 minute frequency. The table below shows the nearest key bus corridors to the proposed academy access:

Table : Key bus corridors in the vicinity of the proposed academy access

corridor	Service numbers	operator	Mon – Sat Frequency
B6280 Yarm Road	25	Stagecoach	7.5 mins
B6280 Yarm Road, B6279 Haughton Road	21	Arriva	10 mins
B6280 Yarm Road	24	Stagecoach	10 mins
B6280 Yarm Road, B6279 Haughton Road	20	Stagecoach	10 mins
B6280 Yarm Road	74	Arriva	30 mins
B6280 Yarm Road	19	Arriva	60 mins

5.1.4 The nearest bus stop on Yarm Road is approximately 600 metres from the proposed access. The nearest bus stop on Haughton Road is approximately 400 metres from the new access. This is likely to represent an increase in walking distance for most of those travelling by public transport as the access to Eastbourne Comprehensive School is only around 250 metres from the nearest bus stop on Yarm Road

- 5.1.5 From the hand up survey nearly 18% of pupils currently travel by bus. There is currently no school bus provision to Eastbourne Comprehensive School so pupils must rely on scheduled bus services. From the pupil postcode data and Accession software 22 pupils would be entitled to school transport to the proposed academy

### **Cycling**

- 5.1.6 The hands up survey for Eastbourne Comprehensive School indicates that no pupils currently cycle to school despite the fact that the school is within reasonable cycling distance for 100% of pupils and cycle parking is provided on site. One possible reason for this is the limited provision for cycling on the roads in the vicinity of the proposed academy.
- 5.1.7 Hundens Lane is designated as part of an advisory cycle route connecting with the Bank Top area but the route crosses the busy traffic signal controlled junction with B6280 Yarm Road where there is no specific provision for cyclists
- 5.1.8 There is a traffic free path into the school off The Crescent which connects into a network of advisory cycle routes through Yarm Industrial Estate to the east and Firth Moor to the south but once again the route connecting Firth Moor crosses Yarm Road without any specific provision for cyclists.
- 5.1.9 There is currently no cycling infrastructure connecting into the proposed academy site from the north but there is a traffic free path immediately north of the site between McMullen Road and Haughton Road. This presents an opportunity for a connection into the academy which would then serve the network of advisory routes in Rise Carr and Haughton Le Skerne. However it should be noted that there are gaps in this infrastructure, notably the lack of any specific facilities to cross Haughton Road and McMullen Road.

### **Walking**

- 5.1.10 From the hands up survey 77% of pupils currently walk to school. The majority of pupils come from areas either to the south or east of Eastbourne Comprehensive School so the proposed location for the access to the academy will extend the walking distance for these pupils by around 1km. This additional walk will be along busy roads with footways on both side of the road.
- 5.1.11 A school crossing control currently operates on Yarm Road in the vicinity of The Fairway which leads to the access to Eastbourne Comprehensive School. As large numbers of pupils come from the south of Yarm Road it is recommended that this crossing patrol is retained in its current location
- 5.1.12 In addition to the existing school crossing patrol it is recommended that surveys are carried out to establish the need for further school crossing patrols at the junction between Yarm Road and Hundens Lane and on Hundens Lane in the vicinity of the access to the academy
- 5.1.13 Due to land constraints it only appears possible to provide a footway on one side of the vehicular access. This will have limited capacity for pedestrians and could lead to conflicts between vehicles and pedestrians. It is therefore recommended that consideration is given to providing a separate access for pedestrians and cyclists. In addition to resolving vehicle/pedestrian conflicts such a proposal could minimise additional walking distances

## **5.2 Targets**

- 5.2.1 No specific targets are set for increasing the number of children walking or cycling to school in the 2006 Tees Valley Transport Strategy. Instead the strategy contains a general commitment to increase journeys to school by these modes of transport.

### **5.3 Travel planning considerations**

- 5.3.1 An audit of existing facilities together with the accessibility analysis shows that the majority of pupils will need to walk or cycle greater distances to the academy. Nevertheless 68% of pupils are still within reasonable walking distance and 99.9% within reasonable cycling distance.
- 5.3.2 Travel on public transport is also adversely affected as pupils will need to walk further between the academy access and bus stops which may make travel by this mode less attractive
- 5.3.3 In order to mitigate this the following measures are recommended:
- An investigation into whether a separate pedestrian access to the academy can be provided
  - A review of school crossing patrol sites in the surrounding area
  - An Investigation into the provision of a school bus for around 20 pupils that live more than 2 miles from the proposed site
  - An investigation into the possibility of operators providing additional buses on Hundens Lane
  - An Investigation into whether a cycle link can be provided into the academy from traffic free path immediately north of the site
- 5.3.4 The current number of pupils travelling to school by sustainable modes is relatively high but given the foregoing it may be difficult to maintain current mode share for walking and public transport. It is therefore recommended that the school travel plan co-ordinator liaises with the academy soon after it opens to produce a school travel plan.

## **6 CONCLUSIONS AND KEY ISSUES**

### **6.1 General**

- 6.1.1 The transport implications of the new academy site have been investigated using the information provided. This involved using 2005 information to predict the situation at opening(2008) and design year(2018). The conclusions below are therefore based on the assumption that the catchment area for pupils will remain relatively stable.
- 6.1.2 No precise details of the academy site are available at this stage. An access to the site has been designed in the location indicted by DBC which could cater for vehicles and pedestrians. However a shared access could lead to vehicle/pedestrian conflict within the site and a separate pedestrian access is considered preferable.
- 6.1.3 Notwithstanding the above no problems have been identified with accessibility to the site, parking within it or capacity on the surrounding highway network.

## **6.2 Transport Implications**

- 6.2.1 The capacity calculations indicate that the proposed priority junction access to the academy will operate well within its capacity for both opening (2008) and design (2018) years.
- 6.2.2 An investigation into the impact of the academy on the surrounding road network shows that the change in traffic flows will generally not be significant. This change only exceed 5% in one situation – the school peak for the Yarm Road/Hundens Lane junction. Capacity calculations for this junction show that these additional vehicles would cause a slight increase in delay during the school peak but that the junction would still operate within capacity both at opening (2008) and design year (2018)

## **6.3 Accessibility Assessment**

- 6.3.1 The Accessibility Assessment shows that the academy will not substantially affect accessibility by walking, cycling, public transport or car.
- 6.3.2 It was predicted that approximately 22 pupils would be entitled to school transport to the proposed academy.

## **6.4 Parking**

- 6.4.1 The parking requirements are set out in section 3 above. There appears to be no reason why these cannot be accommodated within the proposed site
- 6.4.2 The provision for cycle parking identified appears to be high given that no pupils currently cycle to school. Consideration should be given to providing a lesser number of cycling stands until a more accurate figure for those pupils cycling to the new academy is known

## **6.5 Travel plan**

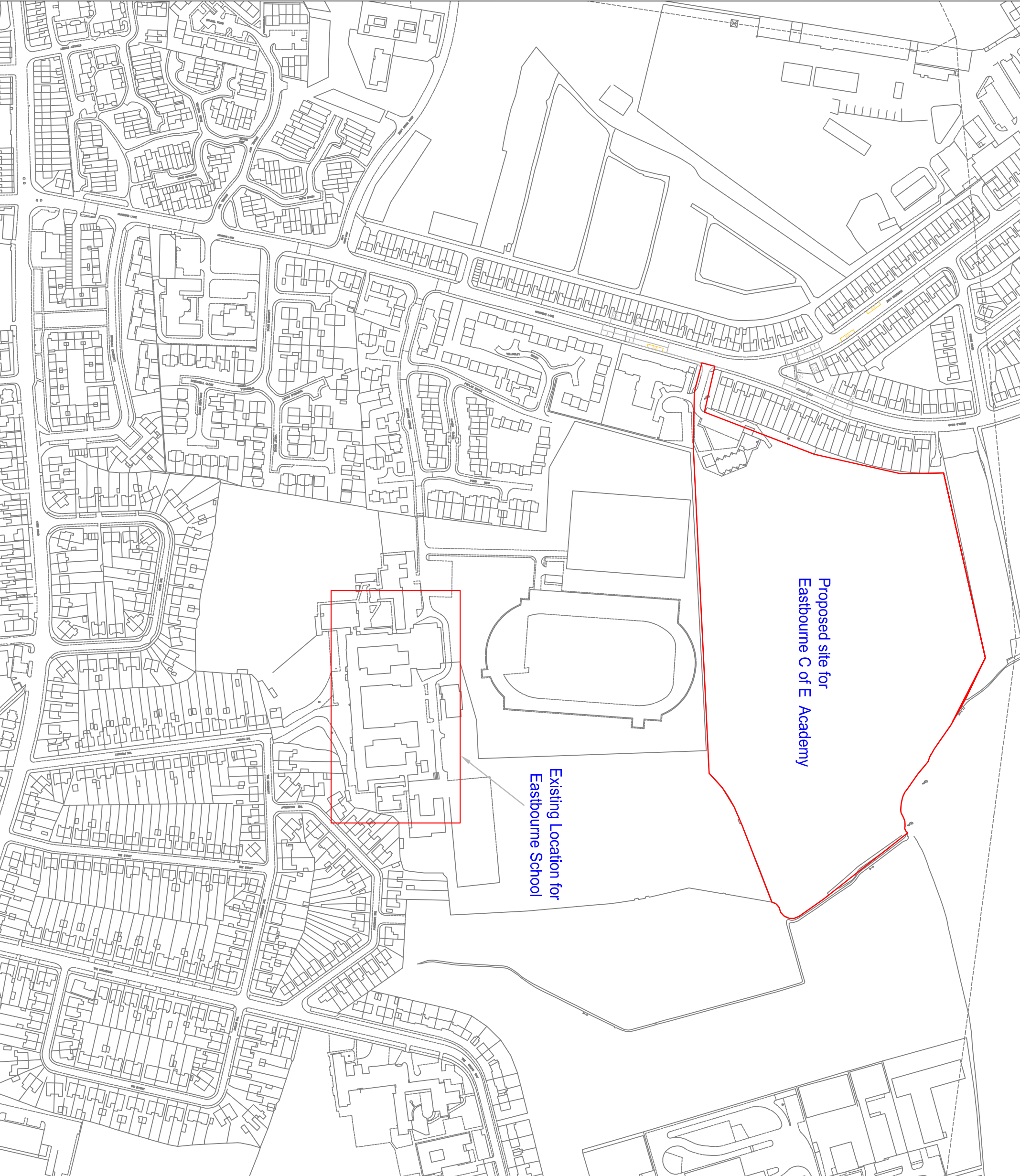
- 6.5.1 From an audit of existing facilities certain proposals have been identified that are considered to have merit. These are included in the recommendations below:

# **7 RECOMMENDATIONS**

7.1 The following recommendations are made with regard to the proposed academy:

- A priority junction should be constructed as shown on drawing number CS/023137/002 to serve as an access into the site
- Parking should be provided on the site in accordance with the requirements set out in section 3. However consideration should be given to providing a lesser number of cycle parking spaces until more accurate figures for those pupils cycling to school is known
- An investigation should be carried out into whether a separate pedestrian access to the academy can be provided
- A review of school crossing patrol sites in the surrounding area should be carried out
- The provision of a school bus for around 20 pupils that live more than 2 miles from the proposed site should be investigated
- The possibility of operators providing additional public transport on Hundens Lane should also be investigated

- The possibility of providing a cycle link into the academy from traffic free path immediately north of the site should be investigated



Proposed site for  
Eastbourne C of E Academy

Existing Location for  
Eastbourne School

Notes:

Rev	By	Chkd	Date	Description

Client:  

**DARLINGTON**  
 BOROUGH COUNCIL  
 Development and Environment Department

**CAPITA SYMONDS**

Finchale House, Belmont Business Park  
 DURHAM DH1 1TW  
 Tel: 0191 370 6010 Fax: 0191 370 6039

Job:  
 Eastbourne C of E Academy

Title:  
 Location Plan

Drawn: SZ	Date: January 07
Checked: SZ	Date: January 07
Approved: SW	Date: January 07
Drawing No. CS/023137/001	Revision 0

Job Log: 023137-01  
 Drawing Scale: NTS

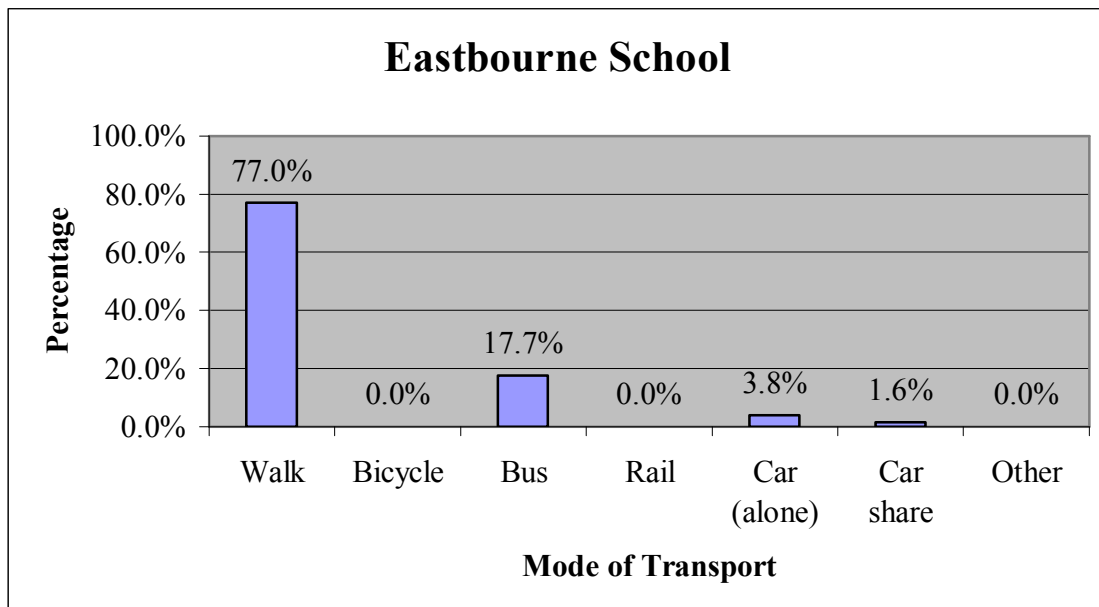
## APPENDIX B: INFORMATION PROVIDED BY DBC

### Existing staff at Eastbourne Comprehensive School

Teacher  
Teacher  
Teaching Assistant L2  
Teaching Assistant L2 (Sen)  
Teacher  
Teaching Assistant L1  
Assistant Head Teacher  
Teacher  
Teacher  
Learning Mentor  
Clerical Assistant  
Clerical Assistant  
Teaching Assistant L2  
Unqualified Teacher  
Teacher  
Teacher  
Clerical Assistant  
Clerical/Admin  
Assistant Headteacher  
PA to Head Teacher  
Teaching Assistant L2 (Sen)  
Teaching Assistant L2 (Sen)  
Admin/Bursar  
Teaching Assistant L2  
Teaching Assistant L2  
Supervisory Assistant  
Teacher  
Teacher  
Teacher  
Teacher  
Teacher  
Teacher  
Teacher  
Teacher  
Teacher  
Teacher  
Deputy Head Teacher  
Administrative Assistant  
Administration Clerk  
Assistant Head Teacher  
Teacher  
Senior Learning Manager  
Unqualified Teacher  
Teacher  
Teacher  
Administration Clerk  
Teacher  
Bursar  
Learning Mentor  
Personnel/Finance Manager  
PA to Head Teacher  
Director Of Behaviour Management

Clerical Assistant  
Teaching Assistant L2  
Teacher  
Teaching Assistant L2  
Laboratory Technician  
Site Superintendent  
Teacher  
Teacher  
PA to Head Teacher  
School Councilor  
Teaching Assistant L2 (Sen)  
Supervisory Assistant  
Teacher  
IT Technician  
Classroom Technician  
Teacher  
Tutor  
Site Superintendent  
Teacher  
Unqualified Teacher  
Head Teacher  
Site Superintendent  
Ict Manager/ Network Systems  
Administrat  
Teacher  
Teacher  
Cover Supervisor  
Teacher  
Special Support Assistant  
Teacher  
Cover Supervisor  
Teacher  
Teacher  
Teacher  
Learning Manager

<b>Eastbourne School - Whole School</b>		
	<b>Raw Data</b>	<b>Percentage</b>
Walk	244	77.0%
Bicycle	0	0.0%
Bus	56	17.7%
Rail	0	0.0%
Car (alone)	12	3.8%
Car share	5	1.6%
Other	0	0.0%
<b>Total</b>	<b>317</b>	<b>100.0%</b>



## Appendix C - Transport Implications

### Picady Results

#### Junction: Hundens Lane/ School Access

2008 with Academy	Period	Max. RFC	Max.Q	Approach Arm
	AM	0.169	0.2	School Access
	Sch	0.129	0.1	School Access
	PM	0.054	0.1	School Access
2018 with Academy	Period	Max. RFC	Max.Q	Approach Arm
	AM	0.177	0.2	School Access
	Sch	0.141	0.2	School Access
	PM	0.059	0.1	School Access

An RFC of greater than 0.85 indicates unstable operating conditions i.e. overcapacity

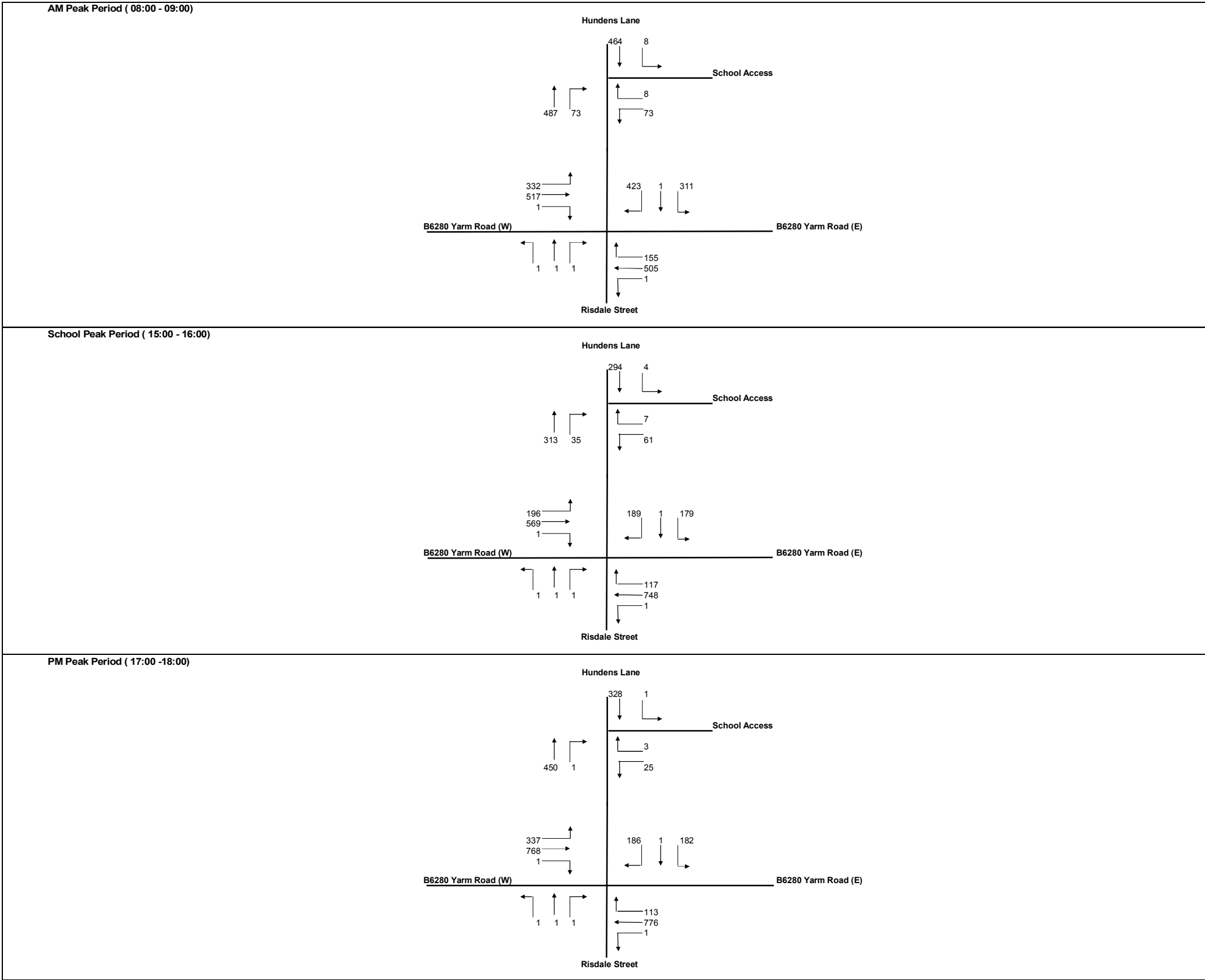
**Yarm Road/Hundens Lane/Ridsdale Street - Linsig Results**

2008 Do Nothing					2008 with Academy				
Period	PRC	Q	Approach Arm		Period	PRC	Q	Approach Arm	
Sch	16.8	1.8	Yarm Rd E(Right)		Sch	16.4	2.5	Yarm Rd E(Right)	
Sch	16.8	17.0	Yarm Rd E(Ahd &L)		Sch	16.4	16.8	Yarm Rd E(Ahd &L)	
Sch	16.8	16.1	Yarm Rd W(Ahd &L)		Sch	16.4	17.0	Yarm Rd W(Ahd &L)	
Sch	16.8	0.0	Yarm Rd W(Right)		Sch	16.4	0.0	Yarm Rd W(Right)	
Sch	16.8	2.4	Hundens Ln.(Ahd&L)		Sch	16.4	4.7	Hundens Ln.(Ahd&L)	
Sch	16.8	4.7	Hundens Ln(Right)		Sch	16.4	4.9	Hundens Ln(Right)	
Sch	16.8	0.1	Ridsdale St(Ahd,R&L)		Sch	16.4	0.1	Ridsdale St(Ahd,R&L)	

2018 Do Nothing					2018 with Academy				
Period	PRC	Q	Approach Arm		Period	PRC	Q	Approach Arm	
Sch	16.3	1.9	Yarm Rd E(Right)		Sch	15.5	2.8	Yarm Rd E(Right)	
Sch	16.3	18.0	Yarm Rd E(Ahd &L)		Sch	15.5	17.4	Yarm Rd E(Ahd &L)	
Sch	16.3	17.0	Yarm Rd W(Ahd &L)		Sch	15.5	17.7	Yarm Rd W(Ahd &L)	
Sch	16.3	0.0	Yarm Rd W(Right)		Sch	15.5	0.0	Yarm Rd W(Right)	
Sch	16.3	2.8	Hundens Ln.(Ahd&L)		Sch	15.5	5.8	Hundens Ln.(Ahd&L)	
Sch	16.3	5.9	Hundens Ln(Right)		Sch	15.5	6.2	Hundens Ln(Right)	
Sch	16.3	0.1	Ridsdale St(Ahd,R&L)		Sch	15.5	0.1	Ridsdale St(Ahd,R&L)	

A negative PRC indicates the signals are operating beyond their operational capacity



**Base Flow +School Flow**

<b>Am Peak</b>					
		Hundens Lane/School Access			
		Sch. Access	Hundens Lane North	Hundens lane south	
	Sch. Access		8	72	
	Hundens Lane North	8		458	
	Hundens lane south	72	481		
		Hundens Lane/B6280 Yarm Road/Ridsdale Street( signalised junction)			
		Yarm Road East	Yarm Road West	Hundens Lane	Ridsdale Street
	Yarm Road East		499	153	0
	Yarm Road West	510		328	0
	Hundens Lane	307	418		0
	Ridsdale Street	0	0	0	

<b>IP Peak</b>					
		Hundens Lane/School Access			
		Sch. Access	Hundens Lane North	Hundens lane south	
	Sch. Access		7	59	
	Hundens Lane North	4		286	
	Hundens lane south	34	305		
		Hundens Lane/B6280 Yarm Road/Ridsdale Street( signalised junction)			
		Yarm Road East	Yarm Road West	Hundens Lane	Ridsdale Street
	Yarm Road East		728	114	0
	Yarm Road West	554		191	0
	Hundens Lane	174	184		0
	Ridsdale Street	0	0	0	

<b>PM Peak</b>					
		Hundens Lane/School Access			
		Sch. Access	Hundens Lane North	Hundens lane south	
	Sch. Access		3	25	
	Hundens Lane North	0		323	
	Hundens lane south	0	442		
		Hundens Lane/B6280 Yarm Road/Ridsdale Street( signalised junction)			
		Yarm Road East	Yarm Road West	Hundens Lane	Ridsdale Street
	Yarm Road East		763	111	0
	Yarm Road West	755		331	0
	Hundens Lane	179	183		0
	Ridsdale Street	0	0	0	

## APPENDIX D: ACCESSIBILITY ASSESSMENT

Pupils:

Walking And Cycling Distances	Number	%
Number of Pupils in Acceptable Walking Distance	535	68.0%
Number of Pupils in Acceptable Cycling Distance	786	99.9%
Number of Pupils over 2 miles i.e. entitled to Home to School Transport	22	2.8%

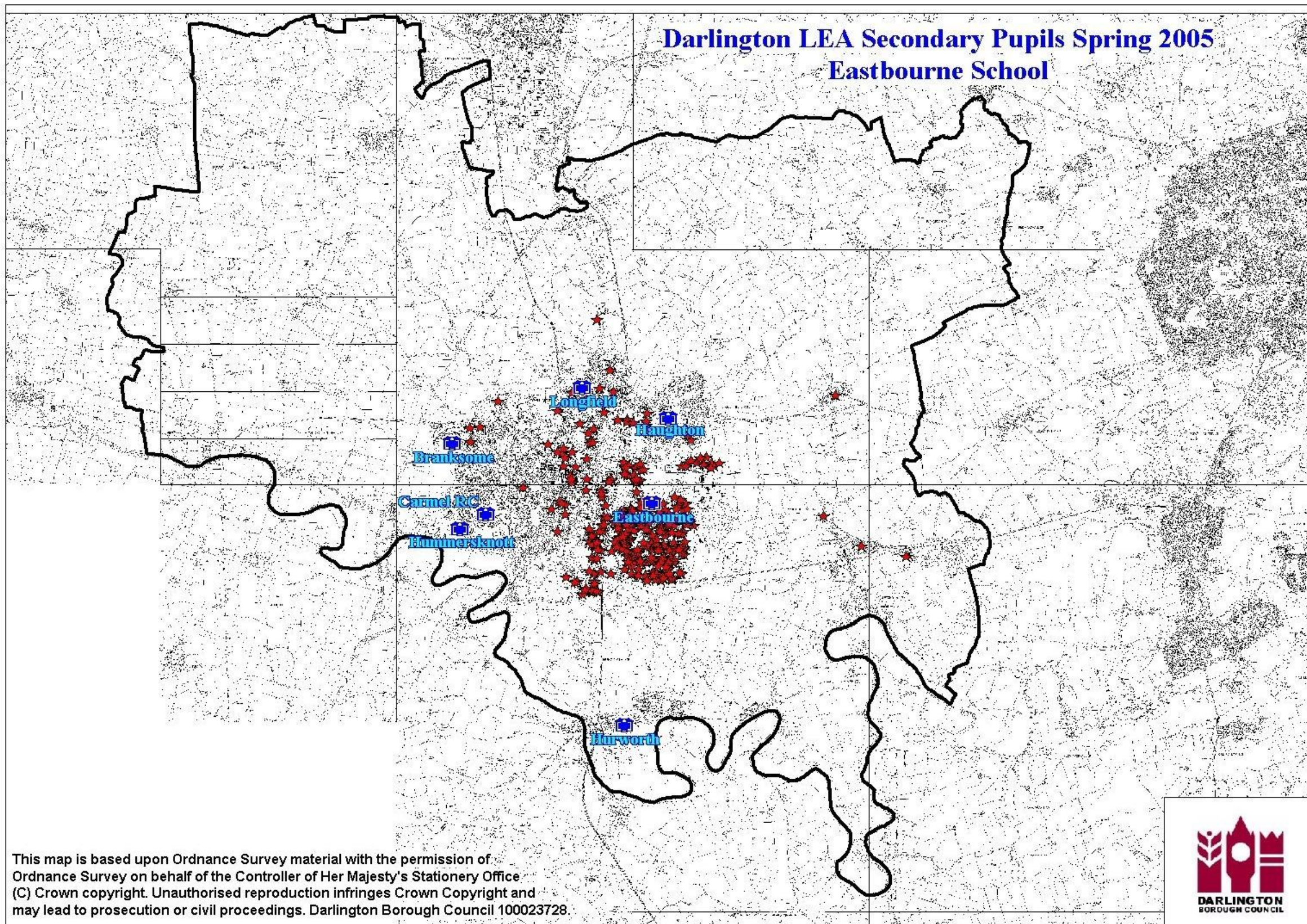
Journey Times By Car	Number	%
within 5 minutes	783	99.5%
within 10 minutes	785	99.7%
within 20 minutes	785	99.7%
within 30 minutes	785	99.7%
within 60 minutes	785	99.7%

Staff:

Walking And Cycling Distances	Number	%
Staff in Acceptable Walking Distance	15	18.5%
Staff in Acceptable Cycling Distance	38	46.9%

Journey Times By Car	Number	%
within 5 minutes	36	44.4%
within 10 minutes	46	56.8%
within 20 minutes	65	80.2%
within 30 minutes	74	91.4%
within 60 minutes	80	98.8%

**Darlington LEA Secondary Pupils Spring 2005  
Eastbourne School**



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