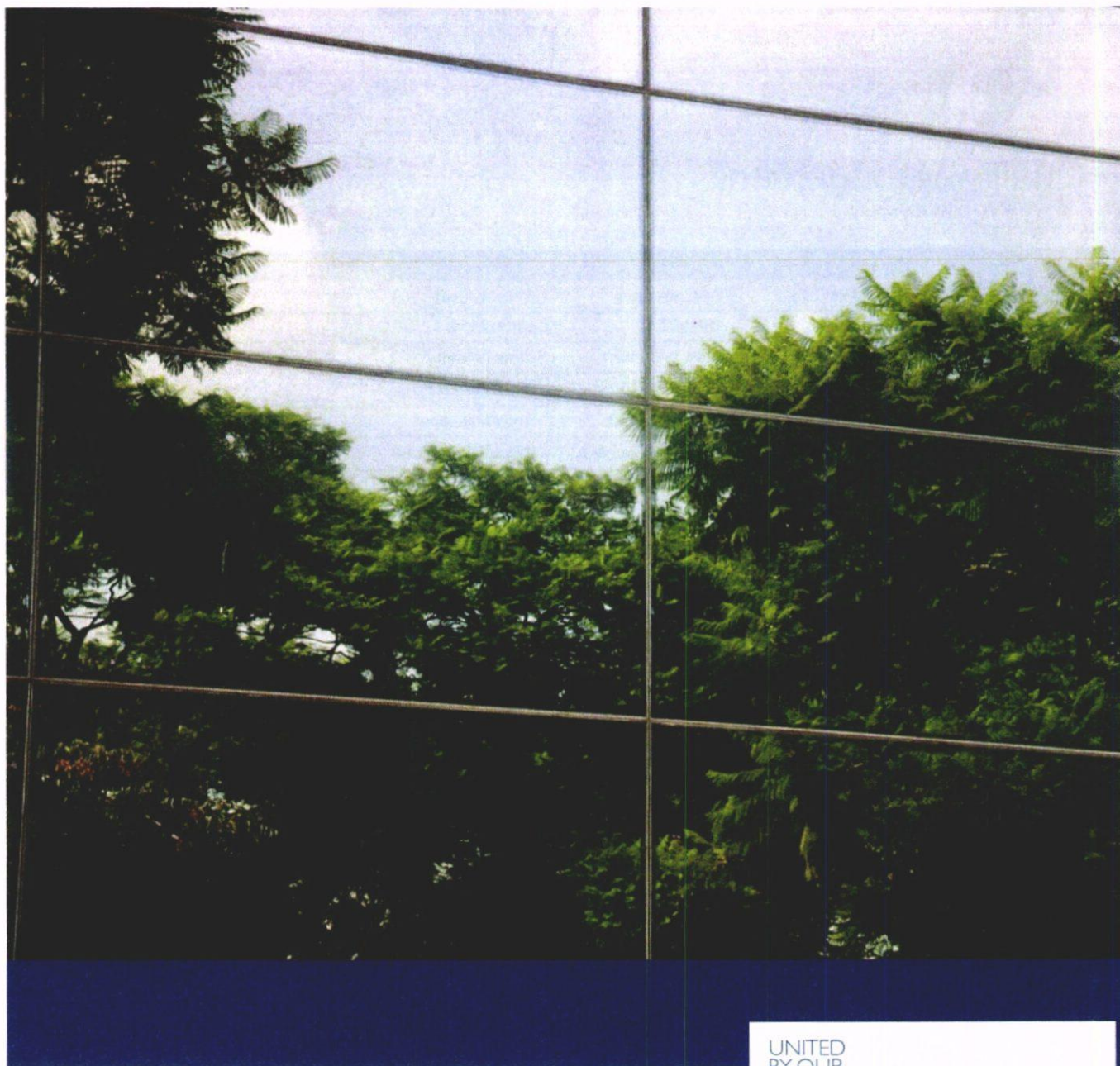




RIDERS INFANT & JUNIOR SCHOOL,
LEIGH PARK, HAVANT

Transport Statement

13/11/2014

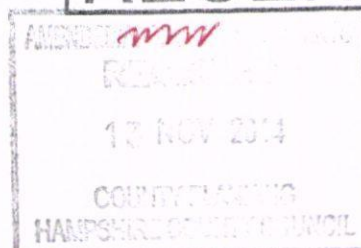
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Riders Infant & Junior School,
Leigh Park, Havant
Transport Statement

13/11/2014

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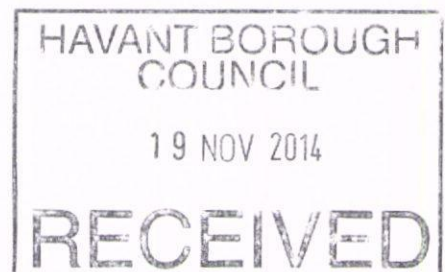


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1 Introduction

1.1 Preamble

- 1.1.1 WSP were appointed by Hampshire County Council (HCC) to prepare a Transport Statement (TS) to support the planning application for the proposed expansion of Riders Infant & Junior School, Leigh Park.
- 1.1.2 This TS has been prepared following consultation with Hampshire County Council Highways Development Planning (HDP), and reference to the Department for Transport (DfT) 'Guidance on Transport Assessment (March 2007)', the HDP Transport Requirements for School Planning Applications, and the HCC On-site School Parking Guidelines (April 2013).
- 1.1.3 A checklist of the information requirements is included in the HDP Transport Requirements for School Planning Applications document. This has been reproduced and is included in **Appendix A**. This cross references the relevant chapters and sections of this report with the HDP requirements. It is noted that the proposed development is for an increase in gross building area of approximately 250 m² and is therefore classified as a minor school application < 500sqm.
- 1.1.4 This TS considers the existing conditions (school and transport), development proposal, and transport strategy for the school expansion. An update to the school Travel Plan has been completed in conjunction with the preparation of the transport statement.

1.2 Site Location

- 1.2.1 Riders Infant & Junior School is located on Kingsclere Avenue in Leigh Park, Havant. The location is shown in **Figure 1.1**.

1.3 Overview of the Development Proposal

- 1.3.1 The proposed development is for an expansion of the existing school from 2 to 3 form entry (FE), increasing the capacity which currently caters for up to 420 pupils, to 630 places. The architect's drawings are included in **Appendix C**.

2 Existing Conditions

2.1 Overview

- 2.1.1 This chapter of the report outlines the existing conditions for the school, including layout, catchment area, number of attendees, parking (all modes), school opening times, extra-curricular activities, existing travel behaviour, and community use of the schools facilities.

2.2 Existing School Location / Access

- 2.2.1 Riders Infant & Junior School is located on Kingsclere Avenue, in a residential area of Leigh Park in Havant. The location is shown in **Figure 1.1**.
- 2.2.2 The main pedestrian and vehicular entrances to the school for staff and pupils are located on the western boundary of the site on Kingsclere Avenue. The main vehicular access from Kingsclere Avenue leads to the on-site car parking, whilst three pedestrian gates allow access to the internal network of footpaths. A secondary access for pedestrians is located on the eastern boundary off Dunsbury Way.

2.3 Existing School Catchment Area

- 2.3.1 The existing school catchment area is illustrated on **Figure 1.1**.
- 2.3.2 The most recent information detailing the postcodes of enrolled pupils was received from the school on 31/1/14. These have been reproduced graphically to show dispersion shown on **Figure 2.1**. To summarise:
- 49% live within 500m of the school;
 - 86% live within 1km of the school; and
 - 97% live within 2km of the school.
- 2.3.3 It can be seen from **Figure 2.1** that a number of pupils travel from outside of the school's catchment area, from other parts of Leigh Park and Stockheath, however the majority of pupils have access to the school within a 15 minute walk.

2.4 Layout of Existing School

- 2.4.1 The existing school layout is shown in HCC drawing P10292.SK.05 contained in **Appendix B** for both the Infant and Junior areas. The drawing illustrates the multiple teaching and non-teaching areas in the school with seven classrooms in the Infant school and eight classrooms in the Junior school, in addition to other teaching spaces such as halls, libraries, ICT Suite and small group rooms (for individual pupil (Special Educational Needs, SEN) support teaching).
- 2.4.2 It should be noted that when the school was built in the 1960s it was originally designed as a 3FE school but due to falling roles in children numbers, the Infant and Junior Schools are currently 2FE in size.

2.5 Existing Number of Staff and Pupils

2.5.1 The school is understood to currently have 421 pupils¹ on roll in seven classes with 146 pupils being SEN (requiring some additional non-teaching support), and there are 105 staff working at the school. The breakdown of staff is as follows:

- 20 teaching (of which 5 are part-time); and
- 85 non-teaching.

2.6 Existing Vehicle, Cycle and Scooter Parking

2.6.1 An on-site car park is located in the north-west corner of the site away from the main school buildings, and is accessed via the main vehicle-only entrance. Although the car parking is separated for juniors and infants, in practice, staff and visitors use all areas of car parking. Since the gates at the main vehicular access are locked at 08:30, no parents use the on-site car park to drop off children. There are a total of 53 car parking spaces including 2 accessible bays.

2.6.2 Currently there are three Sheffield cycle stands located close to the main entrance to the Junior schools, accommodating six bicycles. Within the infant school site, there are nine Sheffield cycle stands, providing cycle parking for 18 bicycles, and a scooter parking stand which can hold up to 20 scooters.

2.7 School Start/ Finish Times

The school start and finish times are 8.45 am and 3.00 pm respectively.

2.8 Pre / After School Activities

2.8.1 A breakfast club operates at the school and starts at 7.30am. Multi-activity clubs operate in the school buildings at the end of the scheduled school day on Tuesdays, Thursdays and Fridays between 15:00 and 16:30. On Mondays and Tuesdays, Rainbows and Beavers meet at the school between 17:00 and 18:00, whilst on Wednesdays, Brownies meet between 17:00 and 18:30.

2.9 Existing Pupil Travel Behaviour

2.9.1 A parent / pupil travel survey was conducted in June 2014 to provide information on the existing mode share. This can be compared with the previous travel survey undertaken in 2005 to inform the 2007 School Travel Plan. A comparison of both sets of results is given in **Table 2.1** for Infants and **Table 2.2** Juniors.

¹ Information provided by Hampshire County Council

Table 2.1: Comparison of 2005/2014 Parent / Pupil Infant School Travel Survey Results

Year	Pupils	Walk	Cycle/ Scoot	Bus/Taxi	Car Alone	Car Share	Total
2005	No.	37	0	2	2	1	42
	%	88%	0%	5%	5%	2%	100%
2014	No.	18	9	1	6	0	34
	%	53%	26%	3%	18%	0%	100%

Table 2.2: Comparison of 2005/2014 Parent / Pupil Junior School Travel Survey Results

Year	Pupils	Walk	Cycle/ Scoot	Bus/Taxi	Car Alone	Car Share	Total
2005	No.	72	0	0	10	5	87
	%	82%	0%	0%	12%	6%	100%
2014	No.	18	1	0	2	0	21
	%	86%	5%	0%	9%	0%	100%

- 2.9.2 The Infants School pupil and parent travel survey indicated in the last nine years, there has been a 35% reduction in the amount of pupils walking to and from school. This has been offset by a 26% increase in cycling/ scooting to and from Riders School.
- 2.9.3 The Junior School pupil and parent travel survey has revealed in the last nine years, there has been a 3% decrease in the number of single pupil occupancy car trips and 6% decrease in car sharing, with a 4% and 5% rise in walking and cycling to school respectively.
- 2.9.4 The response rate of the 2014 Infant School travel survey was 17%, a reduction from the 26% response rate in 2005. The response rate of the 2014 Junior School travel survey was 9% which is a 28% decrease from the response rate of surveys conducted in 2005.

2.10 Existing Staff Travel Behaviour

- 2.10.1 A staff travel survey has been conducted in June 2014 to provide information on the existing mode share. This can be compared with the previous travel surveys undertaken in 2007 to inform the previous School Travel Plan. A comparison of both sets of results is given in **Table 2.3** for Infant Staff and **Table 2.4** for Junior Staff.

Table 2.3: Comparison of 2007/2014 Infants School Staff Survey Results

Year	Staff	Walk	Cycle	Bus/Taxi	Car Alone	Car Share	Total
2007	%	31%	0%	0%	62%	7%	100%
2014	%	18%	10%	0%	72%	0%	100%

Table 2.4: Comparison of 2007/2014 Junior School Staff Survey Results

Year	Staff	Walk	Cycle	Bus/Taxi	Car Alone	Car Share	Total
2007	%	15%	0%	0%	75%	10%	100%
2014	%	32%	5%	5%	48%	10%	100%

- 2.10.2 The Infants School Staff travel survey indicates a 10% increase in the number of staff travelling to work in single occupancy vehicle trips, and whilst the number of staff walking has reduced by 13%, there has been a 10% increase in the number of staff travelling to and from the school by bike.
- 2.10.3 The Junior School Staff travel survey results are more positive with a 22% decrease in single occupancy vehicle trips and a 17% and 5% increase in walking and cycling respectively from 2007.

2.11 Air Quality Management Area

- 2.11.1 The school is not located in an air quality management area.

2.12 On-Street Car Parking Utilisation

- 2.12.1 A car parking survey was undertaken on Tuesday 3rd June 2014 for the roads surrounding the school (scope of survey is shown in **Figure 2.2**) and the results for the AM and PM periods are shown in **Tables 2.5 and 2.6** respectively. All roads in the vicinity of the school and included in the parking survey have unrestricted parking. The results show that a maximum of 35% and 42% of legal spaces in the vicinity of the school were occupied during the AM and PM peak periods respectively, based upon a standard vehicle length of 3m or 6m (according to whether vehicles are parked parallel or perpendicularly to the road) to determine an estimate of available spaces.
- 2.12.2 The AM school drop off period (approximately 08:45) is later than the surveyed peak parking utilisation (07:30), with only 35% of legal spaces occupied. In the afternoon the surveyed peak occurred at 14:45, when 42% of legal spaces were in use. In view of this, the spare capacity during the AM and PM school drop off periods is 184 and 164 legal spaces respectively.

Table 2.5: On-Street Car Parking Utilisation (AM Peak)

	Road Name	Total No. of Legal spaces	Maximum Occupancy	07:30	07:45	08:00	08:15	08:30	08:45	09:00	09:15
	Oakley Road (Eastern Kerb)	15	11	11	11	11	8	7	8	8	7
	Nutley Road (Combined)	35	20	20	18	18	15	14	15	12	12
	Merryfield Ave (Southern Kerb)	6	5	5	5	5	3	3	3	3	3
	Merryfield Ave (Northern Kerb)	15	10	10	9	8	8	7	7	4	5
	Kingsclere Ave (Eastern Kerb)	63	15	8	7	8	7	7	15	8	8
	Kingsclere Ave (Western Kerb)	56	31	22	22	21	21	22	31	23	23
	Dunsbury Way (Eastern Kerb)	36	16	16	16	14	12	10	12	13	14
	Dunsbury Way (Western Kerb)	34	10	8	8	9	8	7	8	10	9
	Working Men's Club	24	0	0	0	0	0	0	0	0	0
	Total	284	100	100	96	94	82	77	99	81	81

Table 2.6: On-Street Car Parking Utilisation (PM Peak)

Road Name	Total No. of Legal spaces	Maximum Occupancy	14:30	14:45	15:00	15:15	15:30	15:45	16:00	16:15
Oakley Road (Eastern Kerb)	15	10	7	10	9	9	9	9	9	8
Nutley Road (Combined)	35	13	12	11	12	12	12	12	13	12
Merryfield Ave (Southern Kerb)	6	4	3	4	3	2	2	2	3	3
Merryfield Ave (Northern Kerb)	15	10	6	8	9	8	8	8	9	10
Kingsclere Ave (Eastern Kerb)	63	17	15	17	13	9	8	9	8	7
Kingsclere Ave (Western Kerb)	56	38	30	38	37	23	21	20	21	21
Dunsbury Way (Eastern Kerb)	36	19	18	17	17	15	18	15	17	19
Dunsbury Way (Western Kerb)	34	16	14	12	16	13	11	9	9	6
Working Men's Club	24	3	2	3	2	1	0	0	0	0
Total	284	120	107	120	118	92	89	84	89	86

3 Proposed Development

3.1 Overview

- 3.1.1 This chapter of the report provides information regarding the proposed development, including layout, site access and servicing, forecast travel behaviour, and a preliminary discussion of the construction strategy.

3.2 Layout of School Expansion

- 3.2.1 The proposed development is for an expansion of the existing school from 2 to 3 form entry (FE), increasing the capacity which currently caters for up to 420 pupils, up to 630 places. Since the schools were originally designed for 3FE, the aim is to link the Infants and Junior Schools together to form a central main entrance and shared resource areas, rather than provide additional teaching space. The architect's drawings are included in **Appendix C**.
- 3.2.2 This development proposals include the following:
- Central Main Reception;
 - General Office;
 - Library;
 - Staff Room; and
 - Studio Space.

3.3 Site Access and Servicing

- 3.3.1 The access for pupils will be retained in its current location and is adequate for the proposed expansion. Staff will park in the reconfigured on-site car parks.
- 3.3.2 Refuse collection is currently from the on-site car park accessed from Kingsclere Avenue, and this will not change as a result of the development. The bin store is located in the small car park at the north side of the site, outside the Junior School's Kitchen/ Servery.
- 3.3.3 Delivery vehicles currently park in the on-site car park and will continue to do so, with the delivery of goods during school drop off/ pick up times avoided.
- 3.3.4 A 2.4 m x 25 m visibility splay is achievable at this site access. This equates to a design speed of 20mph, at which the speed limit currently stands along Kingsclere Avenue. An ATC was placed outside of the main school entrance on Kingsclere Avenue between Monday 2nd June and Sunday 8th June 2014. The data indicates an 85th percentile speed of 23.8mph where the ATC was placed.

3.4 Number of New Staff/ Pupils

- 3.4.1 The capacity of the school is proposed to be increased up to 630 places, from the existing enrolment of 421 (146 of which are SEN). This equates to an increase in capacity of up to 210 pupils.
- 3.4.2 In total, 20 additional staff are proposed across both Infant and Junior schools, including:
- 4 teachers; and

- 16 support staff.

3.4.3 This will result in the total number of staff being increased to 125:

- 24 teachers; and
- 101 support staff.

3.5 Expansion of Community Use

3.5.1 The proposed redevelopment does not include expansion of the school hall, or other facilities that could be hired to the community. Therefore, no expansion of community use is anticipated.

3.6 Travel Behaviour and Trip Generation

3.6.1 The mode share for travel to and from the school is reported in surveys recently undertaken at the school.

3.6.2 The expansion of this school will see the capacity, which currently caters for up to 420 pupils, increased to up to 630. Application of the existing travel mode shares to the growth in pupil numbers allows extrapolation to estimate the future number of pupils arriving by each mode. **Table 3.1** provides a summary of the trip generation forecasts based on both sets of mode splits.

Table 3.1: Future multi-modal trip generation based on additional 210 pupils

Mode	Infants Parent/ Pupil Travel Survey (Jun 2014)	Junior Parent/ Pupil Travel Survey (Jun 2014)	Average Trip Generation Based on Travel Surveys	Trip Generation Based on Latest Mode Share Data
Walk	53%	86%	65%	137
Cycle	26%	5%	18%	38
Bus	3%	0%	2%	4
Car Share	0%	0%	0%	0
Car/ Van	18%	9%	15%	32

3.6.3 This demonstrates that the majority of those travelling to and from school will do so on foot. The forecast also shows that 32 additional car trips would be made to and from the school. An assessment of the forecast future parking demand against existing spare capacity on nearby residential streets is provided in section 3.7.

3.6.4 Application of existing staff travel mode shares to the growth in staff numbers will allow extrapolation to estimate the future number of staff arriving by each mode. **Table 3.2** provides a summary of the trip generation forecasts based on both sets of mode splits.

Table 3.2: Future multi-modal trip generation based on additional 20 staff

Mode	Infant Staff Travel Survey (Jun 2014)	Junior Staff Travel Survey (Jun 2014)	Average Trip Generation Based on Travel Surveys	Trip Generation Based on Latest Mode Share Data
Walk	18%	32%	25%	5
Cycle	10%	5%	7%	1
Bus	0%	5%	3%	1
Car Share	0%	10%	5%	1
Car/ Van	72%	48%	60%	12

- 3.6.5 It is forecast that of the 20 additional staff, 13 will travel to the school by car. An assessment of the forecast future parking demand against existing spare capacity on nearby residential streets is provided in section 3.7.

3.7 Car Parking Provision and Usage

- 3.7.1 The 'recommended' parking requirements stipulated in the HCC On-site School Parking Guidelines (April 2013) are:
- 1 space per teaching member of staff plus 2 spaces per 3 non-teaching staff
 - Disabled parking should be 5% of the allocation, or a minimum of one space
- 3.7.2 The development proposals include amendments to the existing car park to increase the current provision of 53 spaces (including two blue badge spaces) to 69 parking spaces (including two blue badge spaces), with the opportunity for double parking for an additional 20 vehicles if necessary. Double parking will occur adjacent to official car parking spaces as shown on the proposed site layout in **Appendix C**.
- 3.7.3 With 125 staff forecast in total, this level of parking provision will improve the parking ratio from 0.51 spaces per staff member to 0.55 spaces per staff member. If also including the bays available for double parking this ratio increases to 0.71 spaces per staff member. This includes part-time staff, whereby it should be considered that multiple part-time staff could use one space at different times of the day. This car park will not be available for use by parents from the school, and the gate is closed at 08:30 each morning to prevent such use.
- 3.7.4 With 20 additional staff proposed, of which 13 are forecast to travel to the school by car, an additional 16 official car parking spaces and 20 double-parking bays is considered to be sufficient, whilst also relieving existing car parking pressures at the school. As such, it is not considered appropriate to increase car parking capacity at the school to 91 spaces as recommended by HCC's School Parking Guidelines of one space per teaching staff and two spaces per three non-teaching staff.
- 3.7.5 With an additional 32 car trips forecasted to/from the school by parents/ pupils, it is recognised that an increase in parking demand on nearby residential streets will occur. The roads which seem to be primarily affected by additional parking during drop-off/ pick-up times have been observed during site visits (Oakley Road, Nutley Road, Merryfield Avenue, Kingsclere Avenue, Dunsbury Way and Working Men's Club). The capacity and utilisation along these roads has been monitored through car parking surveys, with **Tables 3.3 and 3.4** summarising the impact of the additional forecast car trips on local parking for the AM and PM Peaks respectively.

Table 3.3: Car Parking Utilisation – AM Peak

210 Additional Pupils	08:15	08:30	08:45	09:00	09:15
Total Parking Capacity	284	284	284	284	284
Used Spaces On-Street	82	77	99	81	81
Additional Demand	32	32	32	32	32
Total Use	114	109	131	113	113
% Of Total Capacity	40%	38%	46%	40%	40%

Table 3.4: Car Parking Utilisation – PM Peak

210 Additional Pupils	14:30	14:45	15:00	15:15	15:30
Total Parking Capacity	284	284	284	284	284
Used Spaces On-Street	107	120	118	92	89
Additional Demand	32	32	32	32	32
Total Use	139	152	150	124	121
% Of Total Capacity	49%	54%	53%	44%	43%

- 3.7.6 It can be seen from the analysis of forecast car parking utilisation that the nearby residential roads should have the capacity to accommodate the additional parking arising from drop-offs and pick-ups, with a maximum occupancy rate of 54% expected during the PM Peak period. However, it is recommended that the situation is monitored as part of the School Travel Plan process to ensure local management by the school, and reminders of good parking practice are issued to parents if required.

3.8 Cycle & Scooter Parking Provision

- 3.8.1 The parking requirements stipulated in the HCC On-site School Parking Guidelines (April 2013) are:
- 1 scooter space per 10 pupils plus 1 cycle space per 20 pupils; and
 - 1 cycle parking space per 20 staff for cycle parking. This must be located in a non-pupil area.
- 3.8.2 Based on the above standard, the school will require 32 cycle spaces for pupils and 6 cycle spaces for staff. As part of the development proposals, three uncovered 'sheffield' stands currently located close to the main entrance are to be relocated but will remain in close proximity to the main entrance. A further 4 'Sheffield' cycle stands will be provided in this location. For staff cycle parking, three new 'Sheffield' stands will be located in the north-east corner of the car park. With the current provision of 12 'sheffield' type stands across the site providing 24 cycle parking spaces, this level meets standards for pupil use and is considered sufficient for additional staff/ students.
- 3.8.3 The development proposals include two additional scooter parking stands, each providing 20 spaces, resulting in 60 overall scooter parking spaces. Based upon recent travel surveys this level of

provision is considered to be sufficient but this level will be reviewed as part of the Travel Plan monitoring process.

3.9 Travel Plan

- 3.9.1 An updated school travel plan is being prepared in parallel to this study and will be included as part of the planning application submission, and is included in **Appendix D** of this document.

3.10 Construction Management

- 3.10.1 The development of a satisfactory construction management plan will be a condition of planning. The construction management process has been discussed with Hampshire County Council and the following information/ feedback has been provided:
- The process for managing construction traffic will be defined and agreed with the planning authority prior to the start of construction. The deliveries will be programmed to avoid the busiest times of the day, and construction vehicles movements will be banned during the school pick up and drop off periods.
 - Wheel washing is considered in specific circumstances, but the duty for inclusion in the construction phase health and safety plan is passed to the contractor.
 - No contractor car parking should be provided on site, unless this is within the contractors' compound.
 - The turning area for construction traffic will be included in the PCI issued to the contractor. The contractor will be responsible for determining traffic plans and detail should be included in the construction phase health and safety plan.
 - Any construction materials stored on site should be within the contractors' compound.
 - No information regarding the number and type of construction vehicles, or the build profile is available at this time as a contractor has not yet been commissioned.
- 3.10.2 The route construction vehicles will use is via the A3(M) Motorway Junction 4. This provides the most direct access to and from the strategic road network. The most direct route from the motorway junction to the site is via Purbrook Way, Dunsbury Way and Bramdean Drive. This is a major route used for deliveries to the shopping area.
- 3.10.3 There will be two contractors' compounds; one will be located on the existing staff car park with this area unavailable for use during construction. During this period, a number of staff car parking spaces will be displaced to roads surrounding the school. However, the analysis of existing parking utilisation surrounding the school contained in Chapter 2 shows that there is ample spare capacity of cater for this temporary displacement of staff parking.

4 Conclusions

4.1 Summary

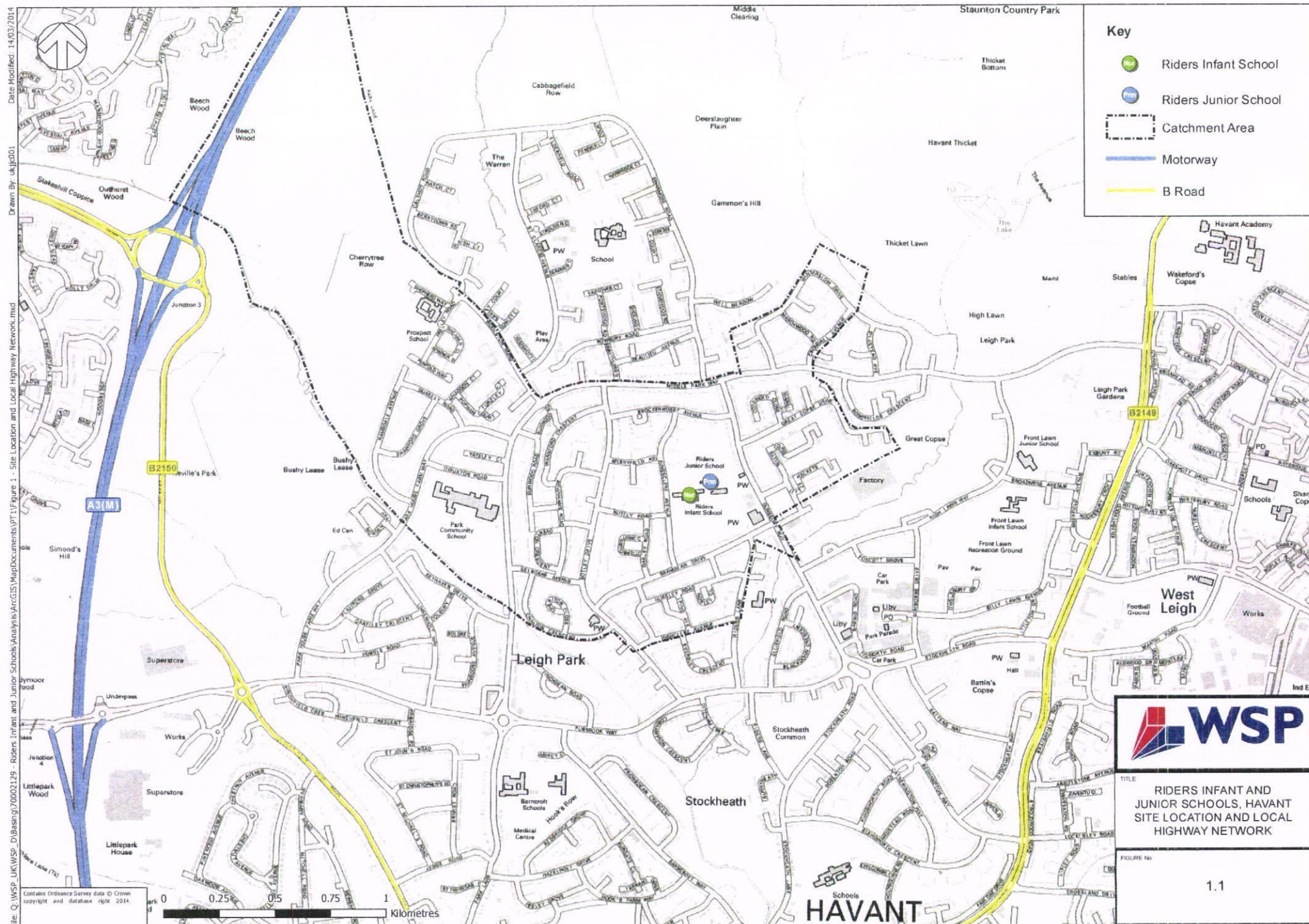
- 4.1.1 WSP were appointed by HCC to prepare a Transport Statement (TS) to support the planning application for the proposed expansion of Riders Infant and Junior School from 2 to 3 form entry (FE). This will increase the capacity of the school from up to 420 to up to 630, an increase of 210 pupils.
- 4.1.2 The TS has been prepared following consultation with Hampshire County Council Highways Development Planning (HDP), and reference to the Department for Transport (DfT) 'Guidance on Transport Assessment (March 2007)', and the HDP Transport Requirements for School Planning Applications. It considers existing conditions (school and transport), development proposals, and transport strategy for the school expansion. It is noted that an update to the school travel plan has been completed in conjunction with the preparation of the TS.
- 4.1.3 The proposed development involves the construction of a new Central Main Reception, General Office, Library, Staff Room and Studio Space this will link the Infants and Juniors Schools together to share resources so it is not required to provide additional teaching space. The car park will be reconfigured to make room for 69 spaces plus 20 doubled parked spaces, involving the removal of the pedestrian path north of the car park. The main pedestrian and vehicular accesses to the school, for staff and pupils, are located separately on Kingsclere Avenue, along the western perimeter of the site. There is also exists a pedestrian access on the eastern perimeter of the site from Dunsbury Way for pupils.
- 4.1.4 There are currently 12 'Sheffield' stands in total, with three located close to the main entrance to the Junior School and nine located outside the entrance to the Infants School. These are to be relocated but will remain in close proximity to the main entrance, and cycle parking capacity will be increased to provide 32 spaces in total for pupils and 6 spaces for staff, resulting in a level of provision which meets standards for future staff/ student numbers.
- 4.1.5 It is also proposed to provide two additional scooter pods as part of the development, resulting in 60 overall scooter parking spaces. Based upon recent travel surveys this level of provision is considered to be sufficient but will be reviewed as part of the Travel Plan monitoring process.
- 4.1.6 The school is located on Kingsclere Avenue in Leigh Park, Havant, and benefits from excellent pedestrian links. The local catchment area, means that around 69% of pupils currently walk to school and only 14% arrive by car (as identified in 2014 travel surveys).
- 4.1.7 Application of this existing travel survey has been used to estimate the future number of pupils arriving by each mode of transport. Using these figures it has been estimated the development will generate 29 additional vehicle trips, 145 additional walking trips, and 32 additional cycle / scooter trips. This demonstrates that the majority of those travelling to and from school will do so on foot.
- 4.1.8 A parking beats survey along Kingsclere Avenue, Dunsbury Way, Merryfield Avenue, Nutley Road, Oakley Road and Working Men's Club revealed that there is expected to be sufficient spare capacity on nearby residential streets to accommodate the additional demand associated with future drop-off/ pick-ups. Also, given that the duration of these stays are likely to be 15 minutes or less, the reciprocal use of the on street parking is not considered to present an issue to the residents living in the vicinity of the school.
- 4.1.9 The development of a satisfactory construction management plan will be a condition of planning and the process for managing construction traffic will be defined and agreed with the planning authority

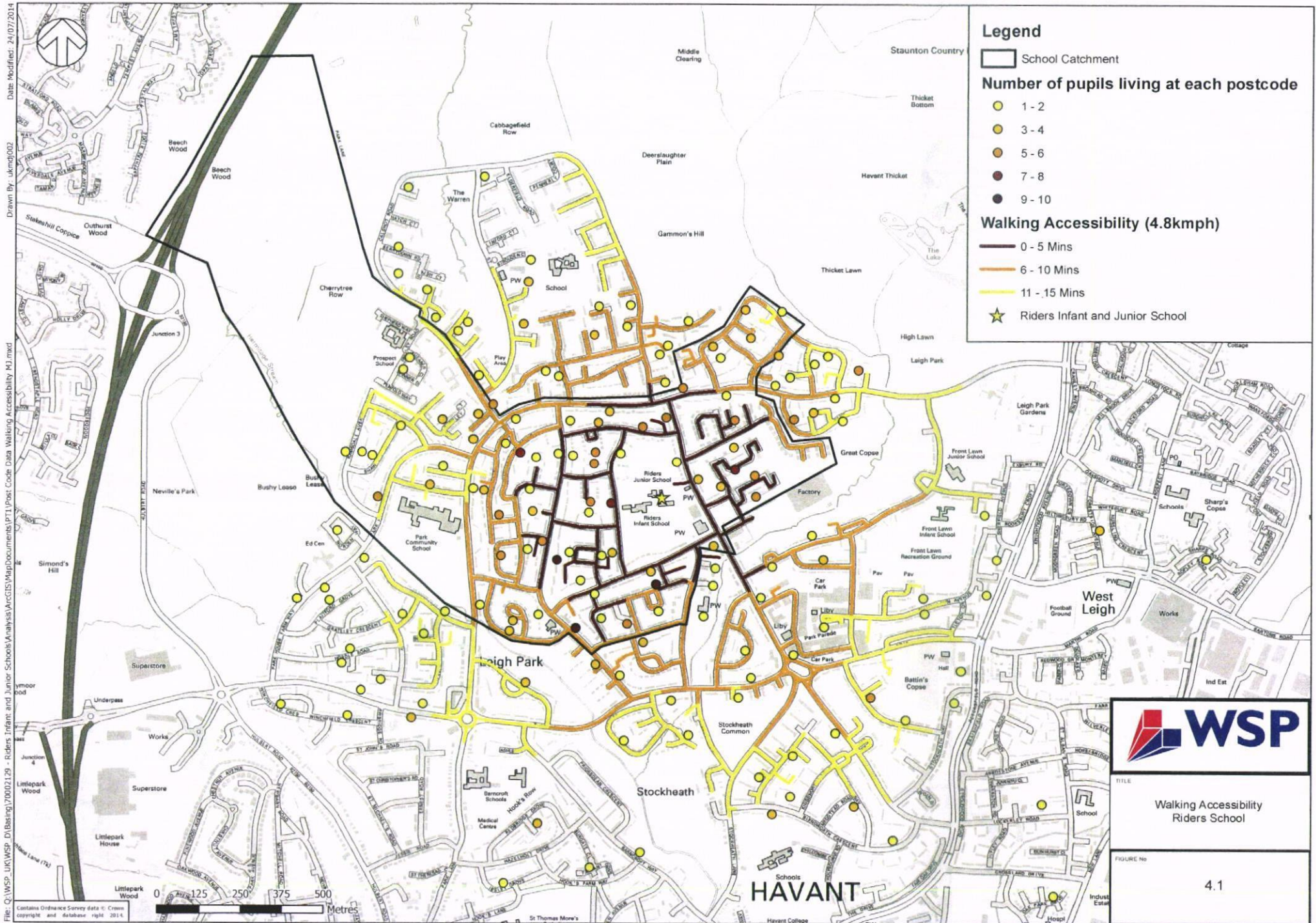
prior to the start of construction. The deliveries will be programed to avoid the busiest times of the day, and construction vehicles movements will be banned during the school pick up and drop off periods. The routes construction vehicles will use is likely via the A3(M) Motorway Junction 4. This provides the most direct access to and from the strategic road network. The most direct route from the motorway junction to the site is via Purbrook Way, Dunsbury Way and Bramdean Drive, approaching the site from the south west.

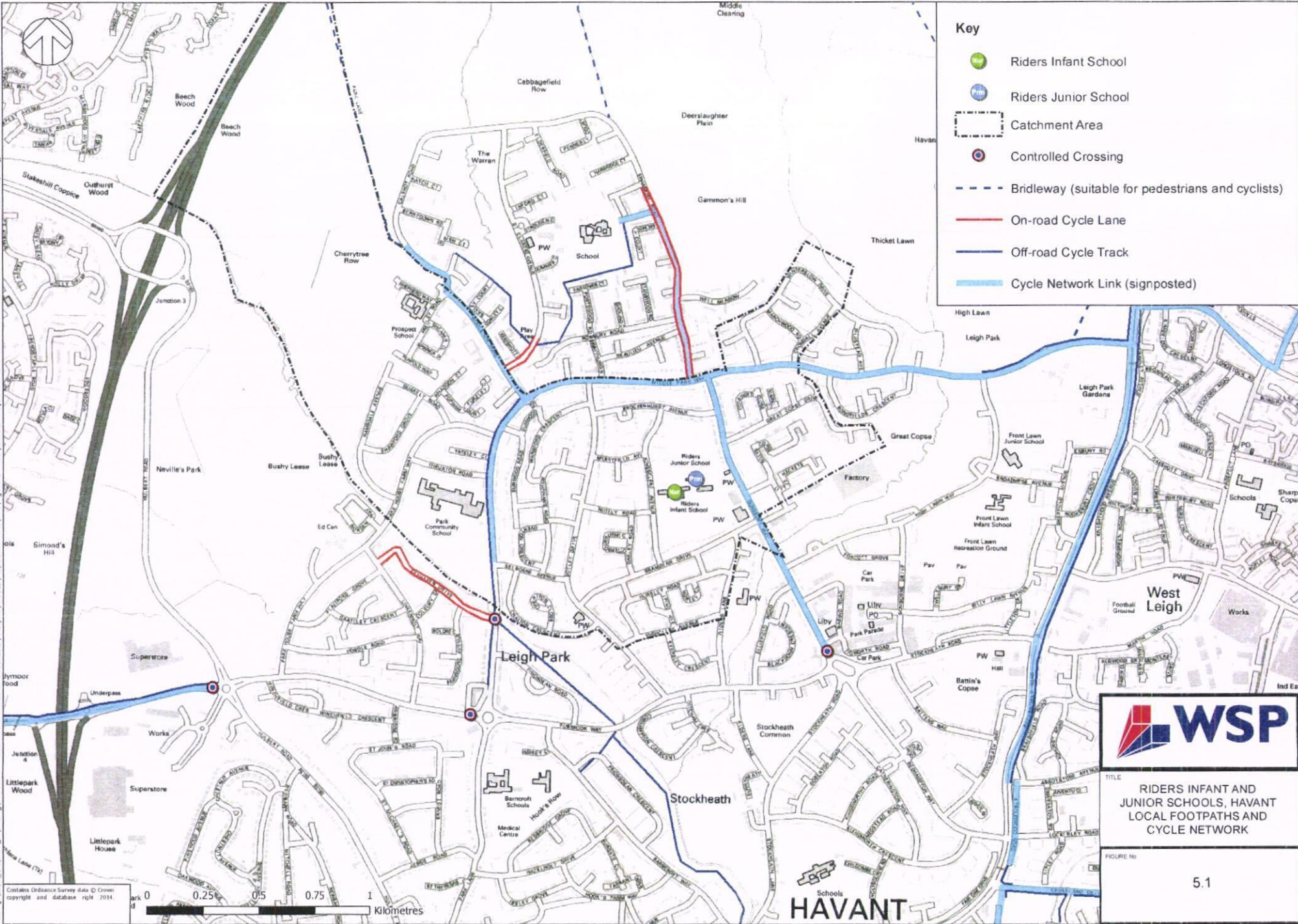
4.2 Conclusion

- 4.2.1 This TS has assessed the proposals for the expansion of Riders School and has shown that the proposals meet relevant standards regarding car parking and cycle parking for new developments. It has also shown that the estimated increase in vehicle trips will have negligible impact on the on-street parking capacity with an increased number of school pick-up and drop-offs. The school also benefits from excellent walking routes to the surrounding residential areas that form part of the school catchment, which coupled with the Travel Plan will continue to promote an increase in walking and cycling trips as an alternative mode of transport.
- 4.2.2 Taking these factors into account there are no highways and transport reason why this development should not be granted planning permission.

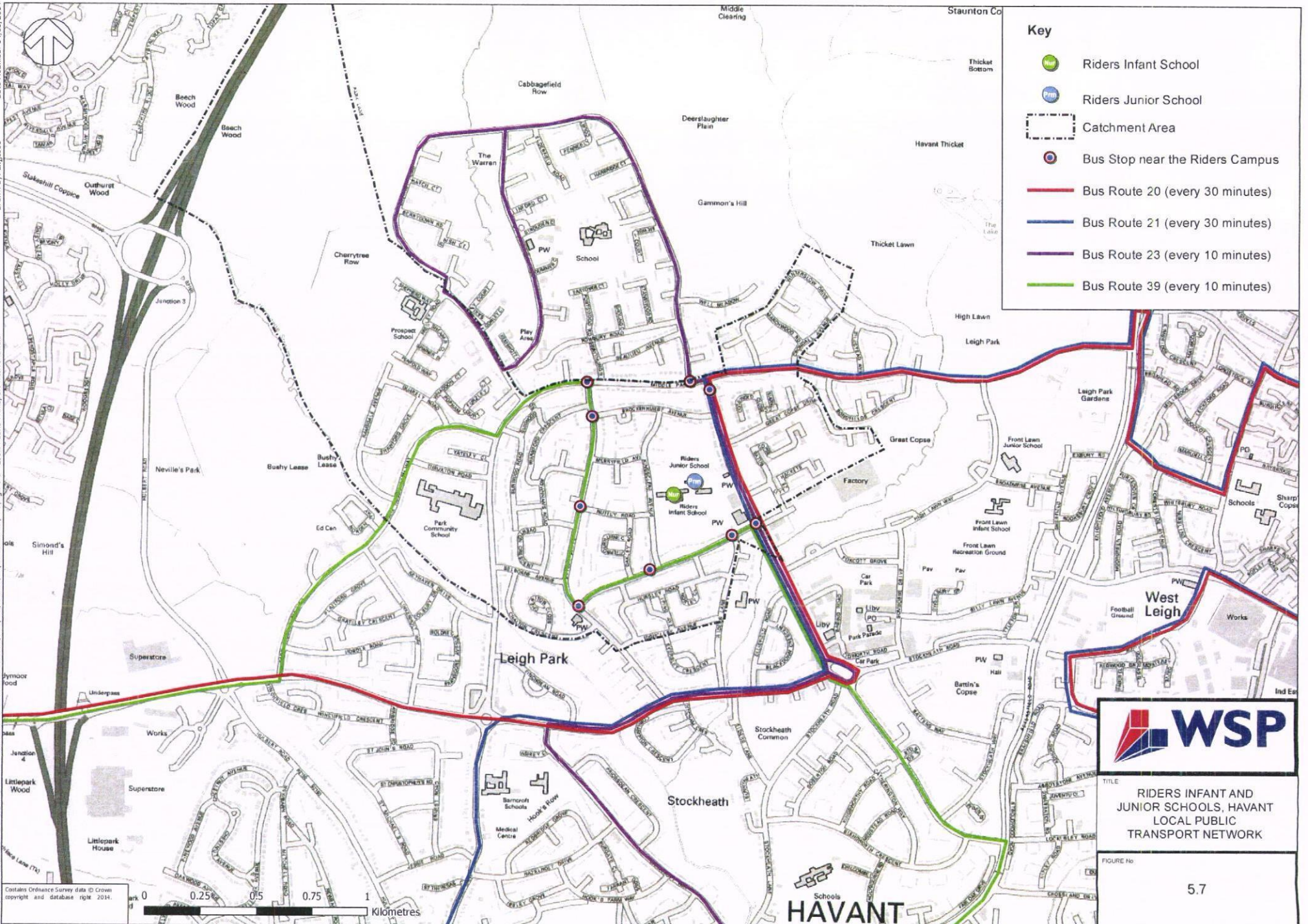
5 Figures











6 Appendices

Appendix A: HCC Highways Development Planning Transport Requirement of School Planning Applications

New School/ School Extensions >500 m²	Provided (Y/ N)	Reference
Transport Assessment/ Transport Statement (in line with DfT 'Guidance on Transport Assessment')	Y	This report is the Transport Statement
Travel plan (either a new travel plan for new schools, or a revised travel plan for school extensions)	Y	Included as Appendix D of this Transport Statement
Minor School Applications < 500 m²	Provided (Y/ N)	Reference
Existing Conditions		
Location of the school (with plan)	Y	Site location is shown in Figure 1.1.
Plan showing the catchment area of school	Y	Catchment area and postcodes of pupils is shown in Figure 2.1.
Number of staff (FT/ PT)	Y	Section 2.5
Number of pupils	Y	Section 2.5
Number of classrooms/ teaching spaces	Y	Section 2.4 and architect plan in Appendix B
Number of car parking spaces for staff	Y	Section 2.6
Number of car parking spaces for visitors/ parents	Y	Section 2.6
Number of cycle parking spaces	Y	Section 2.6
Current school times/ term dates	Y	Section 2.7
Percentage of existing staff travelling by car/ walking/ cycling/ bus (information from the travel plan)	Y	Section 2.10
Percentage of existing pupils travelling by car/ walking/ cycling/ bus (information from the travel plan)	Y	Section 2.9
Existing public transport provision	Y	Travel Plan (Section 5.3 and Figure 5)
Existing access to walking and cycling facilities	Y	Travel Plan (Section 5.2 and Figure 4)
Any known access or transport issues in the vicinity of the school	Y	Travel Plan (Section 1.5 and Chapter 5)
Extent of any community use of school buildings	Y	Section 2.8
Future Conditions		
Number of new staff (FT/ PT)	Y	Section 3.4
Number of new pupils	Y	Section 3.4
Number of new classrooms/ teaching spaces	Y	Section 3.2 and architect plan in Appendix C
Number of new car parking spaces for staff	Y	Section 3.7
Number of new car parking spaces for visitors/ parents	Y	Section 3.7
Number of new cycle parking spaces	Y	Section 3.8
Traffic impacts during construction (including arrangements for managing construction traffic, parking, turning areas)	Y	Section 3.10
Plan showing the extent of any works (identifying any impact on highway)	Y	Architect plan (Appendix C)
Copy of the school travel plan	Y	Appendix D

Appendix B: Existing School Layout

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No dimensions are to be scaled from this drawing

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Property Services

Riders Infant & Junior Schools

Expansion from 2FE to 3FE
Infant (270 place)
Junior (360 place)

Existing Floor Plans

Key:

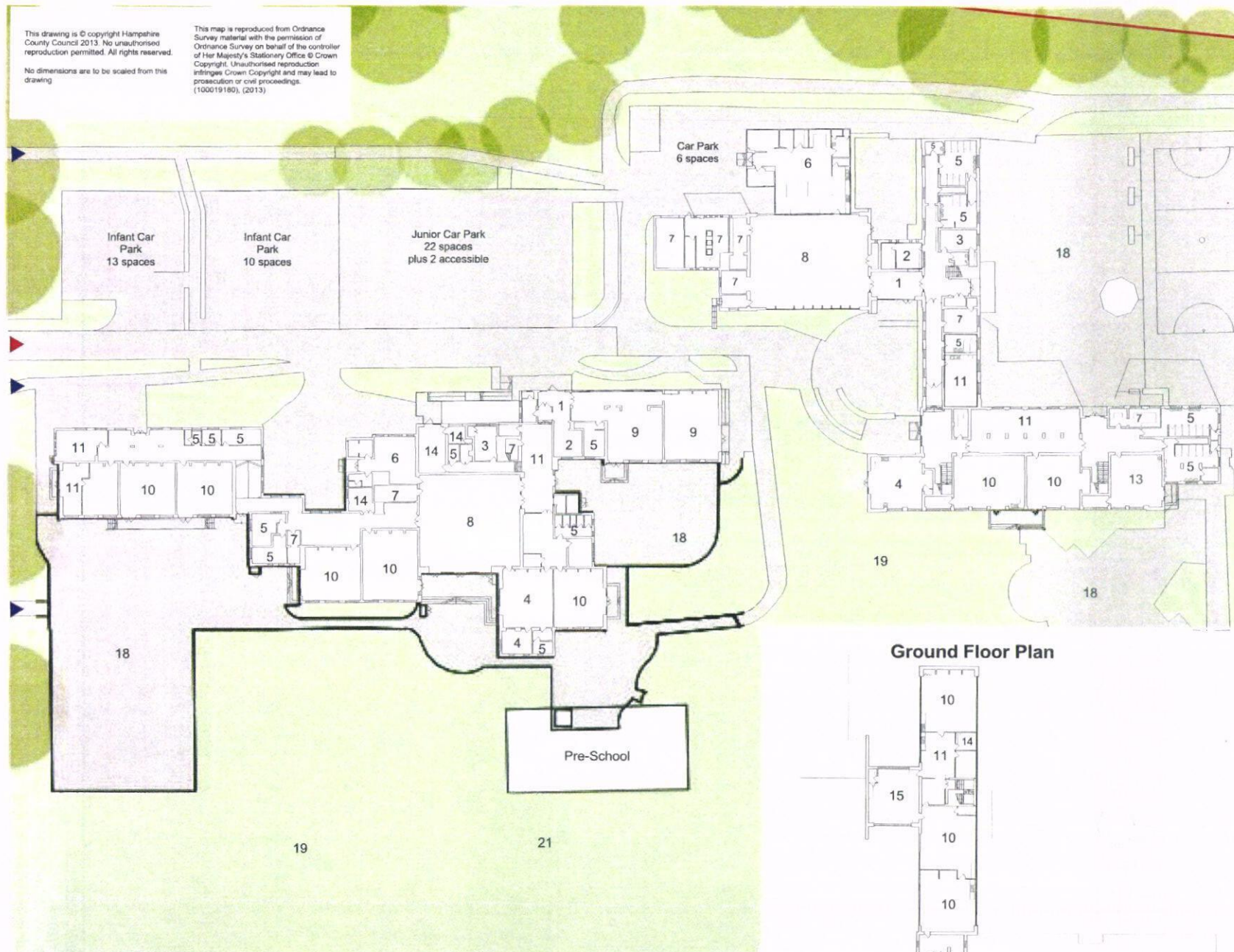
- | | |
|--------------|---------------------------------------|
| Teaching | 1. Reception & Waiting |
| | 2. General Office |
| | 3. Head Teacher |
| | 4. Staff Room |
| | 5. WCs |
| | 6. Kitchen & Servery |
| | 7. Plant & Non-teaching Stores |
| | 8. Hall |
| | 9. Classrooms - Reception |
| | 10. Classrooms - Key Stage 1&2 |
| Non-Teaching | 11. Learning Resource / Library |
| | 12. Specialist Practical |
| | 13. Studio/ Small Hall/ Music & Drama |
| | 14. Small Group Room (SEN) |
| External | 15. ICT Suite |
| | 16. Car Park |
| | 17. Games Court |
| | 18. Hard Play |
| | 19. Soft Play |
| | 20. Habitat |
| | 21. Pitch |

- ▶ Existing Pedestrian Access
- ▶ Existing Vehicular Access
- Site Boundary

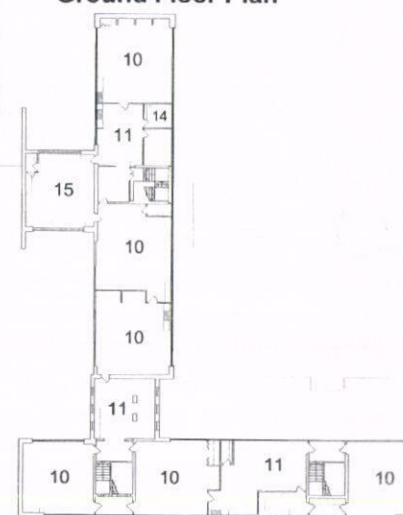


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Ground Floor Plan



Junior First Floor Plan

Appendix C: Proposed School Layout

Riders Infant & Junior School

Expansion from 2FE to 3FE

Proposed Floor Plans

Key:

- | | | |
|--------------|-----|-----------------------------|
| Non-Teaching | 1. | Reception & Waiting |
| | 2. | General Office |
| | 3. | Head Teacher |
| | 4. | Staff Room |
| | 5. | WCs |
| | 6. | Kitchen & Servery |
| | 7. | Plant & Non-teaching Stores |
| | 8. | Hall |
| | 9. | Classrooms - Reception |
| | 10. | Classrooms - Key Stage 1&2 |
| Teaching | 11. | Learning Resource / Library |
| | 12. | Specialist Practical |
| | 13. | Studio |
| | 14. | Small Group Room (SEN) |
| | 15. | ICT Suite |
| External | 16. | Car Park |
| | 17. | Games Court |
| | 18. | Hard Play |
| | 19. | Soft Play |
| | 20. | Habitat |
| | 21. | Pitch |

- General Teaching - New Build - 115m²
- General Teaching - Refurb. - 220m²
- Non-Teaching - New Build - 185m²
- Non-Teaching - Refurb. - 185m²
- Circulation - 100m²
- New External Tarmac - 840m²

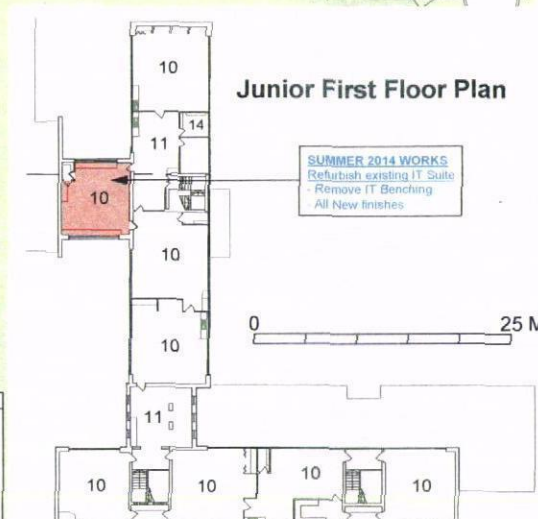
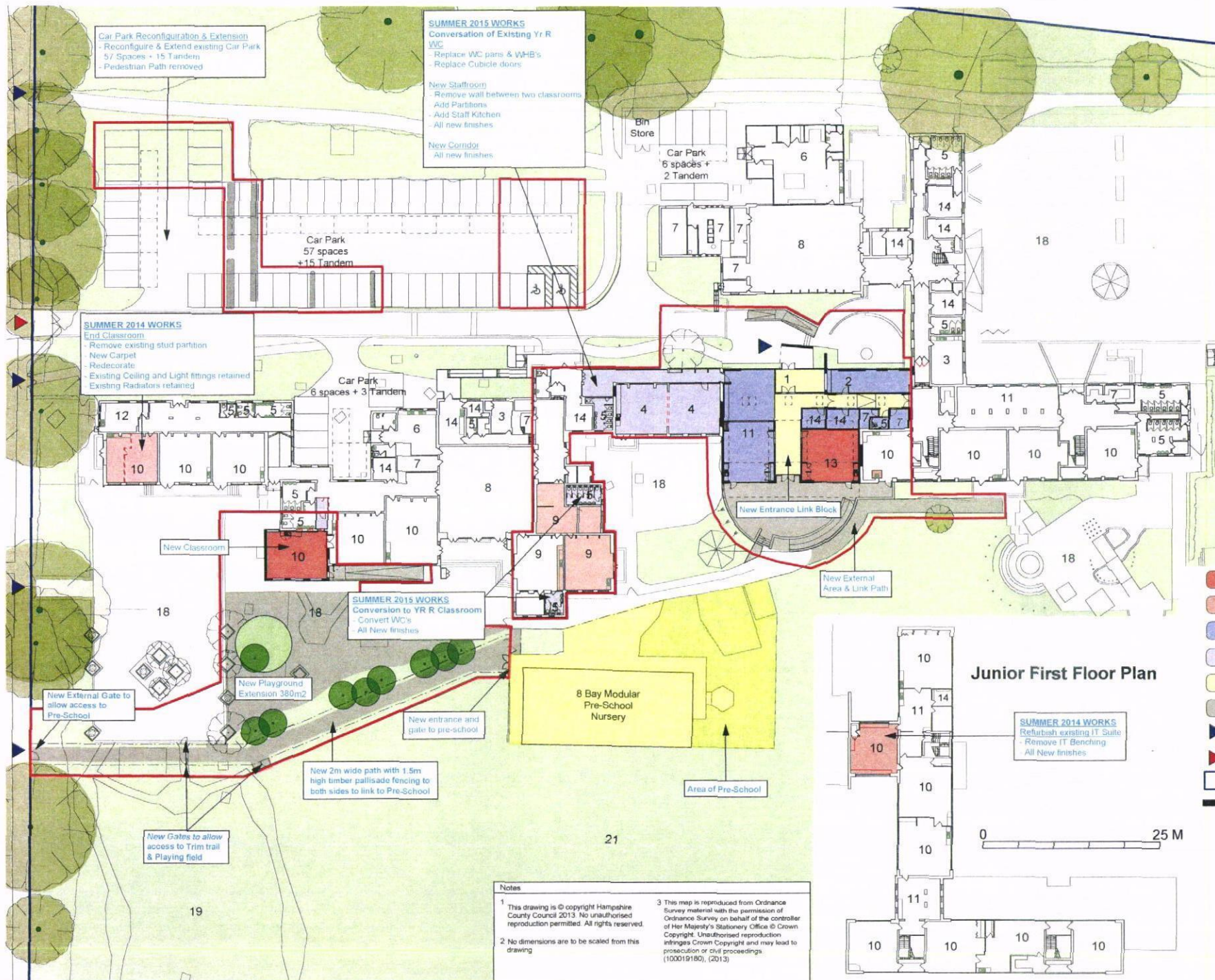
- Existing Pedestrian Access
- Existing Vehicular Access
- Site Boundary
- New build
- Existing Retained
- Existing Removed
- Contractors Work Areas

PLANNING

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P10292.11. Rev A

July 2014



Appendix D: Travel Plan (2014 Update)

