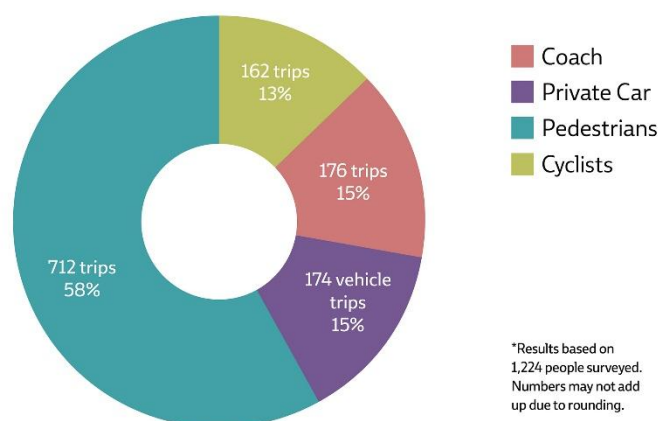


## MAGDALEN COLLEGE SCHOOL: SCIENCE, LIBRARY & PARTNERSHIPS BUILDING CONSULTATION STATEMENT

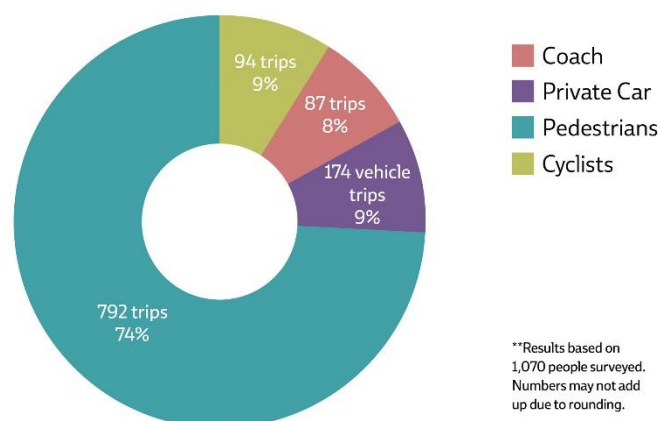
Magdalen College School is grateful for the constructive, detailed feedback to its consultation on the proposals for a Science, Library & Partnerships Building.

The school recognises that a number of responses related to traffic in the area and remains fully committed to doing what it can to ease local concerns. MCS has an active traffic management strategy in place to support pupils and staff to take sustainable journeys where possible. In autumn 2024 the school commissioned a three-week transport survey which showed between 86%-91% of all travel to MCS is made by non-car modes, making it one of the best performing schools in this regard. The National Travel Survey data shows average travel to school (5-16 year-olds) by non-car modes is 63%.

Weekday AM Average MCS Modal Split (07:00–08:30)\*



Weekday PM Average MCS Modal Split (15:00–16:30)\*\*



MCS is working actively with transport consultants, Oxford City Council and Oxfordshire County Council to, where possible, further improve its Travel Plan, which will be submitted alongside the planning application for the proposed scheme. Before the Travel Plan is published the school is keen to share with residents and the community how it has considered and addressed the key issues raised.

### Coaches on The Plain

MCS is pleased to confirm that from September 2025 its coaches will no longer stop on The Plain roundabout, and in future, pupils will only board and alight at existing public bus stops.

Over 400 pupils use the subsidised HM Bus Partnership, which MCS operates with Headington Rye Oxford, making this a sustainable and effective mode of home-to-school transport for a large number of children.

### On-site coaches

The consultation received suggestions about creating provision for coaches within the school's site, focusing on two main options:

1. Provision of a lay-by off the Iffley Road

The school commissioned transport consultants to review the feasibility of this option. However, based on their findings, the proposal would not logistically or materially be acceptable for a number of reasons. The building length will only allow for a maximum of two coaches at a time, bringing the risk of traffic building up while coaches 'wait' to pull in. It would also have consequences for existing pedestrian crossings and public bus stops. It would have a detrimental impact on the Conservation Area through the removal of several mature trees and the enhanced biodiversity that is proposed on site as part of this scheme.

## 2. Provision of on-site coach parking and turning facilities with access via Cowley Place

This option has previously been considered and reviewed again carefully in light of the recent feedback. Transport consultants reviewed the limited widths of Cowley Place, in combination with the existing on-street parking (which is not associated with MCS), and determined these factors would make this option strategically challenging. For it to be viable, changes would need to be made by Oxfordshire County Council regarding the on-street parking.

### **Minibuses**

Some respondents asked MCS to consider using mini-buses instead of coaches to enable better access within the constraints of Cowley Place. Having considered this option further, we do not believe it will help. A very significant number of mini-buses would be needed to transport all the children who use our coach service, adding many more vehicles to the road and potentially exacerbating congestion.

### **Coach stopping and sequencing**

The school has confirmed that from September, there will be no coaches stopping on The Plain roundabout. This will be cemented through the forthcoming Travel Plan.

The school will also continue to work with service providers to ensure stopping is as efficient as possible. The coaches are timetabled to arrive at appropriate intervals, with the recent traffic survey showing an average stopping time for morning stops of 58 seconds. Afternoon pick up of students took longer; 2 minutes and 43 seconds on average.

Within the proposed scheme and within the confines of the school's site, the entrance onto the Iffley Road has been designed to provide more space for pupils to wait for their coach. Proposed improvements to the public realm include an 8m wide space set back from the road which should both improve pedestrian movement on the pavement at peak times, while also enabling efficient boarding and alighting of bicycles and coaches without causing congestion to other users of the highway realm.

### **Construction traffic**

MCS is committed to mitigating, so far as possible, the impact of any future building works on neighbours and will appoint contractors who share this ambition. With this in mind, the school intends to adopt the suggestions made during the consultation, to limit construction traffic during all peak travel times and not just at school peak periods.

MCS and the project team look forward to working with transport consultants, as well as both the City and County councils, to consider any opportunities to further improve the school's traffic impact as part of these proposals.