

HAMPTON PRE-PREP & PREP SCHOOL
4th Travel Plan
(2019-2020)

Date: February 2021

HAMPTON PRE-PREP & PREP SCHOOL
Travel Plan 2019-2020

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1.0 INTRODUCTION

- 1.1 Hampton School has produced a revised 4th Travel Plan for the year 2019-20 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 4th Travel Plan (2019-2020), with its reporting and analysis, is provided to satisfy planning condition U67179 (13/2102/DD13). As a reminder, while this Travel Plan addressed both the Prep and Pre-Prep Schools for completeness in terms of reporting, only those figures relating to the Prep School are relevant to the determination of the condition referenced below.
- 1.3 Travel surveys were undertaken on 20th November 2019 (TfL STARS website) in which 203 pupils (100%) (children in Kindergarten were not surveyed) and 53 staff (100%) 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 2020-21. Hampton Pre-Prep and Prep's continue to hold their Gold TfL Stars Accreditation, which is currently valid through to 2022.

Informatives and Outstanding Issues

- 1.4 The Decision Notice (13/2102/DD18) issued on 26 June 2020 to confirm the discharge of the 2018-2019 Travel Plan set out four informatives for the School to consider:

U0043625 School Marshalls

The School is advised that members of the Planning Committee request that parking marshalls are provided on school days by the School from the on-set of the next academic year. These marshalls shall monitor the Gloucester Road entrance and other pupil drop off points in use by parents including Scotts Drive, Carlisle Road and Wensleydale Gardens 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 is to be included in all future versions of the School Travel Plan.

U0043626 School and Neighbours Liaison Group

The school is encouraged to recommence meetings, on a regular basis, of the 'School and Denmead Neighbours Association Liaison Group' to address and discuss, although not limited to, matters of parking, parent behaviours and the school travel plan, that may arise from the use of the site.

U0043628 Chair of future Liaison Group Meetings

The applicant is advised that any Chair of future meetings of a School and Neighbours Liaison Group pursuant to the relevant informative attached hereto should be a local person who is

independent from both the Hampton Pre-Prep and Prep School and those residents living in surrounding roads to the school. Further, the person cannot have previously supported or objected to any version of the Travel Plan so far approved.

U0043627 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:

4th Travel Plan - 23.02.2021

5th Travel Plan - 23.02.2022

- 1.5 The National Planning Guidance ('NPG') provides clear guidance on the use of informatives, as per the below:

What status do informative notes appended to decision notices have?

Informative notes allow the local planning authority to draw an applicant's attention to other relevant matters – for example the requirement to seek additional consents under other regimes. Informative notes do not carry any legal weight and cannot be used in lieu of planning conditions or a legal obligation to try and ensure adequate means of control for planning purposes.

Paragraph: 026 Reference ID: 21a-026-20140306

Revision date: 06 03 2014

- 1.6 As per the above, and previous representations by Hampton, these informatives do not carry any legal weight and should not be used to control planning consents. They have consistently been placed as informatives as they would not pass the National Planning Policy Framework ('NPPF') test for being necessary, relevant, enforceable, precise and reasonable (see paragraph 55) as planning conditions.

Marshalling (U0043625)

- 1.7 The informative (U0043625) seeking further marshalling has been addressed by Hampton School on an annual basis, via correspondence with Officers and representations at Planning Committee. While the School historically carried out marshalling of neighboring streets, following neighbours' increasingly hostile behaviour, it was advised that the insurers of the School will not allow for students or staff to undertake this role. The School is, however, able 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 both monitored each day at opening and closing times. This informative (U0043625) should not be carried over to the next decision notice.

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- 1.8 The School has approached alternative insurers who have also stated they would not insure the School for marshalling surrounding streets. It is noted the Leader of Richmond Council (Cllr Roberts) and the Inspector for Richmond Safer Neighbourhood Policing Teams (Inspector Robinson) have recently (October 2020) noted that private security companies (i.e. private marshals) should not be used in the Borough. Cllr Roberts stated “*we have a strong local police force [...], there is no place for private policing firms seeking to ply their trade in the borough*”. As such, in accordance with the desire of the Leader of the Council, Hampton School will not be approaching private firms to undertake marshalling and we would seek for the Council monitor parking in the area should they consider it an issue in need of local enforcement.

Communications with Neighbours’ and Chair of Meetings (U0043626 and U0043628)

- 1.9 The School are committed to setting up the neighbours’ update meeting at the earliest opportunity. It will be acknowledged by all that 2020 has been an abnormal year due to the Covid-19 crisis, which has led to the School needing to prioritise the operation of the School above all else.
- 1.10 A successful virtual webinar was held by Hampton Pre-Prep School to consult on their proposals to improve the Pre-Prep School in November 2020. As was communicated to Richmond Planning Officers, who were invited to, but did not attend the webinar, this was intended as a test event for future neighbours’ meetings in 2021.
- 1.11 The feedback received indicated that this method of communication would be welcomed by locals, and the first virtual neighbours’ meeting is provisionally scheduled for 10 March 2021, with invites to be sent to local residents in the week commencing 22 February 2022. The School are still seeking to appoint a chairman having been unsuccessful with a number of people it has approached. The School will update the Case Officer with the required information once it has been confirmed – and would also welcome any suggestions from the Council, having placed this Informative on the Decision Notice.

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%
2019-20 Target	16%	5%	8%	26%	9%	32%

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 20 November 2019. 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 2019-20 postcode data with the previous year’s data for pupils and staff respectively.

Table 3.1: Postcode Data Analysis Results – Pupils - Prep

Prep	2019/20		2018/19		2017/18	
	Number	Percentage of pupils	Number	Percentage of pupils	Number	Percentage of pupils
live within 1 km	15	10.4%	11	7.7%	18	12.5%
live > 1 km but < 2 km	18	12.5%	25	17.5%	23	16.0%
live > 2 km but < 3 km	3	2.1%	3	2.1%	1	0.7%
live >3 km but < 5 km	19	13.2%	23	16.1%	31	21.5%
live >5 km but < 9 km	50	34.7%	47	32.9%	38	26.4%
live >9 km	39	27.1%	34	23.8%	33	22.9%
	144	100.0%	143	100.0%	144	100.0%

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

Pre-Prep	2019/20		2018/19		2017/18	
	Number	Percentage of pupils	Number	Percentage of pupils	Number	Percentage of pupils
live within 1 km	8	9.8%	10	12.7%	10	11.6%
live > 1 km but < 2 km	13	15.9%	16	20.3%	16	18.6%
live > 2 km but < 3 km	5	6.1%	4	5.1%	4	4.7%
live >3 km but < 5 km	16	19.5%	12	15.2%	19	22.1%
live >5 km but < 9 km	26	31.7%	28	35.4%	16	18.6%
live >9 km	14	17.1%	9	11.4%	21	24.4%
	82	100.0%	79	100.0%	86	100.0%

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

Pre-Prep	2019/20		2018/19		2017/18	
	Number	Percentage of staff	Number	Percentage of staff	Number	Percentage of staff
live within 1 km	1	5.6%	1	5.9%	0	0.0%
live > 1 km but < 2 km	5	27.8%	4	23.5%	4	25.0%
live > 2 km but < 3 km	2	11.1%	2	11.8%	2	12.5%
live >3 km but < 5 km	4	22.2%	4	23.5%	4	25.0%
live >5 km but < 9 km	1	5.6%	2	11.8%	2	12.5%
live >9 km	5	27.8%	4	23.5%	4	25.0%
	18	100.0%	17	100.0%	16	100.0%

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

Prep	2019/20		2018/19		2017/18	
Home address	Number	Percentage of staff	Number	Percentage of staff	Number	Percentage of staff
live within 1 km	4	11.4%	3	8.8%	3	9.4%
live > 1 km but < 2 km	6	17.1%	5	14.7%	4	12.5%
live > 2 km but < 3 km	5	14.3%	5	14.7%	2	6.3%
live >3 km but < 5 km	3	8.6%	4	11.8%	5	15.6%
live >5 km but < 9 km	11	31.4%	9	26.5%	8	25.0%
live >9 km	6	17.1%	8	23.5%	10	31.3%
	35	100.0%	34	100.0%	32	100.0%

- 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 23% of pupils (Prep) live within 2km and 38% live within 5km from the school. Similarly, around 26% of pupils (Pre- Prep) live within 2km and 51% live within 5km from the school.
- 3.5 Analysis of postcode data for staff suggests that around 30% of Prep and Pre-Prep staff live within 2km and around 57% live within 5km of 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 data from 2019-20 with the previous three 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							
	(2019-20) 20/11/2019		(2018-19) 14/11/2018		(2017-18) 03/05/2018		(2016-17) 17/11/2016	
Active Travel	23	16%	27	19%	35	25%	25	18%
Walking	16	11%	22	15%	22	16%	14	10%
Scooting	0	0%	1	1%	4	3%	10	7%
Buggy	0	0%	0	0	0	0%	0	0%
Cycling	6	4%	4	3%	9	6%	1	1%
Public Transport	35	24%	21	15%	19	13%	14	11%
Rail/Overground	0	0%	2	1%	2	1%	1	1%
Tube	0	0%	0	0%	0	0%	0	0%
DLR	0	0%	0	0%	0	0%	0	0%
Tram	0	0%	0	0%	0	0%	0	0%
Public bus	2	1%	2	1%	2	1%	5	4%
School Bus/Taxi	33	23%	17	12%	15	11%	8	6%
River	0	0	0	0%	0	0%	0	0%
Car Share	15	10%	14	10%	18	13%	21	15%
Park and Stride	49	34%	49	34%	36	25%	39	28%
Car/Motorcycle	22	15%	31	22%	34	24%	39	28%
Total	144	100%	142	100%	142	100%	138	100%

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

Mode	Hampton Pre-Prep School Hands Up Survey							
	(2019-20) 14/11/2018		(2018-19) 14/11/2018		(2017-18) 03/05/2018		(2016-17) 17/11/2016	
Active Travel	10	17%	11	18%	17	26%	12	19%
Walking	8	14%	2	3%	10	15%	6	9%
Scooting	0	0%	5	8%	3	5%	5	8%
Buggy	0	0%	0	0%	0	0%	0	0%
Cycling	2	3%	4	7%	4	6%	1	2%
Public Transport	2	3%	2	3%	2	3%	2	3%
Rail/Overground	0	0%	2	3%	0	0%	1	2%
Tube	0	0%	0	0%	0	0%	0	0%
DLR	0	0%	0	0%	0	0%	0	0%
Tram	0	0%	0	0%	0	0%	0	0%
Public bus	2	3%	0	0%	2	3%	1	2%
School Bus/Taxi	0	0%	0	0%	0	0%	0	0%
River	0	0%	0	0%	0	0%	0	0%
Car Share	4	7%	4	7%	0	0%	1	2%
Park and Stride	7	12%	3	5%	7	11%	1	2%
Car/Motorcycle	36	61%	40	67%	40	60%	48	74%
Total	59	100%	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							
	(2019-20) 20/11/2019		(2018-19) 14/11/2018		(2017-18) 03/05/2018		(2016-17) 17/11/2016	
Active Travel	33	16%	38	19%	52	25%	37	18%
Walking	24	12%	24	12%	32	15%	20	10%
Scooting	1	0%	6	3%	7	3%	15	7%
Buggy	0	0%	0	0%	0	0%	0	0%
Cycling	8	4%	8	4%	13	6%	2	7%
Public Transport	37	18%	23	11%	21	10%	16	8%
Rail/Overground	0	0%	4	2%	2	1%	2	1%
Tube	0	0%	0	0%	0	0%	0	0%
DLR	0	0%	0	0%	0	0%	0	0%
Tram	0	0%	0	0%	0	0%	0	0%
Public bus	4	2%	2	1%	4	2%	6	3%
School Bus/Taxi	33	16%	17	8%	15	7%	8	4%
River	0	0%	0	0%	0	0%	0	0%
Car Share	19	9%	18	9%	18	9%	22	11%
Park and Stride	56	28%	52	26%	43	21%	40	20%
Car/Motorcycle	58	29%	71	34%	74	36%	87	43%
Total	203	100%	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							
	(2019-20) 20/11/2019		(2018-19) 14/11/2018		(2017-18) 03/05/2018		(2016-17) 17/11/2016	
Active Travel	16	46%	13	42%	13	43%	8	35%
Walking	12	34%	10	32%	9	30%	6	26%
Scooting	1	3%	0	0%	0	0%	0	0%
Buggy	0	0%	0	0%	0	0%	0	0%
Cycling	3	9%	3	10%	4	13%	2	9%
Public Transport	0	0%	1	3%	3	10%	2	9%
Rail/Overground	0	0%	0	0%	1	3%	1	4%
Tube	0	0%	0	0%	0	0%	0	0%
DLR	0	0%	0	0%	0	0%	0	0%
Tram	0	0%	0	0%	0	0%	0	0%
Public bus	0	0%	1	3%	2	7%	1	4%
School Bus/Taxi	0	0%	0	0%	0	0%	0	0%
River	0	0%	0	0%	0	0%	0	0%
Car Share	1	3%	1	3%	0	0%	0	0%
Park and Stride	1	3%	0	0%	2	7%	0	0%
Car/Motorcycle	17	49%	16	52%	12	40%	13	57%
Total	35	100%	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							
	(2019-20) 20/11/2019		(2018-19) 14/11/2018		(2017-18) 03/05/2018		(2016-17) 17/11/2016	
Active Travel	7	39%	6	35%	0	0%	1	14%
Walking	7	39%	6	35%	0	0%	1	14%
Scooting	0	0%	0	0%	0	0%	0	0%
Buggy	0	0%	0	0%	0	0%	0	0%
Cycling	0	0%	0	0%	0	0%	0	0%
Public Transport	0	0%	0	0%	0	0%	0	0%
Rail/Overground	0	0%	0	0%	0	0%	0	0%
Tube	0	0%	0	0%	0	0%	0	0%
DLR	0	0%	0	0%	0	0%	0	0%
Tram	0	0%	0	0%	0	0%	0	0%
Public bus	0	0%	0	0%	0	0%	0	0%
School Bus/Taxi	0	0%	0	0%	0	0%	0	0%
River	0	0%	0	0%	0	0%	0	0%
Car Share	0	0%	0	0%	0	0%	0	0%
Park and Stride	0	0%	1	6%	1	14%	0	0%
Car/Motorcycle	11	61%	10	59%	6	86%	6	86%
Total	11	100%	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							
	(2019-20) 20/11/2019		(2018-19) 14/11/2018		(2017-18) 03/05/2018		(2016-17) 17/11/2016	
Active Travel	23	43%	19	40%	13	35%	9	30%
Walking	19	36%	16	33%	9	24%	7	23%
Scooting	1	2%	0	0%	0	0%	0	0%
Buggy	0	0%	0	0%	0	0%	0	0%
Cycling	3	6%	3	6%	4	11%	2	7%
Public Transport	0	0%	1	2%	3	8%	2	7%
Rail/Overground	0	0%	0	0%	1	3%	1	3%
Tube	0	0%	0	0%	0	0%	0	0%
DLR	0	0%	0	0%	0	0%	0	0%
Tram	0	0%	0	0%	0	0%	0	0%
Public bus	0	0%	1	2%	2	5%	1	3%
School Bus/Taxi	0	0%	0	0%	0	0%	0	0%
River	0	0%	0	0%	0	0%	0	0%
Car Share	1	2%	1	2%	0	0%	0	0%
Park and Stride	1	2%	1	2%	3	8%	0	0%
Car/Motorcycle	28	53%	26	54%	18	49%	19	63%
Total	53	100%	48	100%	37	100%	30	100%

- 3.7 144 pupils from the Prep School took part in the Hands Up Survey. This represents 100% of the pupil population.
- 3.8 The use of public transport (including use of the School's coach service) registered a significant increase of 9% to 24%. Nearly a quarter of pupils at the Prep now travel using a coach service. Over the last three years this mode of transport has seen an increase of 13%.
- 3.8 Recorded use of car related trips has shown a considerable decrease from 71.7% in 2016/17 to 59.7%. This includes the three categories Park and Stride (up 6%) / use of private car (down 13%) and car share (down 5%).
- 3.9 The Park and Stride for Prep has remained stable at 34% compared to 2017/18 indicating this has become embedded in pupils and parents' travel habits.
- 3.10 Analysis of staff data for the Prep shows that travelling sustainably has increased to 46%, this indicates that most of those staff who can travel sustainably choose to do so. Staff sustainable travel has increased by 11% over the three-year period.

Performance against Targets

- 3.12 In order to review the performance, the mode share recorded in the 2019-20 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%
2019-20 Target*	16%	5%	8%	26%	9%	32%
2019-20 Achieved	16%	4%	19%	27%	4%	30%

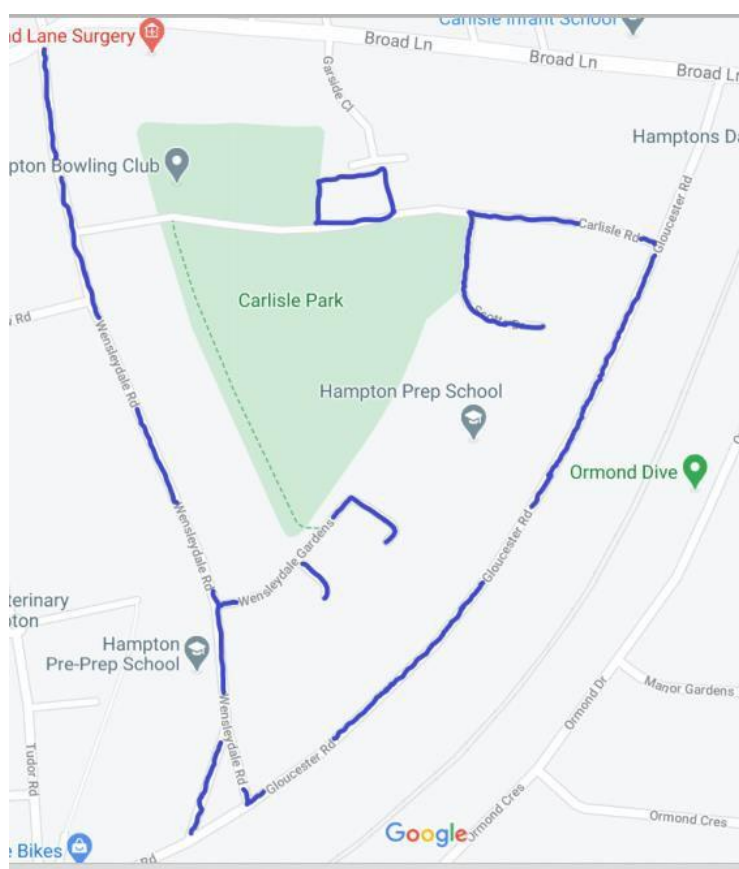
* targets suggested by TFL

- 3.14 It can be observed that the target mode share for cars has been exceeded at only 30%, below a target of 32% and a drop of 13% over the last three years. This reflects the effectiveness of the measures adopted as part of the travel planning process.
- 3.15 The mode share for walking/scooting has been achieved but cycling has fallen below the set target. However, this is still considered to be acceptable, given better than expected performance in the uptake of car sharing, public transport and park and stride.
- 3.16 Based on the analysis above, the School has met and exceeded the principle of the targets set by the previous Travel Plan. When active travel, 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. As has been the case to date, the School will continue to seek improvements going forward.

Parking Survey

- 3.17 On-street parking surveys were undertaken on Wednesday 20 and Thursday 21 November 2019, covering Gloucester Road, Carlisle Road, Scotts Drive, Wensleydale Gardens, Wensleydale Road and Carlisle Park Car Park. These were completed between 06.45 and 09.45 in the morning, and between 15.00 and 18.00 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 independent 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. Within the study area, 596 spaces were identified, of which 375 were unrestricted (62.9%).
- 3.21 The surveys undertaken show that, overall, the parking stress on unrestricted parking across the study area remains below 70% at all times, even during peaks. 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	9.45 End
Wednesday 20 November	40.5%	56.0%	54.1%	52.0%
Thursday 21 November	41.7%	56.1%	54.6%	54.6%

Date	Afternoon Peak Survey			
	15.00 Start	School Maximum	School Finish 16.00	18.00 End
Wednesday 20 November	60.8%	64.0%	45.4%	42.0%
Thursday 21 November	60.0%	69.9%	60.3%	42.0%

- 3.22 Across all the 375 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 69.9%, 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. Efforts by the School to reduce local parking stress further than the existing levels 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	09.45 End
Wednesday 20 November	26.8%	37.4%	36.9%	33.6%
Thursday 21 November	27.3%	34.7%	35.1%	33.6%

Date	Afternoon Peak Survey			
	15.00 Start	School Maximum	School Finish 16.00	18.00 End
Wednesday 20 November	39.8%	40.9%	36.4%	24.7%
Thursday 21 November	36.9%	45.3%	38.6%	26.7%

- 3.23 Given that parking has been raised as a key concern by neighbours, and is monitored closely by LBRuT, a more detailed review of individual stress has been undertaken. Tables 3.14 and 3.15 below show the parking stress for individual roads.

Table 3.14 - Morning Parking Stress Survey by Street (Unrestricted)**Wednesday 20 November**

Street Name	Morning Peak Survey			
	06.45 Survey Start	School Maximum	08.30 School Start	09.45 Survey End
Carlisle Road	45.2%	61.3%	51.6%	54.8%
Gloucester Road	51.8%	66.2%	61.2%	57.6%
Scotts Drive	31.6%	31.6%	21.1%	26.3%
Wensleydale Gardens	50.0%	81.8%	77.3%	77.3%
Wensleydale Road	36.2%	58.3%	55.1%	54.3%
Carlisle Park Car Park (Demarcated Parking Bays)	8.1%	35.1%	29.7%	18.9%

Thursday 21 November

Street Name	Morning Peak Survey			
	06.45 Survey Start	School Maximum	08.30 School Start	09.45 Survey End
Carlisle Road	45.2%	61.3%	51.6%	54.8%
Gloucester Road	58.8%	66.4%	61.3%	65.5%
Scotts Drive	36.8%	36.8%	31.6%	36.8%
Wensleydale Gardens	40.9%	68.2%	68.2%	63.6%
Wensleydale Road	37.8%	57.5%	55.9%	55.1%
Carlisle Park Car Park (Demarcated Parking Bays)	0%	35.1%	35.1%	21.6%

- 3.24 It is noted that, with the exception of Wensleydale Gardens, the parking stress across individual streets was below 66.4% 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 66.4%, recorded at 9.15am on Thursday 21 November, some 45 minutes after the Prep School has started (i.e. after pupil drop off is likely to affect the roads). The second highest maximum on Gloucester Road was

recorded at 9am on Wednesday 20 November – 30 minutes after the School start time of 8.30am. The maximum capacity on Gloucester Road shows a reduction of 9.7% when comparing to the maximum recorded in November 2018.

Gloucester Road

- 3.25 During the Morning peak surveys Gloucester Road had a maximum capacity of 66.4% suggesting there is sufficient capacity for vehicles to park and pass during the period.

Scotts Drive

- 3.27 It is noted that Scotts Drive has minimal impact from School and other related traffic. The morning survey started at 6.45am with an utilisation of 31.6%/36.8% respectively, recording a maximum of 36.8% at 7.30am on Thursday 21 November. At 8.30am utilisation rates of 21.1% / 31.6% were recorded. The figures show that there is ample car parking capacity in Scotts Drive in the mornings.

Wensleydale Road

- 3.28 From the dataset, it can be observed that Wensleydale Road has minimal parking stress with a maximum utilisation of 55.9% across the morning. There is sufficient parking capacity in Wensleydale Road.

Wensleydale Gardens

- 3.29 At 6.45am, Wensleydale Gardens had a parking utilisation of 50.0% on Wednesday and 40.9% on Thursday, suggesting a large number of residents are parking on the street outside their homes. The Prep School starts at 8.35am and parking utilisation figures taken at this time showed 77.3% on Wednesday and 68.2% on Thursday. A maximum utilisation figure of 81.8% was recorded at 8.45am on Wednesday before dropping back to 77.3% at 9.00am, suggesting one additional car parked in Wensleydale Gardens for a short period. Parking utilisation was recorded at 9.45am on both days; on Wednesday the figure was 77.3% and on Thursday, 63.6%. Figures recorded at 8.30am show that utilisation was 4.6% higher than at 9.45am, indicating that there is little impact from School parking and that other factors, such as commuter parking (for those using Hampton station) account for the increased utilisation during the day.
- 3.30 It can be concluded that no prolonged period of high parking stress occurs on Wensleydale Gardens. The road has limited capacity for cars, with a single car (c. 4.5% of capacity) significantly adding to the assessed stress level. Despite this, the maximum utilisation figure was 81.8%, indicating spare capacity exists throughout the morning peak on this road. Any stress on this road (and all others) cannot confidently nor solely be attributed to the School, given the other factors in the area.

Table 3.15 - Afternoon Parking Stress Survey by Street (Unrestricted)**Wednesday 20 November**

Street Name	Afternoon Peak Survey			
	15.00 Survey Start	School Maximum	16.00 School Finish	18.00 Survey End
Carlisle Road	58.1%	61.3%	61.3%	48.4%
Gloucester Road	62.6%	64.7%	59.0%	50.4%
Scotts Drive	36.8%	36.8%	31.6%	31.6%
Wensleydale Gardens	90.9%	95.5%	63.6%	13.6%*
Wensleydale Road	60.6%	65.4%	56.7%	33.1%
Carlisle Park Car Park (Demarcated Parking Bays)	51.4%	67.6%	37.8%	10.8%

Thursday 21 November

Street Name	Afternoon Peak Survey			
	15.00 Survey Start	School Maximum	16.00 School Finish	18.00 Survey End
Carlisle Road	58.1%	61.3%	61.3%	48.4%
Gloucester Road	76.5%	87.4%	71.4%	53.8%
Scotts Drive	31.6%	52.6%	52.6%	31.6%
Wensleydale Gardens	86.4%	95.5%	77.3%	63.6%
Wensleydale Road	54.3%	66.1%	54.3%	37.8%
Carlisle Park Car Park (Demarcated Parking Bays)	27.0%	49.9%	37.8%	5.4%

3.31 Carlisle Park Car Park

Parking stress at Carlisle Park Car Park had a maximum utilisation of 67.6% recorded at 3.30pm on Wednesday 20 November. At this time, there was a period of 45 minutes where the utilisation was over 50%. On Thursday 21, there was a period of 15 minutes where a utilisation of over 50% was recorded. At all other times during the survey period, the utilisation was lower than 50% and often substantially lower, which indicates significant spare parking capacity within the car park at all times recorded during the survey.

3.32 **Scotts Drive**

Throughout the survey period, Scotts Drive had a maximum utilisation of 52.6% for 15 minutes over the two-day period. All other times the utilisation remained under 36.8%.

3.33 **Gloucester Road**

Gloucester Road, where the Prep is situated, is the road most affected by parent parking. The maximum afternoon occupancy for Gloucester Road on Wednesday 20 November was 64.7% and 87.4% on Thursday 21 November. This data indicates that there was spare capacity on the road at all times over the survey period.

The highest capacity point was recorded at 3.30pm on Thursday. Capacity was over 80% for 15 minutes, recording an utilisation of 78.2% / 76.5% in the 15 minutes before and after 3.30pm.

Wensleydale Gardens

3.34 Wensleydale Gardens recorded a maximum occupancy of 95.5% at 3.15pm and 3.30pm on Wednesday / Thursday respectively. By 4.00pm, when the Prep finishes and School collection begins, occupancy had dropped to 63.6% / 77.3% respectively, indicating that traffic related to Hampton Prep, the School under review, was not the cause of the increase in parking utilisation. The survey indicates parking utilisation remained above 50% for the majority of periods surveyed over both days, with capacity remaining high until 5.00pm and beyond. This would suggest that parking places are occupied by residents and general members of the public (e.g. commuters).

3.35 It should be noted that Wensleydale Gardens has a number of dropped-kerb, yellow line spaces and unrestricted parking spaces less than 5 metres long. Parking on any other part of the road is not illegal. While unrestricted parking stress was high at Wensleydale Gardens during the afternoon surveys, the maximum total capacity of the road during peaks was 29%, indicating ample space for cars to manoeuvre and pass one another.

Conclusion

3.36 Short peaks during School opening and closing times, outside of the traditional evening peak times, are typical outside all schools across the Borough and, indeed, 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 stress level in those areas where it is currently higher than others.

3.37 The NPPF at paragraph 109 is clear, "*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*". The survey demonstrates the impact of the School is acceptable, and certainly not severe with capacity remaining on the network even at peak times. As such, any application should not be prevented or refused on highways grounds.

4.0 NEW TRAVEL PLAN TARGETS AND ACTION PLAN

4.1 New targets for the year 2020-21 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 2020-21.

Table 4.1 Mode Share Targets

	Travel mode to and from School %						
	Walking/ Scooting (pupils)	Cycling (pupils)	Park + Stride (pupils)	School Bus (pupils)	Car Sharing (pupils)	Car Sharing (staff)	Car (Inc. Motor cycle) (pupils)
2016-17	17%	1%	20%	-	11%	-	43%
2017-18 Target	20%	4%	20%	-	12%	-	39%
2017-18 Achieved	19%	7%	18%	7%	8%	0%	39%
2018-19 Target	20%	7%	18%	7%	8%	2%	39%
2018-19 Achieved	15%	4%	26%	8%	9%	5%	34%
2019-20 Target	16%	5%	26%	8%	9%	5%	32%
2019-20 Achieved	12%	4%	28%	18%	9%	2%	29%
2020-21 Target*	16%	4%	29%	21%	-	-	30%

*- Targets suggested by TfL

- 4.3 The Hands Up survey results (Table 3.7) show an increase in the use of School Bus (pupils) (16% compared with 4% in 2016/17). It also shows a drop in overall parental car use to 29% (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 School for the work it has undertaken on its Travel Plan. The School will continue to build on and develop its Travel Plan to ensure that these targets are met, or improved, during the next review period.
- 4.4 Staff use of car sharing has remained consistent at 2/3% compared with none in 2016/17. The overall use of cars by staff has reduced by a percentage point to 53%, and there was an increase in active travel by staff during this period from 40% to 43%. This is considered to be at an acceptable level, given that 70% 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 Whilst the School failed to meet its cycling target by 1%, it considers that it is counteracted by the higher than anticipated improvement in the use of the school coach service, which is deemed to be a sustainable method of travel.
- 4.6 It is recommended that the current Action Plan, as shown in Table 4.2 below, be rolled into the next year. Initiatives for encouraging car sharing next year are not possible due to the Coronavirus legislation. People who share car journeys are automatically considered to be close contacts in the event of someone testing positive for Covid-19, and as such, this mode of transport will be discounted from next year's targets.

Table 4.2 Initiatives and Measures – 2020-21

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: October/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	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
	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
	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 succeed in its implementation of the Travel Plan.
- 5.2 The following key aims of the school's Travel Plan are continuing to be 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 the aims (bullet-pointed above) to improve on what has already been achieved, as is evidence by the continuing improvements in results.
- 5.4 The informative (U0043625) seeking further marshalling has been addressed by Hampton School on an annual basis, via correspondence with Officers and representations at Planning Committee. The School are able 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 both monitored each day at opening and closing times. This informative (U0043625) should not be carried over to the next decision notice.
- 5.5 The first virtual neighbor meeting is provisionally scheduled for 10 March 2021, with invites to be sent to local residents in the week commencing 22 February 2021. The School is seeking to appoint a chair, who have not previously supported or objected to any version of the Travel Plan so far approved.
- 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 (valid through to 2022), 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 2020/2021, 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 The NPPF at paragraph 109 is clear, "*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 clearly concludes that there would not be an unacceptable impact on highway safety, nor 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.