Traffic Management Plan

Whitemoor Centre
100 John O'Gaunts Way
Belper
DE56 0DB

1.0 Introduction

Following the commitment made within Sections 3.2 and 5 of the Transport Statement, this Traffic Management Plan has been prepared to demonstrate how traffic associated with the proposed SEN facility will be safely managed during construction-free operation. It addresses Derbyshire County Council's request for additional operational detail regarding the proposed drop-off arrangements, queue management and on-site circulation.

This assessment supplements Sections 2.4 (existing travel), 3.2 (access and drop-off arrangements), 3.3 (parking), 5.2 (traffic generation) and 5.3 (traffic impact summary) of the Transport Statement. It provides the operational evidence referred to in paragraphs 3.2.25–3.2.28 regarding preparation of a Traffic Management Plan.

2.0 Development Overview

The development comprises refurbishment of the existing Whitemoor Centre to provide nine classrooms for SEND pupils, generating approximately 100 additional pupils and around 50 additional staff. The operational characteristics and expected travel patterns are those described within Sections 2, 3 and 5 of the Transport Statement.

3.0 Access Strategy

The three existing accesses onto John O'Gaunts Way will be retained. The northern access will become the principal entrance for staff, taxis, minibuses and parent vehicles; the middle access will serve operational/service movements where required; the southern access will operate as the exit from the one-way circulation system. These arrangements accord with Section 3.2 of the Transport Statement.

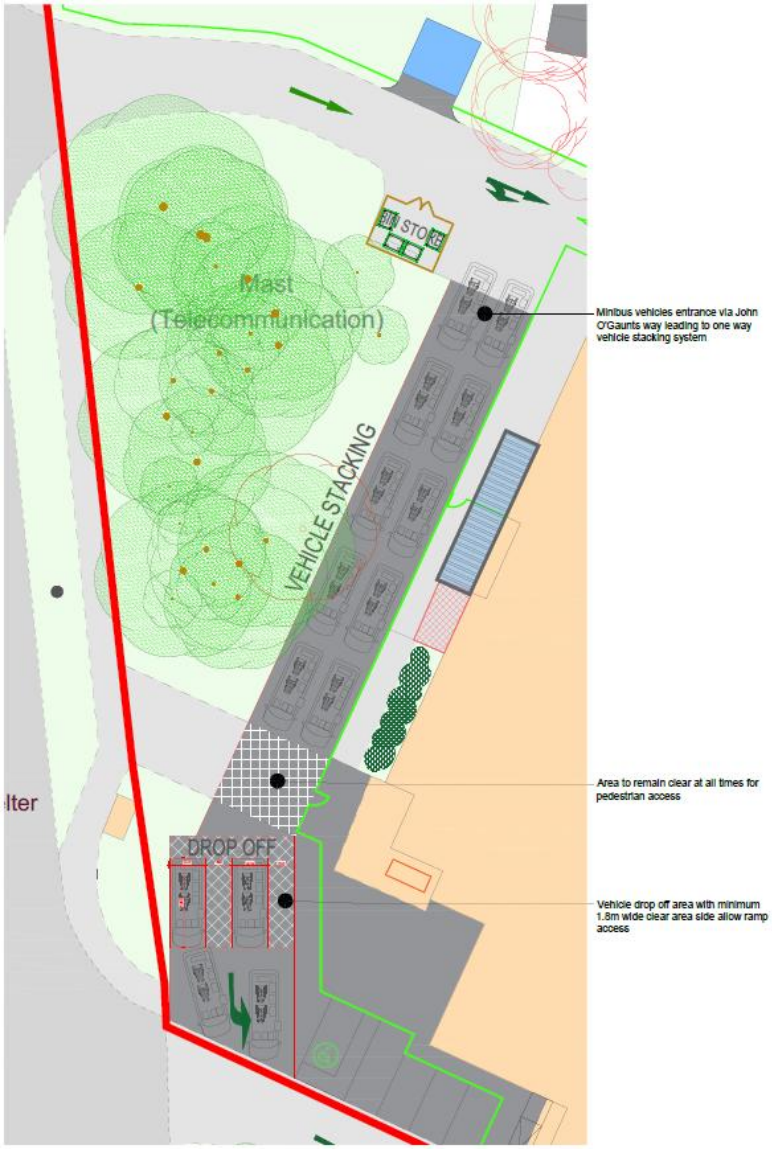
Traffic Marshals will monitor queue lengths continuously. Vehicles will be held within the internal stacking lanes if necessary. Entry can be temporarily regulated at the northern access to ensure no queue extends onto John O'Gaunts Way.

4.0 Operational Traffic Management

Traffic Marshals will supervise morning (08:45–09:15) and afternoon (14:45–15:15) peak periods, with site entry supervised to navigate flow of incoming vehicles. Staff parking traffic will enter the northern access and proceed directly to the staff car park, all main teaching staff to arrive prior to pupils. Taxis, minibuses and parent vehicles will enter the two-lane stacking facility before being directed into one of two drop-off bays. Once pupils have safely alighted, vehicles will continue through the internal one-way route and exit via the southern access. No reversing manoeuvres will be required within the drop-off area.

Typical stop durations are: parent vehicle 1 minute; standard taxi 2 minutes; minibus 2 minutes.

With two operational drop-off bays, the facility can accommodate approximately 60 parent/taxi movements per hour under typical operation or 30 minibus vehicle movements per hour where all vehicles require assisted unloading. Actual operation will comprise a mix of vehicle types, providing capacity appropriate to the expected



5.0 Pedestrian Safety

Staff will assist vulnerable pupils between vehicles and the building, supervise all crossing movements, maintain low vehicle speeds and ensure emergency access always remains available.

6.0 Parking & Deliveries

Staff will use the dedicated staff parking areas described in Section 3.3 of the Transport Statement. Deliveries and refuse collection should, wherever practicable, occur outside school arrival and departure periods and follow the approved internal circulation route.

7.0 Monitoring & Review

The TMP will be reviewed after the first week, one month, one school term and annually thereafter. It will also be reviewed whenever pupil numbers, staffing levels or transport arrangements materially change, consistent with the commitment within paragraph 3.2.28 of the Transport Statement. Should monitoring identify pressure on the system, arrival windows for transport providers may be refined, additional marshals deployed and collection schedules adjusted.

The TMP demonstrates that all school-related traffic can be accommodated within the site through a managed one-way circulation system, internal stacking lanes and supervised drop-off operation. Cross-referenced with the Transport Statement, the proposed arrangements are expected to prevent overspill queuing onto the public highway and maintain safe and efficient operation of the development.

