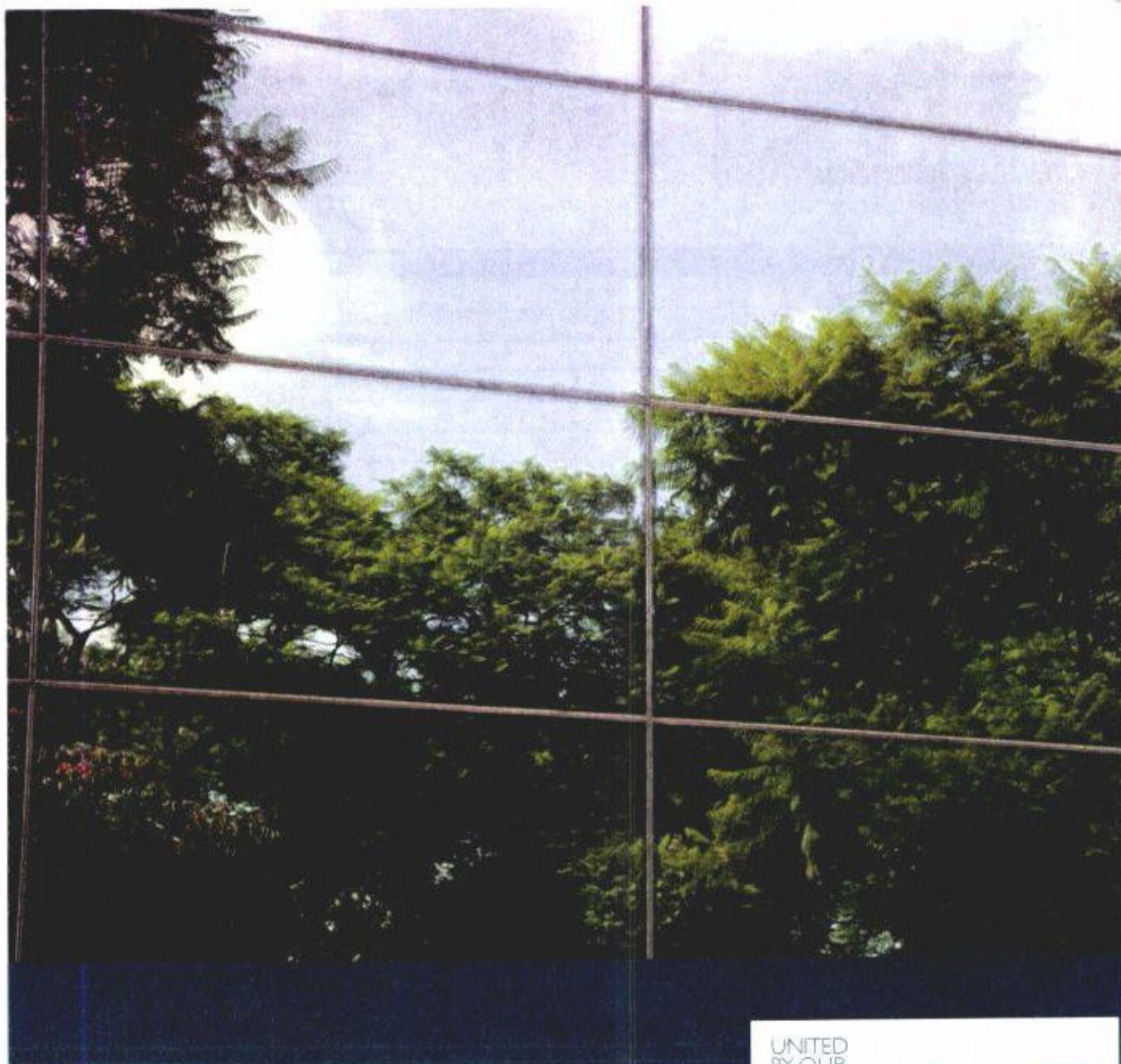




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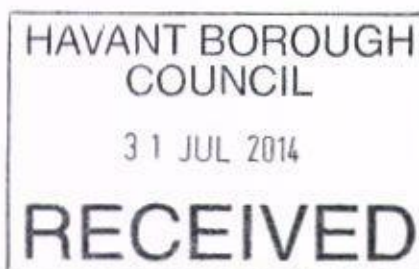
Transport Statement

24/07/2014



Quality Management

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

24/07/2014

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Table of Contents

1	Introduction.....	5
2	Existing Conditions	6
3	Proposed Development	12
4	Conclusions	17
5	Figures.....	19
6	Appendices.....	20

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 115 staff working at the school. The breakdown of staff is as follows:

- 32 teaching (of which 5 are part-time);
- 22 non-teaching (full-time); and
- 61 non-teachings (part-time).

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
Kingsdere Ave (Eastern Kerb)	63	15	8	7	8	7	7	15	8	8
Kingsdere 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

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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
Kingsdere Ave (Eastern Kerb)	63	17	15	17	13	9	8	9	8	7
Kingsdere 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

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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 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, to 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, 58 additional staff are proposed across both Infant and Junior schools, including:
- 30 part-time support staff;

- 3 part-time teachers;
- 11 full-time support staff; and
- 14 full-time teachers.

3.4.3 This will result in the total number of staff being increased to 173:

- 91 part-time support staff;
- 8 part-time teachers;
- 33 full-time support staff; and
- 41 full-time teachers.



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 58 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%	14
Cycle	10%	5%	7%	4
Bus	0%	5%	3%	2
Car Share	0%	10%	5%	3
Car/ Van	72%	48%	60%	35

- 3.6.5 It is forecast that of the 58 additional staff, 35 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 68 parking spaces (including two blue badge spaces), with the opportunity for double parking for an additional 13 vehicles if necessary. Double parking will occur along the northern side of the car park as shown on the proposed site layout in **Appendix C**.
- 3.7.3 With 173 staff forecast in total, including 99 part-time staff, this level of parking provision will improve the parking ratio from 0.42 spaces per staff member to 0.47 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 58 additional staff proposed, of which 35 are forecast to travel to the school by car, an additional 28 car parking spaces is considered to be sufficient. It should be noted that there is sufficient nearby on-street parking to accommodate excess staff parking demand.
- 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.

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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, a new 3 '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

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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.



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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 68 spaces plus 13 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.

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5 Figures



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RIDERS INFANT AND
JUNIOR SCHOOLS, HAVANT
THE LOCATION AND LOCAL
HIGHWAY NETWORK

1.1

HAVANT



Year	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	



School Catchment

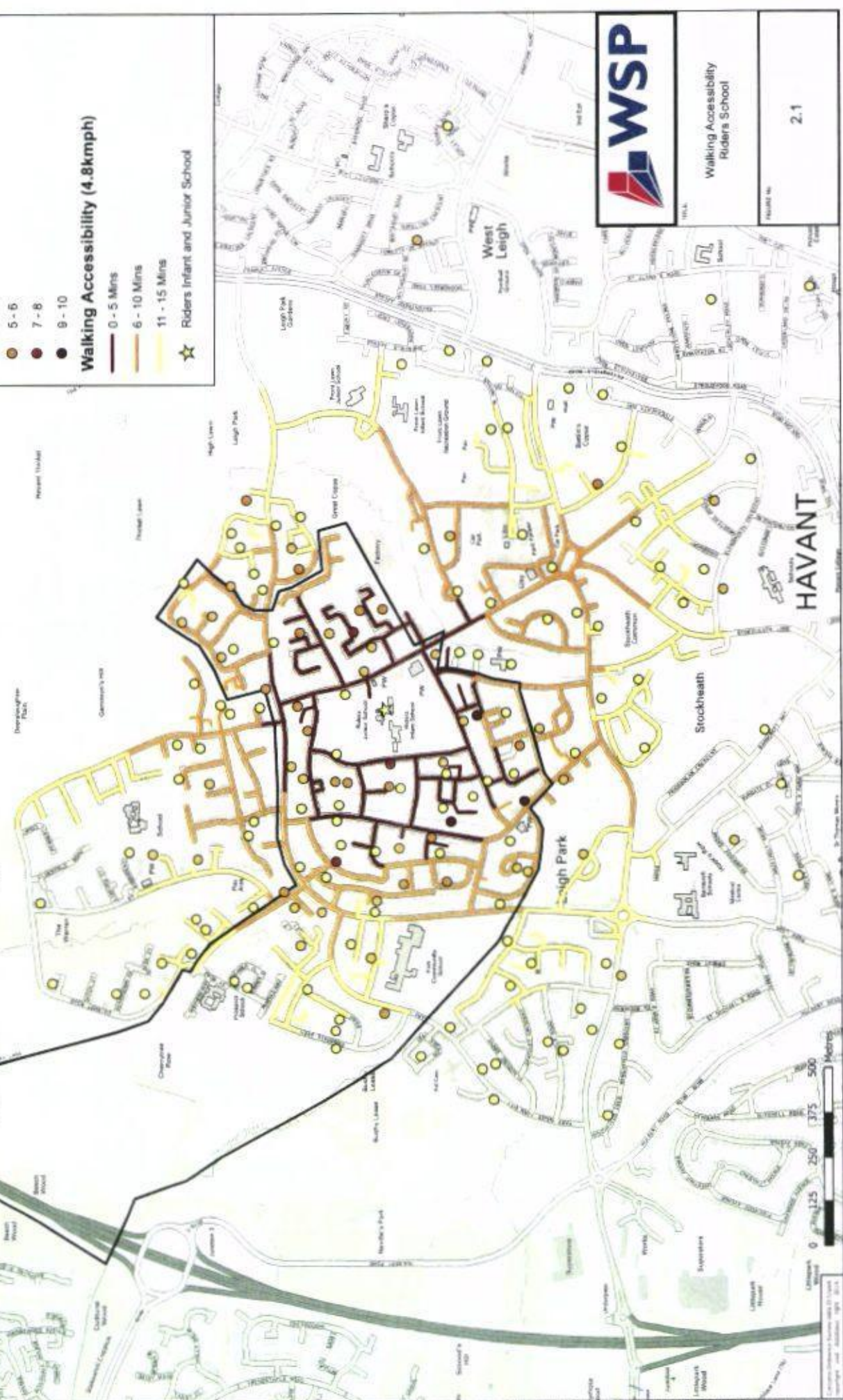
Number of pupils living at each postcode

Walking Accessibility (4.8kmph)

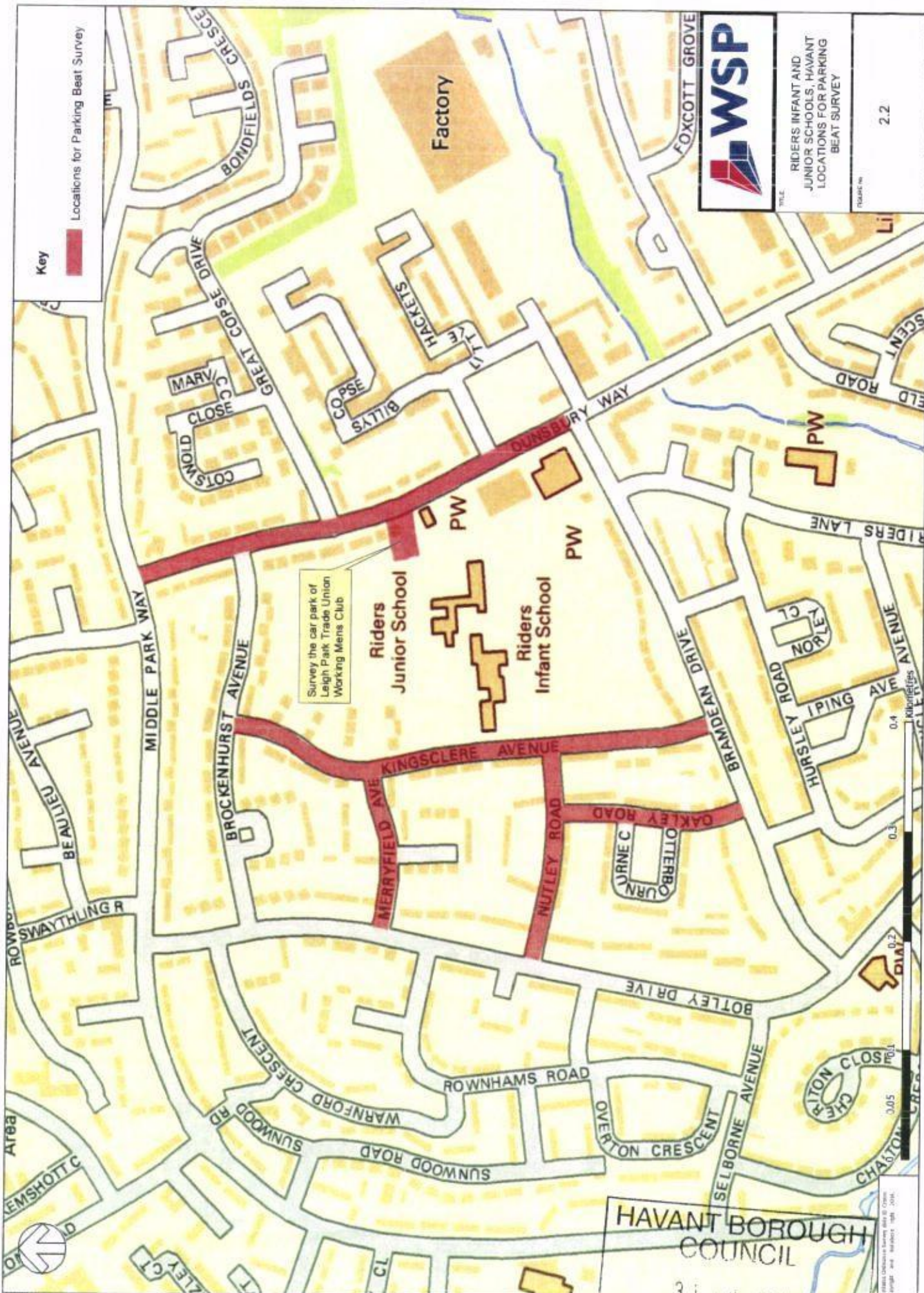
★ Riders Infant and Junior School

Walking Accessibility
Riders School

2.1



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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



Riders Infant & Junior Schools

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

Existing Floor Plans

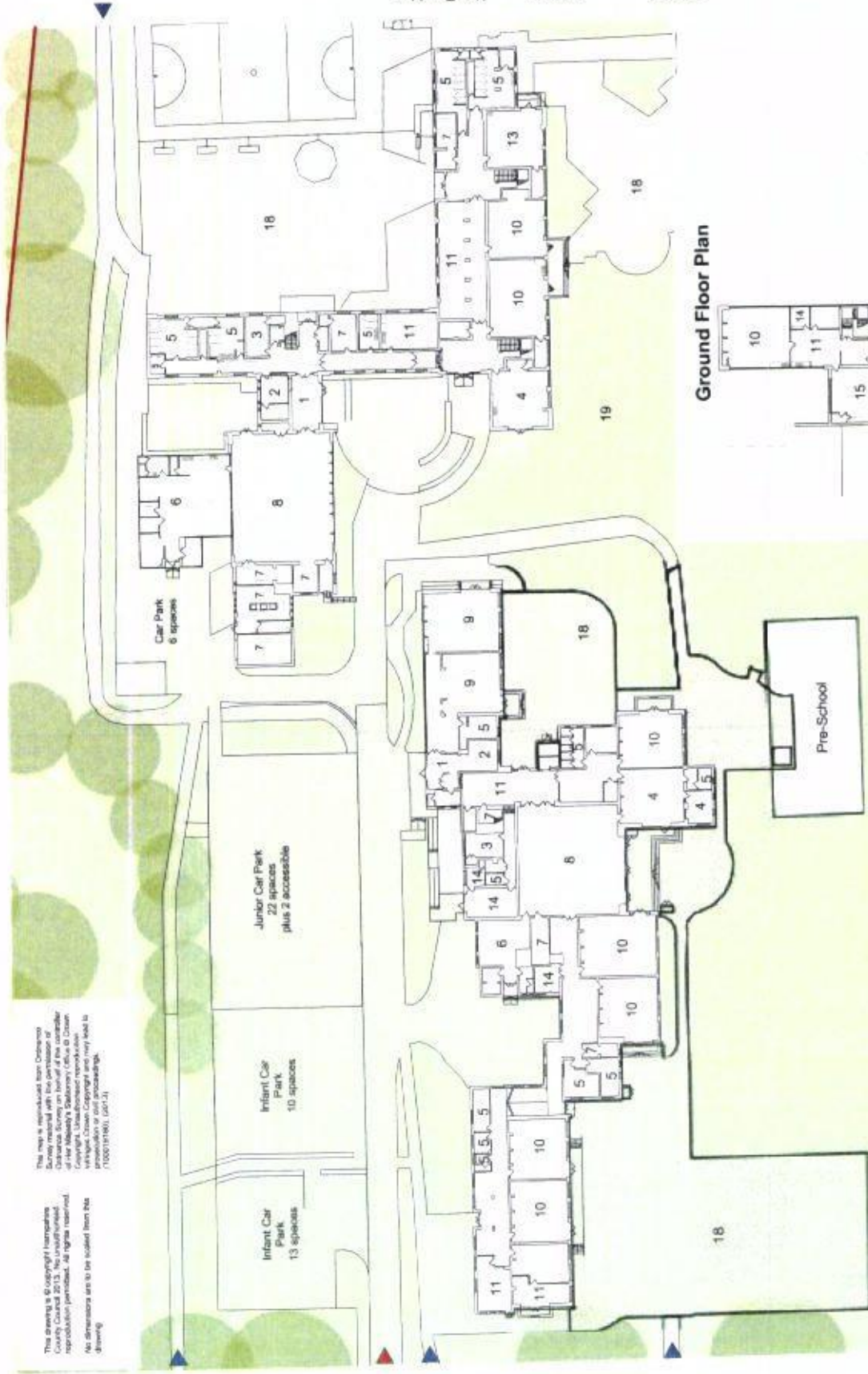
- Key:
- 1. Reception & Waiting
 - 2. General Office
 - 3. Head Teacher
 - 4. Staff Room
 - 5. WCs
 - 6. Kitchen & Servery
 - 7. Plant & Non-teaching Stores
 - 8. Hall
 - 9. Classrooms - Reception
 - 10. Classrooms - Key Stage 1&2
 - 11. Learning Resource / Library
 - 12. Specialist Practical
 - 13. Studio/ Small Hall/ Music & Drama
 - 14. Small Group Room (SEN)
 - 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

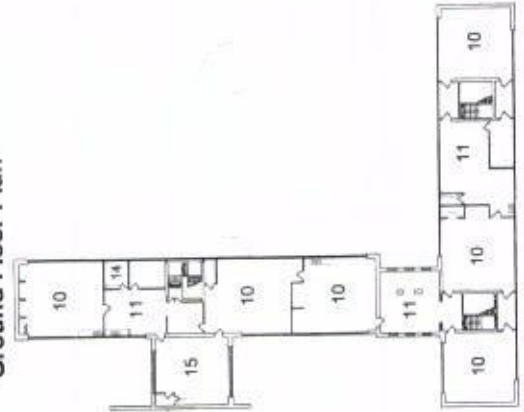


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Ground Floor Plan



Junior First Floor Plan

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Appendix C: Proposed School Layout



Riders Infant & Junior School

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

Proposed Floor Plans Option 4

Key:

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

- General Teaching - New Build - 60m²
- General Teaching - Refurb. - 200m²
- Non-Teaching - New Build - 190m²
- Non-Teaching - Refurb. - 60m²
- Circulation - 95m²
- Existing Pedestrian Access
- Existing Vehicular Access
- Site Boundary

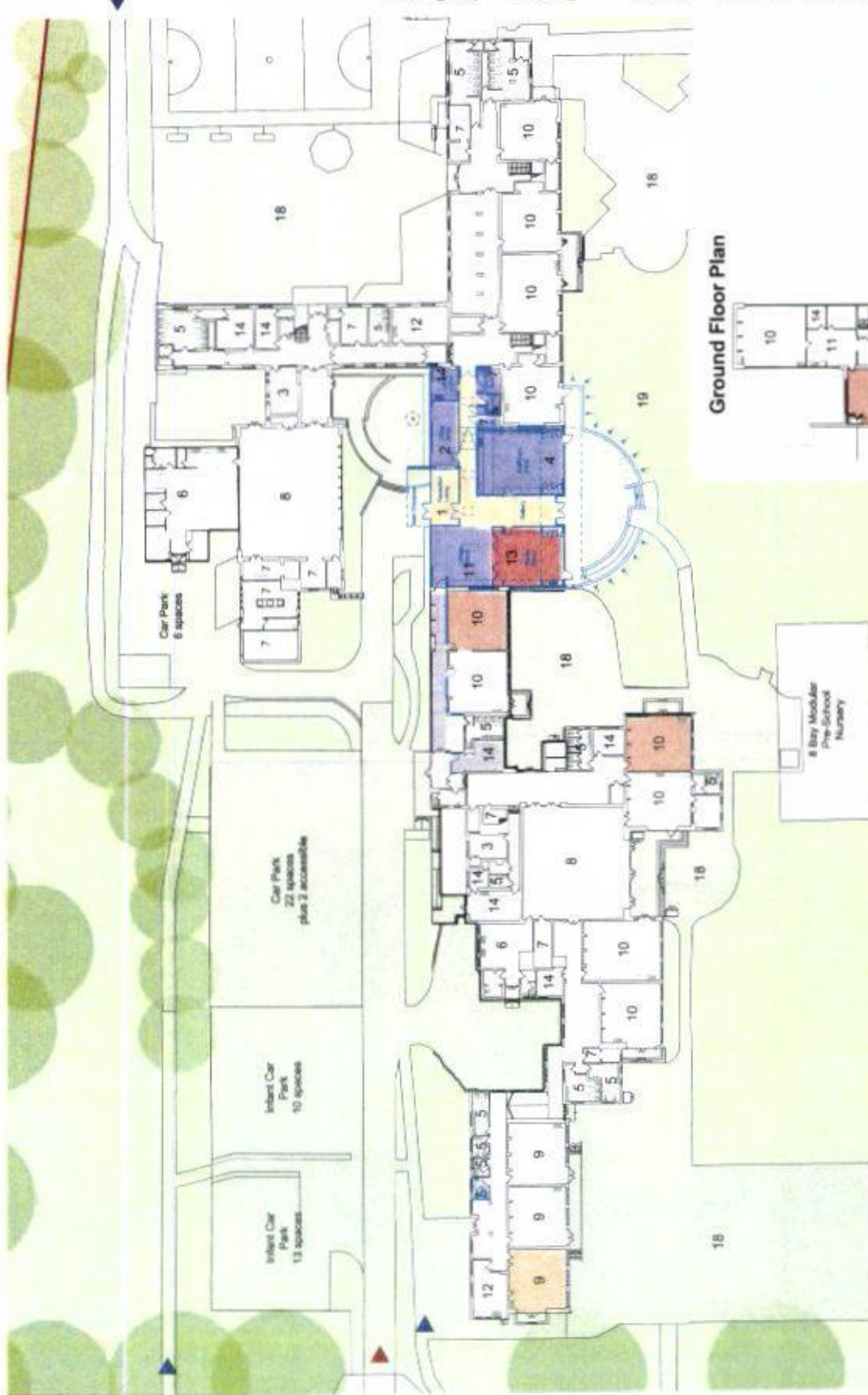
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Ground Floor Plan



Junior First Floor Plan

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Riders Infant & Junior School

Expansion from 2FE to 3FE

Proposed Floor Plans Option 4

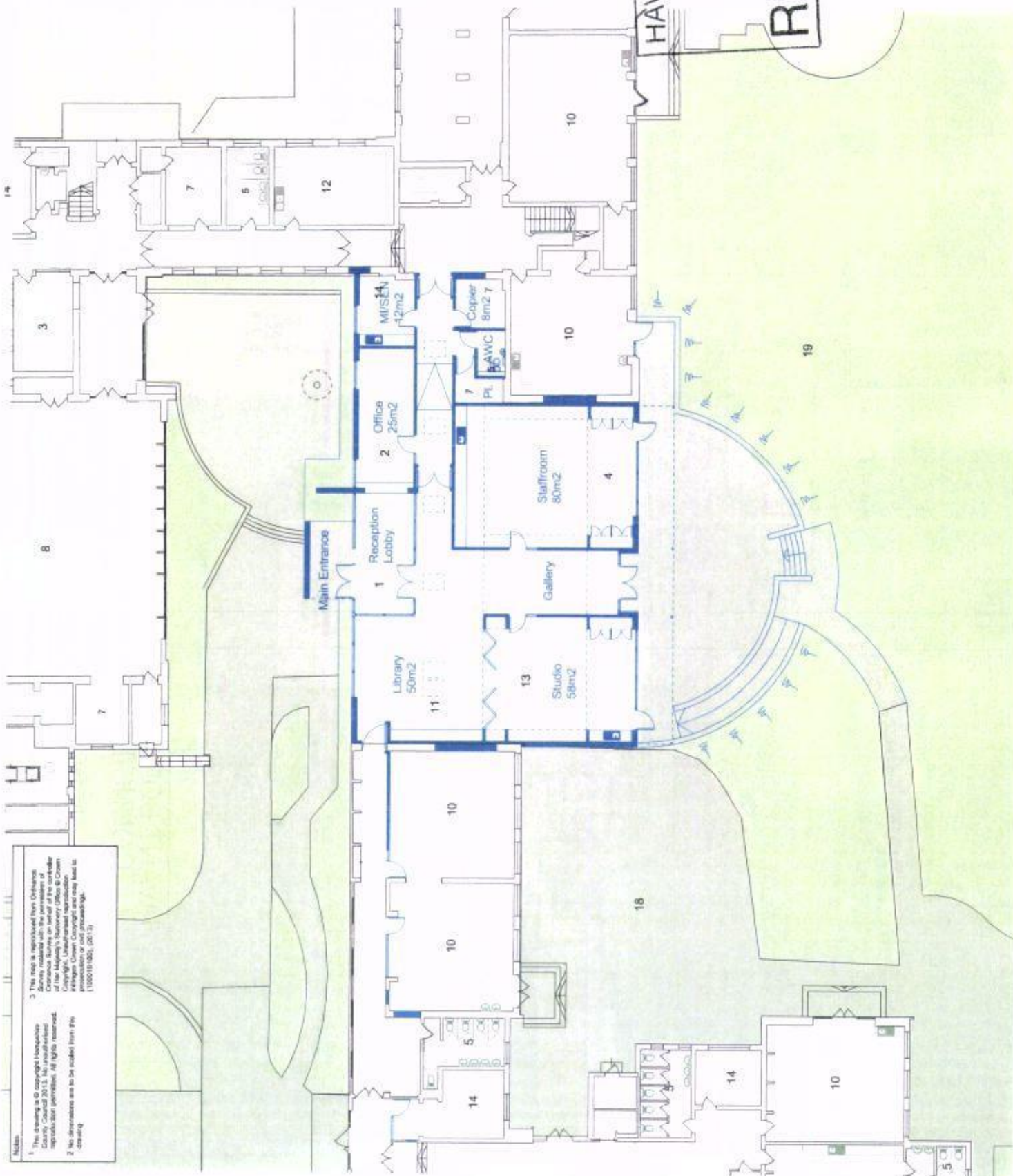
Key

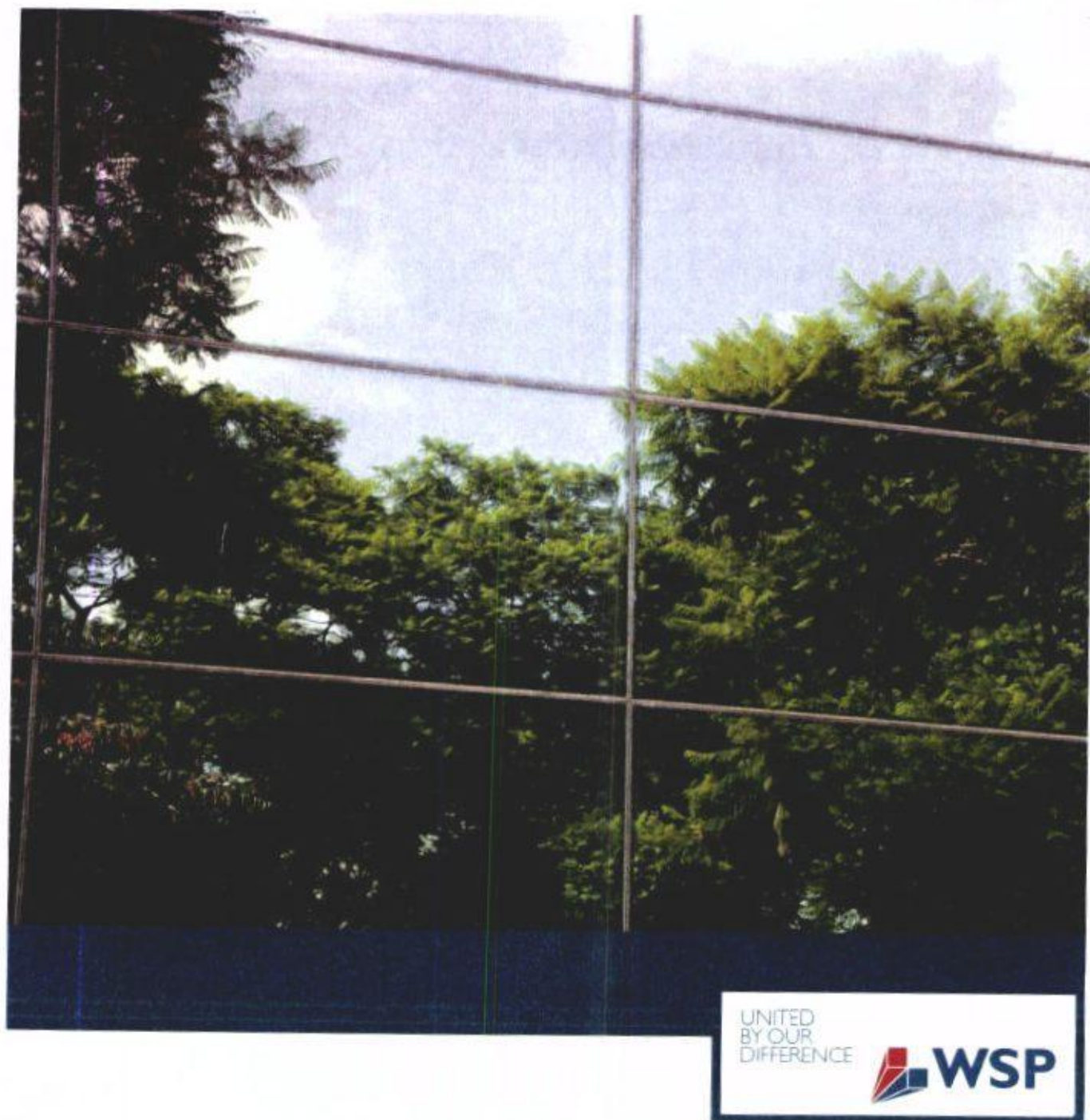
- | | | |
|--------------------------------|---------------------------------------|-----------------|
| 1. Reception & Waiting | 9. Classrooms - Reception | 16. Car Park |
| 2. General Office | 10. Classrooms - Key Stage 1&2 | 17. Games Court |
| 3. Head Teacher | 11. Learning Resource / Library | 18.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

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DIFFERENCE



RIDERS JUNIOR SCHOOL

Travel Plan Update (2014)
Hampshire County Council

24/07/2014



Appendix D: Travel Plan (2014 Update)



Quality Management

Issue/revision	Issue 1	Revision 1	Revision 2	Revision 3
Remarks	First Issue			
Date	24/07/2014			
Prepared by	Philip Moss / Grace Blizzard			
Signature	Philip Moss Grace Blizzard			
Checked by	Chris Williams			
Signature	Williams, Chris Digitally signed by Williams, Chris Date: 2014.07.28 11:30:22 +0100			
Authorised by	Stephen Reed			
Signature	Reed, Stephen Digitally signed by Reed, Stephen Date: 2014.07.28 11:25:43 +0100			
Project number	70002129			
Report number				
File reference				

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RIDERS JUNIOR SCHOOL

Travel Plan Update (2014)
Hampshire County Council

24/07/2014

Client

Hampshire County Council

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Table of Contents

1	Introduction	5
2	Travel Plan Aims and Objectives	10
3	Travel Plan Policy Review.....	12
4	Existing School	14
5	Existing transport networks, services and facilities	17
6	School Redevelopment Proposal.....	22
7	Action Plan.....	24
8	Travel Plan Implementation	28
9	Conclusions	30
10	Figures.....	31
11	Appendices	32

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1 Introduction

1.1 Preamble

- 1.1.1 WSP were appointed by Hampshire County Council (HCC) to update the existing School Travel Plan (STP) to support the planning application for the proposed expansion of Riders Junior School, and the ongoing reinforcement of sustainable travel behaviour that is of benefit to the environment and facilitates healthier living. It is therefore being produced to accompany, and should be read in conjunction with the transport statement completed in support of the proposals.

1.2 Development Proposals

- 1.2.1 The proposed development is for an expansion of the existing school from 2 to 3 form entry (FE), increasing the capacity from up to 420 to up to 630 places for children aged 5 to 11 years.
- 1.2.2 The preparation of this Travel Plan has been undertaken in compliance with national and local Travel Plan policy guidance, as detailed in Chapter 3, and specifically considers the HCC document 'School Travel Plan Guidance Notes.'
- 1.2.3 This Travel Plan outlines a series of objectives and measures aimed at encouraging all pupils, parents and staff of the proposed school expansion to make use of sustainable travel options where possible and to reduce their reliance on private car-based transport.
- 1.2.4 The evolution of a full and final STP document post-planning is highlighted as a key action within this report. A checklist is therefore provided in Tables 1.1 to 1.8 to cross reference the sections of this report with the HCC School Travel Plan guidance notes.

1.3 Location of the School

- 1.3.1 Riders Infant and Junior School is located to the east of Kingsclere Avenue in Havant. The location of the school is shown in **Figure 1.1**.

1.4 Background to the School

- 1.4.1 The following information and key statistics are noted:
- Address: Kingsclere Avenue, Havant, Hampshire, PO9 4RY;
 - DfE number: 2100;
 - This is a primary school for infants and juniors;
 - The age range of the school is 4 to 11 years old. There are currently 421 pupils, of which 146 are Special Educational Need (SEN) pupils;
 - The following number of staff;
 - 32 Teaching staff; and
 - 83 Non-teaching staff.
 - The school starts at 08:45 and finishes at 15:00;
 - Afterschool clubs operate Tuesdays, Thursdays and Fridays within the school buildings until 16:00 or 16:30; and
 - A Breakfast Club runs from 07:30 each morning.



1.5 Reason for the Travel Plan

- 1.5.1 The school expansion will accommodate approximately an additional 210 pupils, and this therefore represents an opportune milestone in the schools development to influence the travel habits and behaviour of both pupils and staff.
- 1.5.2 A comprehensive questionnaire was undertaken as part of the previous Travel Plan, the following issues/ measures were identified in the 2005 survey:
- Parking on Kingsclere Avenue is difficult at the beginning and end of the school day. Parents are advised to use the school car park or lay-bys on the school side of Kingsclere Avenue;
 - Encourage parents to car share;
 - Create a 'walking bus' as the school car park is unable to cope with the volume of cars;
 - The parking on Dunsbury Way makes it dangerous for parents and children to cross safely;
 - Parents park on the un-surfaced track beside the Chapel – seen as dangerous for the pupils leaving school; and
 - Brockenhurst Avenue is described as a 'rat run' to avoid speed humps on the surrounding roads making crossing difficult.
- 1.5.3 This Travel Plan update presents an opportunity to revisit some of these issues, as some are beyond the remit of a Travel Plan, and recognising the 2005 surveys are nine years old, updated mode shares have been obtained for the School in June 2014.

1.6 School Travel Plan Co-ordinator

- 1.6.1 The Travel Plan Co-ordinator for the School is:
- Sue Holdway, Head of Riders Infants School**
Kingsclere Avenue, Leigh Park, Havant, PO9 4RY
02392 475342



1.7 Travel Plan Working Group

- 1.7.1 The Travel Plan working group (TPWG) will consist of the school TPC, and a combination of staff, parents and governors. The working group is discussed in Section 7.3.

1.8 Travel Plan Consultation

- 1.8.1 Pupil and parents surveys were undertaken as part of previous iterations of the Travel Plan. Up-to-date mode share information was provided by the school and has been reported in section 4.8. A new mode share survey should be completed within six months of the completion of the development to re-define the base mode share and validate the Travel Plan.
- 1.8.2 Previous forms of the Travel Plan outlined the consultation of the local parents working group. This group included representatives from Havant District Council, a councillor from Leigh Park, the Head Teacher and parents from Riders Infants and Junior School. Given that the Head Teacher is part of this group, she will be able to report on the Travel Plan and be the medium for engagement with the other members of the group.
- 1.8.3 The staff and school governors should also be kept up-date with the progress of the Travel Plan. This information should be disseminated by the working group.

1.9 The Travel Plan checklist and report structure

- 1.9.1 The checklist in the HCC School Travel Plan guidance notes have been summarised to identify the requirements within the six sections required, and cross reference where this information is provided in the Travel Plan. The checklists included in Tables 1.1 to 1.8.
- 1.9.2 The remainder of Travel Plan is set out as follows:
- Chapter 2: Outlines the Travel Plan aims and objectives;
 - Chapter 3: Summarises relevant policy for travel plans within the national and local framework;
 - Chapter 4: Provides detail on the existing school and current travel behaviour;
 - Chapter 5: Provides information regarding the existing transport network;
 - Chapter 6: Includes details on the site proposals;
 - Chapter 7: Sets out the action plan including Travel Plan measures, implementation and travel pattern targets;
 - Chapter 8: Explains how the travel measures will be implemented with responsibilities and timeframe; and
 - Chapter 9: Provides a conclusion to the document.

Table 1.1: Checklist for section 1 – school background

Criteria	Report reference
Name/ type of school and DCSF number	Section 1.4
Address of school	Section 1.4
Age range of pupils and number on roll	Section 1.4
SEN children	Section 1.4
Number of teaching and support staff employed (current and predicted)	Section 1.4
School start and finish times	Section 1.4
Details of any before and after school events, and/ or extended school activities	Section 1.4
Location map	Figure 1.1
Description of school locality	Chapters 4 and 5
Catchment area information / map	Section 4.2 / Figure 1.1
Transport links	Chapter 5
Existing policies to ensure good behaviour on buses, cycling policies etc	Chapter 3
Details of journeys made during the school days, including between sites	Section 4.8
Overall school vision and aims	Section 2.2
Reason/s for doing school Travel Plan	Section 1.5
Name of STP Co-ordinator, incl. details	Section 1.6
Working group	Section 1.7
Relevant national and local policies e.g. transport and health	Chapter 3

Table 1.2: Checklist for section 2 – consultation



Criteria	Report reference
Evidence that children, staff, governors and parents have been involved (with new schools, local knowledge should be utilised e.g. other travel plans, community groups)	Section 1.8 and action plan
Identification of external key partners are identified (with new schools, local knowledge should be utilised e.g. other travel plans, community groups)	Section 1.8 as part of engagement with Parents Working Group
Sustainable travel embedded in the curriculum	Section 7.4. Road safety included in PSE lessons
Details of curriculum work undertaken or planned as part of school Travel Plan development	Section 7.4. Road safety included in PSE lessons. To be developed in future Travel Plan revisions.
School Council, pupils, or Travel Plan group have been involved in STP development	Previous iterations included this. Future iteration to include this.

Table 1.3: Checklist for section 3 – survey information

Criteria	Report reference
Survey size	Section 4.8
Date of survey included (less than 18 mths old)	Section 4.8
Details of vehicles	Section 6.4
Example of survey provided	HCC template will be used.
School census data or hands-up used as baseline where available	Section 4.8
The NUMBERS and PERCENTAGES for "how students usually travel to school" and "prefer to travel to school"	Section 4.8
No.s for how students travel to school"	Section 4.8
Graphs of travel trends	Section 4.8
Previous hands-up survey figures included	Section 4.8
Detailed questions in survey (for new schools, other local information should be utilised)	Sections 1.8, 4.8, Chapter 5
Travel patterns of staff	Section 4.8

Table 1.4: Checklist for section 4 – action plan

Criteria	Report reference
Clear overall aims and objectives e.g. increasing travel awareness or improving road safety. (Must be stated within text and linked back to issues identified within STP)	Chapters 2 and 7
SMART targets to assess objectives e.g. increased % of pupils walking from x% to x% by [month year]	Chapter 7
Initiatives and measures identified to help achieve targets (for at least 2	Chapters 7 and 8



years)	
Actions identified to achieve initiatives and measures (for at least 2 years)	Chapter 7
Actions with defined and realistic timescales (must state month / term and year or specific date) i.e. 'Autumn 08' is not acceptable	Chapter 8
Action plan with prioritised initiatives/measures	Chapter 8
Specific details on who is responsible for each action	Chapter 8

Table 1.5: Checklist for section 5 – evaluation and monitoring

Criteria	Report reference
States specifically when next survey will be undertaken e.g. month and year	Section 7.5
Date to review complete document (and who will be responsible)	Section 7.5
Proposals for continuing monitoring	Section 7.5
Includes commitment to consider pupil travel needs arising from any developments in education and transport provision and revised STP as necessary to take account of this	Section 7.5

Table 1.6: Checklist for section 6 – long term sustainability

Criteria	Report reference
Include school Travel Plan section from School Improvement/Development Plan	Chapter 6
STP linked with other initiatives in the future work	Chapter 6

Table 1.7: Checklist for section 7 – promotion of school Travel Plan

Criteria	Report reference
Promotional activities undertaken/planned	Section 7.4
STP objectives to be published e.g. on website, prospectus, newsletter	Section 7.4

Table 1.8: Checklist for section 8 – formal approval of the plan

Criteria	Report reference
Approval form signed by HT and CoG and external partners where relevant	Chapter 8



2 Travel Plan Aims and Objectives

2.1 Overview

- 2.1.1 A school Travel Plan is a long-term strategy and a management tool aiming to encourage pupils, parents and staff to use more sustainable modes of transport and reduce the reliance on the private car. This involves looking at the current travel patterns associated with the school and introducing measures aimed at promoting more sustainable modes of transport. A Travel Plan is an evolving document and should be reviewed on a regular basis.

2.2 School vision and aims

Riders Infants School Vision

'At Riders Infant School we value and respect our children and each other. We believe in providing a safe, happy and positive environment in which creativity is encouraged and personal and academic development will flourish.'

Aims

- 2.2.1 The school website states:

Everyone at Riders is encouraged to behave well and show respect and responsibility to others. We expect our children will learn to:

- Form good relationships with adults and peers, treating others with respect and courtesy and co-operating and working with each other. This will involve listening, discussing, sharing and exchanging ideas, helping and being tolerant;
- Develop a positive self-image and grow in confidence; and
- Develop a positive attitude to school.

Riders Junior School Vision

'In partnership with parents and the wider community, the school will provide an excellent learning and teaching environment that enables every child and member of staff to achieve their maximum potential. Our school will be a place where everyone is a learner and their achievements are celebrated.'

Aims

- 2.2.2 To achieve their vision, Riders Junior School aims:

- 'To provide a secure, caring environment where there are many opportunities for children to achieve success;
- To help children to think for themselves and to be responsible for their actions;
- To value and encourage the contributions of parents for the benefit of all;
- To achieve the highest quality of teaching which will promote positive attitudes towards learning and raise standards; and
- To create a working atmosphere for all our members, which is purposeful, challenging, relevant and enjoyable.'

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2.3 Travel Plan Aims

2.3.1 To achieve sustainable travel this plan will have the following headline aims:

- Encourage more sustainable modes of travel to and from school;
- Reduce the number of pupil pick-up/ drop-off trips made by private car;
- Reduce the overall number of single car occupancy journeys to and from school;
- Increase the awareness of the importance of safe travel to school and contribute towards central government and HCC's targets relating to educational attainment and health school initiative;
- Raise travel awareness and the school's travel objectives; and
- Promote sustainable travel for staff.

2.4 Travel Plan objectives

2.4.1 To achieve these aims, the specific supporting objectives for this Travel Plan are to:

- Promote a healthy sustainable lifestyle for pupils, parents and staff;
- Minimise the impact and frequency of private car trips on the local community;
- Promote sustainable transport options, such as walking, cycling and public transport, as the primary modes of travel for pupils, parents and staff;
- Educate pupils in safety on the school journey; and
- Maintain direction and progress in travel planning through continued management and review.

2.4.2 The above objectives will be achieved by introducing an action plan that will focus on promoting access to school using sustainable modes of transport as an alternative to the private car. The action plan will encourage pupils, parents and staff to consider sustainable travel instead of single parent/ pupil car trips and other single occupancy vehicle trips to and from the site.



3 Travel Plan Policy Review

3.1 National Policy

- 3.1.1 National transport policy recognises that travel plans are important management tools and when implemented as part of a comprehensive transport strategy, can facilitate modal shift away from private car-based transport towards more environmentally friendly forms of travel.
- 3.1.2 Within national guidance, *Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen* (DfT, January 2011), the government acknowledges that sustainable travel initiatives will have benefits for congestion and health and establishes within its objectives to reduce emissions. That priority for local transport within the document is to:
- "encourage sustainable local travel ... by making public transport and cycling and walking more attractive and effective, promoting lower carbon transport and tackling local road congestion"*
- 3.1.3 This Travel Plan is being submitted as part of the planning application in order to demonstrate commitment to sustainable travel and ensure that sustainable and accessible development at the site is achieved.

3.2 Hampshire County Council Local Transport Plan

- 3.2.1 The Local Transport Plan 2011 to 2031 (LTP) sets out the county's transport strategy for the period 2011 to 2031. Its overall vision from this plan states:
- "developing and supporting stronger safer communities, maximising wellbeing and enhancing quality of place," and "safe, efficient and reliable ways to get around a prospering and sustainable Hampshire"*
- 3.2.2 The plan then identifies the importance of smarter choices initiatives to be implemented to achieve travel behaviour change by encouraging people to use sustainable travel modes. The LTP shows a commitment to school travel plans for which the county council has developed an interactive route finder for every school, showing walking and cycling routes together with bus stops.
- 3.2.3 Policy objective 12 shows the interest in sustainable transport measures, including walking and cycling infrastructure, to provide a healthy alternative to the car for local short journeys to schools; and work with health authorities to ensure that transport policy supports local ambitions for health and well-being.
- 3.2.4 The document also acknowledges that:
- "the school run is a significant generator of traffic, and adds to the congestion problems in the morning peak during term-times. Achieving greater use of sustainable travel mode journeys to school is a significant challenge. Encouraging children and young people to walk and cycle more regularly can be encouraged through Bike-ability training, competitions and other measures identified through school travel plans."*
- 3.2.5 This Travel Plan will contribute towards the objectives of the LTP and ensure sustainable travel to and from the schools is achieved.



3.3 Havant Borough Local Plan

- 3.3.1 The Havant Borough Local Plan (Allocations) was published in 2013 and follows on from the adopted Havant Borough Local Plan (Core Strategy). The document was written to look at the strategy for planned infrastructure growth and prosperity in the Borough up to 2026.
- 3.3.2 The main aim of the Allocations Plan is to identify sites for specific uses including housing, employment, retail, recreation and green infrastructure to help deliver the 2013-2026 core strategy.
- 3.3.3 The Local Plan does not reference development at Riders Infant and Junior School. However, the Annual Monitoring Report 2013 makes reference to some schools in Havant Borough Council being at capacity, and that there is a need to increase the number of places through extensions of existing schools. Appendix 6 of the report states that funding has been allocated to provide extra school spaces at Riders Infant and Junior School by 2015.
- 3.3.4 The Strategic Transport Assessment from the Havant Borough Local Plan (Allocations) was published on October 2013, and makes reference that within School Travel Plans, Sustainable and Healthy Access Routes (SHAR) should be implemented to encourage more children to walk to school by making pedestrian routes safer and more convenient. This Travel Plan will contribute to the encouragement of the use of non-motorised modes of transport.

3.4 School Policies

- 3.4.1 The school lists key information and policies on its website, including child protection, equal opportunities, single equality scheme, SEN policy and behaviour policy. These all relate to the day-to-day running of the school, rather than the journey to and from the school.



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4 Existing School

4.1 Site Location

- 4.1.1 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**.
- 4.1.2 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 of Dunsbury Way.

4.2 Existing School Catchment Area

- 4.2.1 The existing school catchment area is shown in **Figure 1.1**.
- 4.2.2 The latest information detailing the postcodes of enrolled pupils was received from the school on 12/06/14. These have been reproduced graphically to show the dispersion shown on **Figure 4.1**. The breakdown to summarise:
- 49% live within 500m of the school;
 - 86% live within 1km of the school; and
 - 97% live within 2km of the school.
- 4.2.3 It can be seen from **Figure 4.1** that a number of pupils from outside the catchment area attend the school, although the majority of pupils have access to the school within a 15 minute walk.

4.3 Layout of the Existing School

- 4.3.1 The existing layout of Riders Infant and Junior School is shown on the site plan contained in Appendix A.

4.4 Existing number of Pupils and Staff

- 4.4.1 The school is understood to have 421 pupils on roll across 7 years and there are 115 members of staff. The breakdown in staff members is as follows:
- 32 members of teaching staff; and
 - 83 members of Non-teaching staff.

4.5 Existing Vehicle, Cycle and Scooter Parking

- 4.5.1 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.

- 4.5.2 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.

4.6 School Start/ Finish Time

- 4.6.1 The school start time is 8.45 and the finishes at 15.00.

4.7 Pre and After School Activities

- 4.7.1 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.

4.8 Existing Pupil School Travel Behaviour

- 4.8.1 A parent / pupil 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 2005 to inform the 2007 School Travel Plan. A comparison of both sets of results is given in **Table 4.1** for Infants and **Table 4.2** Juniors.

Table 4.1: 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 4.2: 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%

- 4.8.2 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.



- 4.8.3 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.
- 4.8.4 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.

4.9 Existing Staff School Travel Behaviour

- 4.9.1 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 4.3** for Infant Staff and **Table 4.4** for Junior Staff.

Table 4.3: 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 4.4: 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%

- 4.9.2 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.
- 4.9.3 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.

4.10 Air quality management

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



5 Existing transport networks, services and facilities

5.1 Overview

- 5.1.1 This chapter sets out the conditions of the existing transport network, services and facilities within the school catchment.

5.2 Pedestrian and Cycle

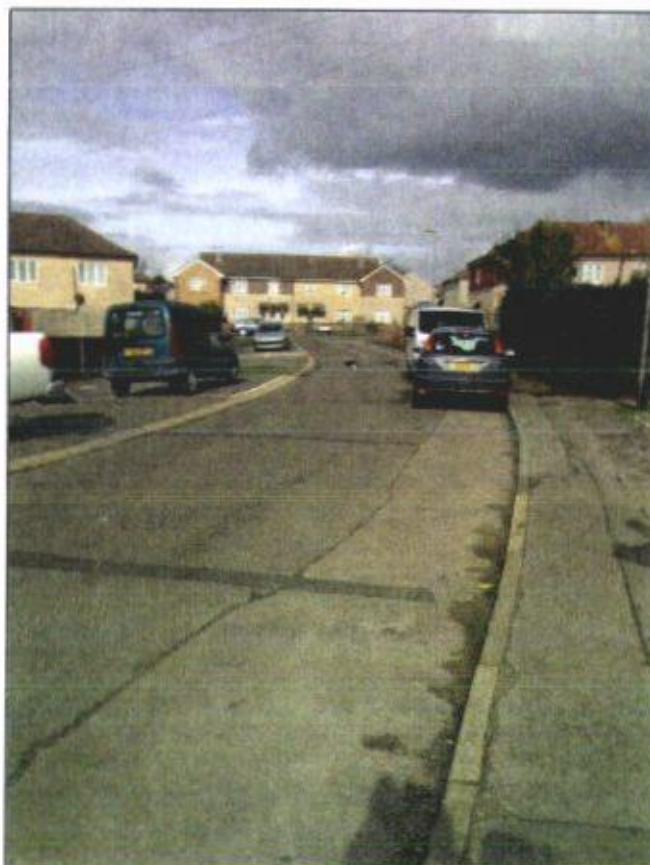
Footpaths, Footways and Pedestrian Crossing Facilities

- 5.2.1 The pedestrian network in the vicinity of the school is shown in **Figure 5.1**. The roads surrounding the school have at least one footway on either side of the carriageway, and there are pedestrian only routes across the park north of the school, linking Kingsclere Avenue with Dunsbury Way.

Kingsclere Avenue

- 5.2.2 On Kingsclere Avenue there are footways on both sides of the carriageway with no formal crossing facilities. The approximate footway width on the western side of the carriageway is 1.8-2m, whilst on the eastern side the footway, width varies between 1.8-5m outside of the school. As shown in **Figure 5.2**, there is some on-footway parking at the northern end of Kingsclere Avenue. On the roads approaching Kingsclere Avenue there are informal crossing facilities with dropped kerbs and tactile paving.

Figure 5.2 – Northern end of Kingsclere Avenue



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31 JUL 2014

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Nutley Road

- 5.2.3 Nutley Road provides access from Kingsclere Avenue to Botley Drive with footways on both sides of the carriageway. The approximate footway widths are 1.80-2m on both sides of the carriageway, with no formal crossing facilities provided. On the Oakley Road approach, informal crossing facilities have been provided with dropped kerbs and tactile paving.

Merryfield Avenue

- 5.2.4 Merryfield Avenue runs parallel to Nutley Road just 150m north, along which there are footways on either side of the carriageway. The width of the footways varies between 1.5-2m, with no formal crossing facilities provided. At the Farleigh Close crossing on Merryfield Avenue an informal crossing facility has been provided with dropped kerbs as shown in Figure 5.3 below.

Figure 5.3 – Farleigh Close Crossing



Brockenhurst Avenue

- 5.2.5 Brockenhurst Avenue provides access to Dunsbury Way to the east and Botley Drive to the west. Stated in the February 2007 Travel Plan concern was raised that the crossing facilities were inadequate at both ends of Brockenhurst Avenue as the road was claimed to be a 'rat run' for vehicles to avoid speed bumps on the surrounding network. The current crossings along Brockenhurst Avenue are informal facilities with dropped kerbs but no tactile paving. There are footways on both sides of the carriageway; on the northern side of the carriageway the width varies between 2-3m, whilst on the southern side the footway is approximately 1.8-2m wide.

Bramdean Drive

- 5.2.6 Bramdean Drive provides access to Dunsbury Way to the east and Botley Drive to the west. There are number of informal crossing points along Bramdean Drive like the one shown in Figure 5.4 with dropped kerbs but no tactile paving. The footway on the northern side of the carriageway is set back due to bay parking facilities, with a footway width of approximately 2m. On the southern side of carriageway the footway varies between 1.8-2m wide.



Figure 5.4 – Informal crossing facilities on Bramdean Drive.



Dunsbury Way

- 5.2.7 Dunsbury Way runs along the eastern perimeter of Riders School, linking Middle Park Way with the Purbook Way/ Stockheath Road roundabout. There is one formal signal crossing facility on Dunsbury Way just north the roundabout. There are also a number of informal crossing facilities along Dunsbury Road with dropped kerbs and refuge islands at 1.5m wide; the speed limit is 20mph. The carriageway has footways on either side, with the eastern footway varying between 2-5m in width and is set back from the carriageway by a grass verge and lay-by facilities. The footway on the western side has a more consistent width approximately 2-2.5m wide.

Middle Park Way

- 5.2.8 Middle Park Way provides access to the B2149 Petersfield Road to the east and Purbrook Way/ Park Lane roundabout to the west; with a number roads feeding off Middle Park Way. There is one formal signal crossing facility on Middle Park Way adjacent to One Stop opposite Botley Drive. At the Dunsbury Way/ Middle Park Way priority junction the facilities for pedestrians include two informal crossing, one across Dunsbury Way and one across Middle Park Way, with both facilities having dropped kerbs and tactile paving. At the Middle Park Way/ Crondall Avenue priority junction the conditions for pedestrian users include one informal crossing on Crondall Avenue with dropped kerbs but no tactile paving. The facilities for pedestrians using the Woolston Road/ Middle Park Way mini-roundabout include three informal crossing facilities all with refuge islands; two of which have dropped kerbs and tactile paving, and the other with only dropped kerbs. At the Park House Farm Way/ Middle Park Way/ Sunwood Road staggered crossing, there are two informal crossing points. The first is on the approach to Sunwood Road with dropped kerbs and no tactile paving and the second on the approach to Park House Farm Way with dropped kerbs and tactile paving.

School Entrance

- 5.2.9 The pupils, parents and staff entrance gate to the school is located on Kingsclere Avenue as shown in Figure 5.5. A secondary access to the school is located on Dunsbury Way and this is for pedestrians only.

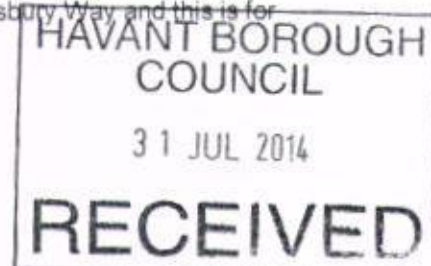
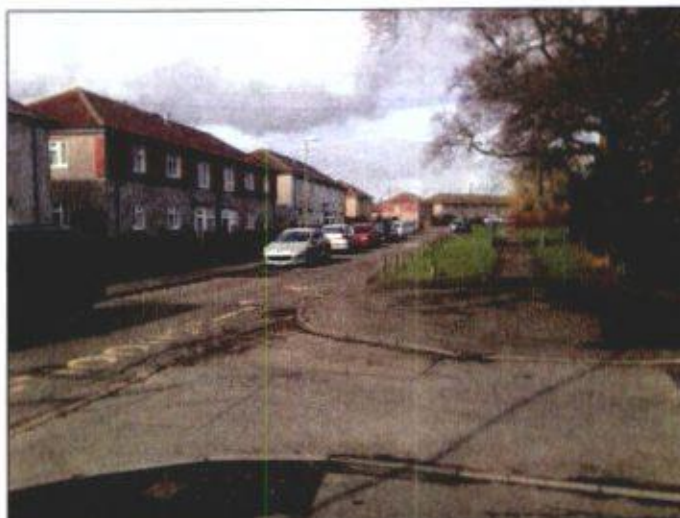


Figure 5.5 – School Entrance from Kingsclere Avenue



Cycle Paths and Routes

- 5.2.10 The cycle paths and routes in the vicinity of Riders School are shown in **Figure 5.1**. From this figure, it can be seen that the closest cycle network link to Riders Junior School is along on Middle Park Way.

Walk and Cycle Accessibility Plots

- 5.2.11 Accessibility plots of the walk and cycle distances that can be covered in 5, 10 and 15 minutes are shown in **Figures 4.1 and 5.6** respectively. These show that the majority of Leigh Park can be accessed within a 15 minute walk of the school and the majority of Havant is accessible within a 10 minute cycle.
- 5.2.12 Guidance provided by the Chartered Institution of Highways and Transportation (CIHT) in their publication 'Guidelines for Providing for Journeys on Foot' (2000) suggests that in terms of commuting, walking to school and recreational journeys, walk distances of up to 2km can be considered, with the desirable and acceptable distances being 500m and 1km respectively.
- 5.2.13 Assuming a 'typical' walking speed of approximately 4.8kph, Table 5.1 summarises the broad walk journey times that can be 'considered', are 'acceptable' and those that are 'desirable'.
- 5.2.14 When compared with **Figure 4.1** illustrating the school catchment area, it is evident that the majority of the school catchment area is within an acceptable walking distance. The post code data plots also illustrate that the majority of pupils live in the areas directly surrounding the school. The figures show that a significant proportion of these are within the 'desirable' walking distance.

Table 5.1: CIHT Walk Journey Distance and Time Threshold

CIHT Standard	Distance (m)	Walk time (mins)
Desirable	500	6½
Acceptable	1,000	12½
Considered	2,000	25

Source: Chartered Institution of Highways and Transportation



5.3 Public Transport

- 5.3.1 The area around Riders Junior School is served by four bus services including routes 20, 21, 23 and 39 these services connect the area to Havant, Portsmouth and Emsworth. The 20 and 21 services are every 30 minutes, and the 23 and 39 services are every 10 minutes. The location of the bus stops and local routes around Leigh Park are shown in **Figure 5.7**.
- 5.3.2 The closest bus stop to the school is on Dunsbury Way approximately 50m north of the Bramdean Drive junction which is 100m south of the eastern access to the school, approximately a two minute walk away. Whilst the recent travel survey indicated no pupils currently use the bus services to travel to school, it seen as a viable option for both pupils and staff travelling to school.



6 School Redevelopment Proposal

6.1 Overview

- 6.1.1 This section outlines the information regarding the proposed development, including the layout, site access and servicing and forecast travel behaviour.

6.2 Redevelopment Proposals

- 6.2.1 The proposed development is for the extension of the existing school from 2 to 3 form entry, increasing the capacity from up to 420 to 630 places. Included within the redevelopment plans is an expanded car park in the north-west corner of the site, providing an additional 15 spaces for proposed staff, and the opportunity for a further 13 spaces through double parking. The architects drawing shows the layout of the proposed school as included in Appendix B.
- 6.2.2 This proposals includes the following additional education facilities:
- One new classroom and refurbishment of four current classrooms;
 - New IT, Library Suite and two SEN Rooms; and
 - New WC and Plant & Non-teaching stores.

6.3 Number of New Staff/ Pupils

- 6.3.1 The capacity of the school is set to increase from 420 to 630 pupil spaces. This equates to an increase of up to 210 pupils.
- 6.3.2 In total, 58 additional staff are proposed across both Infant and Junior schools, including:
- 30 part-time support staff;
 - 3 part-time teachers;
 - 11 full-time support staff; and
 - 14 full-time teachers.
- 6.3.3 This will result in the total number of staff being increased to 173.
- 91 part-time support staff;
 - 8 part-time teachers;
 - 33 full-time support staff; and
 - 41 full-time teachers.



6.4 Travel Behaviour and Trip Generation

- 6.4.1 The mode share for travel to and from the school is reported in surveys recently undertaken at the school.
- 6.4.2 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 6.1** provides a summary of the trip generation forecasts based on both sets of mode splits.

Table 6.1: 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

- 6.4.3 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.
- 6.4.4 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 6.2** provides a summary of the trip generation forecasts based on both sets of mode splits.

Table 6.2: Future multi-modal trip generation based on additional 58 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%	14
Cycle	10%	5%	7%	4
Bus	0%	5%	3%	2
Car Share	0%	10%	5%	3
Car/ Van	72%	48%	60%	35

- 6.4.5 It is forecast that of the 58 additional staff, 35 will travel to the school by car, and a quarter of these will walk to the school.



31 JUL 2014

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7 Action Plan

7.1 Overview

- 7.1.1 The section explains the action plan strategy to achieve the aims and objectives of the Travel Plan. This section along with section 8 'Travel Plan Implementation' are based on the targets being SMART (Specific, Measurable, Achievable, Realistic and Time-related) objectives to guarantee realistic objectives and specific results can be obtained.

7.2 Targets

- 7.2.1 The monitoring of SMART targets will be important in understanding the changing nature of the pupils and staff travel habits and in assessing the performance of the Travel Plan. Existing measures will be reviewed against these targets and alternative methods introduced where necessary to achieve them.
- 7.2.2 To help guide the progress of the school Travel Plan a number of targets have been chosen that will be reviewed by the travel co-ordinator in future years. These targets relate to the effect of implementing the travel planning measures, including to:
- Ensure that 100% of the pupils and parents are aware of the School Travel Plan within six months of it being implemented.
 - Reduce the proportion of pupils/ parents travelling to school by 'car alone' on a regular basis within five years after Travel Plan implementation. The Travel Plan has already seen some success in reducing the number and proportion of car trips. The current car/ van mode share is 15%. The target should be to reduce this by 10%, to 13% car mode share through the encouragement of car sharing, or using active travel modes.
 - Increase the number of pupils walking to school by 5%.
 - Increase the number of pupils cycling/ scooting to school by 5%.
- 7.2.3 A new survey should be undertaken post redevelopment to validate the baseline surveys. To achieve these targets, the Travel Plan has identified measures intended to encourage pupils, parents and staff to change travel methods to and from school.

7.3 Travel Plan Management

Travel Plan Co-ordinator

- 7.3.1 The day to day responsibility for the implementation of the School Travel Plan will be the role of the Travel Plan Co-ordinator (TPC); for Riders School this will be the head teacher of the infants school. The TPC responsibility would be ancillary to their day-to-day activities, where the TPC should be accessible to pupils, parents and staff to provide necessary support and information.

- 7.3.2 The Travel Plan Co-ordinator will be:

Sue Holdway, Head Teacher of Riders Infant School

Kingsclere Avenue, Leigh Park, Havant, PO9 4RY

02392 475342

7.3.3 The role of TPC will include:

- Becoming the main contact for the Travel Plan for pupils, parents, staff and external stakeholders; and
- Disseminating advice and information on travel and transport-related subjects to residents, staff and visitors;

Travel Plan Working Group

7.3.4 The Travel Plan Working Group (TPWG) will consist of the school TPC, and a combination of staff, parents and governors. Therefore the role of the TPWG will include:

- The day-to-day management of the Travel Plan, including delivery of measures and schemes;
- Undertaking Travel Plan monitoring and reporting; and
- Co-ordinate or secure the appropriate resources to help the delivery of the plan successfully.

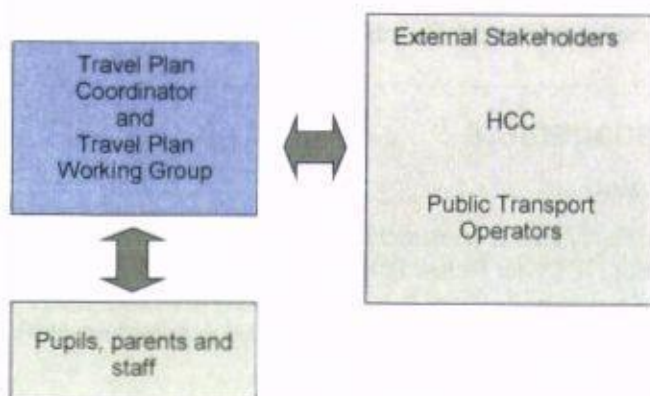
7.3.5 In addition, the TPWG will be responsible for obtaining data on travel patterns of pupils and staff after the school's expansion to:

- Provide an accurate baseline against which travel monitoring can be undertaken;
- Enable the TPWG to effectively forecast the likely future transport and travel requirements of the development;
- Enable the TPWG to ensure that there is adequate physical provision; and
- Provide travel activity information to the relevant authorities such as bus operators and the local authority.

7.3.6 The TPC and TPWG will report on the progress of introducing new measures through the Travel Plan and on the progress against the targets set. The management structure proposed, shown in Figure 7.1, represents an average 1-3 hours/ week, typically with higher demands at the beginning of each academic year.

7.3.7 The TPC and TPWG will liaise with HCC and external stakeholders if necessary to discuss any transport issues and opportunities that arise should they be beyond the scope of the Travel Plan.

Figure 7.1: Travel plan management structure



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31 JUL 2014
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7.4 Measures

Marketing and Promotion

- 7.4.1 The TPWG will ensure that the sustainable travel opportunities for access to and from school will be communicated to pupils, parents and staff of the school.
- 7.4.2 Pupils, parents and staff will be made aware of sustainable travel opportunities through provision of the summarised information below:
- Cycle/ pedestrian/ bus route network maps;
 - Bus service information including timetables;
 - Health, environmental and economic benefits of sustainable travel;
 - Contact details of the TPC and details of the TPWG responsibilities and commitment;
 - Objectives of the School Travel Plan;
 - Key contacts relating to walking, cycling, bus companies and helpful links to journey planner websites for staff;
 - Current local or national sustainable travel events; and
 - Information on car sharing opportunities for staff within the schools based on information gathered from travel surveys.
- 7.4.3 This information will be promoted via the following:
- **Sustainable Travel Notice Boards:** A notice board will be supplied within each school's high footfall area. Any current school, local or national sustainable travel events will also be promoted via the noticeboard. Information displayed will assist promoting sustainable to pupils, parents and staff. The boards will be maintained up to date on a regular basis.
 - **Sustainable travel website:** Travel information incorporating sustainable travel will be provided and updated regularly within each school's website.

Measures to Promote Sustainable Travel

- 7.4.4 This Travel Plan recognises the importance of promoting sustainable transport to get to and from school. Therefore, the measures to further promote these modes of travel will include measures to promote walking, cycling, use of scooters and public transport.
- 7.4.5 The TPC will maintain an up to date database of travel information promoting walking, cycling and use of scooters. The information will be publically available via the noticeboards and the sustainable travel website. It is anticipated that the following information is included:
- Cycling and walking routes – maps and information will show walking and cycling distance to key destinations. The information will be publically available on the notice boards and website.
 - Walk to School Week – to be linked to walking in local events.
 - Walking bus – the option of a walking bus from a location where small groups of pupils can gather will be investigated and volunteers among parents and staff to be evaluated.
 - Cycling / scooter tips and training information – Cycle / Scooter training will provide valuable skills to the pupils, increase confidence while cycling on the roads, increase cycle uptake and improve safety. Relevant information related to cycling training options and tips for cycling should be included.
 - Health benefits of walking and cycling.
 - Helpful links and websites – cycling and walking helpful link (e.g. My Journey websites.)
- 7.4.6 It is acknowledged that walking and cycling is not a viable option for everyone travelling to and from the school. Based on surveys compiled by the school, no car sharing occurred for any infant or junior

school pupils. Some parents who currently drive could also consider car sharing, which involves two parents living in the same area agreeing to pick-up/ drop-off a number of children at the school in one car.

- 7.4.7 To ensure the most efficient use of car travel to and from schools, staff will be encouraged to car share wherever possible. This will help reduce the number of vehicle journeys being made in the first instance, and will encourage a pattern of more efficient car use.
- 7.4.8 Links to car sharing websites will be provided to staff and parents on the schools website, noticeboards and circulars briefing on total travel cost, and cost of alternative options where appropriate to encourage low car use levels.

Measures to Promote Road Safety

- 7.4.9 'Park and Stride' schemes contribute to reducing the amount of congestion in the vicinity of a school and provide a safer environment for children. There is an opportunity to achieve this at Riders School by making use of the Leigh Park Trade Union Working Men's Club car park located 50m south of the school's eastern access onto Dunsbury Way. The car park is on the western side of Dunsbury Way, providing a direct walking route into the school without the need to cross any roads. The recent on-street parking surveys included this car park and revealed a low level of use of the 24 available spaces. It is recommended that the potential for an agreement with the landowners to be established should be explored.
- 7.4.10 It is understood that the school provides bike ability and road safety training, which will continue to be provided in the future.

7.5 Evaluation and Monitoring

- 7.5.1 As the Travel Plan is a living document, it will need revising and updating regularly. Within some schools travel plan monitoring and promotion can be integrated into the curriculum as a maths and art project.
- 7.5.2 The TPWG will undertake a full survey and full review of the whole document six months and 3 years after the opening of the redevelopment to determine whether any changes or further action is required. This will take into account any changes in transport provision that will alter the travel needs of staff and pupils. This will be undertaken by the TPWG.
- 7.5.3 In addition, the school will participate in the annual submission of travel data for all pupils as part of the school census. The census data will be kept and used in subsequent revisions to measure progress against the targets set by the TPWG. Modifications should be made where pupil travel needs change as a result of development and the effectiveness of the Travel Plan.
- 7.5.4 Any review undertaken will be submitted to Hampshire County Council's Strategic Transport Team to monitor the impact of the development and effectiveness of the travel plan.
- 7.5.5 Where targets are being reached considerably ahead of the target year, more ambitious targets will be established to ensure the Travel Plan retains momentum in furthering sustainable travel patterns. Where targets are not being reached, additional measures will be evaluated.

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31 JUL 2014

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8 Travel Plan Implementation

8.1.1 This section outlines the measures that will be implemented to ensure that a variety of suitable, easily accessible alternatives to private car use are available and attractive to pupils, parents and staff. The priority of actions is shown by the following highlighted colour:

- Orange = high;
- Yellow = medium; and
- Green = low.

Table 8.1 – Action Plan

Measures for management and monitoring			
Measure	Task / Action	Completion date	Responsible
Re-confirm Travel Plan Coordinator and Travel Plan Working Group appointment	Review existing arrangements		TPC
	Include within the new staff responsibilities the TPWG role		TPC
	Timetable TPWG meeting		TPC
Marketing and promotion of information	Update/ produce sustainable travel information and explore opportunities to integrate tasks in curriculum		TPC / TPWG
	Update information on travel notice boards		TPC / TPWG
	Include sustainable travel section within website		TPC / TPWG
Assess modal split and monitor targets	Undertake travel survey within 6 months of opening of extension		TPC
	Undertake follow up travel survey in year 3 after opening of extension		TPC
	Revaluation of targets and measures if applicable		TPC / TPWG
	Undertake follow ups travel survey in Year 5 after opening of extension		TPC
Measures to promote school travel plan			
Measure	Task / Action	Completion date	Responsible
Promote the travel plan to the whole schools community	Once the plan is approved include details of the plan on the schools website, in the schools prospectus and on a parent notice board		TPC / TPWG
	Include a school travel plan update on its progress on notice boards and website		TPWG
Measures to reduce staff driving by 'car alone'			
Measure	Task / Action	Completion date	Responsible
Promote car sharing information to 100% of staff	Direct staff to the travel plan section in the schools website and either Liftshare or 'My Journey' website		TPWG
	Display a map in the reception area showing the areas from which staff travel		TPWG
	Have information available for staff of public transport, walking and cycling routes, etc		TPWG
Promote cycling information to 100% of staff	Find out more about the Local Sustainable Transport Fund project and how to access adult cycle training		TPWG
	Provide information on the County Council's Transport Fund project and encourage staff to take up adult cycle training		TPWG
Take part in Walk to School Week on an annual basis	Make contact with HCC Road Safety Team to make sure you have been included in the programme		TPWG
	Promote the initiative to pupils in assemblies		TPWG
	Promote the initiative to parents via newsletters, notice board and website		TPWG

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31 JUL 2014

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Table 8.1 – Action Plan (continued)

Measures to promote walking and cycling			
Measure	Task / Action	Completion date	Responsible
Set up an initiative to reward walking	Liaise with HCC school travel plan officers to see rewards available		TPWG
	Choose the most appropriate incentives to encourage more pupils to walk on a regular basis		TPWG
	Promote the initiative to parents and pupils via newsletters, notice board, website and assemblies		TPWG
Investigate the possibility of setting up a walking bus	Make contact with the HCC school travel planning team to request a walking bus pack		TPWG
	Advertise for volunteers or consider incorporating with any new staff responsibilities		TPWG
	Publicise via newsletter, notice board and website the first route due to operate		TPWG
	Arrange for the volunteers to be trained for the chosen route (ensuring they live nearby)		TPWG
	Organise launch date of walking bus either on first day or after trialling the initiative for a week		TPWG
Basic cycle training as part of the curriculum for infants and provide Bike-ability training for juniors. Also offer scooter safety training	Contact the school travel planning team to organise scooter training		TPWG
	Continue to Provide Bike-ability Level 1 and 2 Course		TPWG
Offer parents family cycle training	Contact HCC school travel planning team for details		TPWG
Promote use of safety clothing and cycle helmets	Discuss with working group ways of encouraging pupils that cycle to wear fluorescent clothing and helmets		TPWG
Monitor on-street car parking on the local highway network	Monitor use of parking on local highway network and promote considerate parking to staff/ parents		TPWG
	Explore potential for a 'Park & Stride' scheme using Leigh Park Trade Union Working Men's Club		TPWG
Promote Walking and Cycling to and from School	Provide maps of the area surrounding the school specifically for walking and cycling. With an easy to read design for pupils, parents and staff		TPWG
Measures to improve safety and support the promotion of sustainable travel			
Measure	Task / Action	Completion date	Responsible
Provide road safety lessons to 100% of pupils	Incorporate road safety pedestrian training into the curriculum		TPC / TPWG
	Advertise to parents that road safety training is to be taught to all pupils and request volunteers to be trained to assist with this		TPWG
	Promote information to parents to ensure safe, considerate and sensible parking when parking nearby to drop-off pupils		TPWG
	Appoint a junior road safety officer through the junior road safety scheme run by HCC		TPWG

8.2 Summary

- 8.2.1 This chapter has outlined the action plan relative to the SMART objectives set out with their specific timescale and responsible for delivering the specific measure. With a clear definition of responsibilities the travel plan aims at giving direction to the delivery of measures to achieve a real increase in sustainable mode shares. Travel plans are expected to evolve in response to new travel and transport issues that may arise, and as such, future changes may require a review of current measures.

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9 Conclusions

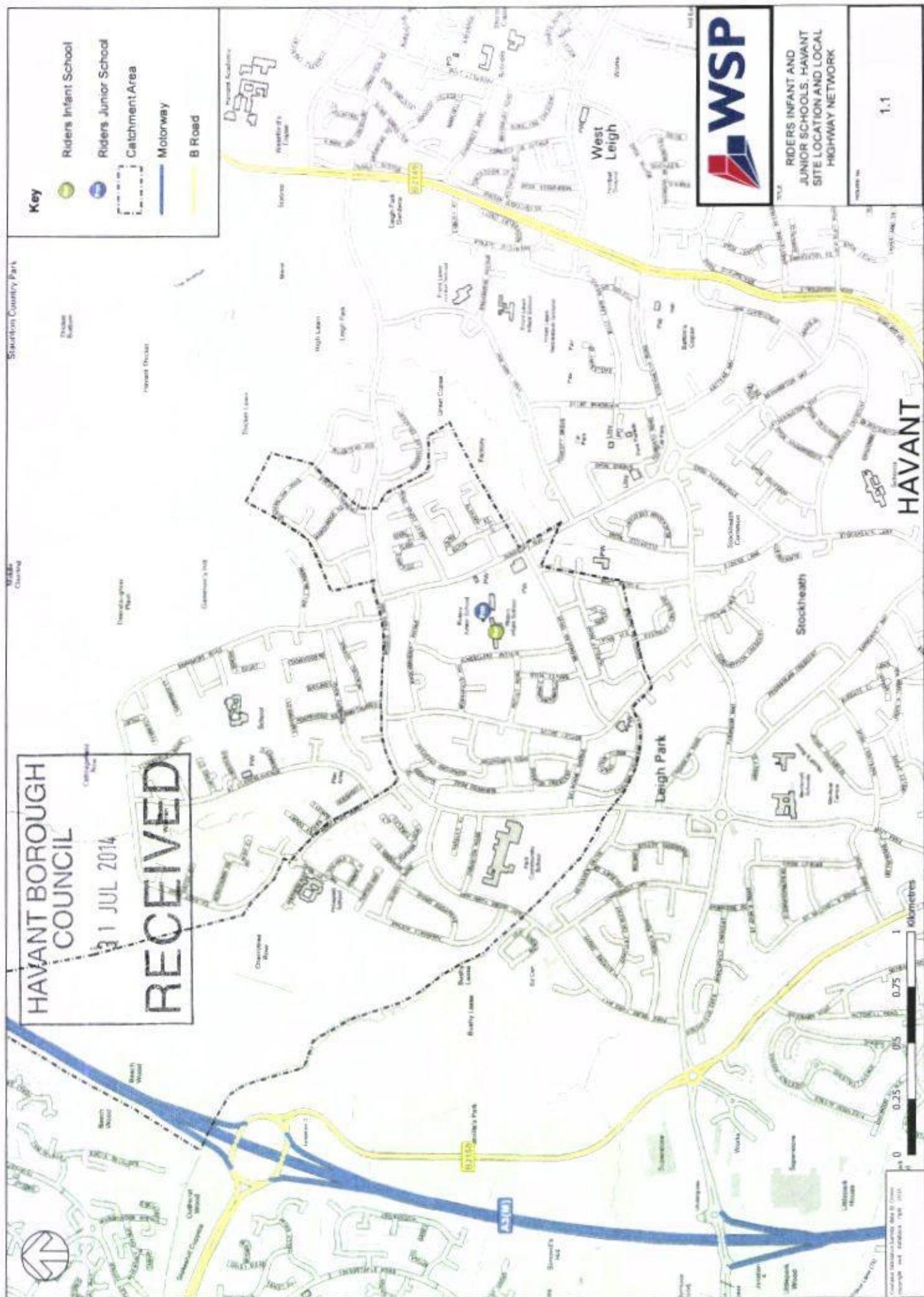
- 9.1.1 This document has been prepared as an update to the existing School Travel Plan (STP) to support the planning application for the proposed extension of Riders Infants and Junior School. It is therefore being produced to accompany, and should be read in conjunction with, the Transport Statement to support the proposals.
- 9.1.2 The proposed development is for an expansion of the existing school from 2 to 3 form entry, increasing the capacity from 420 to 630 for children between 4 to 11 years.
- 9.1.3 This Travel Plan therefore outlines a series of measures aimed primarily at raising the profile of sustainable travel options for pupils, parents and staff travelling to and from school, with a particular focus on walking, cycling, public transport and car sharing opportunities to ensure this modal split is maintained and where possible improved further upon. These modes of transport present viable possibilities for pupil, parents and staff wishing to consider an alternative method of transport to and from the school instead of single occupancy vehicle.
- 9.1.4 Based on the information provided in this report the Travel Plan provides a robust approach consistent within Hampshire County Council travel planning guidance. Additionally, clear SMART objectives were presented to guarantee that the implementation of the Travel Plan occurs from the outset increasing its success in delivering sustainable travel patterns from the early stages.
- 9.1.5 The measures outlined in this Travel Plan are wide ranging and designed to promote the use of a wide range of possible alternatives to driving to the school. Monitoring pupils, parents and staff travel patterns over time will be critical measuring the relative success of the Travel Plan. From this annual monitoring it will be possible to assess whether there is need for additional measures to be introduced to ensure the modal share target is reached.



10 Figures



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RIDERS INFANT AND
JUNIOR SCHOOLS, HAVANT
SITE LOCATION AND LOCAL
HIGHWAY NETWORK

1.1

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School Catchment
Number of pupils living at each postcode

- 1 - 2
- 3 - 4
- 5 - 6
- 7 - 8
- 9 - 10

Walking Accessibility (4.8kmph)

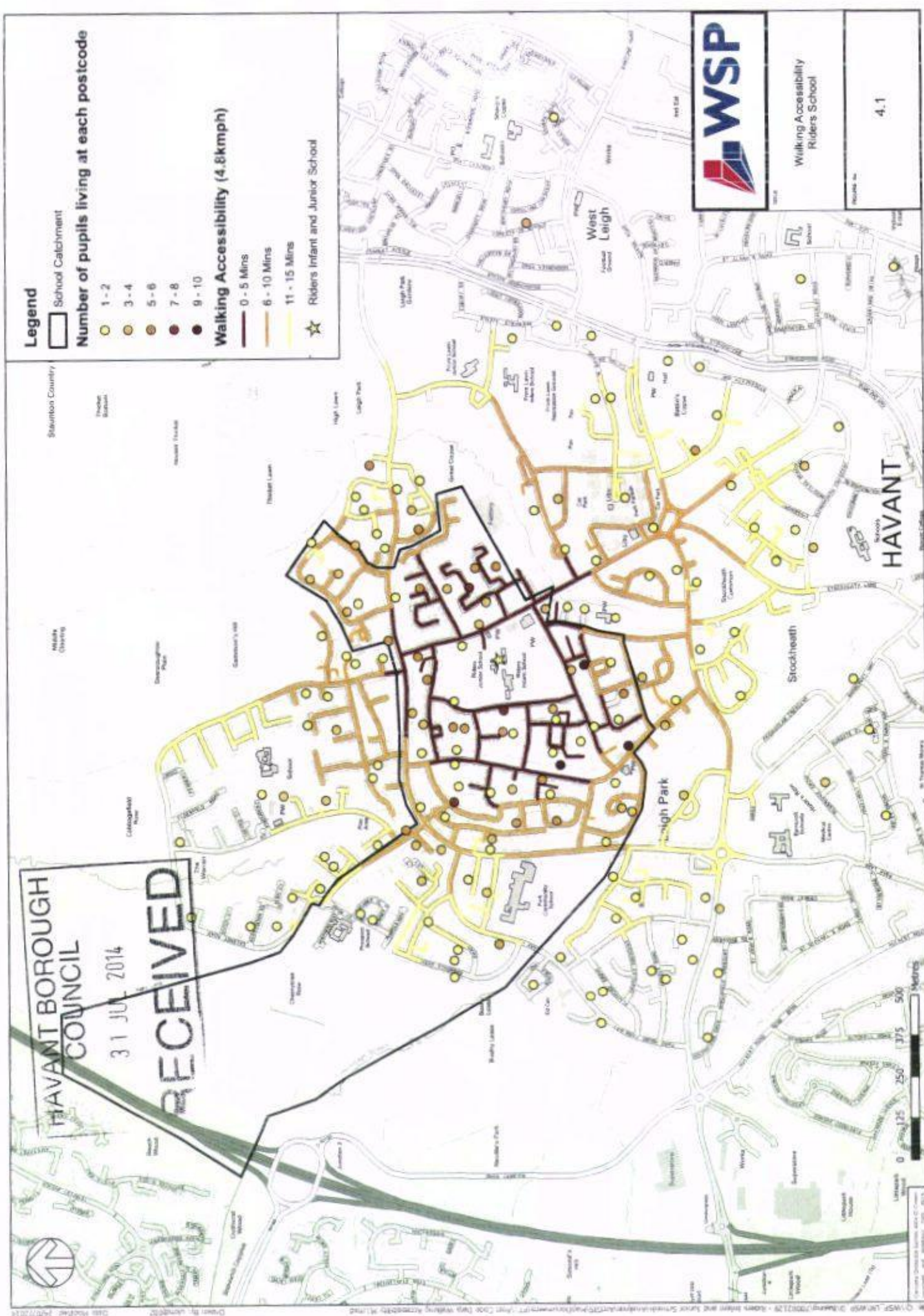
- 0 - 5 Mins
- 6 - 10 Mins
- 11 - 15 Mins

★ Riders Infant and Junior School



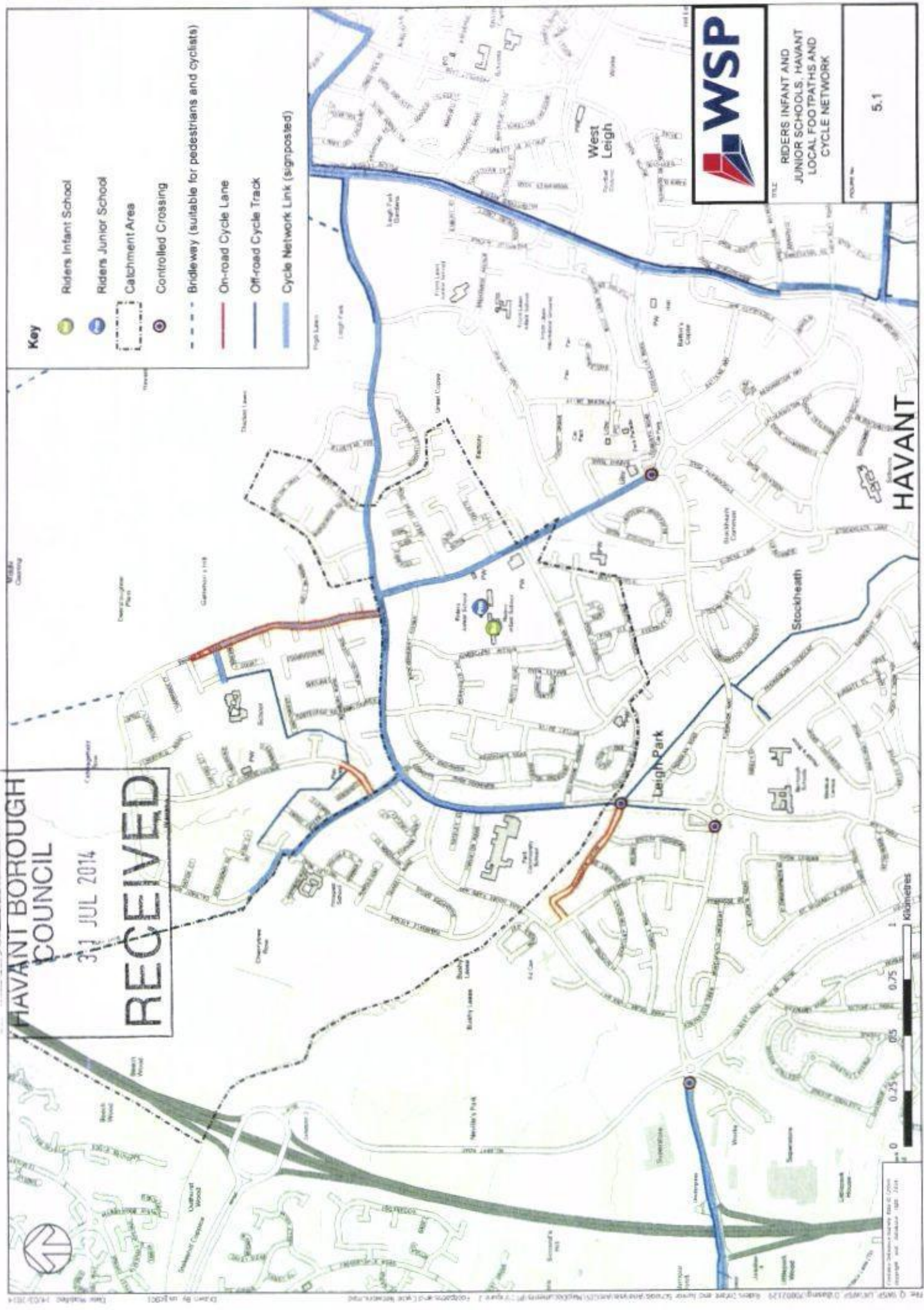
Walking Accessibility
Riders School

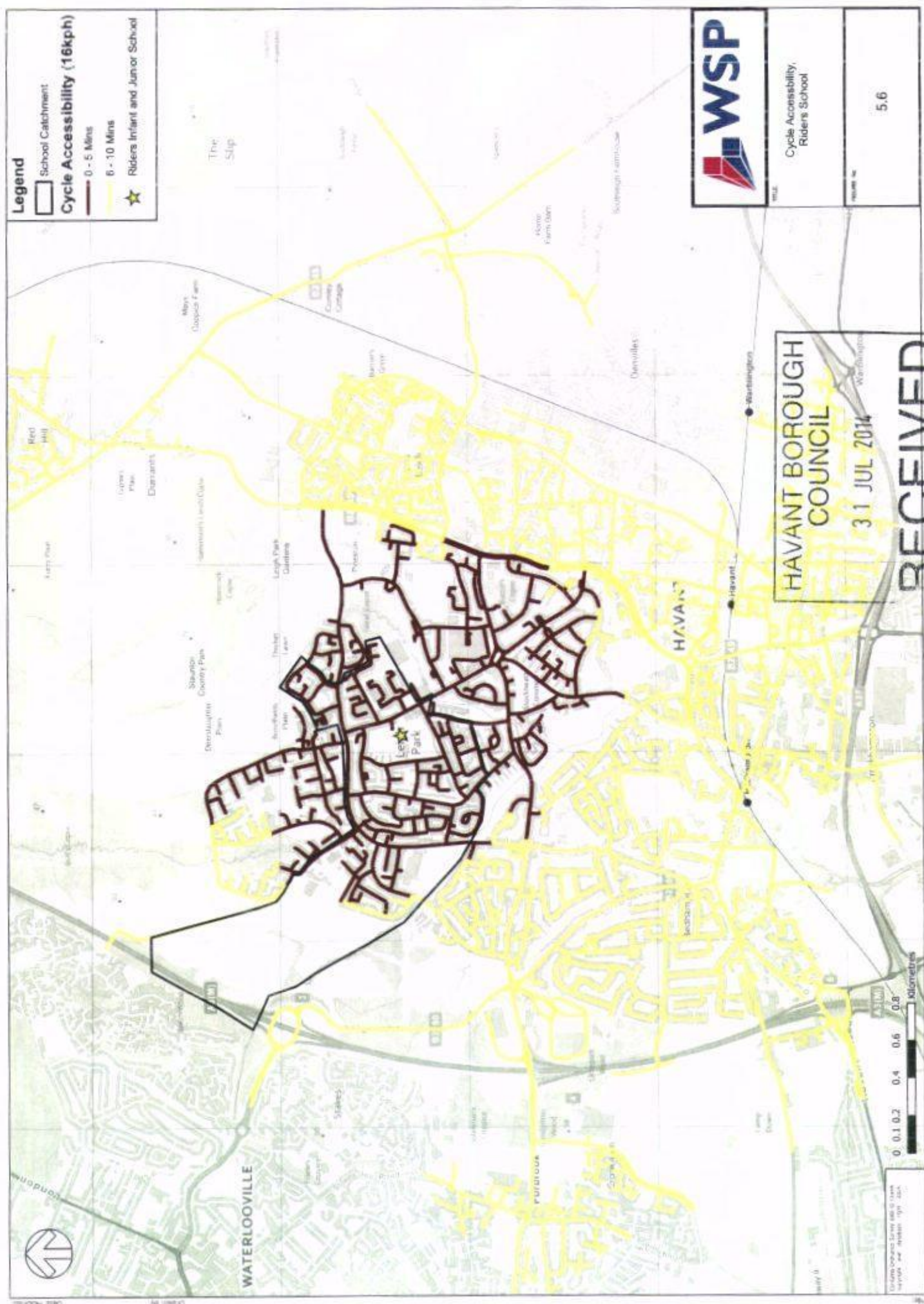
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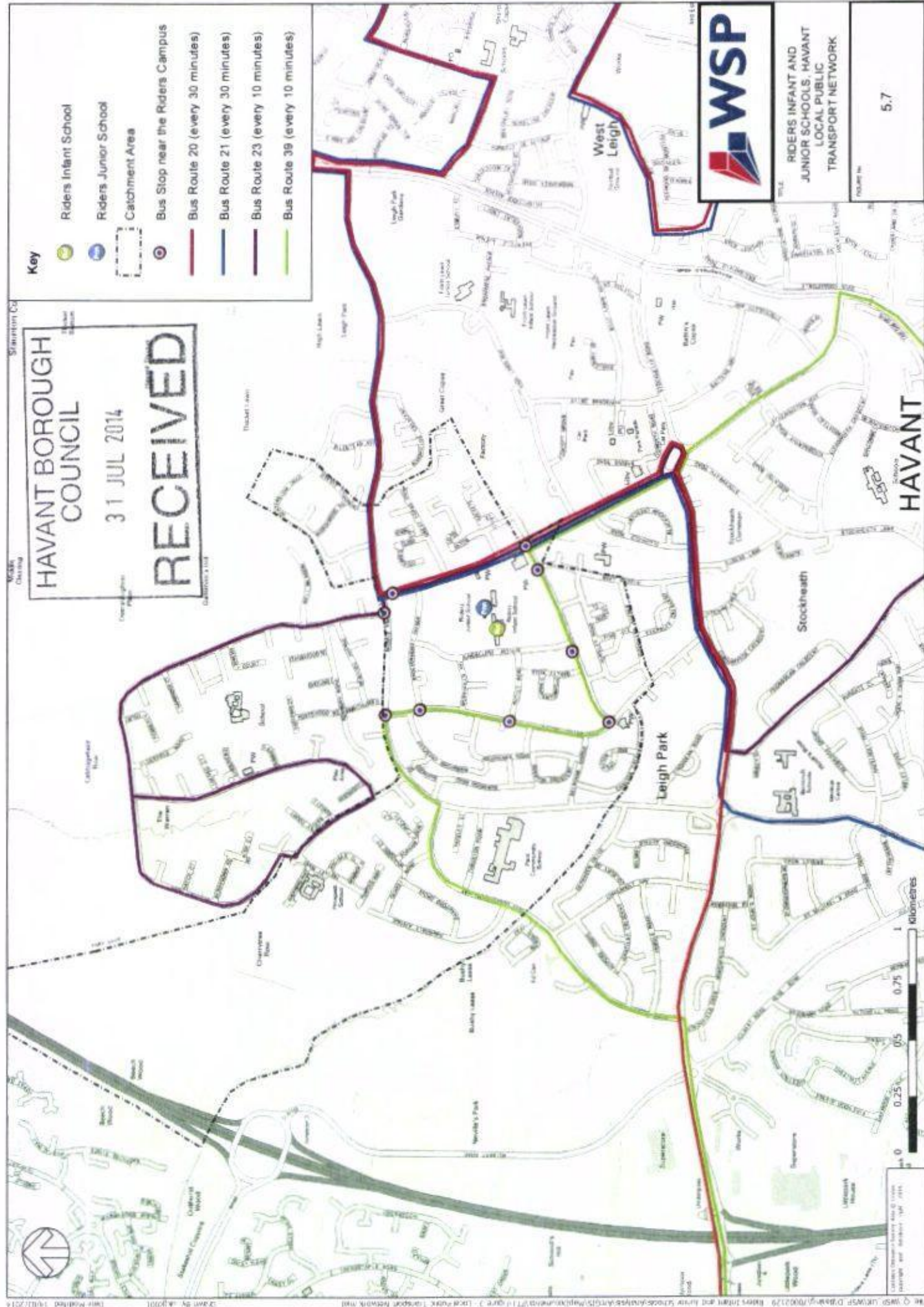


Scale: 1:50,000
0 125 250 375 500 Metres

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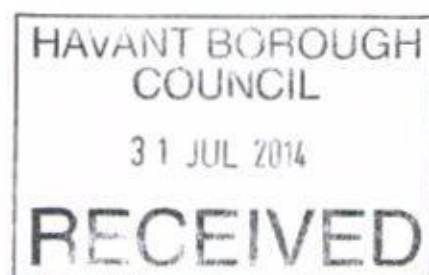




11 Appendices



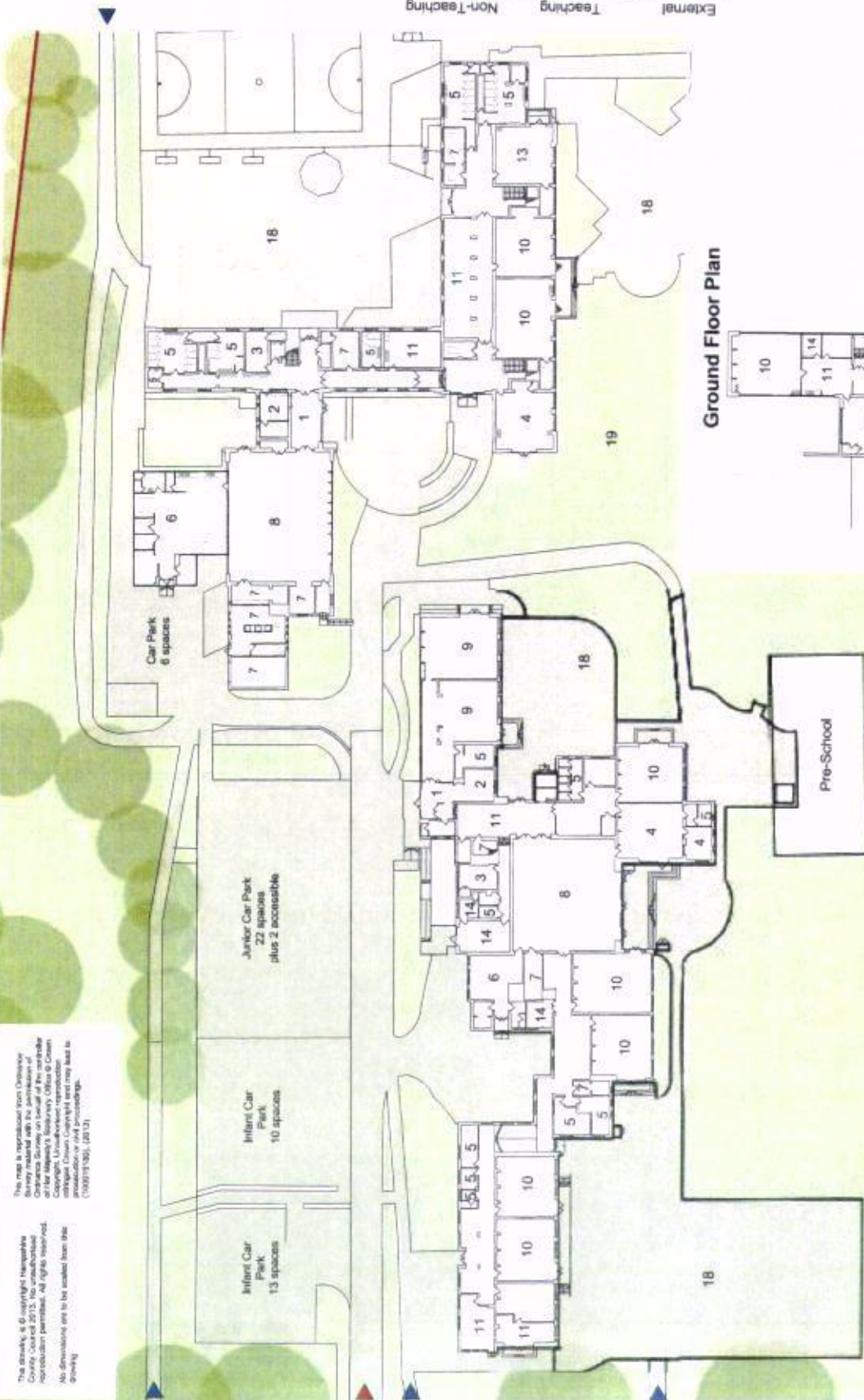
Appendix A: Existing School Layout



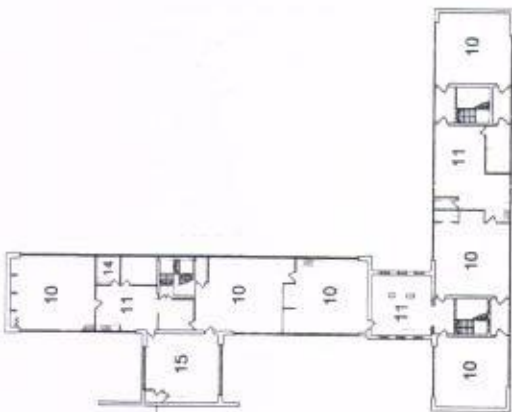
Riders Infant & Junior
Schools

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

Existing Floor Plans



Ground Floor Plan



Junior First Floor Plan

Key:

1. Reception & Waiting
2. General Office
3. Head Teacher
4. Staff Room
5. WCs
6. Kitchen & Sanitary
7. Plant & Non-teaching Stores
8. Hall
9. Classrooms - Reception
10. Classrooms - Key Stage 1&2
11. Learning Resource / Library
12. Specialist Practical
13. Studio/ Small Hall/ Music & Drama
14. Small Group Room (SEN)
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

North



25 M

1-500 @ A3

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Appendix B: Proposed School Layout





Property Services

Riders Infant & Junior School

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

Proposed Floor Plans Option 4

Key:

- 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
- 11. Learning Resource / Library
- 12. Specialist Practical
- 13. Studio/ Small Hall/ Music & Drama
- 14. Small Group Room (SEN)
- 15. ICT Suite
- 16. Car Park
- 17. Games Court
- 18. Hard Play
- 19. Soft Play
- 20. Habitat
- 21. Pitch

- General Teaching - New Build - 60m²
- General Teaching - Refurb. - 200m²
- Non-Teaching - New Build - 190m²
- Non-Teaching - Refurb. - 60m²
- Circulation - 95m²
- Existing Pedestrian Access
- Existing Vehicular Access
- Site Boundary



0 25 M

1:500 @ A3

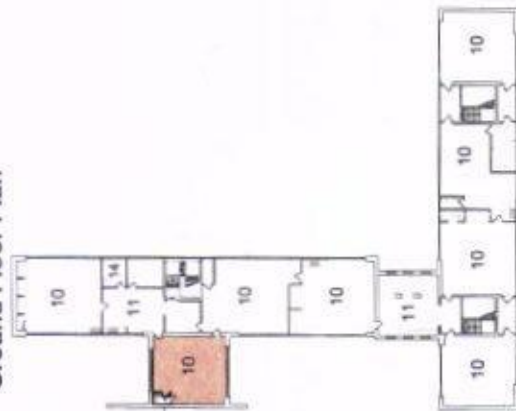
P10292.SK.11 Op 4

Dec 2013

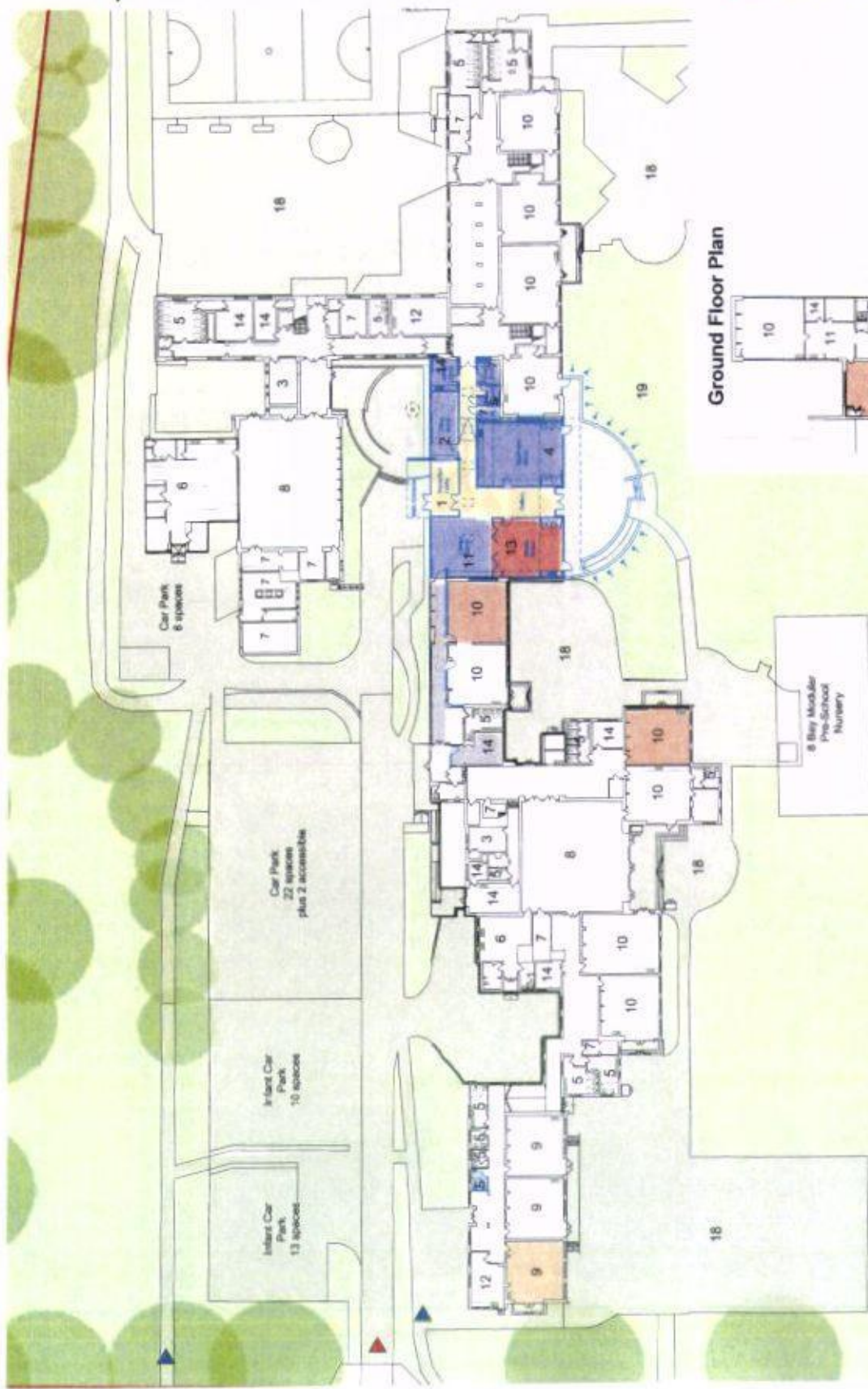


Junior First Floor Plan

Ground Floor Plan



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Riders Infant & Junior School

Expansion from 2FE to 3FE

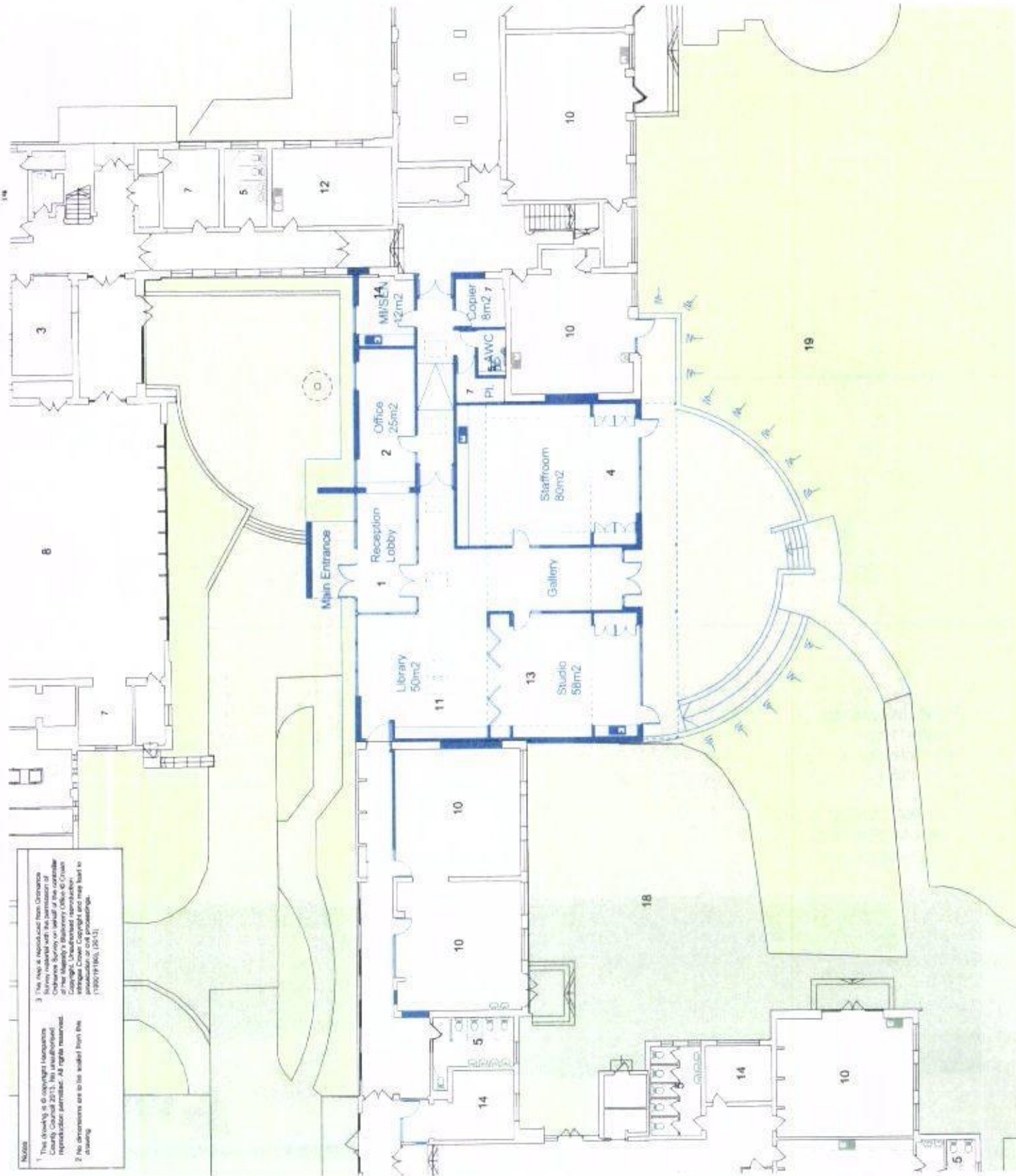
Proposed Floor Plans Option 4

Key:

- | | | |
|---------------------------------------|---------------------------------------|-----------------|
| 1. Reception & Waiting | 10. Classrooms - Reception | 18. Car Park |
| 2. General Office | 11. Learning Resource / Library | 19. Games Court |
| 3. Head Teacher | 12. Specialist Practical | 20. Hard Play |
| 4. Staff Room | 13. Studio/ Small Hall/ Music & Drama | 21. Soft Play |
| 5. WCs | 14. Small Group Room (SEN) | 22. Habitat |
| 6. Kitchen & Servery | 15. ICT Suite | 23. Pitch |
| 7. Plant & Non-teaching Stores | 16. Games Court | |
| 8. Hall | 17. Games Court | |
| 9. Classrooms - Reception | 18. Games Court | |
| 10. Classrooms - Key Stage 1&2 | 19. Games Court | |
| 11. Learning Resource / Library | 20. Hard Play | |
| 12. Specialist Practical | 21. Soft Play | |
| 13. Studio/ Small Hall/ Music & Drama | 22. Habitat | |
| 14. Small Group Room (SEN) | 23. Pitch | |
| 15. ICT Suite | | |
| 16. Games Court | | |
| 17. Games Court | | |
| 18. Games Court | | |
| 19. Games Court | | |
| 20. Hard Play | | |
| 21. Soft Play | | |
| 22. Habitat | | |
| 23. Pitch | | |

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1:200 @ A3
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