



Hampshire
County Council



Hampshire
Services

Transport Statement

Proposed expansion of The Federation of Trosnant Infant & Junior Schools, Havant

On behalf of **Property Services and Children's Services,**
Hampshire County Council

22 November 2016

Document reference: HF000012349898

Client reference: P1075

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Client: Property Services
Project: **Proposed Expansion of Federation of Trosnant schools, Havant**
Title: Transport Statement
Status: DRAFT
Date: 22nd November 2016

Document Production Record

Issue	Purpose/Status	Prepared by	Checked	Approved	Date
01	Draft for Client Review	Ben Brooks-Martin	Nicola Waight	Dominic McGrath	18.10.2016
02	Final for Planning	Ben Brooks-Martin	Nicola Waight	Dominic McGrath	15.11.2016
03					

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1. Background

1.1. Overview

1.1.1. This Transport Statement (TS) has been prepared in support of the proposed expansion of the Federation of Trosnant Schools (FTS), Havant.

1.1.2. The scope and methodology of this report have been approved in advance with Hampshire County Council's (HCC) Highways Development Planning department who agreed that a Transport Statement would be required in relation to this development. The Approved Scoping Document is attached as Appendix 1.

1.2. Policy and Guidelines

1.2.1. This Transport Statement (TS) has been prepared with reference to local policy and guidelines including:

- National Planning Policy Framework (NPPF) 2012
- HCC's On-Site School Parking Guidelines
- HCC's Local Transport Plan 3
- Havant Adopted Local Plan and Draft Local Plan Housing Statement

1.2.2. There is no current approved Neighbourhood Plan for Havant

1.2.3. The TS should be read in conjunction with the School Travel Plan and the Construction Traffic Management Plan which will also be submitted with the Planning Application to support the proposed expansion of the School.

1.3. Why is the expansion proposed?

1.3.1. FTS is located within the borough of Havant, approximately 1km from Havant town centre (as shown in Figure 1)



Figure 1 Site Location (school marked with a star)

- 1.3.2. FTS takes pupils from aged four to eleven years old across seven year groups. Prior to 2015 it was a two form entry (FE) school with two classes and a capacity for 60 children, in each year group and a total capacity for 420 pupils.
- 1.3.3. In 2015, two temporary classrooms were opened on site giving the School 30 new pupil spaces in year R that year, and also year 1 in 2016. These temporary classrooms would be removed as part of the expansion.
- 1.3.4. As can be seen in Table 1, in the academic year 2015/16 there were 424 pupils attending the School.

Year	2015/2016
Year R	84
Year 1	60
Year 2	60
Year 3	58
Year 4	50
Year 5	56
Year 6	56
Total	424¹

Table 1 2015/16 Numbers on roll

¹ Source: HCC Website

- 1.3.5. Whilst there is a modest amount of new development proposed within the FTS catchment area, which would create a demand for 42 new spaces, FTS needs to expand primarily in order for it to accommodate the anticipated pupil numbers arising from general increases in children of school age within catchment.
- 1.3.6. The Local Plan Housing Allocations show a proposed residential development site ([H69 for 90 dwellings on a mixed use site, under Policy HB3](#)) within the Schools' catchment. In accordance with [HCC's developer contributions policy](#)² this would result in a demand for c.27 primary school places within the FTS catchment area.
- 1.3.7. Additionally, planning permission has been granted by Havant Borough Council (HBC) for the site immediately to the north of the School (Land at the rear of 2-56 Blendworth Crescent). This application is for 48 dwellings (20 houses and 28 flats) which, in accordance with HCC's [developer contributions policy](#)² would result in a demand for c.15 primary school places within the FTS catchment area.
- 1.3.8. Maps showing the locations of these developments are included in Appendix 2.

1.4. Development proposal

- 1.4.1. It is proposed that FTS will build seven new classrooms (two of which are conversions of the on-site and Children's Centre³) to expand the School from a 2 FE School to a 3 FE School. This would take the number of pupils per year group from 60 to 90 and the total capacity of the School from 480 (including the 60 currently in temporary classrooms in year R and year 1) to 630. It is proposed that the new classrooms would be open in 2018 and that the new spaces would be filled progressively so that the School would reach its full capacity by 2021/22.
- 1.4.2. The conversions to the Children's Centre space would allow for new pupils in 2017, before the new classrooms are open. The increase in pupils equates to 210 pupils over the current permanent capacity and 150 pupils over the current temporary capacity. It should be noted that traffic and parking surveys related to this TS were undertaken in the academic year 2015/16 when the capacity of the school was 450. The Children's Centre conversion will be complete and occupied before additional parking spaces have been provided.

² In accordance with HCC's developer contributions policy (0.3 primary school children per dwelling)

³ The Children's Centre is due to close (on 1st December 2016) as detailed in a report to HCC's Executive Member for Children's Services and Deputy Leader on 1st July 2016. Other users of the site e.g. health visitors, will relocate to the Scout Hut onsite before the conversion of the Children's Centre space begins.

Class Year	Capacity (max. pupil numbers) in academic year						
	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22
Year R	90 ⁴	90 ⁴	90	90	90	90	90
Year 1	60	90 ⁴	90	90	90	90	90
Year 2	60	60	90	90	90	90	90
Year 3	60	60	60	90	90	90	90
Year 4	60	60	60	60	90	90	90
Year 5	60	60	60	60	60	90	90
Year 6	60	60	60	60	60	60	90
Total	450	480	510	540	570	600	630

Table 2 Anticipated phasing of pupil numbers

1.4.3. The development will comprise of:

- Three classrooms associated with the Infant School site (two of which will be conversions of the Children's Centre).
- A four class block for the Junior School site
- The two current temporary classrooms on the site will be removed.

1.4.4. The total GFA (teaching and non-teaching) associated with the expansion is 845m².

1.4.5. Changes to the vehicular access road to the School include replacing the existing manually operated access gates (from Stockheath Lane) with electronic gates. No other access changes are proposed. The gate controls are not part of this planning application.

1.4.6. The school has confirmed that the development will require 7 new teaching staff and 21 new non-teaching staff. Parking spaces for staff will be accommodated on site in line with HCC policy based on full time equivalent staffing numbers as opposed to absolute numbers. This approach has been approved by HCC on the basis that the current staff car park does not cause overspill onto the highway and, from several site visits, it can be seen that there is some capacity within the existing car park.

1.4.7. There will be no new parking spaces provided for pupil pick-up and drop off.

⁴ The additional spaces for these year groups are currently provided in temporary classrooms

2. Existing site conditions

2.1. Location and operation

2.1.1. The school site is located 1km northwest of Havant town centre by road. This area falls within the jurisdiction of Havant Borough Council (HBC).

2.1.2. As set out in Figure 2 (and Appendix 3), the school site combines an Infant and Junior school as well as a Children's Centre, a privately operated nursery school), and a scout hut. As previously mentioned, the Children's Centre is due to close on 1st December 2016 and the classrooms will be incorporated into the expansion works.

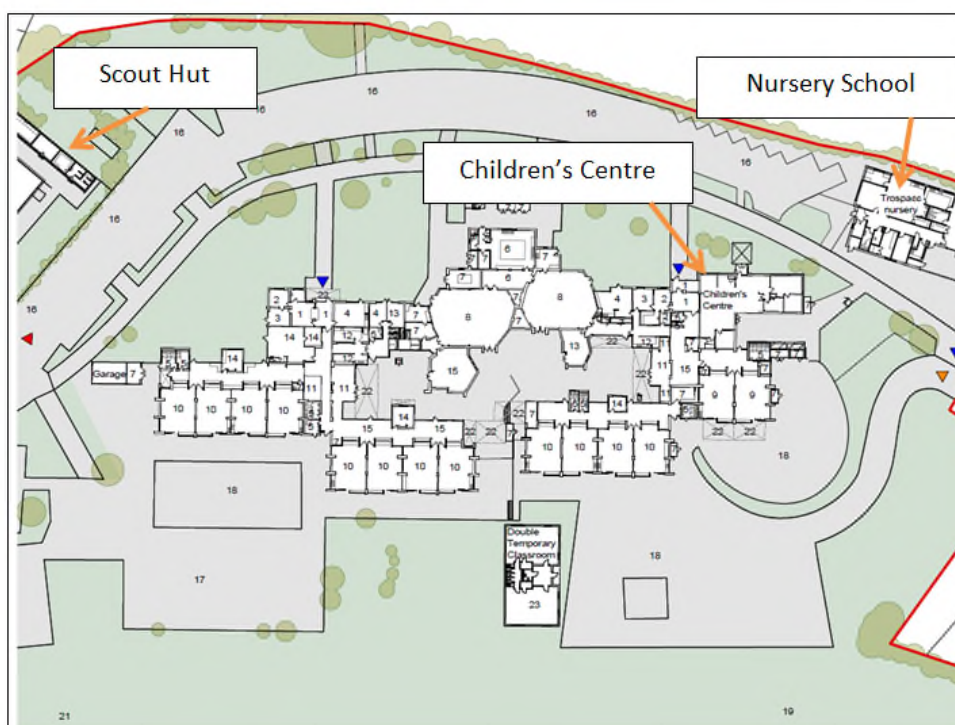


Figure 2 Existing site layout

2.1.3. At the Infant school the school day starts at 8.55am and ends at 3:00pm. A free breakfast club is available before school from 7.45am. The school estimates that in the region of 50 children attend.

2.1.4. At the Junior school the school day starts at 8:50am and ends at 3:00pm.

2.1.5. In addition a number of after school clubs and activities run from Monday to Friday between the hours of 3:00pm and 4:00pm. The school estimates that in the region of 30-40 children attend the after school clubs. The school estimates that in the region of 30-40 children attend the after school clubs.

2.1.6. The School site is open until 8:00pm Mondays and Tuesdays and 6:00pm Wednesday to Friday, mainly for use of the Scout hut and the private nursery school.

2.1.7. A map of the School's catchment area is outlined in Figure 3.

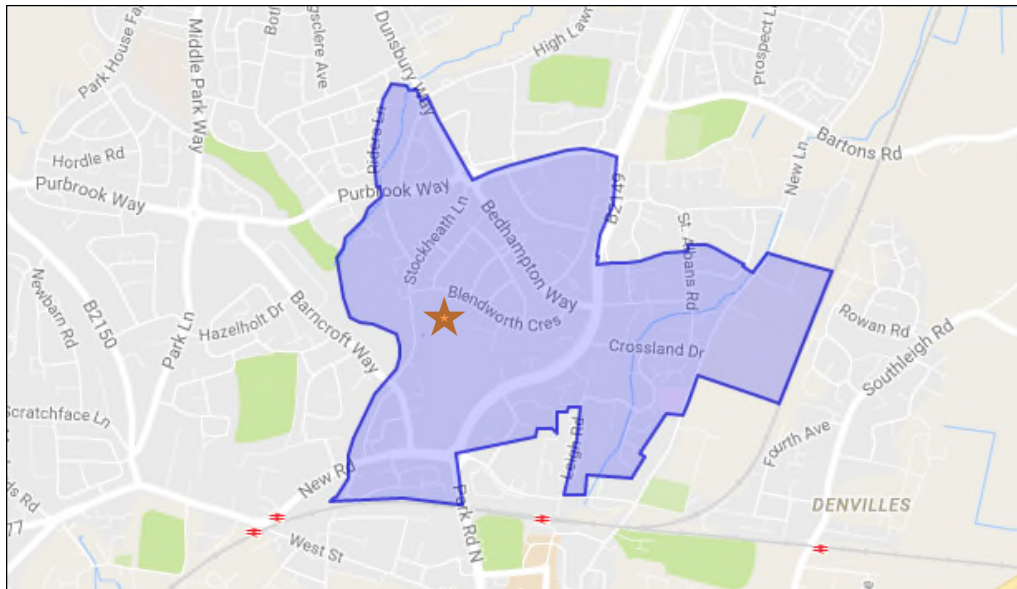


Figure 3 Catchment area

2.1.8. The number of pupils attending the FTS from outside of the catchment area in the 2015/16 academic year was 238. Of these 38 were from outside the school place planning area⁵. In practice this means that parents within the FTS catchment have been previously sending their children to other schools. These schools are now filling from within their own catchments and it is anticipated that the Trosnant catchment pupils will be encouraged back into the FTS Schools. This change is likely to support more sustainable journeys to FTS, improving on the current modal split.

2.1.9. A site location plan, showing how and where pupils travel to school, is attached within Appendix 1 and below.

⁵ School Place Planning area refers to all primary schools in Havant Town

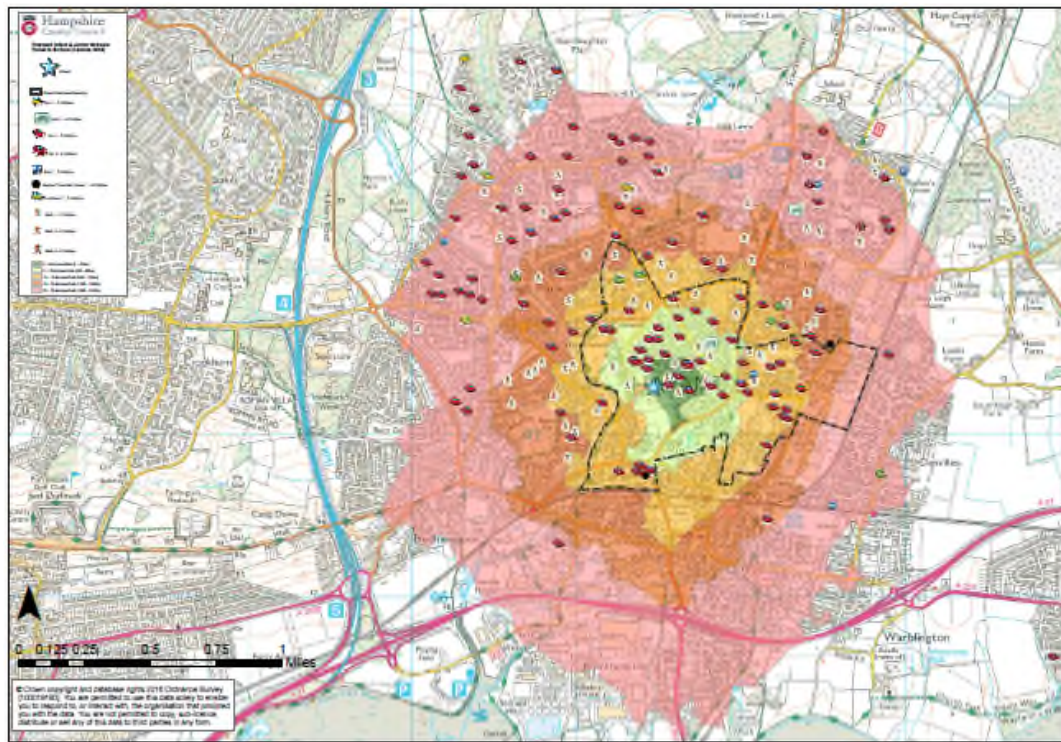


Figure 4 Site Location Plan showing mode of travel

2.2. Local highway network

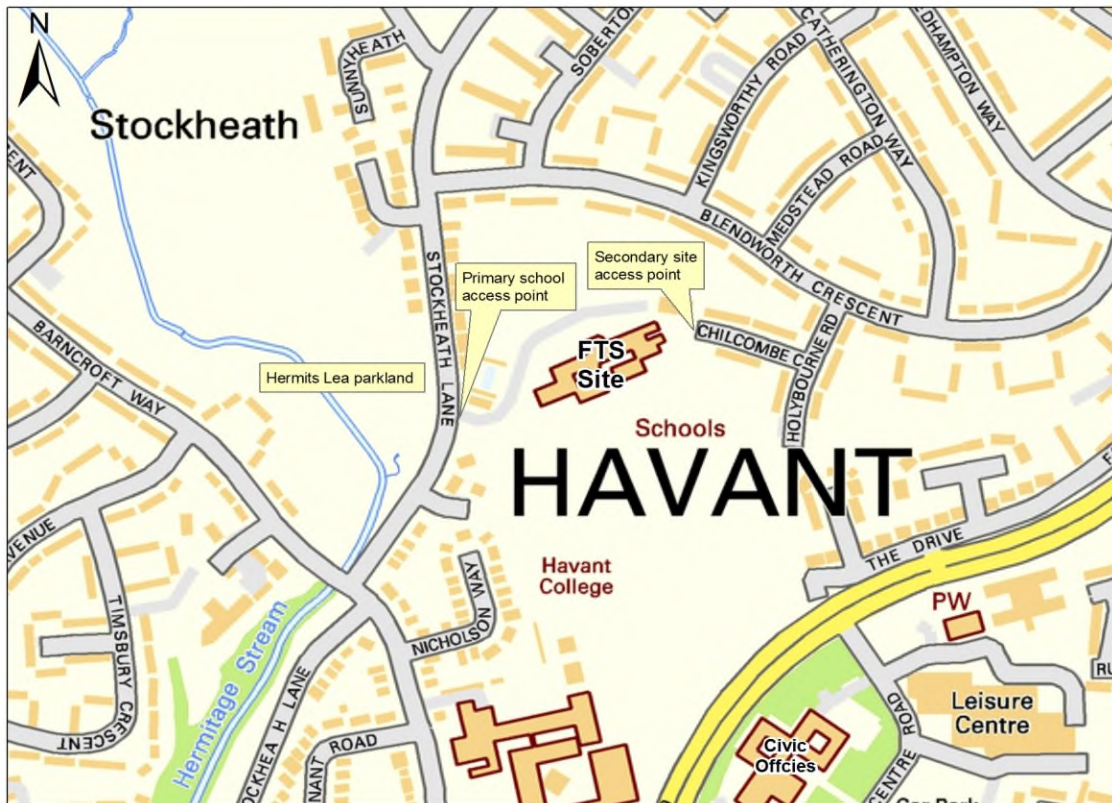


Figure 5 Local Area

- 2.2.1. The school site is bound to the north (where future housing is permitted) and south by recreational ground and to the east by residential properties facing onto Chilcombe Close.
- 2.2.2. There are three accesses into the School site. The main vehicular access is from Stockheath Lane to the west of the site. A pedestrian access is located between Blendworth Crescent and the School to the north. A pedestrian and emergency/contractor vehicle access is available via Chilcombe Close to the east of the site. Vehicles cannot travel fully through the site but pedestrians are able to do so.
- 2.2.3. The main vehicular access from Stockheath Lane is in the form of a minor arm of a priority junction. The pedestrian accesses (both sides of the carriageway) are controlled by manual gates and the footways are segregated by a mix of guard-railing and wooden fencing.
- 2.2.4. To the west the site is bound by Stockheath Lane, a single carriageway distributor road which is largely residential in nature, with a number of other residential roads forming minor arms of priority junctions with Stockheath Lane and direct access onto park land (Heritage Stream, Hermit's Lea). Vehicular access to the School is via Stockheath Lane.

- 2.2.5. To the west of FTS Stockheath Lane is on a north/south-west alignment and connects with Barncroft Way c. 180m south west of the school. Barncroft Way is also a single carriageway distributor road and both roads are street-lit and subject to a 30mph speed limit.
- 2.2.6. Stockheath Lane has footways on both sides of the carriageway, with the western footway separated from the carriageway by a wide grass verge.
- 2.2.7. There are yellow zig-zag lines across the access to the School on the eastern side of the carriageway. These are covered by signage which states “No stopping Mon-Fri – 8am – 6pm on School entrance markings”.
- 2.2.8. Single Yellow Lines (SYLs) are also in place on this side of the carriageway measuring approximately 31m to the north of the School entrance and to the south until approximately 55m from the junction with Barncroft Way, where they are replaced by double yellow lines (DYLs). The SYLs are enforceable between 8am and 6pm.
- 2.2.9. On the western side of the carriageway, double yellow lines extend from opposite the School entrance for 93m to the north and all the way to the junction with Barncroft Way to the south. The DYLs are covered by signage demonstrating that parking is not permitted “at any time”.
- 2.2.10. The road is also covered by School warning traffic signs to the north and the south, and pedestrian guard-railing is in place directly outside of the School entrance on the eastern side of the carriageway.
- 2.2.11. To the north of the School is Blendworth Crescent. Blendworth Crescent is a single carriageway local distributor road with on-street parking and pedestrian footways on both sides of the carriageway. It is street-lit and subject to a 30mph speed limit. Blendworth Crescent provides access to Holybourne Road which in turn provides access onto Chilcombe Close.
- 2.2.12. The second point of access, for pedestrians only linking to Blendworth Crescent via the recreation ground, is controlled by a manual gate. The proposed development site will retain this pedestrian access to the School site. The gate is currently closed whilst the site is developed but will be reopened on completion of works.
- 2.2.13. The third point of access, from Chilcombe Close, is primarily used for pedestrian access but also allows for emergency and maintenance access (i.e. landscaping contractors) and is controlled by a locked gate. The pedestrian access is also controlled by a separate manual gate and separated from the vehicular access by pedestrian guard-railing.

- 2.2.14. This gate leads onto Chilcombe Close, a no-through residential road. It is street-lit and subject to a 30mph speed limit although, due to the geometry of the street, it is likely that speeds are much lower. On the north of the carriageway, Chilcombe Close has eleven parking bays marked on the footway. These are standard parking bays and are not allocated or reserved. The bays are behind zig-zag lines which extend approximately 28m from the School entrance. An SYL runs from the end of the zig-zags to the junction with Holybourne Road, this is covered by signage which shows that no stopping is permitted "Mon-Fri, 8.30-9.30am and 2.30-3.30pm". The zig zag lines are also in place on the south side of the carriageway, and also cover a turning head which is approximately 10m from the School entrance. Footways are present on both sides of the carriageway. The zig-zag lines are covered by signage which states "No stopping on entrance markings". Finally, approximately 10m of DYLS and white entrance markings are in place covering two residential driveways on the southern side of the carriageway.
- 2.2.15. As the school is located within a residential area, there is a good network of footways in the immediate vicinity of the site. These external footways afford connections with internal footways within the school site.
- 2.2.16. Traffic free walking and cycling routes are also provided through Hermit's Lea from Barncroft Way and other surrounding residential areas.
- 2.2.17. There are no School Crossing Patrols associated with the School..

2.3. Local Improvement Works

- 2.3.1. HCC has commissioned HBC to undertake a 2016/17 feasibility study for a number of proposed pedestrian, cycle and accessibility schemes within the Bedhampton area of Havant. Of these schemes, one will fall into the school's catchment area which will include the investigation of a cycle route from Park Road North to Barncroft Way to link with the Hermitage stream route and Park Road corridor route, with possible upgrade of New Road Pelican to Toucan on New Road, located outside Havant College entrance.
- 2.3.2. It is understood that any scheme resulting from this feasibility study would be subject to public consultations and availability of funding. However, should it progress, this scheme could support future sustainable journeys to the School.

2.4. Personal Injury Collision review

- 2.4.1. The latest three year (01-May-2013 to 30-April-2016) Personal Injury Collision (PIC) data has been obtained and reviewed for roads within a 500m radius.
- 2.4.2. In total, within a 500m radius of FTS, there were 25 PICs recorded. 17 of which were recorded as slight in nature and the remaining 8 were recorded as serious in nature, no fatal incidents occurred.
- 2.4.3. In the last three years, it was observed that 2 PICs⁶ have occurred (within the 500m radius) that involved primary school age children, these were recorded as 'slight' in nature. Both casualties were car passengers. There were no recorded casualties of primary school age involving pedestrians or children on bicycles.
- 2.4.4. There have been no recorded PICs in the close vicinity of the school's main or secondary entrances.
- 2.4.5. Analysis of the PICs does not highlight any over-riding highway deficiencies or safety concerns that would be exacerbated by the proposed expansion of the FTS.
- 2.4.6. A PIC plot and the related casualty record are shown in Appendix 4.

⁶ The Approved Scoping Document (Appendix 1) states this as 3, however one of these is the three year old and has therefore been removed from this report as they are not of Primary school age.

3. Trip generation

3.1. Methodology

3.1.1. **Pupils:** To calculate the projected trip generation associated with new pupils, the TS has used the modal split from the 2016 School Census data. This is considered the most appropriate data set as:

- It achieved a high response rate;
- Any relevant new development is within the FTS catchment area;
- Other school expansions are proposed or have already been delivered for schools within the Havant Borough which may well reduce the number of 'out of catchment area' pupils attending FTS, consequently reducing the number of pupils travelling from out of catchment, in the future.

3.1.2. This modal split is considered robust, and in reality the number of pupils travelling by car and car alone could be lower as a result of the implementation of the School Travel Plan and the reduced number of pupils travelling from outside of catchment in the future.

3.1.3. For the purpose of this TS, the modal split will relate to pupils entering the school from the academic year 2016/17 as those pupils who were already attending in 2015/16 have been counted within surveys undertaken.

3.1.4. Staff and students associated with the temporary classrooms are included in the new parking calculations as these were not considered when the temporary classrooms were introduced. However, staff and students associated with the temporary classroom in use in the academic year 2015/16 are not included in the trip generation projections as their movements will already have been recorded in the traffic and parking surveys undertaken as part of this TS.

3.1.5. The existence of breakfast/before & after school clubs is likely to space out the arrival/departure of pupils and further lessen the traffic at peak times.

3.1.6. As can be seen in Table 2, pupil numbers will be phased and the projected trip generation below relates to the first year of full occupancy in 2021.

3.1.7. **Staff:** To calculate the expected trip generation associated with the new staff, this TS has used a recent staff survey undertaken through development of the School Travel Plan. The modal split has been extrapolated to all staff. This staff survey did not identify a current under-provision in parking.

3.1.8. Furthermore HCC Highways Development Planning approved through the Scoping Document that new lunchtime staff can park in the parent drop-off/pick up car park as they will arrive and depart outside of times of normal

demand. The parent drop-off/pick-up car park is available on a first come-first served basis and is currently used mainly at the start and end of the school day, and by visiting parents.

3.1.9. In separate correspondence email, HCC Highways Development Planning agreed that the staff parking calculations could use full time equivalent staff numbers as opposed to absolute staff numbers in order to calculate the new parking requirements. As stated previously this has been approved on the basis that the current staff car park does not cause overspill onto the highway and, from several site visits, it can be seen that there is some capacity within the existing car park.

3.2. Trip generation calculations

3.2.1. **Pupils:** Trip generation calculations based on 60 new pupils in the Infant School and 120 new pupils in the Junior School result in a demand for up to 81 spaces on the highway and/or within the parent car park for pick up/drop off and 162 two way trips. Table 3 shows the expected modal split of these new trips, based on the existing modal split achieved by the School.

Trip generation by mode for new intake (2016)	Walk	Cycle	Bus/Taxi	Train	Car Alone	Car Share	Other	Total
Infant School – 2016 Census modal split %	60	0	7	0	24.5	8.5	0	100%
Junior School – 2016 Census modal split %	40.8	1.3	4.5	0	51.8	2.2	0	100.6%*
Infant School - Projected new pupils per mode	36	0	4	0	15	5	0	60
Junior School - Projected new pupils per mode	49	2	5	0	62	3	0	121*
TOTAL projected new pupils per mode	85	2	9	0	77	8	0	181

Table 3 Trip generation by mode for new intake

* rounding

3.2.2. The increase in pupil numbers associated with the expansion is projected to result in the following:

- 85 pupils travelling by foot
- 2 pupils cycling
- 9 pupils by bus/taxi
- 77 pupils by car alone
- 8 pupils by car share (assumed to be in a maximum of four cars)

3.2.3. The vehicles associated with the 'car alone' and 'car share' modes would generate two-way trips in the morning and the afternoon as these vehicles will not remain on the school site during the day. These equate to 154 two-way trips for 'car alone' (77×2) and 8 two-way trips for 'car share' ($0.5 \times (8 \times 2)$) as it is assumed that at least two pupils would travel together. **When totalled, the projected number of new two-way trips associated with pupils in the morning and afternoon is 162 ($154 + 8$).**

3.2.4. The vehicles would also require space on the highway in reasonably close proximity to the school to pick-up and drop-off pupils at school opening and closing times. It is projected that space for up to 81 ($77+4$) vehicles is needed. As approved in the Scoping Document, this TS assumes that these would be accommodated on the local highway and within the existing parent car park on site.

3.2.5. **Staff:** 7 new teaching staff and 21 non-teaching staff would be associated with the school expansion.

3.2.6. A recent staff travel survey was undertaken as part of the School Travel Plan. This survey demonstrated the modal split associated with existing staff which can be seen below in Table 4. Any staff associated with the temporary classroom occupied in 2015/16 are already working at the school and therefore counted as existing staff.

Trip generation by mode for staff (2016)	Walk	Cycle	Bus/Taxi	Train	Car Alone	Car Share	Other	Total
Current staff modal split (Inf and Jun combined)%	21%	2%	4%	0%	67%	4%	2%	100%
Modal split associated with 28 new staff	6	1	1	0	19	1	1	28

Table 4 Staff Trip Generation

3.2.7. Table 4 shows that when this modal split is applied to new staff it is projected that six new members of staff would walk, one would cycle, one would take a bus or taxi and 19 would travel by car alone and one would car share (as only one member of staff is projected to car share, it has been assumed they would car share with another member of staff who selected "car alone"). The vehicles associated with new staff would result in new one-way trips in the morning and afternoon, as the staff would park on site. Therefore, **it can be expected that there would be up to 19 one-way trips on the highways in the morning and afternoon/evening associated with new staff.**

3.2.8. **Total trip generation:** From the calculations above, it is projected that there would be an additional 162 two-way trips and 19 one-way trips in the morning and afternoon/evening. This results in a **total of 181 vehicle movements** in both of these periods, as can be seen in Table 5.

Combined projected trip generation	
Two way trips associated with pupils	162
One way trips associated with staff	19
Total	181

Table 5 Projected Trip Generation

3.2.9. Surveys completed as part of the School Travel Plan reveal a latent demand for sustainable modes amongst pupils of the Infant and Junior Schools. This could further reduce the number of car trips in the future; more detail is provided within the School Travel Plan.

4. Proposed development

4.1. New site layout and access arrangements

4.1.1. The development proposals are for a 845m² expansion to the existing FTS of which 535m² is a new build footprint. There will be a total of 3605m² of internal refurbishment works. The proposed works include:

- Three classrooms associated with the Infant School (two of which will result from conversion of the Children's Centre);
- A four class block for the Junior School;
- 140m² of new build associated with non-teaching requirements e.g. pupil toilets; and
- the current temporary classrooms would be removed

4.1.2. The development proposals are shown in Appendix 6.

4.1.3. There are no proposed changes to delivery and waste collections.

4.1.4. As in the current situation, staff, visitors and parents are permitted to park on site.

4.1.5. The new electronic gate on the access road from Stockheath Lane will be operated by an audio visual display from the School and the nursery school. The gate controls are not part of this planning application.

4.2. On-site parking for staff

- 4.2.1. Within the site, and close to the primary school access point, from Stockheath Lane, there is a parent car park with 2 accessible spaces and 23 additional marked bays.
- 4.2.2. There is a separate car park located north of the main school buildings for staff and drop-off/pick up associated with the nursery and Children's Centre, and the school breakfast club. It has 53 standard marked bays and five accessible bays. These spaces are currently used by staff on a first come first served basis. In addition, there is one minibus space, two taxi bays and one delivery bay. This equates to a total of 62 parking bays. This car park has a manual barrier at the primary entrance/exit which is currently operated by school staff.
- 4.2.3. The expansion is required to provide parking for the 28 new staff (7 teaching and 21 non-teaching) in line with Hampshire County Council's on-site parking guidelines, as shown in Table 7. Existing and calculated parking requirements are shown in Table 8.
- 4.2.4. As discussed earlier, HCC has agreed that these calculations can exclude lunch time staff as they are able to park in the parent car park, and has been undertaken using full time equivalent staff figures for the remaining new staff. This has resulted in the following staffing figures being used for the parking calculations (Table 6):

	Absolute additional staffing figures		Full time equivalent staffing figures	
	Teaching Staff	Non Teaching	Teaching	Non-teaching
Infant	3 (3x FT; x 0 PT)	4.5 LSAs (1.5 per class) (4.5 x FT; x 0 PT) 3 lunchtime staff (0x FT; x 3 PT)	3 exclude	4.5
Junior	4 (4 FT; x 0 PT)	6 LSAs (1.5 per class) (6 x FT; x 0 PT) 4 lunchtime staff (0 FT; x 4 PT)	4 exclude	6
Across Both Sites		1-2 cleaners (0 FT; x 2 PT) 1 HC3S staff (0 x FT; x1 PT)		1 0.5
Total	7	20.5 (rounded to 21)	7	12

Table 6 Full Time Equivalent Staffing Numbers

Type	Recommended parking standard
Cars	1 space per teaching member of staff plus 2 spaces per 3 non-teaching staff. Disabled parking should be counted as 5% of the above allocation or a minimum of 1 space.
Cycles	Primary schools – 1 scooter space per 10 pupils plus 1 cycle space per 20 pupils.
Powered two wheelers (PTW)	Minimum of 1 space or 1 space per 25 car spaces.

Table 7 HCC recommended parking guidelines

Parking type	Existing	Additional spaces required	Total
Car	62	14	76
Car - Accessible	4 of the above 62	1 of the above 14	5 of the above 76
Scooter	36	21	57
Cycle	31	11 pupil, 2 staff	44 (42 pupil, 2 staff)
Powered Two Wheeler	0	1	1

Table 8 existing on site parking and additional parking requirements.

4.2.5. As part of the new building works, and in line with HCC parking standards, 14 new parking spaces should be provided, one of which should be accessible. The expansion proposes an increase in the number of parking spaces from its current provision of 62 spaces, to 75 spaces, which equates to **an increase of 13 spaces** (one of which will be accessible), this is one below HCC's recommended parking standard as laid out in Table 7, however, space available for new parking on the site is limited and HCC has agreed that 13 spaces will be acceptable particularly as the staff survey has not highlighted an under provision of parking. Six of these spaces will be provided as tandem spaces and the School has stated that they will manage use of these spaces. A powered two wheeler space will also be provided and mini bus parking will remain unchanged.

4.2.6. In terms of sustainable travel, cycle and scooter storage will be provided as follows:

- Existing cycle and scooter storage within the Scout Hut site will be removed
- 42 pupil cycle spaces will be provided
- 2 cycle spaces for staff will be provided
- 57 new pupil scooter spaces will be provided

4.3. Pupil drop off and pick up

4.3.1. HCC policy aims to encourage healthy, safe and sustainable modes of travel to school, there is no requirement of this expansion to provide parking for parents related to pupil drop-off and pick-up within the new building works. The current FTS site does have a separate car park that is used as a parent parking facility; that has been in operation for sometime prior to the expansion. It is however expected that vehicles associated with the expansion would park on the local highway, provided that sufficient capacity exists.

4.3.2. To assess the existing availability of on-street parking spaces, a parking beat survey was conducted, over a 12 hour period, on local roads within a 500m radius. This was undertaken with half hourly beats on Wednesday 6th July 2016 (during school term-time) between the hours of 07:00 and 19:00. This date is considered to be 'neutral' in line with Department for Transport Guidelines on traffic surveys (i.e. it represents typical conditions). Full details and analysis of the parking beat survey can be found in Appendix 7.

4.3.3. The data collected shows that parking demand is relatively constant throughout the 12-hour period suggesting that the demand is mainly residential.

4.3.4. As shown in Table 9 the survey showed that at times associated with pupil drop-off and pick-up (08:30-09:00 & 15:00-15:30 peaks) there was a minimum of 231 legal parking spaces available on the roads closest to the School (where some part of the road was within 250m of the School as shown in Figure 6, considered to be within a short walking distance of a school entrance). This equates to around 61 - 65% of remaining on-street capacity.

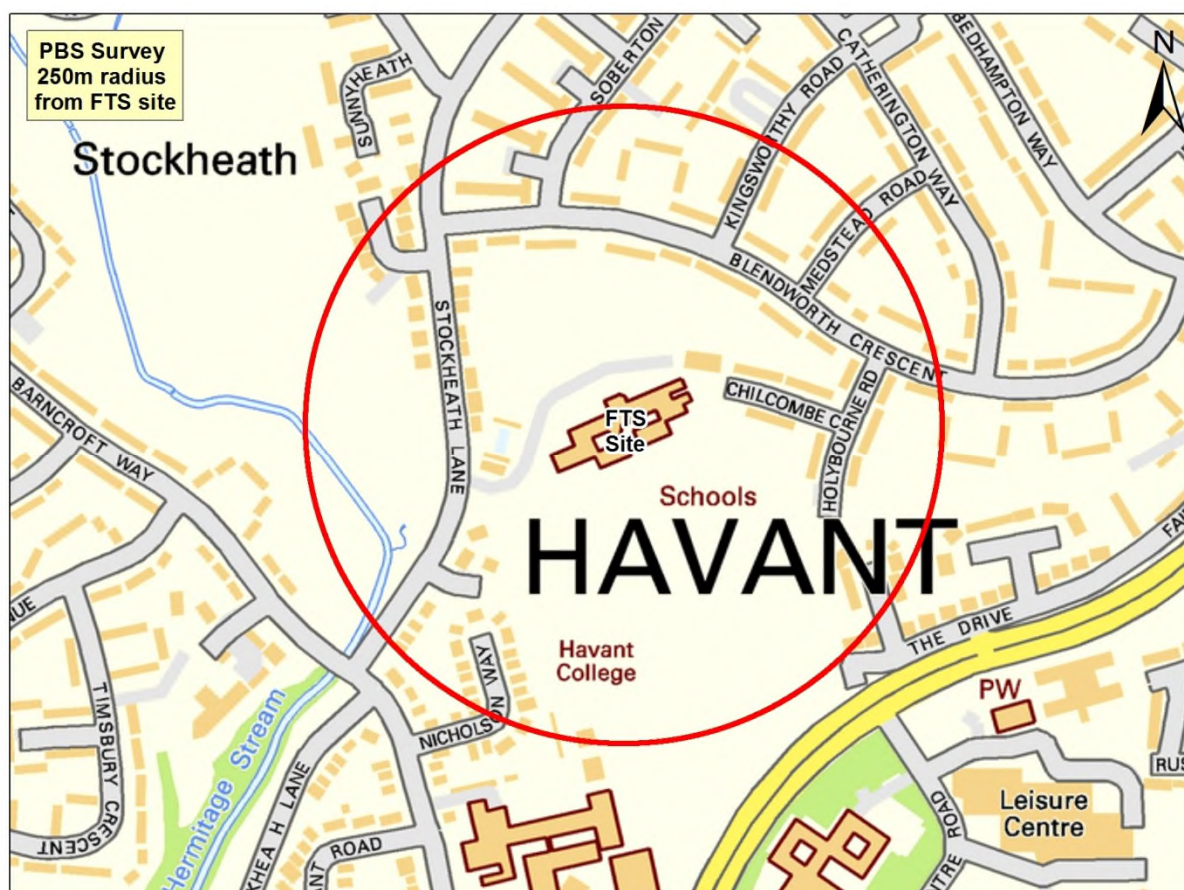


Figure 6: 250m Radius from FTS site

Time Segment	08:00	08:30	09:00	14:30	15:00	15:30
Average Parking Spaces Utilised At Each Time Segment	39%	35%	33%	36%	39%	34%
Average Parking Spaces Available At Each Time Segment	61%	65%	67%	64%	61%	66%
Estimated Number of Available Parking Spaces At Each Time Segment	230	244	250	241	231	248

Table 9 parking capacity on local streets closest to the school (250m radius)

4.3.5. Incidences of illegal or inconsiderate parking were also recorded within the Parking Beat Survey. The survey showed that that Blendworth Crescent had the highest levels of illegal or inconsiderate parking within the 250m radius, with up to four vehicles being recorded as 'illegally' parked at peak school pick up/drop off times. As can be seen from Table 9, there was sufficient capacity for those vehicles to park legally at those times. Across the 500m survey area it could be seen that this type of parking was not solely associated with the school drop-off and pick-up, with incidences occurring over the whole survey period and the highest occurrence outside of school hours.

4.3.6. As calculated in 3.2 up to 81 vehicle associated with the expansion may need to drop-off and pick-up on the highway. The results from Table 9 demonstrate that there is a minimum of 231 legal parking spaces at peak school times for pupil drop-off/pick-up in this area. With a projected new requirement for up to 81 spaces, it can be seen that there is more than sufficient legal parking capacity to accommodate vehicles associated with the expansion. It should also be noted that many pupils attend before and after school clubs which would further spread the demand for parking near the Schools. This would still be the case if the observed illegally parked vehicles were legally parked.

4.3.7. There are no proposed park and stride sites within a 500m radius of FTS.

4.4. Network conditions

4.4.1. In order to assess existing local network conditions week-long, 24 hour Automatic Traffic Counts (ATCs) were undertaken in June 2016 on Stockheath Lane and Blendworth Crescent. These survey results were used to assess vehicle speeds to ensure that new pupils walking to school would do so in safe conditions, and to assess the growth in traffic volume would not detrimentally impact on the local road network.

4.4.2. **Traffic speeds:** Counts on Blendworth Crescent indicate that mean average vehicle speeds are currently below the speed limit of 30 mph (22.8mph eastbound and 20.6mph westbound). 85th percentile averages were higher (29.7mph and 28.2mph respectively) but still fall below the speed limit. Average speeds on Stockheath Lane (24.9mph northbound & 27.2mph southbound) were also below the speed limit. The 85th percentile averages were higher (29.4mph and 31.3mph respectively). At school drop-off and pick-up times, the 85th percentile speed southbound on Stockheath Lane was 30.7mph, only very slightly over the 30mph speed limit.

4.4.3. **Traffic volume:** it order to assess the impact of development traffic (i.e. traffic associated with the expansion) and other background traffic growth, an assessment year of 2021 has been used which accords with the school year (2021/22) in which FTS would reach full capacity. 2016 has been used as a base year.

- 4.4.4. The ATCs demonstrated the current baseline traffic volume on both Stockheath Lane and Blendworth Crescent. Growth factors were calculated using TEMPRO and applied to the baseline. Development traffic (181 trips as detailed in section 3.2.7) was then added on top to demonstrate the total projected traffic volume on these roads in 2021. The combined 'growth' and 'development' traffic are presented in the tables below as 'new traffic'. Details of these calculations can be found in Appendix 5. This is a robust approach as the TEMPRO data already accounts for a level of housing development growth.
- 4.4.5. The theoretical traffic volume capacity of these roads was determined using guidance contained with the Design Manual for Roads and Bridges. A Ratio Flow Capacity (RFC) was then calculated for each relevant time period of the day. RFC figures at or above 0.85 demonstrate that a road has little remaining traffic volume capacity. Figures above '1' demonstrate that it is expected that a road would be operating above its theoretical capacity and queueing could occur.
- 4.4.6. As can be seen in the tables below, RFCs for times relevant to pupil and staff vehicle trips are all projected to be below 0.85 in the assessment year of 2021. Therefore, it is not predicted that these roads will be detrimentally impacted by the expansion of FTS. Looking at the peak hours around school opening and closing times, the ratio flow analysis for Blendworth Crescent demonstrates that the RFC increase will be 0.14 at 08:00, and 0.15 at 15:00. For Stockheath Lane the RFC increase will be 0.42 for 08:00 and 0.43 for 15:00.

Ratio Flow Analysis	New traffic	RFC (6.1m)
07:00	311	0.35
08:00	378	0.42
09:00	282	0.31
14:00	368	0.41
15:00	383	0.43
16:00	347	0.39
17:00	335	0.37
18:00	299	0.33

Table 10 Assessment of RFC: Stockheath Lane

Ratio Flow Analysis	New traffic	RFC (7.3m)	RFC (9m)
07:00	146	0.13	0.11
08:00	189	0.17	0.14
09:00	159	0.14	0.12
14:00	177	0.16	0.13
15:00	196	0.17	0.15
16:00	175	0.15	0.13
17:00	168	0.15	0.13
18:00	164	0.14	0.12

Table 11 Assessment of RFC: Blendworth Crescent

5. Consultation

5.1. Consultation stages

5.1.1. Consultation on the proposal to expand was held between the 1st February and the 18th March 2016, with a drop-in event held at FTS on Wednesday 10th February. Letters were sent out to 204 local residents. Approximately five people attended and a further six responses were received by post or email. Of the concerns raised, six related to parking and four related to road safety. A further two also mentioned concerns in the increase of traffic and local access.

5.1.2. Most of the concerns from this, and the latter pre-planning consultation, relate to existing situation as opposed to any issues that could be attributed to the expansion and would therefore be dealt with through normal reporting procedures to relevant bodies. Therefore these comments have been shared with HBC for their consideration. Comments included:

- Increased parking volumes from school run traffic on site and around local roads.
- Increased pressure on the availability of parking (within the school, in Stockheath Lane but also Chilcombe Close and Holybourne Road)
- Current lack of parking restrictions on nearby roads (i.e. DYLS to make passing places)
- Current lorry/car speeds on Stockheath Lane
- Emergency access at peak times (roads blocked)
- Access to locals roads in the day due to inconsiderate parking
- Short notice regarding drop-in session
- Inconsiderate parking (i.e. grass verge to Stockheath open space to be prevented)
- Disruption of traffic trying to get through local roads at the start/end of school day

5.1.3. Pre-planning consultation took place between 19th September and Friday 14th October, with a drop-in event held at the school on 26th September 2016. Invitation letters went out to 204 local residences with approximately 12 attending the consultation, and a further six responses were received by post or email. As above, the majority of concerns raised related to the existing situation and have been shared with HBC for their consideration. Responses received included:

- Concerns regarding increase in traffic volume on the roads around the school
- Lack of signs on Stockheath Lane, to promote road safety around the school entrance, and encourage drivers to cut their speed
- Concerns over increased parking demand, especially parents parking inconsiderately
- Suggestion of a controlled crossing point on Stockheath Lane, near school entrance

5.1.4. As demonstrated above it is not projected that the expansion of FTS would have a detrimental impact on the highway, or exceed local legal parking capacity. Nor are there any underlying casualty issues relating to the school or school journeys, therefore, other than adherence to the HCC on-site parking guidelines, no physical mitigation works are proposed.

5.1.5. Concerns raised relating to the existing situation and the school expansion and which can reasonably be addressed are covered through the School Travel Plan which will include measures aimed to reduce the pressures of increased trips on local roads; such as the promotion of considerate parking practices; park and stride sites; ambitions for an increased number of scooter spaces at the school, and potential for a junior road safety officer scheme.

5.1.6. Stockheath Lane was assessed for its suitability for a School Crossing Patrol (SCP) at the primary entrance to the FTS site in September 2011 and October 2013. On both occasions the site was found to be not justified.

6. Planned Works

6.1. Mitigation

- 6.1.1. As stated above, it is not projected that the expansion would have a detrimental impact on the highway, or exceed local legal parking capacity. Nor are there any underlying casualty issues relating to the School or school journeys, therefore, other than adherence to the HCC on-site parking guidelines, no physical mitigation works are proposed.
- 6.1.2. Section 4.2 details how on-site parking for staff, and increases in scooter and cycle parking, will be delivered on site to meet HCC guidelines.
- 6.1.3. The School Travel Plan will include measures to reduce the pressures of increased trips on local roads. This includes measures such as the promotion of considerate parking practices, park and stride sites, ambitions for an increased number of scooter spaces at the school, and potential for a junior road safety officer scheme.
- 6.1.4. A Construction Traffic Management Plan (CTMP) will manage the impacts of construction traffic. The CTMP, designed by the contractor Beard Construction, will be submitted alongside the planning application. During term time deliveries on weekdays will only be accepted between 09:30-14:45 and from 15:30 onwards, and the majority of vehicles will follow a delivery route to site via Stockheath Lane with only exceptional deliveries entering via Chilcombe Close (by prior arrangement). Vehicles and pedestrians will have separate routes with priority given for safe access and egress to pedestrians. A wheel wash (and road sweeper where required) will be used to minimise the chance of mud being carried onto the highway.

7. Summary and Conclusions

7.1. Summary

- 7.1.1. This Transport Statement (TS) has been provided by Hampshire Services on behalf of Property Services. It is submitted in support of a planning application that seeks planning permission to permanently expand the Federation of Trosnant Schools from a 2FE to a 3FE from school. The School pupil numbers will grow over a number of years and the proposed permanent capacity is ultimately 630 pupils.
- 7.1.2. This TS has been produced to provide the necessary information for the local highway and planning authorities to assess the development in terms of accessibility, highway safety and the impact of the development traffic on the local highway network.

7.2. Conclusions

- 7.2.1. The Federation of Trosnant Schools is located in Havant, 1km northwest of the town centre by road, and is positioned in close proximity to residential dwellings. There are opportunities for pupils, parents and staff to travel by sustainable transport modes. The site can be accessed by a good network of footways connecting the school to local residential areas.
- 7.2.2. This TS has considered the highways and transport impacts of providing additional pupil places at the school. Baseline data has been reviewed and trip generation calculations have been carried out in order to determine whether the local highway network can accommodate the vehicular movements associated with the expansion. The findings from the assessments demonstrate that the key roads in the vicinity of the site are unlikely to experience a detrimental impact.
- 7.2.3. Analysis of the Personal Injury Collision (PIC) data has indicated that there are no overriding safety issues that would be exacerbated by the proposed expansion.
- 7.2.4. To summarise, in light of the assessment work and analysis within the TS, it is considered that the proposed school expansion development is not anticipated to have a detrimental impact upon the operation and functioning of the local highway network provided that the measures within Construction Traffic Management Plan are implemented. Measures within the School Travel Plan will further help to minimise and reduce any impact for vehicular traffic.
- 7.2.5. Consequently, it is considered that there are no significant highways and transportation matters that should prevent this planning application from being approved.