

HAMPTON PRE-PREP & PREP SCHOOL
3rd Travel Plan
(2018-2019)

Date: February 2020

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Travel Plan 2018-2019

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1.0 INTRODUCTION

- 1.1 Hampton School has produced a revised 3rd Travel Plan for the year 2018-19 as a part of the annual review of the Travel Plan consented in 2016-17. Hampton School was awarded its Gold-level Accreditation in August 2017, having held this accreditation since 2014. “Gold Accreditation” is the highest level of accreditation awarded to a school based on its success in reducing use of the car, increasing sustainable travel and the number of Travel Plan activities implemented.
- 1.2 This 3rd Travel Plan (2018-2019), with its reporting and analysis, is provided to satisfy planning condition U67179 (13/2102/DD13).
- 1.3 Travel surveys were undertaken on 14th November 2018 (TfL STARS website) in which 202 pupils (98.5%) (children in Kindergarten were not surveyed) and 48 staff (91%) participated, representing a very high response rate. This report updates the previously issued Travel Plan, examining the latest Travel Plan survey data to assess the effectiveness of the adopted initiatives/measures against prescribed mode share targets. It also sets out new targets for the Travel Plan year 2019-20.

Informatives and Outstanding Issues

- 1.4 The Decision Notice (13/2102/DD15) issued to confirm the discharge of the 2017-2018 Travel Plan set out two informatives for the School to consider:

U0032893 School Parking Marshalls

The School is advised that Members of the Planning Committee requested when determining planning application ref: 13/2102/DD13 that parking marshalls were to be provided by the School on school days to monitor the Gloucester Road entrance and other pupil drop off points in use by parents at the beginning and end of the school day to help lessen the number of incidents of inconsiderate parking / driving behaviour being reported by neighbours. This measure was to be included in future versions of the School Travel Plan, this is strongly recommended as forming part of the next iteration of the approved School Travel Plan to be submitted and approved by 23.02.2020.

U0032894 Future travel plan submissions

In relation to condition U67179 (Travel Plan) attached to planning permission 13/2102/FUL, the School is advised that further School Travel Plan submissions will be required until the 5th year after the anniversary of the first approval. The first travel plan was approved under 13/2102/DD13 dated 23.02.2018. A further 3 School Travel Plans are required to have been submitted and approved by the following dates:

3rd Travel Plan - 23.02.2020

4th Travel Plan - 23.02.2021

5th Travel Plan - 23.02.2022

- 1.5 The informative (U0032893) seeking further marshalling has previously been addressed by Hampton School. While the School regularly carried out marshalling of other streets in the past, following neighbours' increasingly hostile behaviour, it has been advised that the insurers of the school will not allow for students or staff to undertake this role. The School will, however, continue to marshal in and around the immediate environs of the School, and it will continue to play an active part in ensuring those associated with the school, parents and staff, act responsibly in their use of local roads. Front and rear access to the Prep School are monitored each day at opening and closing times.

2.0 TRAVEL PLAN OBJECTIVES AND TARGETS

Objectives

2.1 The key objectives outlined in the consented Travel Plan 2016-17 are as follows:

- To enable parents/carers and children to walk to the school;
- To enable parents/carers and children to cycle or scoot to the school;
- To promote health and fitness through these active modes;
- To promote the use of public transport to the school;
- To improve the environment outside of the school for the residents and local community;
- To reduce congestion at the school gate;
- To equip children with better road awareness;
- To promote car-sharing;
- To maintain good and productive communication with its neighbours.

Targets

2.2 Key mode share targets set in the previous Travel Plans are included in Table 2.1 below:

Table 2.1 Travel Plan Targets	Travel mode to and from School %					
	Active Travel		Public Transport	Park +Stride	Car Sharing	Car (inc Motor cycle)
	Walking/Scooting	Cycling				
2016-17	17%	1%	8%	20%	11%	43%
2017-18 Target	20%	4%	5%	20%	12%	39%
2018-19 Target	20%	7%	7%	18%	8%	39%

3.0 TRAVEL PLAN SURVEYS AND PERFORMANCE REVIEW

3.1 The most recent travel survey data was obtained from the Prep and Pre-Prep schools, with Hands up surveys being completed on Wednesday 14th November. Results from the analysis of data are presented below:

Distance to School

3.2 Pupil and staff postcode data for “Prep” and “Pre-Prep” have been obtained from the school. Tables 3.1 to 3.4 below compare the analysis of 2018-19 postcode data with the previous year’s data for pupils and staff respectively.

Table 3.1: Postcode Data Analysis Results – Pupils - Prep

Prep Home address	2018/19		2017/18	
	Number	Percentage of pupils	Number	Percentage of pupils
live within 1 km	11	7.7%	18	12.5%
live > 1 km but < 2 km	25	17.5%	23	16.0%
live > 2 km but < 3 km	3	2.1%	1	0.7%
live >3 km but < 5 km	23	16.1%	31	21.5%
live >5 km but < 9 km	47	32.9%	38	26.4%
live >9 km	34	23.8%	33	22.9%
	143	100%	144	100%

Table 3.2: Postcode Data Analysis Results – Pupils – Pre-Prep

Pre-Prep Home address	2018/19		2017/18	
	Number	Percentage of pupils	Number	Percentage of pupils
live within 1 km	10	12.7%	10	11.6%
live > 1 km but < 2 km	16	20.3%	16	18.6%
live > 2 km but < 3 km	4	5.1%	4	4.7%
live >3 km but < 5 km	12	15.2%	19	22.1%
live >5 km but < 9 km	28	35.4%	16	18.6%
live >9 km	9	11.4%	21	24.4%
	79	100%	86	100%

Table 3.3: Postcode Data Analysis Results - Staff (Full and Part Time Pre-Prep)

Prep & Pre-Prep Home address / Staff distance	2018-19		2017-18	
	Number	Percentage of staff	Number	Percentage of staff
live within 1 km	1	5.9%	0	0.0%
live > 1 km but < 2 km	4	23.5%	4	25.0%
live > 2 km but < 3km	2	11.8%	2	12.5%
live >3 km but < 5 km	4	23.5%	4	25.0%
live >5 km but < 9 km	2	11.8%	2	12.5%
live >9 km	4	23.5%	4	25.0%
	17	100%	16	100%

Table 3.4: Postcode Data Analysis Results - Staff (Full and Part Time Prep)

Prep & Pre-Prep	2018-19		2017-18	
Home address / Staff distance	Number	Percentage of staff	Number	Percentage of staff
live within 1 km	3	8.8%	3	9.4%
live > 1 km but < 2 km	5	14.7%	4	12.5%
live > 2 km but < 3km	5	14.7%	2	6.3%
live >3 km but < 5 km	4	11.8%	5	15.6%
live >5 km but < 9 km	9	26.5%	8	25.0%
live >9 km	8	23.5%	10	31.3%
	34	100%	32	100%

- 3.3 Shorter-distance journeys of under 2km and 5km are generally considered to be most suitable for walking and cycling, respectively.
- 3.4 Analysis of postcode data suggests that around 25% of pupils (Prep) live within 2km and 43% live within 5km from the school. Similarly, around 33% of pupils (Pre- Prep) live within 2km and 53% live within 5km from the school.
- 3.5 Analysis of postcode data for staff suggests that around 25% of Prep and Pre-Prep staff live within 2km and around 55% live within 5km from the school.

“Hands Up” Survey

- 3.6 Hands Up survey data was obtained from TfL STARS website and the suite of Tables 3.5 to Table 3.10 (below) compare 2017-18 data with the previous two years’ survey results for both pupils and staff. Car share, park and stride and private car/motorcycle use have all been assessed separately, so they can be measured.

Table 3.5: Hands Up Survey results – Pupils (Prep)

Mode	Hampton Prep School Hands Up Survey					
	(2018-19) 14/11/2018		(2017-18) 03/05/2018		(2016-17) 17/11/2016	
Active Travel	27	19%	35	19%	25	18%
Walking	22	15%	22	15%	14	10%
Scooting	1	1%	4	3%	10	7%
Buggy	0	0	0	0%	0	0%
Cycling	4	3%	9	6%	1	1%
Public Transport	21	15%	19	13%	14	10%
Rail/Overground	2	1%	2	1%	1	1%
Tube	0	0%	0	0%	0	0%
DLR	0	0%	0	0%	0	0%
Tram	0	0%	0	0%	0	0%
Public bus	2	1%	2	1%	5	4%
School Bus/Taxi	17	12%	15	11%	8	6%
River	0	0%	0	0%	0	0%
Car Share	14	10%	18	13%	21	15%
Park and Stride	49	35%	36	25%	39	28%
Car/Motorcycle	31	22%	34	24%	39	28%
Total	142	100%	142	100%	138	100%

Table 3.6: Hands Up Survey Results – Pupils (Pre-Prep)

Mode	Hampton Pre-Prep School Hands Up Survey					
	(2018-19) 14/11/2018		(2017-18) 03/05/2018		(2016-17) 17/11/2016	
Active Travel	11	18%	17	26%	12	19%
Walking	2	3%	10	15%	6	9%
Scooting	5	8%	3	5%	5	8%
Buggy	0	0%	0	0%	0	0%
Cycling	4	7%	4	6%	1	2%
Public Transport	2	3%	2	3%	2	3%
Rail/Overground	2	3%	0	0%	1	2%
Tube	0	0%	0	0%	0	0%
DLR	0	0%	0	0%	0	0%
Tram	0	0%	0	0%	0	0%
Public bus	0	0%	2	3%	1	2%
School Bus/Taxi	0	0%	0	0%	0	0%
River	0	0%	0	0%	0	0%
Car Share	4	7%	0	0%	1	2%
Park and Stride	3	5%	7	11%	1	2%
Car/Motorcycle	40	67%	40	61%	48	75%
Total	60	100%	66	100%	64	100%

Table 3.7: Hands Up Survey Results – Pupils (Pre-Prep & Prep)

Mode	Hampton Pre-Prep and Prep School Hands Up Survey					
	(2018-19) 14/11/2018		(2017-18) 03/05/2018		(2016-17) 17/11/2016	
Active Travel	38	19%	52	25%	37	18%
Walking	24	12%	32	15%	20	10%
Scooting	6	3%	7	3%	15	7%
Buggy	0	0%	0	0%	0	0%
Cycling	8	4%	13	6%	2	7%
Public Transport	23	11%	21	10%	16	8%
Rail/Overground	4	2%	2	1%	2	1%
Tube	0	0%	0	0%	0	0%
DLR	0	0%	0	0%	0	0%
Tram	0	0%	0	0%	0	0%
Public bus	2	1%	4	2%	6	3%
School Bus/Taxi	17	8%	15	7%	8	4%
River	0	0%	1	0%	0	0%
Car Share	18	9%	18	9%	22	11%
Park and Stride	52	26%	43	21%	40	20%
Car/Motorcycle	71	34%	74	36%	87	43%
Total	202	100%	208	100%	202	100%

Table 3.8: Hands Up Survey Results – Staff (Prep)

Mode	Hampton Pre-Prep and Prep School Hands Up Survey					
	(2018-19) 14/11/2018		(2017-18) 03/05/2018		(2016-17) 17/11/2016	
Active Travel	13	42%	13	43%	8	35%
Walking	10	32%	9	30%	6	26%
Scooting	0	0%	0	0%	0	0%
Buggy	0	0%	0	0%	0	0%
Cycling	3	10%	4	13%	2	9%
Public Transport	1	3%	3	10%	2	9%
Rail/Overground	0	0%	1	3%	1	4%
Tube	0	0%	0	0%	0	0%
DLR	0	0%	0	0%	0	0%
Tram	0	0%	0	0%	0	0%
Public bus	1	3%	2	7%	1	4%
School Bus/Taxi	0	0%	0	0%	0	0%
River	0	0%	0	0%	0	0%
Car Share	1	3%	0	0%	0	0%
Park and Stride	0	0%	2	7%	0	0%
Car/Motorcycle	16	52%	12	40%	13	57%
Total	31	100%	30	100%	23	100%

Table 3.9: Hands Up Survey Results – Staff (Pre-Prep)

Mode	Hampton Pre-Prep and Prep School Hands Up Survey					
	(2018-19) 14/11/2018		(2017-18) 03/05/2018		(2016-17) 17/11/2016	
Active Travel	6	35%	0	0%	1	14%
Walking	6	35%	0	0%	1	14%
Scooting	0	0%	0	0%	0	0%
Buggy	0	0%	0	0%	0	0%
Cycling	0	0%	0	0%	0	0%
Public Transport	0	0%	0	0%	0	0%
Rail/Overground	0	0%	0	0%	0	0%
Tube	0	0%	0	0%	0	0%
DLR	0	0%	0	0%	0	0%
Tram	0	0%	0	0%	0	0%
Public bus	0	0%	0	0%	0	0%
School Bus/Taxi	0	0%	0	0%	0	0%
River	0	0%	0	0%	0	0%
Car Share	0	0%	0	0%	0	0%
Park and Stride	1	6%	1	14%	0	0%
Car/Motorcycle	10	59%	6	86%	6	86%
Total	17	100%	7	100%	7	100%

Table 3.10: Hands Up Survey Results – Staff (Pre-Prep & Prep)

Mode	Hampton Pre-Prep and Prep School Hands Up Survey					
	(2018-19) 14/11/2018		(2017-18) 03/05/2018		(2016-17) 17/11/2016	
Active Travel	19	40%	13	35%	9	30%
Walking	16	33%	9	24%	7	23%
Scotting	0	0%	0	0%	0	0%
Buggy	0	0%	0	0%	0	0%
Cycling	3	6%	4	11%	2	7%
Public Transport	1	2%	3	8%	2	7%
Rail/Overground	0	0%	1	3%	1	3%
Tube	0	0%	0	0%	0	0%
DLR	0	0%	0	0%	0	0%
Tram	0	0%	0	0%	0	0%
Public bus	1	2%	2	5%	1	3%
School Bus/Taxi	0	0%	0	0%	0	0%
River	0	0%	0	0%	0	0%
Car Share	1	2%	0	0%	0	0%
Park and Stride	1	2%	3	8%	0	0%
Car/Motorcycle	26	54%	18	49%	19	63%
Total	48	100%	37	100%	30	100%

- 3.7 Across Prep and Pre-Prep School pupils, use of public transport (including use of the school's coach service) registered an increase of 1% to 11%.
- 3.8 Similarly for Prep and Pre-Prep pupils, recorded use of a private car has declined since the 2017/18 survey (down from 36% to 34%). The decline is even greater when compared with the use of a private car in 2016/17, when it was 43%.
- 3.9 There has been a positive increase of 5 percentage points in Park and Stride for Prep and Pre-Prep pupils since the 2017/18 survey (up from 21% to 26%), and this has been a key focus for the School over the last year, as has been encouraged by local residents and the Council – reducing traffic on the roads surrounding the School.
- 3.10 Analysis of staff data shows that travel patterns have fluctuated somewhat. Car use has increased slightly since 2017/18 (from 49% to 54%), but it remains below the level of 2016/17 (63%). Conversely, the amount of active travel has also increased (from 35% to 40% since 2017/18), largely because of an increase in the proportion of staff who walk to work (from 24% to 33%). The School will continue to remind staff of sustainable ways to travel to work.
- 3.11 Following the introduction of a car-sharing bay at the Prep School, it is noted from the survey that one staff member now car shares as the usual method of travel. (There is a total of 12 onsite staff and visitor parking spaces at the Prep School. A further three spaces are strictly reserved for the Prep School's two minibuses and its people carrier).

Performance against Targets

- 3.12 In order to review the performance, the mode share recorded in the 2018-19 surveys were compared to the targets set in the previous academic year's Travel Plan.
- 3.13 Table 3.11 below compares the current mode share achieved with modal share targets set in the previous Travel Plan.

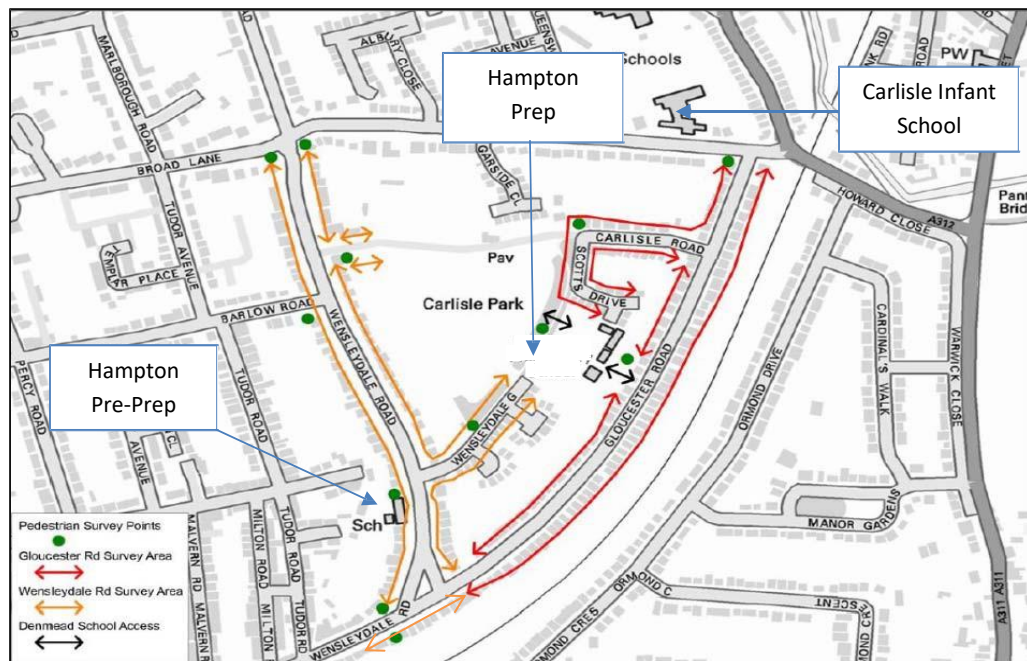
Table 3.11: Mode Share Achieved Against Targets

	Travel mode to and from School %					
	Active Travel		Public Transport	Park +Stride	Car Sharing	Car (inc Motor cycle)
	Walking/Scooting	Cycling				
2016-17	17%	1%	8%	20%	11%	43%
2017-18 Target	20%	4%	5%	20%	12%	39%
2017-18 Achieved	19%	7%	10%	18%	7%	39%
2018-19 Target	20%	7%	7%	18%	8%	39%
2018-19 Achieved	15%	4%	11%	26%	9%	34%

- 3.14 It can be observed that the target mode share for cars has been far exceeded at only 34%, below a target of 39%. This reflects the effectiveness of the measures adopted as part of the travel planning process.
- 3.15 The mode share for walking/scooting and cycling that has been achieved has fallen below the set target. However, this is still considered to be reasonable, given better than expected performance in the uptake of car sharing, public transport and park and stride.
- 3.16 It is concluded, based on the analysis above, that the School has met and exceeded the principle of the targets set in the previous Travel Plan. When active travel and increased share in public transport and car share modes are considered, it is clearly demonstrated by the survey results that the school is meeting the expectations of the Travel Plan. This has been achieved through a combination of rigorous implementation and continual improvement, which the School will continue to do. The School will continue to seek improvements going forward.

Parking Survey

- 3.17 On-street parking surveys were undertaken on Wednesday 14th and Thursday 15th November 2018, covering Gloucester Road, Carlisle Road, Scotts Drive, Wensleydale Gardens, Wensleydale Road and Carlisle Park Car Park. These were completed between 06.45 and 10.00 in the morning, and between 15.00 and 18.30 during the afternoon. Hampton Prep School staff were not aware of the dates ahead of the survey. The conditions on these days were considered to be typical term time day-to-day conditions and were representative of the prevailing scenario at the time. The methodology for the survey was agreed with LBRuT and undertaken by Tracsis, the survey company recommended by LBRuT.
- 3.18 Figure 3.1 below shows the extent of the area for the parking survey.

Figure 3.1: Geographical extent of Tracsis parking survey

- 3.19 The LBRuT standard agreed car parking space for transport analysis is 5.0 metres. However, given the sensitivities of the local area for the analysis, a car parking space was considered to be 5.5 metres to increase the robustness of the survey. The parking data determined the physical capacity of parking within the study area, based on a standard of one car occupying a 5.5 metre parking space.
- 3.20 Within the study area, 604 spaces were identified, of which 445 were unrestricted (73.7%). The study area was increased to consider the area outside the Pre-Prep around the Triangle which had previously been omitted from the study area.
- 3.21 The surveys undertaken show that, overall, the parking stress on unrestricted parking across the study area remains below 57% at all times, even during peaks. This is significantly below the 73% maximum registered for the previous Travel Plan. Table 3.12 shows the unrestricted parking survey results for the total area assessed.

Table 3.12: Parking Stress Survey – All Areas (Unrestricted)

Date	Morning Peak Survey			
	06.45 Start	School Maximum	School Start 08.30	10.00 End
Wednesday 14th November	31.5%	45.4%	44.3%	42.7%
Thursday 15th November	31.5%	49.9%	47.4%	45.4%

Date	Afternoon Peak Survey			
	15.00 Start	School Maximum	School Finish 16.00	18.30 End
Wednesday 14th November	49.9%	55.3%	45.4%	42.0%
Thursday 15th November	47.9%	57.1%	49.0%	46.5%

- 3.22 Across all the 445 unrestricted parking spaces along the roads surveyed, there is significant spare capacity (i.e. unused spaces) in all of the peak periods, with average parking stress calculated never to rise above 42%, even during the peak periods. It can therefore be reasonably concluded, that there is no broad capacity issue in the overall vicinity of the School and that efforts by the School to reduce local parking stress even further are proving to be effective.

Table 3.13: Parking Stress Survey – All areas (Total Capacity)

Date	Morning Peak Survey			
	06.45 Start	School Maximum	School Start 08.30	10.00 End
Wednesday 14th November	23.2%	33.4%	32.6%	31.5%
Thursday 15th November	23.2%	36.8%	34.9%	33.4%

Date	Afternoon Peak Survey			
	15.00 Start	School Maximum	School Finish 16.00	18.30 End
Wednesday 14th November	36.8%	40.7%	33.4%	31.0%
Thursday 15th November	35.3%	42.1%	36.1%	34.3%

- 3.23 Given that parking has been raised as a key concern by neighbours and acknowledged by the Local Planning Authority, a more detailed review of individual stress has been undertaken. The suite of Tables 3.11 to 3.12 below show the parking stress for individual roads.

Table 3.14 - Morning Parking Stress Survey by Street (Unrestricted)**Wednesday 14th November**

Street Name	Morning Peak Survey			
	06.45 Survey Start	School Maximum	08.30 School Start	10.00 Survey End
Carlisle Road	48.6%	65.7%	62.9%	37.1%
Gloucester Road	63.2%	71.8%	66.7%	70.9%
Scotts Drive	18.8%	18.8%	6.3%	6.3%
Wensleydale Gardens	55.6%	88.9%	72.2%	88.9%
Wensleydale Road	14.9%	32.4%	32.4%	30.6%
Carlisle Park Car Park (Demarcated Parking Bays)	8.1%	35.1%	29.7%	24.3%

Thursday 15th November

Street Name	Morning Peak Survey			
	06.45 Survey Start	School Maximum	08.30 School Start	10.00 Survey End
Carlisle Road	65.7%	74.3%	62.9%	51.4%
Gloucester Road	57.3%	76.1%	72.6%	66.7%
Scotts Drive	18.8%	31.3%	18.8%	25.0%
Wensleydale Gardens	50.0%	100.0%	66.7%	88.9%
Wensleydale Road	15.3%	34.7%	34.7%	33.8%
Carlisle Park Car Park (Demarcated Parking Bays)	10.8%	45.9%	32.4%	29.7%

3.24 It is noted that, with the exception of Wensleydale Gardens, the parking stress across individual streets was below 76.1% for the duration of the two morning surveys. Gloucester Road, which is the road on which the Prep School sits, had a maximum parking stress of 76.1%, recorded at 08.15 on Thursday 15th November.

Gloucester Road

- 3.25 During the Morning peak surveys Gloucester Road had a maximum capacity of 76.1% suggesting there is sufficient capacity for vehicles to park and pass during the period.

Gloucester Road can be broken down into three component parts, however it should be noted that at this level of detail, a small number of cars can change the percentages significantly. On the section of Gloucester Road closest to Hampton village on both days from 08.15 to at least 17:45, parking stress did not drop below 60.0%, despite starting the day at around 40% utilised. This location is 400 metres from the train station with no parking restrictions. Hampton Train Station is the last station with the Oyster Zone/Zone 6. This is consistent with what we see on a day-to-day basis, with an increasing number of commuter cars parking at the Wensleydale Road / Gloucester Road Junction and starting to move further down the Road – with much of the cumulative stress not attributed to the School.

On Thursday, the area immediately outside the Prep remained at 74% from 07.15 until 08.00. The utilisation rose to 97% at 8.15, but dropped back down to 66% at 08.30, where it remained until 10.00. Similarly, the part of Gloucester Road towards Broad Lane had a utilisation of 67% at 07.00 rising to 83% at 08.45 and 09.00 before dropping down to 71% at 09.15. Looking at the areas outside the School towards the South and Carlisle School, parking stress fluctuated in line with the starting time at both Schools.

- 3.26 Carlisle Infant School, with approximately 270 pupils (Hampton Prep School – 144 pupils), is only some 80 metres from the entrance to Gloucester Road and 200m from Carlisle Road. Carlisle Infant School starts at 09.00 and parents from this neighbouring facility use Gloucester Road and Carlisle Road to park and collect/drop off their children. The data indicates that a portion of the parking stress on the surrounding roads is due to a neighbouring school, outside the control of this Travel Plan.

Scotts Drive

- 3.27 It is noted that Scotts Drive has minimal impact from School traffic. It started both mornings with an utilisation of 18.8%, recording a maximum of 31% at 07.45 on Thursday 15th November. At 08.30 on Wednesday 14th, a utilisation of 6.3% was recorded. This is consistent with photos taken at this time on the morning of the 14th. See Pictures 3.2 and 3.3

Picture 3.2 – Scotts Drive: 15th November 08.16**Picture 3.3 – Scotts Drive: 14th November 08.27**

Wensleydale Road

- 3.28 From the dataset, it can be observed that Wensleydale Road has minimal parking stress. However, when dividing the data further into three distinct areas approximately from the village to Pre-Prep, the Pre-Prep to Barlow Road and Barlow Road to Broad Lane, there are some nuances. The area closest to the village started the day at 26% of spaces used on both days, which increased to 64% by 08.15 on both days, and stayed above 59% until 16.15 on Wednesday 14th and 17.15 on Thursday 15th. The Pre-Prep finishes at 15.30 every day. At 13.00 on Wednesday 14th, a utilisation of 74% was recorded, and at 15.00 on Thursday 15th the utilisation was 85%. Conversely, on Wednesday 14th, the area from Barlow Road to Broad Lane started the day at 14.3% and ended the day at 22.9%, with a maximum of 28.6%; there were similar utilisation rates

on Thursday. The area broadly from the Pre-Prep to Barlow Road had a starting utilisation of 12.2% on Wednesday 14th, and it finished the day at 25.0%, with a maximum utilisation of 26.4%. Again, there were similar utilisation rates for this area on the Thursday. The data supports the current parking trends in the local area, in that all the traffic is condensed at the village end of Wensleydale Road being used predominately by commuters parking in unrestricted areas and walking to the train station.

Wensleydale Gardens

3.29 At 06.45, Wensleydale Gardens had a parking utilisation of 55.5% on Wednesday and 50% on Thursday, suggesting a large number of residents are parking on the street outside their homes. On both days at 10.00, the parking utilisation was recorded at 88.9%; parking remained over 50% almost all day and at 18.30 was still showing a utilisation of 88.9% on Wednesday and 94.4% on Thursday. Pre-Prep starts at 08.45, and on Thursday parking utilisation reached 100% at this time, although utilisation was 66.7% and 77.8% respectively in the 15 minutes before and after this point. In real terms, this meant that, of the 18 unrestricted car parking spaces available, 18 were occupied for 15 minutes at 08.45, falling to 14 at 09.00 and having increased from 12 at 08.30. Nine spaces were occupied at 06.45 and 16 at 10.00. This suggests that there was a net increase of only two cars parking in the cul-de-sac during the peak time (08.30 to 09.00). Wednesday was a quieter day, with 72.2% of parking spaces being used at 08.30. The highest recorded morning peak was at 10.00 when 88.9% (16 cars) of unrestricted parking were utilised.

3.30 Wensleydale Gardens has a number of dropped-kerb, yellow line spaces and unrestricted parking spaces less than 5.5 metres long. Although busy, this means there is significant capacity for vehicles to move and pass during the day. In a similar way to the North end of Wensleydale Road, the data also suggests Wensleydale Gardens is also used by people parking for the day and either using the train to commute into London or working in the local area (i.e. stress not associated with the School).

As noted earlier, this survey defined a parking space as 5.5 metres, which equates to 69 unrestricted spaces along Wensleydale Gardens. However, LBRuT uses a shorter definition of 5 metres per space, which would mean considerably more unrestricted parking bays along this road (approximately 82). This applies to all the other roads surveyed. Not all cars need 5.5 metres to park. Smaller cars can park in bays of less than 5.5 metres, or three smaller cars could park in a 10-metre space, which is only registered as two legal bays. This means that, using the parking space definition adopted by LBRuT, the amount of unused capacity on all the roads around the School is considerably greater than that recorded by this survey.

It is however acknowledged that for short 30 minutes windows during the day, parents collecting their children add to the volume of traffic in the area. Despite neighbours' assertions, the Schools are not the principal reason for the high volume of traffic and parking in the area, with many other users of the public roads surrounding the School.

Table 3.15 - Afternoon Parking Stress Survey by Street (Unrestricted)**Wednesday 14th November**

Street Name	Afternoon Peak Survey			
	15.00 Survey Start	School Maximum	16.00 School Finish	18.30 Survey End
Carlisle Road	60.0%	60.0%	42.9%	40.0%
Gloucester Road	74.4%	85.5%	75.2%	68.4%
Scotts Drive	31.3%	37.5%	31.3%	6.3%
Wensleydale Gardens	77.8%	88.9%	66.7%	88.9%
Wensleydale Road	34.2%	36.5%	30.6%	31.1%
Carlisle Park Car Park (Demarcated Parking Bays)	51.4%	67.6%	37.8%	18.9%

Thursday 15th November

Street Name	Afternoon Peak Survey			
	15.00 Survey Start	School Maximum	16.00 School Finish	18.30 Survey End
Carlisle Road	54.3%	60.0%	60.0%	51.4%
Gloucester Road	74.4%	100.9%	78.6%	69.2%
Scotts Drive	18.8%	31.3%	18.8%	25.0%
Wensleydale Gardens	77.8%	100.0%	88.9%	94.4%
Wensleydale Road	36.9%	38.3%	34.2%	33.3%
Carlisle Park Car Park (Demarcated Parking Bays)	21.6%	37.8%	27.0%	35.1%

- 3.31 On Wednesday 14th November, it is noted that parking stress did not exceed 90% on any of the streets under observation.

Carlisle Park Car Park

It is noted that on this day the Car Park in Carlisle Park experienced its highest usage across the survey period. The School will continue to focus their efforts on encouraging parents to use Carlisle Park Car Park.

- 3.32 Since the last Travel Plan, the School has been able to use their Carlisle Park exit between 16.50

to 17.00 to provide an additional exit and alleviate some of the traffic from Gloucester Road. This has worked effectively to reduce traffic on Gloucester Road after 16.00. However, due to restrictions with the park opening hours, this exit cannot be used after October half term and before February half term; this means any collections after 16.00 must be funneled through Gloucester Road.

Parking stress at Carlisle Park Car Park had a maximum utilisation of 67.6% recorded at 15.30 on Wednesday 14th. At this time, there was a period of 45 minutes where the utilisation was over 50%. At all other times during the survey period, the utilisation was lower than 50% and often significantly lower, which indicates significant spare parking capacity within the car park at all times recorded during the survey.

- 3.33 Short peaks during school opening and closing times, outside of the traditional evening peak times, are typical outside of all schools across the borough and the country. It should be noted that the parking stress on the local area remains at an acceptable level and that the school will continue to seek to reduce the level of stress on those areas that are currently higher than others, with the track record of the School demonstrating that significant progress is being made.

Scotts Drive

- 3.34 Throughout the survey period, Scotts Drive had a maximum of six cars utilising 16 spaces; there are no parking utilisation issues with Scotts Drive.

Gloucester Road

- 3.35 On Thursday 15th November at 15.45, Gloucester Road recorded a maximum utilisation of 101%. This means that, at that moment, all available car parking spaces were utilised and one additional car was parked in a space considered undesirable, i.e. a space less than 5.5 metres long. At 15.30 the utilisation was 86% and at 16.00 the utilisation was 79%; this means that the road was at full capacity for only 15 minutes during the evening peak. Other than this one moment of full utilization, the highest afternoon peak for Gloucester Road across both days was 86.3% at 15.30 on Thursday, indicating sufficient space is available during this time for cars to pass.

Wensleydale Gardens

- 3.36 At 13.15 on Wednesday 14th November, 12 cars were parked in undesignated spaces in Wensleydale Gardens, which increased to 16 cars at the maximum recorded at 15.15. Lunchtime data was not collected on Thursday 15th November. However, at 15.00 there were 14 cars parked in undesignated spaces in Wensleydale Gardens; this increased by three cars at 15.30 and a further car at 15.45, giving a total of 18 cars parked in the cul de sac. Fourteen cars remained parked there until 17.30.
- 3.37 It should be noted that, while unrestricted parking stress was high at Wensleydale Gardens during the afternoon surveys, the maximum total capacity during the afternoon survey was 39.0%, indicating ample space for cars to manoeuvre and pass one another.

4.0 NEW TRAVEL PLAN TARGETS AND ACTION PLAN

4.1 New targets for the year 2019-20 have been set following a review of performance in latest travel plan surveys against the previous academic year's targets. Some of the new targets for the Travel Plan have been suggested by TfL, and Table 4.1 (below) shows proposed new targets for the year 2019-20.

Table 4.1 Mode Share Targets

	Travel mode to and from School %						
	Walking/ Scooting	Cycling	Park + Stride	School Bus	Car Sharing (Pupils)	Car Sharing (staff)	Car (Inc. Motor cycle)
2017-18 Target	20%	4%	20%	-	12%	-	39%
2017-18 Target <i>Achieved</i>	19%	7%	18%	7%	8%	0%	39%
2018-19 Target	20%	7%	18%	7%*	8%	2%*	39%*
2018-19 Target <i>Achieved</i>	15%	4%	26%	8%	9%	5%	34%
2019-20 Target	16%*	5%*	26%	8%	9%	5%	32%*

*- Targets suggested by TfL

- 4.2 It should be noted that the TfL targets referenced in Table 4.1 above were suggested by TfL before the Hands Up surveys on 3rd May 2018 had taken place and, therefore, could not take account of the subsequent results.
- 4.3 The Hands Up survey results show an increase in the use of School Bus (pupils) (8%, compared with 4% in 2016/17). It also shows a drop in overall parental car use to 34% (from 43% in 2016/17). Taken together, this indicates the suggested TfL targets for the year have been achieved. This is a significant credit to the work undertaken by the School on its Travel Plan, which it will continue to build on and develop to ensure that these targets are met or bettered during the next review period.
- 4.4 There has been an improvement in staff use of car sharing, with 2% of teachers sharing car journeys compared with none at all in 2016/17. The overall use of cars by staff has remained steady at 58% (57% in 2017/18), and there was an increase in active travel by staff during this period from 35% to 40%. This is considered to be at an acceptable level, given that 75% of staff live beyond the recommended 2km walking/5km cycling distance from school. However, the School will still seek to encourage staff to travel more sustainably, where possible.
- 4.5 As demonstrated above, all three targets suggested by TfL for the 2018-19 have been met. It is recommended that the current Action Plan, as shown in Table 4.2 below, be rolled into the next year, with some additional actions to encourage more car sharing by staff.

Table 4.2 Initiatives and Measures – 2019-20

School Travel Plan Planned Initiatives/ Activities/Objective	Description	Owner	Date
Walking, Cycling and Road	A1 Wow/Step up/Free Your Feet: Smoothie Bike Workshop to continue positive progress and an attraction to introduce others to cycling.	School Travel Champion	Every Summer term
	School Keep clear/Zig Zag enforcement: Members of the SMT on duty at the drop off zig zags in Gloucester Road every morning. Staff also on duty at the Carlisle Park entrance to supervise. The school to engage with the Council, as necessary, to request period deployment of Penalty Charge Officers to enforce and parking contraventions.	SMT on duty	Daily
	Y6 Bikeability	Deputy Head	Every Summer term
	Y3 Pedestrian Walking	Teachers	Every Summer term
	Y2 Scooter training	LBRuT	Every Summer term
	LBRuT Breathe Easy Poster Campaign	LBRuT	Every Summer term
	Air Quality Day	LBRuT	Every Summer term
	Encouraging pupils to do a 'Daily Mile'	Teachers	Termly
	Kindergarten and Reception Scooter Training	Junior Citizens	Every Spring Term
	Junior Citizens assemblies to Pre- Prep on road safety	Junior Citizens	Every Spring Term
	Junior Citizens assemblies to Prep on road safety	Junior Citizens	Termly
	Pupils to work out ways to next schools	Y6 Form Teacher/ PHSE Curriculum	Every Summer term

School Travel Plan Planned Initiatives/ Activities/Objective	Description	Owner	Date
	Bikers Breakfast	Deputy Head	Every Autumn and Summer term
	Include a walk in a lesson	Teachers	Every Summer term
	Promoting the benefits of active travel among pupils (e.g. curriculum work, mapping exercises outdoor lessons)	Teachers	Termly
	Appoint KS1/2 Pupils as Junior Road Safety Officers	Teachers	Every Autumn Term
	LBRuT Officers to meet Junior Citizens	Deputy Head	Annually
	Hands Up Surveys: November as per planning requirement	Deputy Head	Autumn term every year
	Parking Survey	School Travel Champion / Bursary	Autumn term every year
	New Parent Information Pack/Pastoral Handbook: To include mention of car sharing Junior Citizens work and bus transportation	Headmaster	Summer term every year
Public Transport	School promotes responsible behaviour on public transport, especially through Junior Citizens	Deputy Head	Termly
	Year 6 Self – Defence course practical tips led by an outside school workshop	Deputy Head	Every Summer term
	Public transport used for school trips: The School endeavours to use methods of public transport and walking on school trips	Teachers	Termly
	STARS Car free day: Encourage pupils to use the coach services or come to school in an alternative way	All staff	Summer terms every year
Smarter Driving Intro	Promote use of the School coach service as an environmental mode of transport to current and prospective parents.	School Travel Champion / Bursary	Termly
	Limited time coach bay on Wensleydale Road and increased time restrictions on zig zag zone at Prep School to cover after school activities request made to Council.	School Travel Champion / Bursary / LBRuT	Autumn 2018
	Anti-Idling Initiative	Junior Citizens	Summer 2018

	Park and walk/Car free zone: Parents and pupils leave their cars and walk across Carlisle Park. Stride Zones and displays put up in school	Deputy Head	Termly
	Promote car sharing in the newsletter	Deputy Head	Termly
	Establish a car share scheme for staff	Deputy Head	Throughout the Year
	Climate week on school calendar: Environmental notices in assemblies and competitions	Head of Humanities	Spring term every year
	Neighbours' Newsletter	SMT and School Office	Termly
	In conjunction with LBRuT host a Junior Travel Ambassador day	Deputy Head and Deputy Bursar	Autumn 2020
	SMT/Governor Neighbourhood liaison meetings	SMT/ Governor	Bi-annually
	Correspondence for events to parents to include a paragraph on parking legally, safely and considerately.	SMT and School Office	Throughout the Year

Travel Plan Action Team

4.6 The Travel Plan Action Team comprises of:

Table 4.3 Travel Plan Action Team

Role	Name
Headmaster	Tim Smith
School Travel Planners	Verity Moria / Rachael Tinkler
Bursar	Mike King
LBRuT Representatives	Lindi Louw
Governor	Andrew Munday QC
School Pupil Representatives	Junior Safety Officers

5.0 CONCLUSIONS AND NEXT REVIEW

5.1 The school continues to make great efforts in the continued implementation of its Travel Plan and this is borne out by the impressive results of the most recent survey work, in which it is evidenced that **TfL targets for the next review period have already been met.**

5.2 The following key aims of the school's Travel Plan are being met:

- Maximising the uptake of more sustainable modes of travel amongst staff and pupils;
- Reducing localised congestion and parking issues (directly associated with the school);
- Maintaining good and productive communication with its neighbours.

5.3 The school continues to work on these aims (bullet-pointed above) to improve on what has already been achieved.

5.4 A need for a dedicated parking bay for school coach(es) at a suitable location has been raised and following consultation with neighbours has been rejected by the Council.

The informative (U0032893) seeking further marshalling has previously been addressed by Hampton School. While the School regularly carried out marshalling of other streets in the past, it has been advised that the insurers of the school will not allow for students or staff to undertake this role. The School will, however, continue to marshal in and around the immediate environs of the School – and will continue to play an active part in ensuring those associated with the school, parents and staff, act responsibly in their use of local roads.

5.5 A dedicated car-sharing space has been included at the Prep School. The proposed action plan for improving car-sharing amongst staff is considered to be robust and should, therefore, enable the meeting of the appropriate targets for next Travel Plan year.

5.6 Based on the evidence included in this report, and Hampton Pre-Prep and Prep's retention of their Gold TfL Stars Accreditation in August 2019, we respectfully request that the Local Authority approve this application to address planning condition U67179.

5.7 The next review of the Travel Plan will be undertaken in 2019/2020, led by Verity Moria, Deputy Bursar and School Travel Plan Coordinator (Email: V.Moria@hamptonschool.org.uk) with support from the Travel Plan Action Team.

5.8 Paragraph 109 of the NPPF (2019) notes that **“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”**. This Travel Plan concludes that there would not be an unacceptable impact on highway safety, nor that the cumulative impacts on the road network would be severe. Therefore, the Travel Plan should be considered to be acceptable given its compliance with policy and having met the targets suggested by TfL.