





Emsworth Primary School

Technical Note

Report



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APPENDIX A School Travel Plan



1 Introduction

General

- 1.1 JMP Consultants Limited (JMP) has been commissioned by Hampshire County Council (HCC) Property Services (the 'Applicant') to prepare a Draft Framework School Travel Plan (STP) to support the full planning application for the proposed expansion of Emsworth Primary School (the 'School'), Victoria Road, Emsworth, Hampshire, PO10 7LX (the 'Site'), in the Borough of Havant (the 'Borough').
- 1.2 This Technical Note accompanies the Transport Information Checklist (TIC) and the Draft Framework School Travel Plan (STP), prepared by JMP, also supporting the full planning application. The purpose of this Technical Note and the TIC, which are informed by the traffic and transport study undertaken by JMP, is to provide a checklist of the required information for new Education Applications.

Report Structure

- 1.3 Following this introductory section, the remainder of this Technical Note is structured as follows:
- **Section 2: Baseline Conditions** – Describes the current School and the transport conditions prevailing at the Site and the surrounding area
 - **Section 3: Proposed Development** – Describes the Proposed Development and traffic impacts likely to result from the expansion and during the construction phase.
- 1.4 A copy of the School Travel Plan is included in **Appendix A** for information.





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2 Baseline Conditions

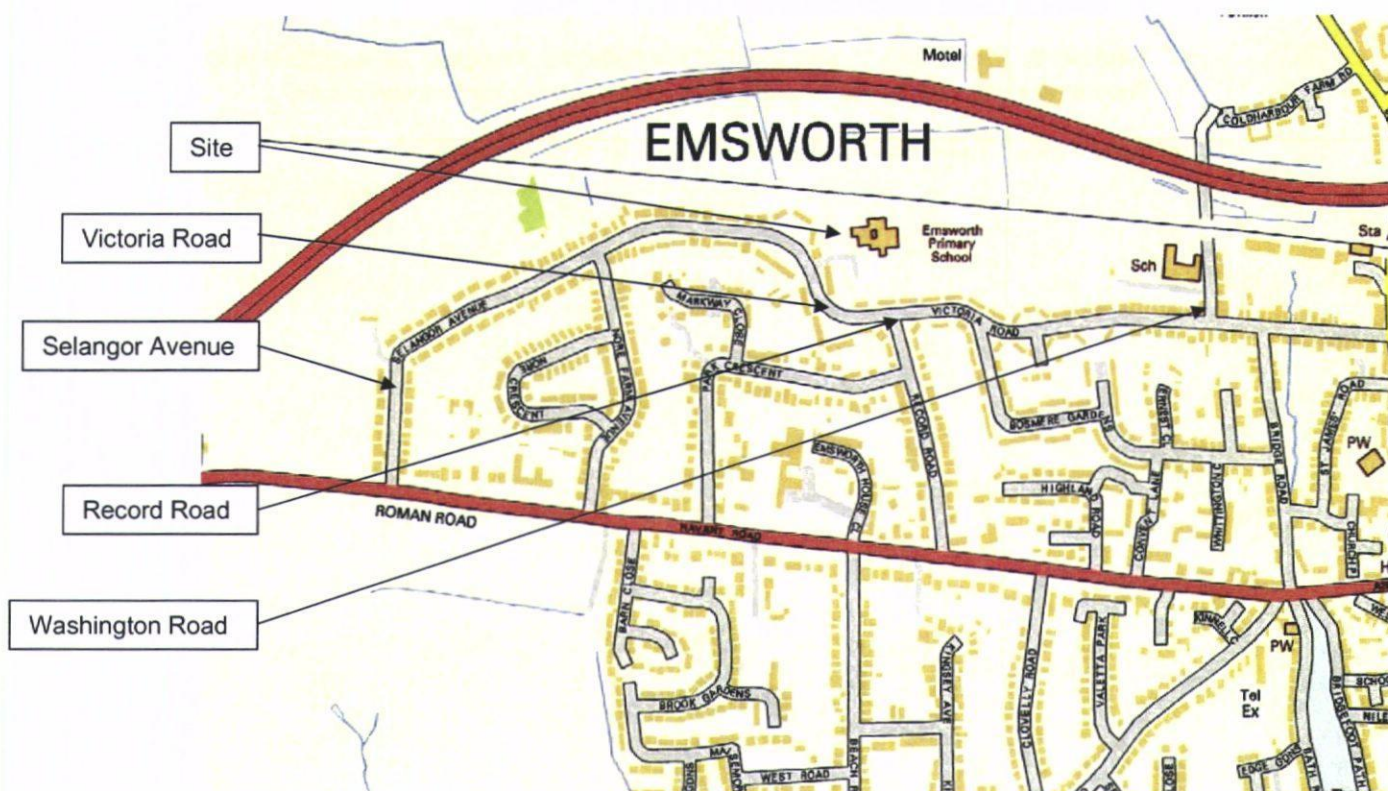
General

- 2.1 This section of the Technical Note details the current development and transport conditions prevailing at the Site.

Site Location

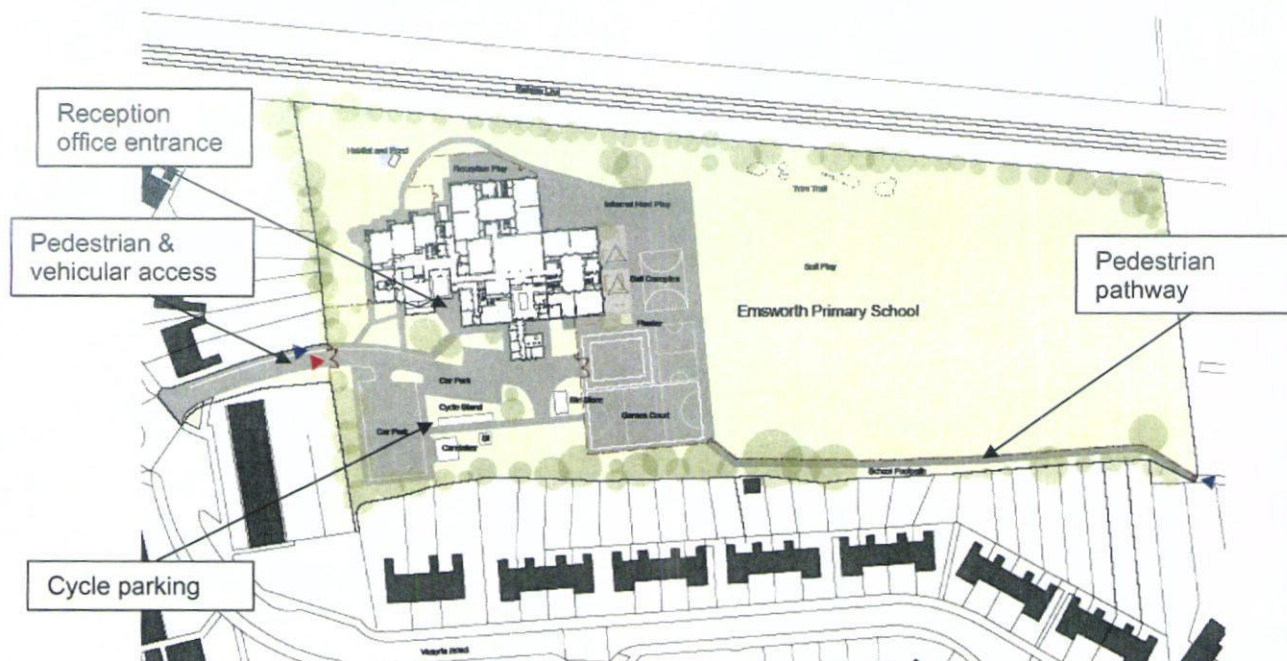
- 2.2 The Site is located in the Borough of Havant and is bound by Victoria Road to the south and west, Glenwood School on Washington road to the east, and the West Coastway train line and A27 to the north. It should be noted that where Victoria Road curves north from the south of the Site and turns west, it becomes Selangor Avenue after crossing Nore Farm Avenue.
- 2.3 The Site location in the context of the surrounding highway network is shown in **Figure 2.1**.

Figure 2.1 Site Location



- 2.4 The existing Site layout plan is included in **Figure 2.2**, showing the Site and its access points in more detail.

Figure 2.2 Existing Site Layout Plan



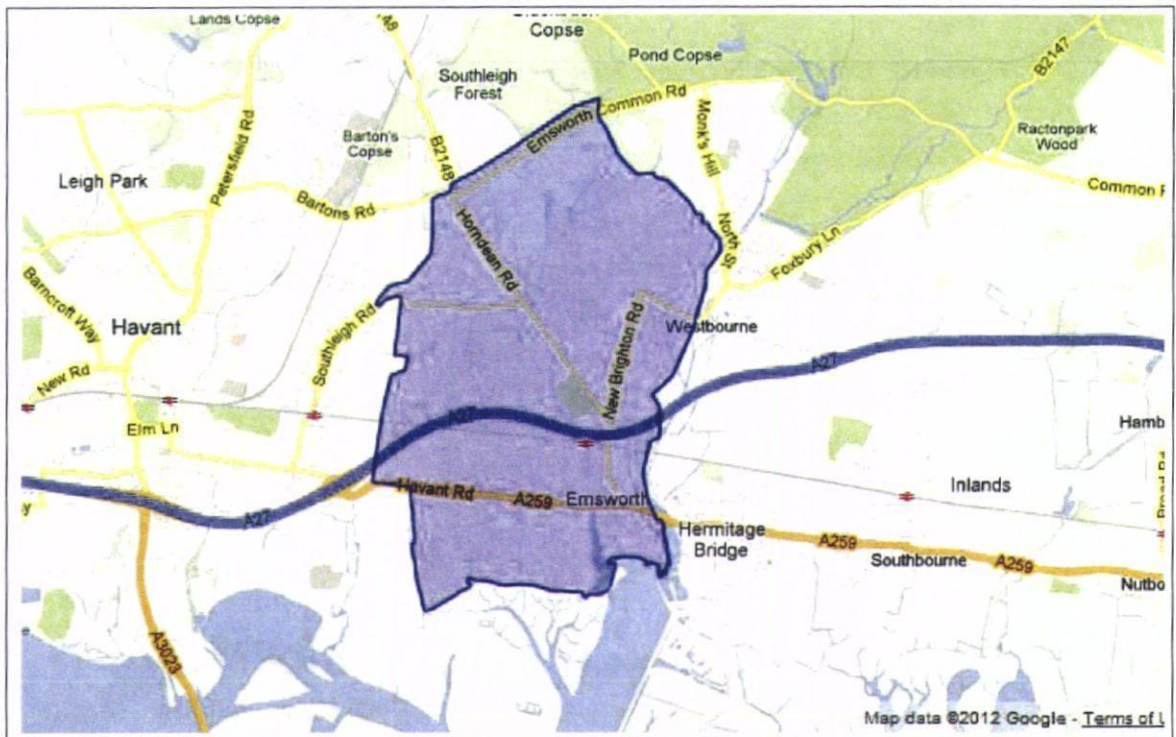
Site Description

Current System

- 2.5 The School currently operates as a one-form entry (1FE) system primary school over seven academic years (reception and years 1-6) and has approximately 210 pupils.
- 2.6 The School's catchment area is far-reaching, extending throughout the neighbouring villages of Westbourne, Southborne and Thorney Island. In addition, there are families travelling from Bedhampton, Havant, Waterloo, Purbrook, Paulsgrove and as far west as Chichester and Selsey.
- 2.7 The school catchment area is shown in **Figure 2.3**.



Figure 2.3 School Catchment Area



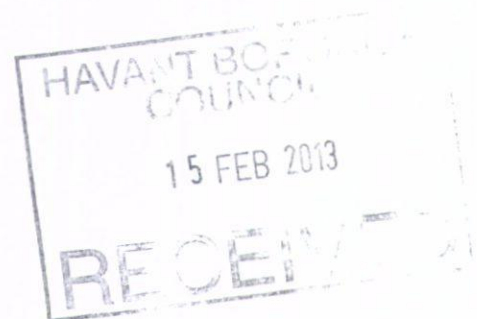
Staff Numbers

- 2.8 The School currently employs 23 members of staff, 12 of which are full-time and 11 of which are part-time employees. There are a total of 9 classrooms and 5 teaching spaces within the existing School.

Current School Time & Term Dates

- 2.9 The School is open from 07.00am until 18.15pm, with the majority of pupils arriving between 08.35-08.45am and departing between 15.00-15.25pm. Term dates are as follows:

- 3 September – 26 October 2012
- 5 November – 21 December 2012
- 7 January – 15 February 2013
- 25 February – 28 March 2013
- 15 April – 24 May 2013
- 3 June – 23 July 2013



Community Use of the School

- 2.10 There is currently a Surestart centre located at the Site which is for community use.

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Car Parking Facilities

- 2.11 On-Site parking is currently provided for staff and there are approximately 25 spaces available, although these are not formally marked. There is also 1 marked disabled bay located opposite the reception office entrance. It should be noted that parking for visitors is not provided at the beginning or end of the school day or for parents at any time, with the exception of collecting an unwell child.
- 2.12 It should be noted that the current provision of car parking exceeds Hampshire's parking standards of 2 spaces per classroom.
- 2.13 Parents are asked not to park directly outside of the School entrance when dropping off/collecting children and are instead directed to park on Record Road, Park Crescent or at a free car park on Bridge Road.

Cycle Parking Facilities

- 2.14 There are currently 48 secure, sheltered cycle parking spaces available for pupils and staff. These are located to the east of the main car park, just south of the front of the School building, as shown in Figure 2.2.

Access and Servicing Arrangements

- 2.15 Servicing and access by refuse vehicles currently takes place on-Site, with vehicles stopping adjacent to the School kitchen entrance. This ensures that the School entrance and car park are not obstructed, meaning emergency service vehicles would not be hindered should they need to access the Site. A turning circle is provided to allow vehicles to turn.

Transport Conditions**General**

- 2.16 This section describes the current transport conditions at the Site and within the surrounding area, including public transport provision, pedestrian and cyclist facilities and current pupil and staff mode splits.

Pupil Mode Splits

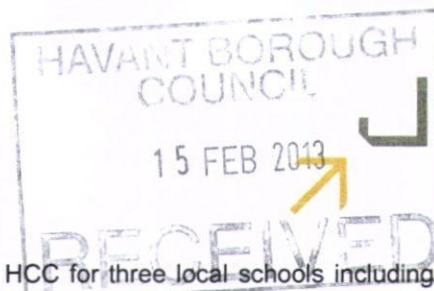
- 2.17 The results of a school census undertaken in May 2012 are shown in Table 2.1.

Table 2.1 Pupil Mode Split

Mode	Percentage of Pupils Using Mode to School	Percentage of Pupils Using Mode from School
Walk	54	54
Driven (alone)	27	27
Driven (car share)	13	13
Bus/Taxi	3	3
Cycle	4	4

Note: Errors due to rounding

- 2.18 Currently the majority of pupils walk to/from School, 27% are driven to school and 13% are driven as part of a car share. Only 4% currently cycle, despite the presence of secure, sheltered cycle parking facilities at the School.



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Staff Mode Splits

- 2.19 JMP received staff travel mode data from HCC for three local schools including Bosmere Junior School, Warblington School and Glenwood School. An average was taken across these schools to determine the expected mode split at Emsworth Primary.
- 2.20 The expected staff mode split is included in **Table 2.2**.

Table 2.2 Staff Mode Split

Mode	Percentage of Staff Using Mode to School	Percentage of Staff Using Mode from School
Walk	15	15
Drive (car alone)	70	70
Drive (car share)	1	1
Bus/Taxi	0	0
Train	3	3
Cycle	10	10

Note: Errors due to rounding

Public Transport Accessibility

Local Bus Services

- 2.21 The Site cannot currently be accessed by a bus stop within 400metres of the Site. The nearest bus stop is located 650metres away, equating to approximately 8 minutes walking time. This is situated on Clovelly Road (Eastbound) and is served by the Stagecoach South/700 Coastliner service to Chichester Bus Station.
- 2.22 Additionally, there are two bus stops serving Emsworth Rail Station which are located 900 metres from the Site, approximately an 11 minute walk. These serve a number of destinations including, Bedhampton, Chichester, Havant, Southborne, West Thorney and Westbourne.
- 2.23 During a Site audit conducted on Wednesday 28th November 2012, it was observed that the bus service 27 stopped in the lay-by located to the east of the School on Victoria Road. This is not sign-posted as a bus stop.

Local Rail Services

- 2.24 Emsworth Rail Station is located 1km away from the Site, approximately a 13 minute walk. It is located on the West Coastway Line which runs between Brighton and Southampton. The station is managed by Southern.
- 2.25 Standard morning peak services consist of:
- Brighton to Southampton
 - Brighton to Portsmouth Harbour
 - Littlehampton to Portsmouth & Southsea
 - London Victoria to Southampton (via Horsham)

Walking and Cycling Accessibility

- 2.26 The Site can currently be accessed by walking and cycling from the main entrance to the west of the Site via Victoria Road or by walking via the school footpath to the south. This is accessed via Washington Road and enters the Site from the south-east, leading along the edge of the School playing fields. At the end of the path, the School is accessed via a gate which is only unlocked between the hours 07:00-09:30 and 15:00-18:00. Regular patrols by the School Caretaker ensure the path is safe and free of any hazards such as broken glass.
- 2.27 Pathways within the vicinity of the Site are of suitable width and standard and street lighting is provided.

Current Access and Transport Issues

- 2.28 There are currently a number of access and transport issues regarding the Site. The main entrance to the School runs through a busy residential area with restricted parking for residents on the roadside.
- 2.29 During a Site Audit conducted on Wednesday 28th November 2012 the main issues observed included parents parking in residents' parking bays despite accompanying signage; and general congestion around the entrance of the School. Often, the parking bays that parents are using are clearly marked as disabled and as a result, residents with health and mobility issues are unable to access private/emergency vehicles during this time period.
- 2.30 No parents were observed parking/stopping on the single yellow lines outside the School entrance, however one vehicle stopped for an extended period of time on the 'School Keep Clear' markings despite the presence of clear signage indicating the restrictions.
- 2.31 After discussions with members of staff, it is thought that overall, there is a good relationship between the School and local residents, who are sympathetic to the lack of on-street parking around the School.
- 2.32 There are also a number of issues regarding the pedestrian access from Washington Road. There is a locked gate at the entrance of the School in order to prevent unauthorised access. The path runs between the School playing fields, private allotments and the back of a number of properties. During late afternoon it can become dark as there is no lighting provided, and as a result could be perceived by parents as unsafe.
- 2.33 The surface at the end of the path up to Washington Road is uneven and a number of potholes were observed. The pedestrian underpasses leading under the railway lines and the A27 towards New Brighton Road are also unlit, again increasing perceptions of being unsafe. The ground is also liable to flooding, rendering it inaccessible. These issues are located outside of the Site boundary.



3 Proposed Development

General

- 3.1 This section of the Technical Note describes the Proposed Development, including the number of additional pupils and staff, changes to the Site and the traffic impacts during construction.

Pupils & Staff

- 3.2 The School currently operates as a one-form entry (1FE) system and it is proposed to expand this to a 1.5E system. This would increase pupil numbers from the current level of 210 to 315. This is an increase of 15 pupils per year group with the School reaching maximum capacity in 2019.
- 3.3 The number of employees at the School following the proposed expansion will be 25, an addition of 2 full time members of staff.

Site Development

- 3.4 Two additional classrooms are proposed at the east of the Site, including a cloakroom between these as well as two additional walkways to the north and south of the new classrooms.

Car Parking

- 3.5 It is anticipated that 70% of staff will drive to school, which equates to a demand for 18 parking spaces.
- 3.6 Currently there are 25 parking spaces provided on-Site plus one disabled bay, which is sufficient to meet existing and future demand and therefore no further parking is proposed.
- 3.7 This level of provision exceeds Hampshire's parking standards of 2 spaces per classroom.

Cycle Parking

- 3.8 No additional cycle parking is proposed as the current facilities are underutilised and as such are deemed suitable for coping with the demands of additional pupils or staff.

Access and Servicing

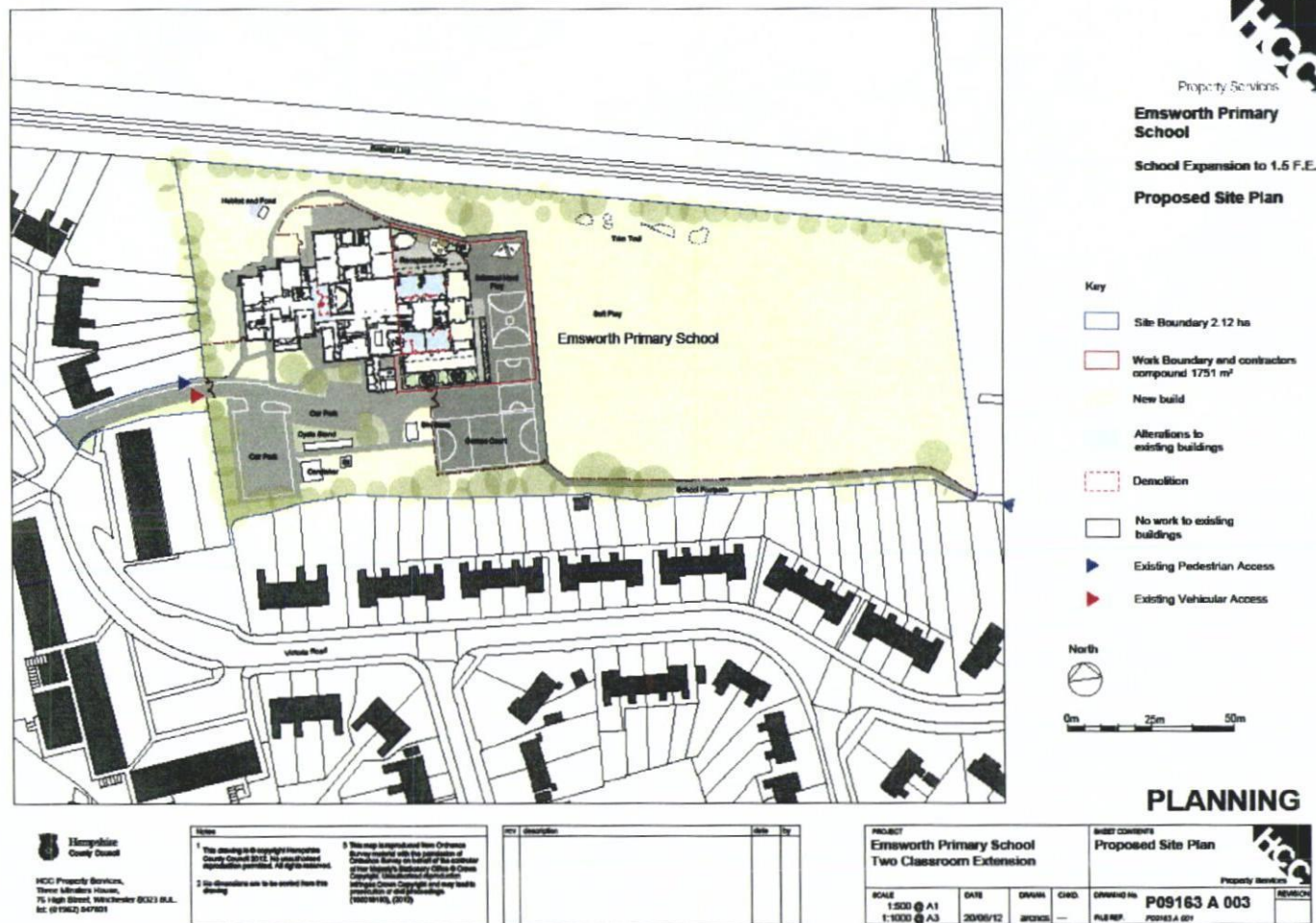
- 3.9 It is proposed that existing access and servicing arrangements for delivery and refuse vehicles remain as they currently are.

Proposed Site

- 3.10 The proposed site plan, showing 'new builds' in yellow, alterations to existing rooms in blue and the construction work boundaries (construction compound) in red, is included in **Figure 3.1** overleaf.



Figure 3.1 Proposed Site Layout



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Traffic Impacts during Construction

- 3.11 Construction at the Site is proposed to take place from April 2013, lasting approximately 24 weeks.
- 3.12 Construction traffic will be strictly limited to prohibit entry/exit during the School's pick-up and drop off times during the summer term. It is also likely to be restricted to half day operation on Saturdays and no activity on Sundays and Bank Holidays.
- 3.13 It is proposed that during the School summer holidays, when the School will be vacant, that construction vehicles use the empty School car park for turning.
- 3.14 The construction compound is indicated in Figure 3.1 by the red line and shows the area that construction activity will be limited to. This will also be strictly enforced.
- 3.15 It is proposed that a full construction management plan be provided post-application.



4 Recommendations

- 4.1 A number of recommendations have been made to accompany the Proposed Development which are included below. It should be noted that these recommendations are all external to the Site subject to funding being made available, discussions with HCC Highways and consultation with the local residents.
- 4.2 A raised table crossing outside the School entrance would provide a safe crossing place for pedestrians as well as acting as a traffic calming measure. This would also discourage parking/stopping directly outside of the entrance to the School.
- 4.3 Resurfacing at the end of the pathway, is recommended as there are numerous potholes and the ground is uneven on certain sections.
- 4.4 The pedestrian underpasses are currently unlit, causing them to be perceived as unsafe and as such it is recommended that lighting be provided at the entrance/exit of each underpass and along the inside of each pass.
- 4.5 After adverse weather conditions the underpasses are also prone to flooding, making them inaccessible for some parents and members of the public. Drainage issues should therefore be assessed and rectified.