

# Oakley Green, Fifield & District Community Association



October 18, 2013

Royal Borough of Windsor and Maidenhead  
Braywood Consultation  
Places and Capital Team  
Town Hall  
St Ives Road  
Maidenhead  
SL6 1RF

Dear Sirs,

## **Expanding Braywood CE First School**

I refer to your letter from Ben Wright of September 24, 2013 in which our Association was invited to take part in the Consultation exercise.

The subject of Braywood School and the impact on the local Community has been a hot topic for many years now in our area and continues to be regularly raised in Public Meetings. Views are polarised – with School Parents, Staff and Governors on the one side and local Residents and Commuters on the other. However, it is generally recognised that:-

- The School has a good reputation and so demand for places is high.
- The current Catchment Area is large and the vast majority (90% +) of the Children attending the School do not live within walking or cycling distance from the School. Most of the Parents therefore choose to use their Cars to transport their Children to and from the School.
- Vehicles struggle to move along Oakley Green Road at “Drop Off” and “Pick Up” times and when special events take place and we have seen some “Road Rage” from users of the Road. There have also been numerous incidents of Cars being damaged through minor collisions. Mornings are worse than afternoons.
- the School Roll has continued to increase and has accelerated in the past three or four years in particular.
- The School has endeavoured to reduce the impact on local Road Conditions by introducing staggered arrival and leaving times for the Pupils and a “Kiss and Drop” Scheme. A Code of Conduct for Drivers who visit the School has been recently introduced, but not all Parents in a hurry adhere to it.

- The Royal Borough have introduced “Double Yellow Lines” at intervals on Oakley Green Road to ease Traffic passing. These have helped to the East, but congestion to the West of the School is worse.

Three significant and recent Events may shed some additional information on the views of affected parties external to the School about the impact of an increase in Pupil Numbers:-

Event 1 - Planning Application 10/00070 - Erection of a single storey outbuilding with associated works – dated 18 January 2010.

This Application included the construction of a single story Classroom to accommodate the increase in the number of Pupil numbers in the Foundation and Year 1 Classes arising from a change in Education Policy for rising 5’s which was to come into effect in September 2012.

The Bray Parish Council view when consulted said:-

“Recommended for Refusal on the following grounds: Over development and impact on the openness of the Green Belt. Increased parking requirements as the recorded number of Students will increase from 86, as reported in the Travel Plan, to 107 in this application. This will have a significant impact on the current traffic problems which continue to be an on-going issue. BPC want to see an overall integrated proposal addressing both the traffic and the accommodation issues together.”

The RBWM Highways view on the Application at the time was:-

“Given the above the Highway Authority must recommend that permission be refused on the following grounds:-

- The proposal would further increase the demand for on street parking along the B3024 Oakley Green Road and adversely affect pedestrian movements, road safety and the free flow of traffic along a District Distributor Road. The proposal is therefore contrary to T5 of the Local Plan.
- The proposal would generate additional vehicular activity along Oakley Green Road, where vehicular traffic flow is obstructed by parked cars.”

Event 2 - Bray Parish Neighbourhood Plan – Public Consultation Exercise – November 2012

During this exercise, a proposal came forward to provide a Car Park at the rear of the School so parking on Oakley Green Road would be significantly reduced. An adjacent Landowner came forward and offered to give up some Land (where the Car Park could be built) in exchange for allowing a House to be built in the Greenbelt to the West of the School. The Proposal had the support of the School and a number of local Residents. But other Residents were concerned about having a new Entrance and Exit to the School and where these would be. In the end and on balance, the Community thought the impacts on the Greenbelt of a Car Park were a price too high and the Proposal was not in the end supported. But there was no doubt that a large number of local Residents were unhappy about the adverse impact the School was having on Traffic Flow and Parking at the time.

Event 3 - Application 13/00702/FULL - Change of use of land to use as a residential caravan site for 8 gypsy families - Land Rear of Skippets Lodge, Orchard Glen, Forest Green Road.

Part of the Applicant's submission document (in the Public Domain) was the results of a traffic survey they had commissioned and which took place over a week in the middle of October 2012. Whilst not in the immediate vicinity of the School, being located near the Sun and Stars Public House on Forest Green Road, the numbers give us some indication of Traffic Volumes as Forest Green Road becomes Oakley Green Road at the Fifield Village Crossroads and they are both the B3024. All figures are 5 Weekday Averages per Day.

Time Period	Vehicles Eastbound	Vehicles West Bound	Total Vehicles
8 am to 9 am	308	140	448
9 am to 10 am	166	91	257
2 pm to 3 pm	87	104	191
3pm to 4 pm	92	109	201
Totals per Day	653	444	1097

It is likely that a number of these vehicles will belong to Parents, but the majority will not. If we assume that about 275 vehicles a day travel along Oakley Green Road during School Drop off and Pick up times (which combined at say 1 hour a day are less than the two x two hour periods above) - this equates to 1,375 vehicles per week and 41,250 per year! If they were all delayed by 3 minutes each, this equates to 2063 hours per year. And some Vehicles have more than one Occupant. This goes some way to explain why the majority of Objectors to this Planning Application cited heavy local Traffic as a reason for Refusal.

So where are we?

Your letter informs us that:-

- The increase in Published Capacity is from 125 to 150 Pupils = 25 or 20%
- The potential increase in Pupils is from the current Roll of 134 to a new Capacity of 150 = 16 or 12%.

Published documents inform us that:-

- Since 2010, the School Roll has increased from 86 to 134 = 48 Pupils or 56%
- An increase to a new Capacity of 150 Pupils would = 64 Pupils or 74% increase over the 2010 Roll.

Despite laudable attempts to improve the situation, Traffic Flow and Parking is still a problem and at times dangerous. It would be interesting to know if Bray Parish Council and RBWM

Highways were consulted as part of this exercise and if so, what their current views are, given the Roll has dramatically increased since they were asked back in early 2010.

But from the Residents point of view, we believe they would like to see a definitive Plan to significantly reduce the current level of congestion caused by Cars and Traffic before they could go any way to support an increase to a new Capacity of 150 Pupils.

Yours sincerely,

Grenville Annetts  
Chairman

Copies to:-

RBWM Bray Ward Councillors - David Burbage, David Coppinger and Leo Walters

Bray Parish Oakley Green and Fifield Ward Councillors – Nick Pellew and Chris Yates

Bray Parish Council Planning Committee Chairman - Louvaine Kneen

Bray Parish Council Clerk - Janice Eden-Bagley

Bray Parish Neighbourhood Plan Steering Group Chairman - Chris Graham

Down Place Residents Association Chairman - David Short

Oakley Green and Fifield Residents Association Chairman - Rod Ball

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