

Proposal to site a Car Park beside Bramham Primary School.

Background:

Whilst it is acknowledged that one of the “aspirations” contained within the Bramham Neighbourhood Plan is the “Development of car parking provision near the Primary School” we are also aware that circumstances have changed; there is now a greater emphasis placed on schemes (Park and Stride) encouraging children to walk to school and with the school Ofsted Rating being consistently “good” (verging on outstanding), increasingly, the greater number of pupils live in the local catchment areas of Bramham and Clifford; unlike when the rating was inadequate and children were allocated to the school from further afield by the LCC Education Department.

Summary:

We are of the opinion that the introduction of a dedicated car parking area adjacent to the school would encourage rather than deter car usage, probably increase the hazards and the provision of such a facility would be contrary to local and national government policy.

Following extensive discussion and review of the previous Council Minutes it has been agreed to recommend to Council that this matter should now be removed from the Council Agenda for the following reasons:

- The School has shown no inclination to support the initiative.
- There is no other reason for there to be a car park in that situation other than to service the school and therefore it would be used for two short periods each day for about forty weeks only each year.
- Creating a car park would be tantamount to encouraging travel by car which goes against current local and national government policy.
- Clifford Parish Council declined the offer to participate in a feasibility study.
- The previous resolution (Jan 2020) to carry out a feasibility study, financially supported in part by the Ward Councillors (but not by Clifford Parish Council) was never implemented.
- There have been three letters and one presentation at Council arguing against the initiative but no-one other than the Councillors involved in the original proposal have shown support in the wider community.
- It has already been noticed by the School staff that for the most part the majority of pupils already walk to school, especially from Bramham and Clifford and with “localisation” the number of “local” pupils is likely to increase until the maximum capacity is reached over the next 1 to 2 years.
- Previous informal discussion with LCC Highways Engineers suggested that they thought it was an unsuitable site and would not be supportive.
- The cars parking on the Clifford roadside currently slow the passing traffic at the critical arrival and leaving times.
- The parked cars create a corridor along which the pedestrians can walk and are shielded from the passing traffic.

- The land previously identified (bottle bank site) is already occupied and would require extension into adjacent land also occupied.
- The land is owned by the Catholic diocese and is rented out to the farmer who works the land and whose current access is via the bottle bank site.
- It is unlikely that for short term gain the Diocese would rescind any agreement with the farmer and sell/rent the land to Bramham parish Council, putting at risk any longterm possibility of selling the entire fields as a whole.
- The bottle bank site is in part used as an informal drop off area; a larger site would require both an entrance and exit lane and create a greater hazard for those wishing to walk to school.
- Where would the bottle bank be re-sited?
- A larger number of cars as they entered and exited the car park would be crossing the line of the pedestrians., thus increasing safety hazards to pedestrians not decreasing the risk.
- A significant proportion of minor accidents (>30%) and injuries occur in car parks because of children/parents milling around in an area where cars are manoeuvring and especially reversing.
- With the School not being inclined to be involved the maintenance and management of the area would fall upon the owner/tenant ie Bramham Parish Council.
- Fly-tipping and illegal occupation would have to be policed. It being private land the onus to remove tipped waste lies with the tenant/owner, ie Bramham parish Council.
- The cost of buying the land, creating the parking surface and drainage of the area would be prohibitive to the Parish Council especially for no quantifiable gain to the general population of the village. See below.

Estimate of cost based upon 40 bays (20% of approximate pupil numbers)

Bays:

- | | |
|------------------|-------------|
| • Disabled | 4.8m x 3.6m |
| • Parent & Child | 4.8m x 3.2m |
| • General | 4.8m x 2.4m |

Minimum size of plot to include one way access & exit with 40 parent & Child spaces (to include 4 disabled spaces):

- 80m x 24m (1920sqm) = 0.475 acres

(For comparison the size of the bottle bank site = 0.068 acre)

Land owned by Catholic Diocese (*would they be willing to sell?*)

Land for agricultural use - £12K - £15K per acre

For change of use up to £50K per acre.

Planning application/permission (*unlikely in the light of current policy*)

Compensation to tenant Farmer = £1500 (*currently on 5 year rolling tenancy and estimated £300 per acre per year profit*).

Excavation/drainage/surfacing/perimeter fencing/lighting etc

Surfacing (tarmac) alone could cost in the region of £1.5K - £2K per bay (*includes access roads etc - industry standard way of calculating cost*)
Excavation and base layer aggregate could cost in the region of £1.5K - £2K per bay
Drainage (filtration or otherwise) would be required (*surface water currently drains towards the beck*) - ? cost
Lighting (*probably required for safety*) - ?cost
Fencing/gates and security - ? cost

Estimated cost for 40 bays: in excess of £250K

Add on annual maintenance and insurance and sundry other items such as removal of fly-tipped rubbish and uninvited guests - ? revenue costs.

Working group - Traffic Management
Bramham cum Oglethorpe Parish Council