



Transport Statement

Proposed expansion of Emsworth Primary School, Emsworth

On behalf of **Property Services, Hampshire County Council**

14th October 2016

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Strategic Transport
Hampshire County Council
The Castle
Winchester SO23 8UD

01962 832122
nicola.waight@hants.gov.uk
hants.gov.uk/sharedexpertise

CONTROL SHEET

Issued by: Hampshire Services
Economy, Transport and Environment
Hampshire County Council
Second Floor, EII Court West,
The Castle,
Winchester,
SO23 8UD

Tel: 01962 832122

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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 Emsworth Primary School (EPS), Emsworth.
- 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 TS has been prepared with reference to local policy and guidelines including:
- The National Planning Policy Framework (NPPF) 2012
 - HCC's On-Site School Parking Guidelines
 - HCC's Local Transport Plan 3 (LTP3)
 - Havant Local Plan (currently under review – including the Local Plan Housing Allocations and Draft Local Plan Housing Statement. Consultation on the Housing Statement took place between July and September 2016).
- 1.2.2 There is no current approved Neighbourhood Plan for Emsworth.
- 1.2.3 The TS should be read in conjunction with the School Travel Plan which will also be submitted with a Planning Application to support the proposed expansion of the School. A Construction Traffic Management Plan will be submitted as a condition of planning consent.

1.3 Why is the expansion proposed?

- 1.3.1 Emsworth Primary School, in northern Emsworth, is located 1.4km from the town centre by road.

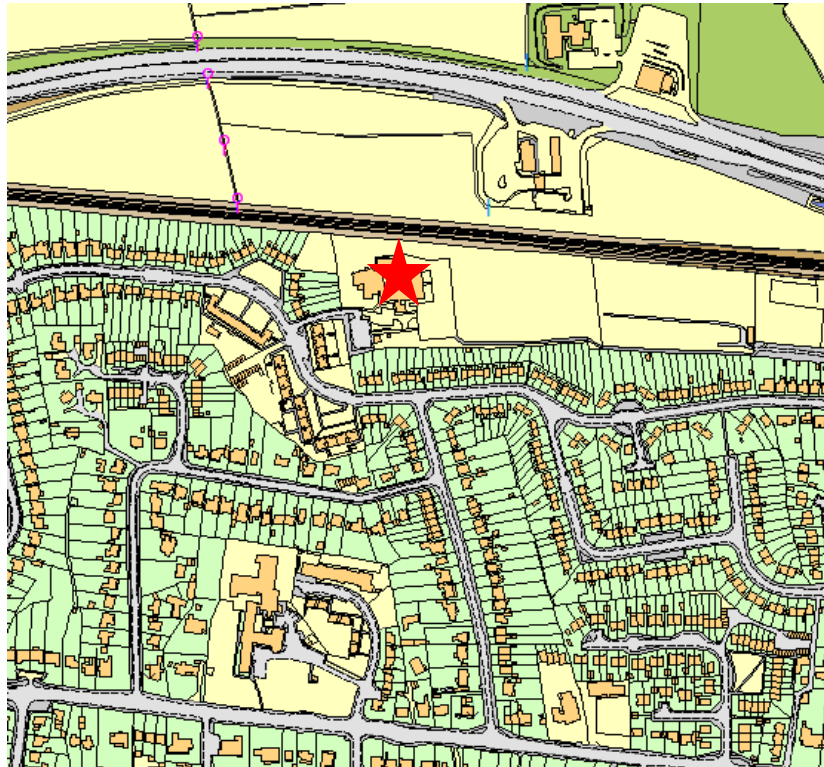


Figure 1.1: Location of Emsworth Primary School (indicated by star)

- 1.3.2 EPS takes pupils from aged four to eleven years old across seven year groups. Prior to 2014, it was a one form entry (FE) school with one class, and a capacity for 30 children, in each year group and a total capacity for 210 pupils.
- 1.3.3 In 2012, a planning application to expand the school to a 1.5FE by constructing two new classrooms was approved by HCC. In 2014, the two new classrooms opened giving the School 15 new pupil spaces per year group, and a total capacity of 315 spaces to be filled progressively with each year, starting with Year R.
- 1.3.4 As can be seen in Table 1.1, in the academic year 2015/16 there were 227 pupils attending the School. Without further expansion, the School would be expected to reach a capacity of 315 spaces by the academic year 2019/20.

Table 1.1: School Pupil Numbers

Year	15/16	14/15	13/14
Year R	46*	31	32
Year 1	39*	30	33
Year 2	29	30	30
Year 3	30	28	19
Year 4	30	20	24
Year 5	27	25	27
Year 6	26	28	25
Total	227	192	190 ¹

* extra spaces filled from 2014 expansion

1.3.5 EPS needs to expand in order for it to accommodate the anticipated pupil numbers arising from new development identified in the Local Plan Housing Allocations and Draft Local Plan Housing Statement July 2016 as follows:

Table 1.2 Local residential developments

Emsworth Housing Allocations		
	Number of dwellings	Number of pupils generated from each site²
Adopted Allocations Plan 2014		
UE13 West of Horndean Road	140	42
UE37 West of Coldharbour Farm	47	14
Draft Local Plan Housing Statement July 2016		
UE39 Land North of Hollybrook Lane and Long Copse Lane	54	16
UE50 Land North of Long Copse Lane	166	50
UE67 Land to rear of Redlands Lane	5	2
UE02b Land North and West of Selangor Avenue	154	46
Total	566	170³

1.3.6 Maps showing the location of these developments included in Appendix 2.

¹ Source: HCC Website

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

³ figures have been rounded.

- 1.3.7 It should be noted that St. James' Church of England Primary School, located on Horndean Road, north of both EPS and the A27, shares the EPS catchment area.

1.4 Development Proposal

- 1.4.1 It is proposed that EPS will build two new classrooms to expand the School from a 1.5FE entry School to a 2FE School. This would take the number of pupils per year group from 45 to 60, and the total capacity of the School from 315 to 420. It is proposed that the two new classrooms would open in September 2018 and that new spaces would be filled progressively from Year R so that the School would reach its full capacity by 2024. The increase in pupils equates to an increase in 105 pupils over the current capacity and 193 over the current number on roll.
- 1.4.2 As can be seen from Table 1.3, the increase in capacity would be gradually phased.

Table 1.3: Phasing of *previous* and **proposed** school expansions

	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Year R	45	45	45	45	60	60	60	60	60	60	60
Year 1	30	45	45	45	45	60	60	60	60	60	60
Year 2	30	30	45	45	45	45	60	60	60	60	60
Year 3	30	30	30	45	45	45	45	60	60	60	60
Year 4	30	30	30	30	45	45	45	45	60	60	60
Year 5	30	30	30	30	30	45	45	45	45	60	60
Year 6	30	30	30	30	30	30	45	45	45	45	60
Total	225	240	255	270	300	330	360	375	390	405	420

- 1.4.3 The proposed expansion has a total of 344m² Gross Floor Area (GFA) of which 160m² is new build footprint and 184m² of internal refurbishment works. The proposed new build works include:
- 2 new classrooms
 - Extended Shared Teaching Space

The proposed internal refurbishment works include:

- 1 new classroom
- 1 relocated staffroom
- 3 Special Educational Needs (SEN) group rooms
- 2 refurbished pupil WCs.

1.4.4 Changes to the access road to the School include replacing the existing manually operated access gates (from Victoria Road) with electronic gates. No other access changes are proposed.

1.4.5 The onsite Children's Centre was confirmed closed by HCC Children Services on 01/07/16. The accommodation will be incorporated into the proposed expansion works as 3 SEN group rooms and supporting areas. After School and Breakfast Club will be maintained within the SEN space as it is currently.

1.4.6 The school has confirmed that the development will require four new teaching staff and six new non-teaching staff. Parking spaces for staff would be accommodated on site in line with HCC policy.

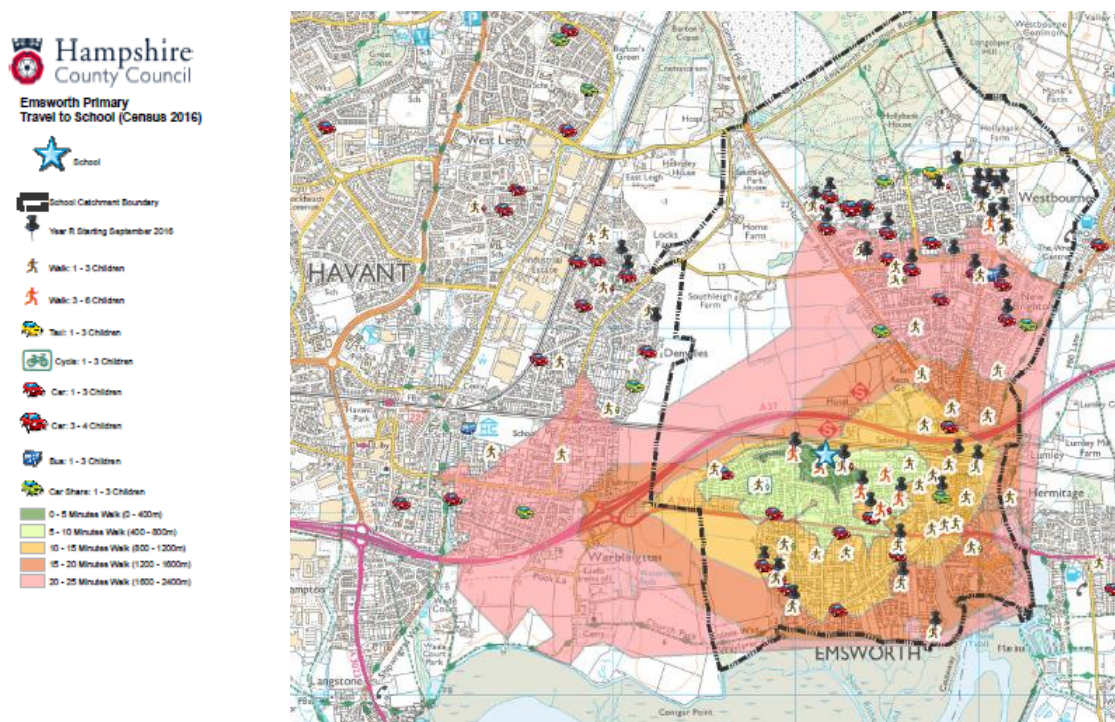
1.4.7 There will be no parking spaces provided for pupil pick-up and drop off as it is not County Council policy to allow parental vehicles on site.

2 Existing Site Conditions

2.1 Location and operation

- 2.1.1 Emsworth is located 2.5km east of Havant. The school is in northern Emsworth and is 1.4km from the town centre by road.
- 2.1.2 The school day starts at 8.45 am and ends at 3.15 pm. Pupils can also arrive from 7.45am and stay as late as 6pm for Breakfast/After School clubs.
- 2.1.3 Around 65% of pupils travel from within the catchment area which extends from Emsworth Common Road in the north, Westbourne in the east, Western Parade in the south and is bounded by Warblington and Denvilles in the west. 80 pupils currently come from outside the catchment area (62 from within Hampshire and 18 from out of county) and are travelling to school by “car alone” (one child and the driver), whilst others are mainly car-sharing.

Figure 2.1: Site location plan, showing how pupils travel to school. The black line is the school catchment area.



2.2 Local Highway Network

- 2.2.1 EPS is located to the north of Victoria Road, Emsworth, close to the A27. Victoria Road is a single carriageway residential road which is street-lit and subject to a 30mph speed limit; it also forms part of a local bus route. In the immediate vicinity of the School the road runs north-west/south-east. Pedestrian footways are provided on both sides of the carriageway.

- 2.2.2 In the vicinity of the School there is a mix of on-street parking, layby parking, and bay parking provided in bays off the highway. To the west of the School there are seven standard and four accessible off-street bays to the north of the carriageway. The bays are separated from the footway with a low metal barrier. To the south east of the School there are a number of parking spaces within a layby that are reserved for residents only. Further east there is a layby on the north of the carriageway which can provide parallel parking for approximately two vehicles (15m/6m). Opposite, off the south side of the carriageway is another private area of bay parking.
- 2.2.3 There are yellow zig-zag lines covering the access to the School and stretching c.13.6m to the north and 10.2m to the south. They are covered by signage which states “No Stopping Mon-Fri 8am-5pm on School Entrance Markings”.
- 2.2.4 To the north-west, a single yellow line (SYL) stretches from the zig-zags to the first parking area on the north east of the carriageway. A further SYL also covers the radius of the junction with an unnamed access road to private properties, and extends c.59m north-west on the southern side of the carriageway. This is covered by signage demonstrating that stopping is not permitted “Mon-Fri 8am-9am and 3pm-4pm”.
- 2.2.5 To the south east, another SYL extends from the private parking bay for c. 65m (including the parallel parking bay) and is covered by signage stating “No stopping Mon-Fri 8am-9am, 3pm-4pm”. Finally, there are a number of white entrance “H-bar” markings covering residential driveways. Where there are no parking restrictions, on-street parking is permitted.
- 2.2.6 Victoria Road is accessed via Horndean Road (B2148), and by a number of residential roads leading north from Havant Road (A259). Of these residential roads, Record Road is the closest to the School. It is a single carriageway road with a north/south alignment, street lighting, a 30mph speed limit and pedestrian footways on both sides of the carriageway.
- 2.2.7 In close proximity to the School dropped kerbs are present.

2.3 Site access

- 2.3.1 As can be seen in Appendix 3, there is one vehicular point of access to the School which doubles up as a pedestrian point of access. The access is in the form of minor arm of a priority junction with Victoria Road. It is slightly narrower than 4m and does not provide sufficient width for two vehicles to pass, therefore encouraging slow vehicle speeds. The pedestrian access is provided in the form of a footway which runs along the western side of the carriageway. Approximately 48m within the School site, the vehicular and pedestrian accesses are secured by manually operated gates.
- 2.3.2 There is a surfaced footpath that leads from the site, south of the sports court and playing fields, and links to an informal track, allowing access to the site from Washington Road to the east.

2.4 Local Improvement works

- 2.4.1 Outside of the proposed expansion project, Hampshire County Council and Havant Borough Council (HBC) are currently in stages of planning or delivery for a number of sustainable transport schemes in the vicinity of the School. These schemes would be funded through both Section 106 agreement funds and minor works funds. As can be see from Figure 2.2 below, the schemes are mainly located to the east and north of the School. They will improve links to the new housing developments located in the north of the catchment area which are associated with the proposed expansion in pupil numbers. The schemes below are annotated on Figure 2.2.
- 2.4.2 **A - Victoria Road:** A raised table and dropped kerbs at the junction of Victoria Road and the school access road are proposed. This project aims to make crossing the road easier and make pedestrians, and the school, more visible to drivers. This scheme is awaiting a funding decision.
- 2.4.3 **B - Horndean Road toucan crossing and associated Recreation Ground links:** This project aims to create a 'quiet route' between Southleigh Road and New Brighton Road. It includes a new toucan crossing point over Horndean Road in the vicinity of St James School. Work has been completed to convert some routes to shared use within the recreation ground and, on the east side of New Brighton Road, to facilitate an off-road/quiet route to Emsworth railway station. Works are planned to be completed by November 2016. In the southern area of the Recreation Ground this has created a 'circuit' where children can learn to cycle in a completely off-road environment away from traffic.

- 2.4.4 **C- Interbridges Link:** Currently paused due to uncertainties associated with the 'Interbridges West' development. This link is proposed to run east-west, linking Washington Road and New Brighton Road, and connecting into the new rail station cycle parking area and the junction with the proposed 'Interbridges' development. This project would enable pedestrians and cyclists to avoid the A27 subway which is at times subject to flooding.
- 2.4.5 **D- North Street:** A scheme is planned to widen and improve the crossing points at the two junctions with Palmers Road, and to remove some street clutter. This is expected to be completed before Christmas 2016.
- 2.4.6 **E -Emsworth – Rowlands Castle cycle link:** A waymarked off-road cycle route between Hollybank Lane and Rowlands Castle; upgrading existing paths and bridleways and signposting and route marking to create an 'all weather' route. Delivery is expected to start in Spring 2017.

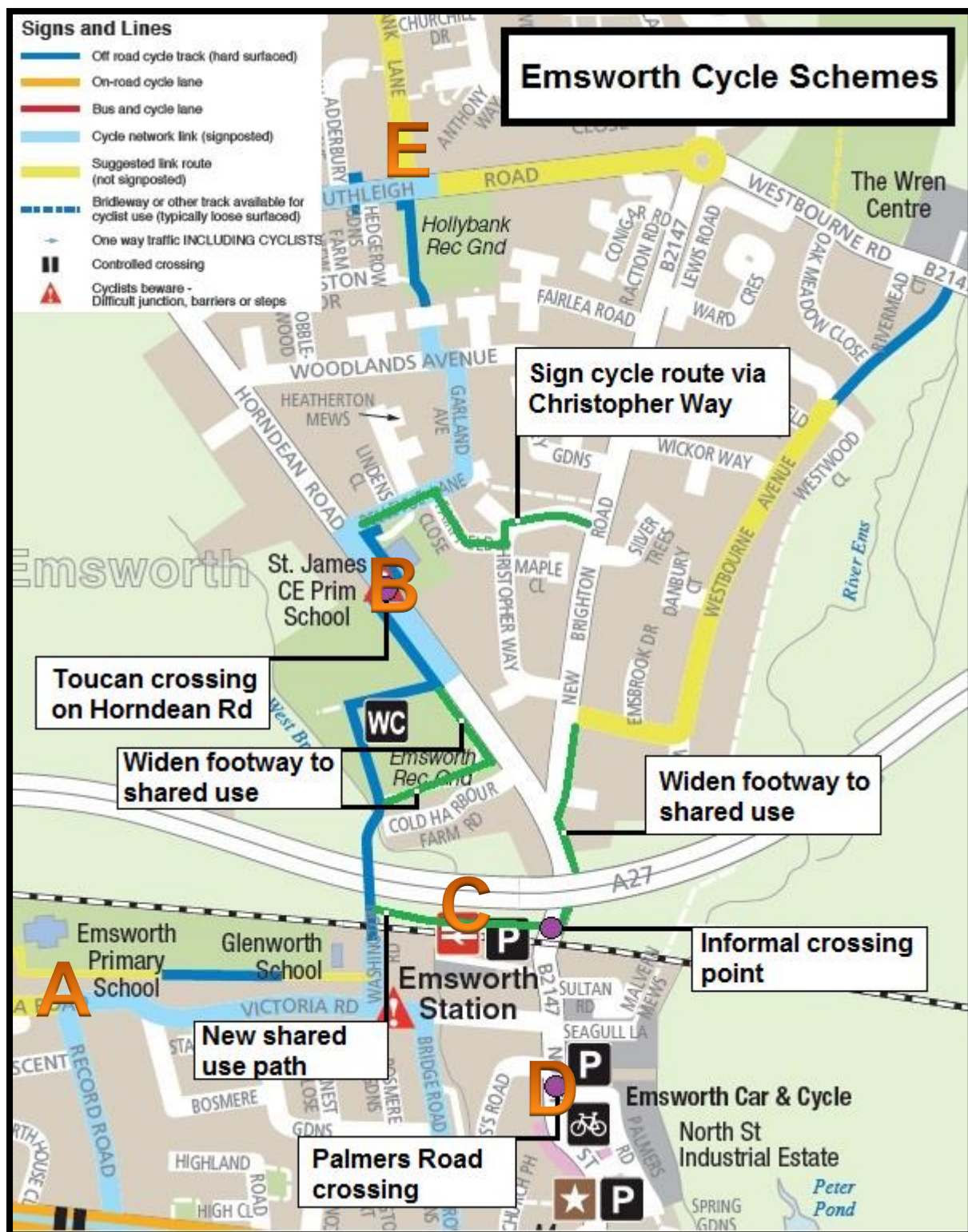


Figure 2.2: Map of planned sustainable travel improvements provided by Havant Borough Council

2.5 Personal Injury Collision Review

- 2.5.1 Personal Injury Collision (PIC) data has been obtained for a 500m radius, for the last three years. This shows eight slight and two serious PICs; two of which were on the A27 (including one of the serious PICs). The remainder of the PICs were on Havant Road. Of these casualties, none were of Primary School age. Only one, on Havant Road, involved a pedestrian. This was an adult pedestrian and the incident occurred outside of School travel times and resulted in a slight injury.
- 2.5.2 There are no clusters that could indicate a collision hotspot. All eight PICs on Havant Road (seven slight and one serious) occur near junctions. Three of these involved motorcyclists, and one a pedal cyclist. A plot and casualty records are shown in Appendix 4.
- 2.5.3 Analysis of the Personal Injury Collision data has indicated that there are no overriding safety issues that would be exacerbated by the proposed expansion of the School.

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
- All of the relevant new development is within EPS catchment area.
- Other school expansions are proposed or have already been delivered for schools within Havant Borough which may well reduce the number of “out of catchment area” pupils attending EPS, consequently reducing the percentage of pupils travelling to School by car.

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 implementation of the School Travel Plan, local improvement works and a reduced number of pupils travelling from out of catchment in the future.

3.1.3 The modal split has been applied to the pupils both associated with this expansion and those still to come from the previous expansion in 2014, totalling 193 new pupils by 2024. Whilst this application is not obliged to remedy any potential issues that currently exist or that could arise from the previous expansion, using the combined figure for trip generation enables robust analysis of survey results to demonstrate any impact on the local highways.

3.1.4 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.

3.1.5 As can be seen in Table 1.3, pupil numbers will be phased and the projected trip generation below relates to the first year of full occupancy in 2024.

3.1.6 **Staff:** To calculate the expected trip generation associated with 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 new staff.

3.2 Trip generation calculations

- 3.2.1 **Pupils:** Table 3.1 showing the current modal split demonstrates that almost 50% of current pupils walk to School with a further 32.4% arriving by “car alone” (one pupil and a driver) and a further 16.8% arrive by car-share (where two or more pupils travel with a driver).

Table 3.1 Projected Pupil Trip Generation Calculations

	Walk	Cycle	Bus/Taxi	Train	Car Alone	Car Share	Other	Total
2016 Census - modal split %	48.8	0.8	0.8	0	32.4	16.8	0	99.6
Current pupils per mode (applied to 227 pupils on role)	111	2	2	0	74	38	0	226
Projected pupils per mode related to 2014 expansion (classes yet to be filled)	43	1	1	0	29	15	0	88
Project pupils per mode related to 2018 expansion	51	1	1	0	34	18	0	105
Projected pupils per mode from both expansions combined	94	2	2	0	63	32	0	192

- 3.2.2 The increase in pupil numbers associated with the 2018 expansion is projected to result in the following: 51 pupils travelling by foot, one by bicycle, one by bus or taxi, 34 by car alone, and 18 by car-share. When the remaining pupils from the 2014 expansion are included, the total increases are as follows:

- 94 pupils travelling by foot
- 2 pupils cycling
- 2 pupils travelling by bus/taxi
- 63 pupils travelling by car alone
- 32 pupils travelling by car share (assumed to be in a maximum of 16 cars)

- 3.2.3 The vehicles associated with the “car alone” and “car-share” modes would generate two-way trips in the morning and afternoon as the vehicles will not remain at the school during the day. These equate to 126 two way trips for “car-alone” (63 x 2) and 32 two way trips for car share (0.5 x (32 x 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 158 (126+32).**

- 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 79 (63+16) vehicles would be needed. HCC policy states that these should be accommodated on the local highway.

- 3.2.5 **Staff:** A recent staff travel survey was undertaken as part of the School Travel Plan. This survey demonstrated the modal split associated with the existing 29 members of staff that can be seen in Table 3.2. Staff associated with the 2014 expansion are already working at the school and therefore counted as existing staff.

Table 3.2 Projected staff trip generation calculations

	Walk	Cycle	Bus	Car Alone	Car Share	Train	Other
Current staff modal split (from 2016 survey) %	7%	17%	0%	72%	0%	0%	3%
Current number per mode	2	5	0	21	0	0	1
Modal split for 10 new staff	1	2	0	7	0	0	0

- 3.2.6 Table 3.2 shows that when this modal split is applied to new staff it is projected that one new member of staff would walk, two would cycle, and seven would travel by car alone. The vehicles associated with new staff would result in new one way trips in the morning and afternoon as the staff will park on site. Therefore, **it can be expected that there would be up to seven one-way trips on the highways in the morning and afternoon/evening associated with new staff.**

- 3.2.7 **Total trip generation:** From the calculations above, it is projected that there would be an additional 158 two-way trips and seven one-way trips in the mornings and afternoons/evening. This results in a **total of 165 vehicle movements** in both of these periods as can be seen in Table 3.3.

Table 3.3 Combined projected trip generation (pupils and staff)

Combined projected trip generation	
Two way trips associated with pupils	157*
One way trips associated with staff	7
Total	165

*rounding

- 3.2.8 Surveys completed as part of the School Travel Plan reveal a latent demand for sustainable modes amongst both pupils and staff. 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 344m² expansion to the existing Emsworth Primary school. The proposed expansion has a total of 344m² Gross Floor Area (GFA) of which 160m² is new build footprint and 184m² of internal refurbishment works. The proposed new build works include:

- 2 new classrooms
- Extended Shared Teaching Space

The proposed internal refurbishment works include:

- 1 new classroom
- 1 relocated staffroom
- 3 SEN group rooms
- 2 refurbished pupil WCs.

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, only staff and visitors will be permitted to park on site.

4.1.5 The new electronic gate on the access road from Victoria Road will be monitored from the School reception with an 'audio and visual' display comprised of a camera and intercom device on the gate and a visual screen and audio link within the reception. This will enable the school to see who has arrived prior to opening up the gate, with intercom/buzz through device. This will be automatically disengaged if the fire alarm should start; to allow fire vehicles to enter the site.

4.2 On-site parking for staff

4.2.1 There are currently 27 staff parking spaces in the staff car park, two of which are accessible.

4.2.2 The expansion is required to provide parking for the ten new staff (four teaching and six non-teaching) in line with Hampshire County Council's on-site parking guidelines, as shown below in Table 4.1. Existing and calculated parking requirements are shown in Table 4.2.

Table 4.1: HCC recommended parking guidelines

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 4.2: Existing and calculated on-site parking requirements

Parking type	Existing	Additional spaces required	Total
Car	27	8	35
Car - Accessible	2 of the above 27	1 of the above 8	3 of the above 35
Scooter	0	11	40
Cycle ⁴	58	6 pupil, 1 staff	47 (42 pupil, 5 staff)
Powered Two Wheeler	0	1	1

4.2.3 As part of the new building works, eight new car parking spaces will be provided, one of which will be accessible. 40 scooter spaces and 42 cycle spaces will be provided for pupils, plus five cycle spaces and one powered two wheeler space for staff. The school travel surveys identified a latent demand for sustainable travel at the site, which the high levels of cycle and scooter storage will help to achieve.

4.3 Pupil drop-off and pick-up

4.3.1 In line with HCC policy which 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. It is expected that vehicles associated with the expansion would park on the local highway, provided that sufficient capacity exists.

⁴ The existing cycle store is currently under utilised and in a poor state. There is a requirement to replace it with new storage as part of the expansion. Provision is being made for 42 pupil cycle spaces, double the amount required for a 2FE school by HCC on-site parking standards.

- 4.3.2 To assess the existing availability of on-street parking spaces, a parking beat survey was conducted on local road for a 12 hour period, with half-hourly beats on Wednesday 20th June. This date is within a period considered to be “neutral” in line with Department for Transport Guidelines on traffic surveys i.e. it represents typical conditions. Full details and analysis can be found in Appendix 7.
- 4.3.3 The survey showed that at times associated with pupil drop-off and pick-up (08:30-09:00 and 15:00-15:30) there was a minimum of 144 legal parking spaces available on the roads closest to the School, equating to between 55-57% of remaining on-street capacity.

Table 4.3: Parking capacity on local streets

Time Segment	08:00	08:30	09:00	14:30	15:00	15:30
Average Spaces Available For Parking Utilised At Each Time Segment	32%	43%	34%	33%	45%	34%
Average Spaces Available For Parking At Each Time Segment	68%	57%	66%	67%	55%	66%
Estimated Number of Spaces Available For Parking At Each Time Segment	180	151	174	177	144	173

- 4.3.4 The roads included in this survey can be seen in Figure 3. These roads are considered to be within a short walking distance of the School entrance.

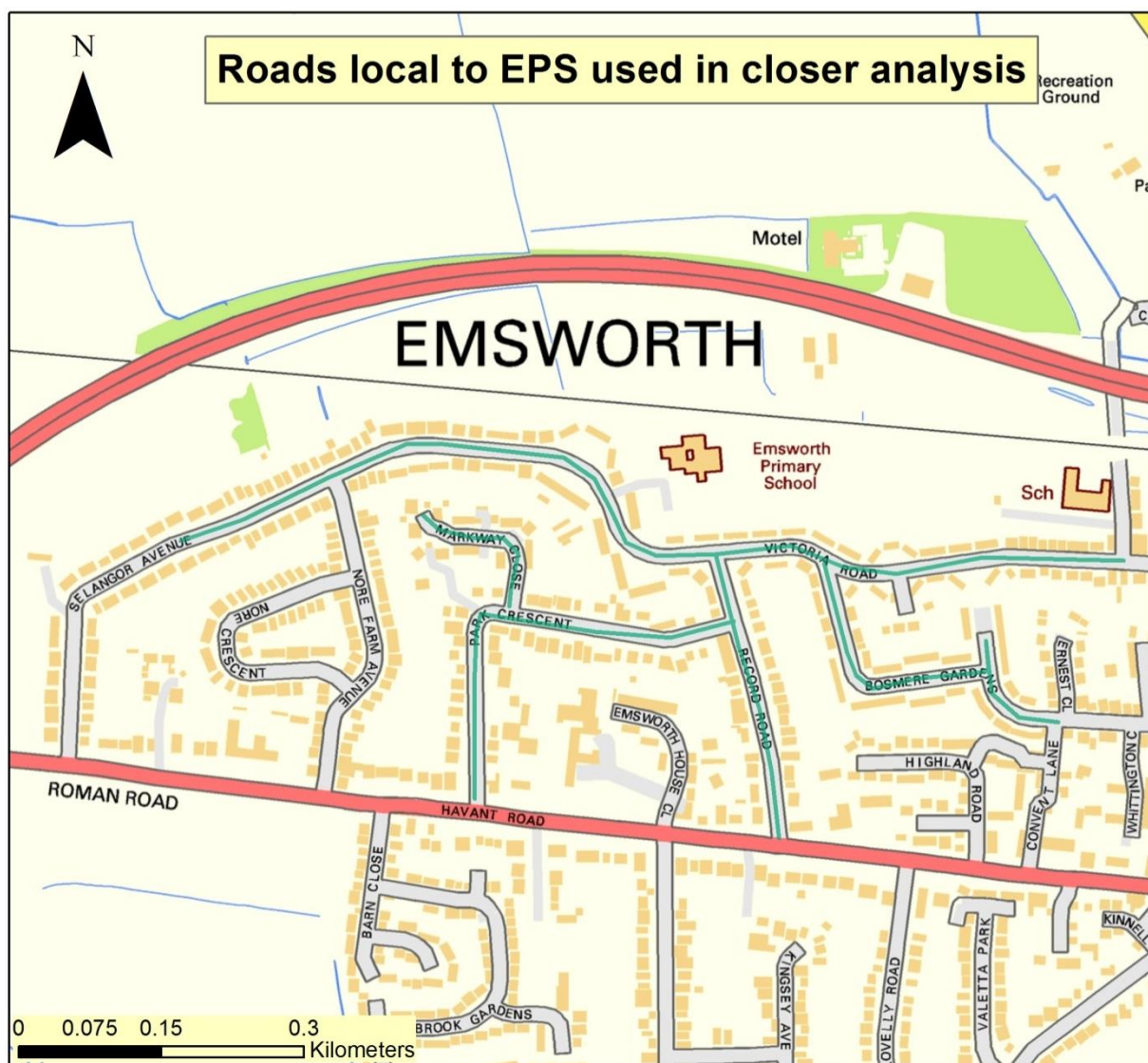


Figure 3: The local road network surveyed for parking space capacity, as highlighted in green

- 4.3.5 As calculated in Section 3.2.4 up to 79 vehicles associated with the expansions may need to drop-off and pick-up on the highway (43 from the 2018 expansion and 36 from the 2014 expansion). It should be remembered that whilst this TS needs only to reflect the impact from the proposed expansion, the school is still experiencing increases in capacity from the previous expansion which is likely to increase on-street parking demand.
- 4.3.6 The results, shown in Table 4.3, demonstrate that there is a minimum of 144 legal parking spaces available at peak school times for pupil drop-off/pick-up in this area. With a projected new requirement for up to 79 vehicle spaces, it can be seen that there is more than sufficient legal parking capacity to accommodate vehicles associated with pupils from both expansions. It should also be noted that many pupils attend before and after school clubs which would further spread the demand for parking near the School.

- 4.3.7 Despite some residential streets not reaching their full parking capacity, there may still be issues with inconsiderate parking. The survey (see Appendix 7) showed that of the streets closest to the school, Victoria Road (between Record Road and Nore Farm Avenue junctions) has the highest levels of legal parking at school drop off (83% parking capacity utilised)/pick up (100% of parking capacity utilised). Washington Road also sees high levels of parking but this may be associated with Glenwood School. The high level of parking on Victoria Road (immediately outside of the school) suggests that some parents are parking as near to the school as possible. The school travel plan, which should be read in conjunction with this TS, sets out the measures which aim to encourage parents to park further away.
- 4.3.8 Incidences of illegal or inconsiderate parking were also recorded within the Parking Beat Surveys. The majority of these incidences related to parking on verges. In the roads closest to the school, the highest level of this type of parking was seen between 18:00 and 19:00 with 33 vehicles parked in this manner. At the School morning peak of 08:30-09:00 26 vehicles were recorded, in the afternoon peak it was 32. Appendix 7 shows that these figures fluctuated over the day showing that only some of the incidences are likely to be related to school journeys. Moreover, it has also been demonstrated that there is plenty of legal parking capacity on local roads. If all of these vehicles parked legally, there would still be sufficient space for the vehicles projected to be associated with the expansions.
- 4.3.9 There are no potential ride and stride sites within a 500m radius of EPS.

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 Victoria Road and Havant Road. These survey results were then 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 the local road network.
- 4.4.2 **Traffic speeds:** Counts on Victoria Road indicated that mean average vehicle speeds are currently within the legal speed limit (21.4mph eastbound and 22.5mph westbound). 85th percentile averages were higher (28.4mph and 29.2mph respectively) but still fall below the speed limit.
- 4.4.3 Higher mean average speeds were recorded on Havant Road (33.4mph eastbound & 34mph westbound). 85th percentile averages for Havant Road were again higher at 38.9mph in both directions. Whilst speeds are higher on Havant Road, the highest average speeds were recorded outside of school opening and closing times. The presence of a controlled crossing point aids pedestrians, including school children, to cross the road. Moreover, all new development is located to the north or west of the School and would not require pupils to cross Havant Road.
- 4.4.4 **Traffic volume:** In order to assess the impact on development traffic (i.e. traffic associated with the expansions) and other background traffic growth, an assessment year of 2024 has been used, which accords with the school year (2024/25) in which EPS would reach full capacity. 2016 has been used as the base year.
- 4.4.5 The ATC showed the current baseline traffic volume on both Victoria Road and Havant Road. Growth factors were calculated using TEMPRO and applied to this baseline. Development traffic (165 trips as detailed Section 3.2.7) was then added on top to demonstrate the total projected traffic volume on these roads in 2024. 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.
- 4.4.6 The theoretical traffic volume capacity of these roads was determined using guidance contained within [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 it's theoretical capacity and queueing could occur.

- 4.4.7 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 2024. Therefore, it is not predicted that these roads will be detrimentally impacted by the expansion of the School.

Table 4.4: Assessment of Ratio Flow Capacity: Havant Road

Ratio Flow Analysis	New traffic	RFC
07:00	1213	0.75
08:00	1182	0.73
09:00	1013	0.63
14:00	1089	0.67
15:00	1158	0.71
16:00	1221	0.75
17:00	1157	0.71

Table 4.5: Assessment of Ratio Flow Capacity: Victoria Road

Time	New traffic	RFC
07:00	288	0.38
08:00	385	0.51
09:00	276	0.37
14:00	328	0.44
15:00	353	0.47
16:00	326	0.43
17:00	318	0.42

5 Consultation

5.1 Consultation stages

5.1.1 Consultation on the proposal to expand was held between the 22nd February and the 1st April 2016, with a drop-in event held at the school held on 2nd March. Letters were sent to 140 local residences. Parents from eight other schools within two miles were also invited. Around 10 people attended and a further five responses were received by post or email. Of the concerns raised, five related to parking and four related to road safety.

5.1.2 Most of the concerns from this, and the latter pre-planning consultation, relate to the 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 Havant Borough Council for their consideration. Comments included:

- The use of Victoria Road as a cut through to the M27 motorway (speed and congestion)
- Parking capacity and misuse of private parking areas. Also parking on the pavement, double parking, parking on verges and cars blocking access
- Cycling on the pavement perhaps as a result on street parking on both sides of the carriageway leaving little space on the carriageway.
- Higher number of wheelchairs than usual due to a local care home, which need clear pavements
- Safe routes to School needed from the new development in Horndean Road – perhaps through the recreation ground
- Road safety – parents retrieving children from car back seats on the road side
- Suggestions for park and stride
- Suggestion to provide a school crossing patrol

5.1.3 Pre-planning consultation took place between 5th September and the 30th September 2016; with a drop-in event held at the school on 15th September 2015. Letters were sent to 140 local residences. Parents from eight other schools within two miles were also invited. In the region of 16 parents, residents and staff attended and a further two responses were received by post or email. As above, the majority of concerns raised related to the existing situation and have been shared with Havant Borough Council for their consideration. Responses received included:

- Concerns regarding congestion and speeding. Request for speed bumps
- Lack of signs to make drivers aware that there is a school nearby and to encourage them to cut their speed
- Children cycling on the pavement due to unsafe road conditions, therefore taking up pavement space required by elderly resident

- On Victoria and Record roads, parking on both sides of the road, forcing drivers out onto the wrong side of the road
 - Parents parking on corners (primarily on the junctions of Victoria and Record roads)
 - Victoria/Record/Park Crescent – request for double yellow lines. Inconsiderate parking leading to unsafe and difficult manoeuvres from driveways
 - Concerns that some traffic management could unfairly penalise residents
 - The cycling route to school is dangerous due to parents parking.
 - Parents parking in private parking areas on the hermitage owned housing estate.
 - The Glenwood link – issues relating to parking and maintenance
- 5.1.4 As demonstrated in Sections 2.5,3,4.3 and 4.4 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.
- 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 at 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 It is worth noting that Victoria Road was assessed for its suitability for a School Crossing Patrol (SCP) both in July 2006 and July 2008, both assessments showed that the site did not meet the necessary requirements. However, due to local and political requests, an SCP was recruited in June 2009. The SCP left in 2010 and the site was decommissioned in July 2011.
- 5.1.7 The potential use of double yellow lines at the corner of Record Road and Victoria Road has been shared with Havant Borough Council for consideration.
- 5.1.8 Reports made regarding parents making use of the private car park at the back of the flats on Victoria Road were noted during the consultation periods. It should be noted that prevention of parking in this private car park is the responsibility of the housing association who manage the flats.

6 Planned works

6.1 Mitigation

- 6.1.1 As stated above, in Sections 2.5,3,4.3 and 4.4, 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.

6.2 Local works

- 6.2.1 As mentioned in Section 6.3, HCC and HBC are developing a number of schemes in the vicinity of EPS, although not all have funding in place at the time of submitting this report. These schemes aim to improve sustainable travel links and will improve access by sustainable modes to the new development site in the north of the catchment area which is associated with the proposed school expansion.
- 6.2.2 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.
- 6.2.3 The Construction Traffic Management Plan will manage the impacts of construction traffic. It is subject to contractor approval and will therefore be a planning condition. During term time no deliveries will be allowed between 08:00 and 09:00 and 14:45 and 15:45. To avoid congestion on local roads, where there will be large deliveries (i.e. for the steel frame delivery and concrete planks delivery lorries), there will be a “hold point” out of the school site so that the vehicles are called in one at a time and materials craned straight off. Access to the site will be via the existing vehicular entrance on Victoria Road. Turning of large lorries will occur on the school site and not on the public highway. Road sweepers will be utilised as needed to clear any debris from the site being transferred onto the public highway. This proposal is similar to the contractor access proposal approved for the previous expansion works in 2014.

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 Emsworth Primary School from a 1.5FE school to a 2FE school. The school has 247 pupils enrolled at present. The School pupils numbers will grow over a number of years and the proposed permanent capacity is ultimately 420 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 Emsworth Primary School is located in Emsworth, 1.4km from 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, and in addition, as demonstrated in this TS, the local cycle network in Emsworth is being improved by Havant Borough Council.
- 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 methodology has been adjusted to ensure that trips from proposed new development are adequately addressed. 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 development would be unlikely 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.