

We object to the proposed changes.

Firstly, the expansion of the school and the increased number of students will mean that there will be a proportional increase in the number of cars dropping-off/collecting students. With such a significant increase in student numbers at the school there needs to be adequate access to the site for teachers, visitors and students being dropped off by parents. This should be in the development plan for the site and include safe paths for pedestrians away from the road. This is the responsibility of the council and developers with the school to create in order to provide safe passage for pupils. At present, cars on the school run create problems in Central Avenue, Woodhouse Avenue, Woodhouse Hill, and Woodhouse Hall Road and at the relevant junctions in this area. Restricting parking/waiting spaces, even without increasing the number of vehicles, will create more congestion and, possibly, more accidents. Road markings (and the Highway Code) are regularly ignored during the drop-off/collection times and there seems to be no incentive to encourage drivers to abide by them now or in the future.

A casual observation of students leaving school at the end of the day and walking down Woodhouse Hill reveals that the major obstacle to them safely progressing down the street is the number of cars blocking the pavement. If the pavement is to be cleared, where will those cars go? Presumably the increase in student numbers will mean an increase in staff as well. Staff cars are already parked in Central Avenue, where will they be parked in future?

At present very few students cycle to school and, of course, they need to be able to do so as safely as possible, but given the current pattern of road use it is difficult to see how closing Central Avenue will make it safer. If a student is going up the hill at the end of the school day, whether walking or cycling, they will need to cross the road and the safest place to do that is the crossing point, which is beyond the end of Central Avenue. Those going down the hill at that time have no need to cross the road. Those cycling up the hill in the morning would be turning right into Woodhouse Hall Road and would need to cross in front of oncoming traffic but they will still need to do that under the proposal. If cyclists and pedestrians are using the same path at the end of the day, how will safety be improved?

In general, cars entering and exiting Central Avenue do so slowly because of the road layout, but there are some cars that speed up and down Woodhouse Hill, usually outside of school rush hours.

Secondly, outside of school hours, we believe that the proposed changes would deliver few, if any, benefits for residents of Central Avenue. Number [REDACTED], is a multi-occupancy building and the residents have no parking access on Woodhouse Hill and thus park their cars in the proposed no parking/waiting zone on Central Avenue. This is not currently a problem but the proposed changes would mean they would have to park elsewhere -- the non-restricted part of Central Avenue being the obvious zone for them to park. Several houses in Central Avenue have off-road parking to the front but any visitors to them would now be competing with residents who don't have off-road parking at the front for the reduced number of spaces. And how will a ban on loading/unloading work?

We are fortunate to have access to our property [REDACTED] from Woodhouse Hill but there are some inconveniences that mean we prefer to park at the front of the house.

Unless the parking restrictions are policed we believe that they will be disregarded and people will park with their wheels on the footpath as they do in other parts of Central Avenue, Woodhouse Hill and Woodhouse Avenue.

It seems that the school did not develop an integrated plan to support the expansion from the outset and this should have been done before the expansion was approved -- improvements in access and the safety of students should not have been an afterthought.

Overall we don't consider that turning Central Avenue into a cul-de-sac and removing essential parking spaces will benefit residents, visitors, or school pupils and object to the proposed changes.

We apologise for the lateness of this response. [REDACTED] did write to Amanda Pinnock before Christmas to request a conversation where we could air our concerns and make sure that we had understood the proposal, but she didn't receive a response

We do not support

"[...] a prohibition of motor vehicles except for cycles on Central Avenue near the junction of Woodhouse Hill, it is proposed to prevent parking at any time (including for loading) around the eastern extents of Central Avenue, to maintain a clear turnaround area for drivers in the new cul-de-sac section."

Thank you for your attention

[REDACTED]