

NORTH LINCOLNSHIRE COUNCIL

**POLICY & RESOURCES
CABINET MEMBER**

**BURTON UPON STATHER PRIMARY SCHOOL
CONSIDERATION OF ALTERNATIVE ACCESS**

1. OBJECT AND KEY POINTS IN THIS REPORT

- 1.1 The object of this report is to:
 - 1.1.1 Seek Cabinet Member approval regarding the preferred option for access to Burton upon Stather Primary School.
 - 1.1.2 Burton upon Stather Primary School is being re-built as part of the Priority Schools Build Programme. As part of the considerations for the development an alternative vehicular/pedestrian access route has been identified.
 - 1.1.3 There will be additional costs involved in creating the alternative access route.
 - 1.1.4 Approval of an alternative access would be subject to the Council agreeing the terms of acquisition of land with the land owner.
- 1.2 An urgent decision is required in order that the Education Funding Agency can proceed with the implementation of the scheme within the required timescales.

2. BACKGROUND INFORMATION

- 2.1 During 2011, the Education Funding Agency (EFA) launched the Priority School Building Programme (PSBP) initiative. The aim of the programme was to address the needs of the schools in England, which were in most need of urgent repair.
- 2.2 The LA submitted six applications¹ to the EFA, all of which were successful and will result in respective schools being rebuilt. This

¹ These applications relate to: Baysgarth School, Crosby Primary School, Henderson Avenue Primary School (now an academy), Brumby Junior School, Grange Lane Junior and Grange Lane Infants School and Burton Upon Stather Primary School.

report relates specifically to Burton upon Stather Primary School, which was one of the six successful applications

- 2.3 The process for rebuilding Burton upon Stather has already commenced and six stakeholder consultation meetings have taken place which has focused on the design of the new school.
- 2.4 The new school will be built within the boundary of the existing site. Once the school has been built, the old building will be demolished and the site cleared in order to provide suitable facilities for the school community.
- 2.5 At present, access to the school is via a 90 metre driveway / footpath located off Flixborough Road. The driveway is suitable for single-file traffic and the footpath with protective fencing, runs parallel to the carriageway. Access and egress to the school site is managed by schools staff at key junctures through the day.
- 2.6 Throughout the various phases of the new-build project, it will be necessary for construction traffic and plant equipment to have on-site access.
- 2.7 The contractor will have in place appropriate method statements to ensure that works are completed in a safe manner. They will also agree to the *Considerate Contractors' Scheme* which required contractors to be: considerate and a good neighbour, be respectful, be environmentally conscious, be responsible and accountable and consider their appearance and safety.
- 2.8 As a result of the internal stakeholder engagement process, the LA has been asked to consider the feasibility of constructing an alternative entrance / exit to the school, which will eliminate the need for construction traffic to use the main entrance.
- 2.9 A potential alternative access point has been identified which would require the construction of a suitable surface to allow vehicular access.

3. OPTIONS FOR CONSIDERATION

- 3.1 **Option 1:** To approve that the PSBP plan is amended to include alternative temporary access and that Estates and Asset management are requested to undertake the necessary negotiations to acquire the land. The link road would be used by construction traffic throughout the duration of the project.
- 3.2 **Option 2:** To approve that the PSBP plan is amended to include alternative permanent access and that Estates and Asset management are requested to undertake the necessary negotiations to acquire the land. Following completion of the project, this would provide public access to the

school.

- 3.3 **Option 3:** To retain the existing access for vehicular and pedestrian access.

4. **ANALYSIS OF OPTIONS**

4.1 **Option 1: Temporary Alternative Access**

- 4.1.1 This option would require the Council to acquire the land and would be subject to a suitable agreement with the land owner.
- 4.1.2 The construction of a temporary secondary access point to Burton upon Sather Primary School would allow the construction traffic to have easier site access.
- 4.1.3 This would eliminate the need for construction traffic to access the site via the main entrance. However, it would not impact on *regular* school traffic, as members of the public would not be permitted to use this entrance.
- 4.1.4 As the roadway would be a temporary arrangement, it would not be necessary to include drainage, lighting or a footway. However, the council would be responsible for reinstating the land to its original condition.
- 4.1.5 Dwellings are located to the rear of the temporary access and would be in close proximity to traffic entering and exiting the site.
- 4.1.6 Provisional estimates for this option are in the region of £70k - £100k (including re-instatement costs).
- 4.1.7 Negotiating the relevant acquisition of the land for temporary access may cause a delay to the progress of the Priority School Build Programme.
- 4.1.8 This option is not necessary for the project to proceed. It has been confirmed that the main entrance off Flixborough Road is an acceptable option and the site-safety arrangements will be effectively managed by the contractor.

4.2 **Option 2: Permanent Alternative Access**

- 4.2.1 This option would require the Council to acquire the land and would be subject to a suitable agreement with the land owner.
- 4.2.2 The construction of a permanent secondary access point to Burton upon Sather Primary School would include a footway, positive drainage, street lighting and a footway

- 4.2.3 In the first instance the roadway would allow construction traffic to have easier site access. However, after project completion, the roadway and footpath could be used by members of the public.
- 4.2.4 This option would eliminate the need for construction traffic to access the site at the main entrance. However, after the scheme has been completed this project would provide long term benefits to members of the public (unlike the short-term nature of option 1). These benefits would include the option for staff members, visitors and parents to use this entrance thus reducing pedestrians and vehicles accessing the school via the Flixborough Road entrance.
- 4.2.5 Given the higher specification of this project (see 4.1.1) and the need for the infrastructure to be of a permanent nature, the provisional cost estimates are in the region of £225k to 250k. This cost may increase pending full assessment of the overhead electricity cables. If the roadway was adopted by the council, it would be required to pay for future repairs and maintenance.
- 4.2.7 Negotiating the relevant acquisition of land for permanent access may cause a delay to the progress of the Priority Schools Build Programme.
- 4.2.8 This option is not necessary for the project to proceed. It has been confirmed that the main entrance off Flixborough Road is an acceptable option and the site-safety arrangements will be effectively managed by the contractor.

4.3 **Option 3: Retain existing access**

- 4.3.1 If alternative access to Burton upon Stather Primary School was not established, it would be necessary for construction traffic to access the site via Flixborough Road entrance.
- 4.3.2 It has been confirmed that Flixborough Road entrance could be used for site traffic. The entrance is located near houses and therefore the construction traffic will pass within a close proximity of residents on Flixborough Road.

5. **RESOURCE IMPLICATIONS (FINANCIAL, STAFFING, PROPERTY, IT)**

- 5.1 **Finance:** The EFA is funding the full cost to re-provide a new school. However, the EFA will not fund additional features 'above and beyond' the agreed scope of works. Therefore either option one or option two will need to be funded by the council. If schools capital funding was used, this would reduce the budget available for basic need and / or maintenance for maintained schools.
- 5.2 **Land:** The land which is required to create an alternative access is privately owned and should option 1 or 2 be the preferred option, Property Services would be required to negotiate the acquisition of the land.

6. **OUTCOMES OF INTEGRATED IMPACT ASSESSMENT**

6.1 An integrated impact assessment is not necessary. Option three would comply with accessibility requirements.

7. **OUTCOMES OF CONSULTATION AND CONFLICTS OF INTERESTS DECLARED**

7.1 Options one and two have been discussed as a result of internal stakeholder engagement meetings.

7.2 Consultation has been undertaken with Highways and Planning and Regeneration, Estates teams. Option 1 and 2 would be subject to further considerations in respect of overhead electricity cables which may increase the cost; negotiation of the land transaction, including options for adoption of the highway; relevant planning consultations.

8. **RECOMMENDATIONS**

8.1 That the cabinet member approved the most suitable option and, if necessary, identifies the source(s) of funding to finance the option

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Background Papers used in the preparation of this report: None