



**The Trustees of Hampton School
Trust**

Transport Statement
Proposed Variation to
Condition U67172 to
Increase Pupil Numbers at
Hampton Prep School

Final report
Prepared by LUC
August 2024

The Trustees of Hampton School Trust

Transport Statement

Proposed Variation to Condition U67172 to Increase Pupil Numbers at Hampton Prep School

Project Number

12119

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Chapter 1

Project Background and Planning Context

Introduction

1.1 LUC has been appointed to provide transportation consultancy advice to support a proposed increase in pupil numbers from the current condition of 144 to 176.

1.2 The proposals relate to the Hampton Prep School located at Gloucester Rd, Hampton TW12 2UQ.

Relevant Planning History

13/2102/FUL

1.3 The Gloucester Road site was redeveloped under application 13/2102/FUL. Condition U67172 of the decision notice states

That no more than 144 shall be on the school roll at any one time and prior to the commencement of the first term of each year in September, the school roll shall be submitted to the Local Planning Authority to confirm such compliance.

Reason: to safeguard the amenities of neighbouring residential properties, to ensure a safe form of development in terms of traffic to & from the site & to accord with the terms of the application.

1.4 The Prep school has therefore been operating with an overall pupil cap of 144 in accordance with this. The latest of which was through approved application 13/2102/DD23 which confirmed 143 pupils were enrolled at the start of the Autumn term 2023.

1.5 Condition U67179 of 13/2102/FUL also requires a Travel Plan to be implemented and annually revised for 5 years following approval. The final 5th Travel Plan was submitted to London Borough of Richmond upon Thames (LBRuT) for the year 2020-21 (13/2102/DD22). The Travel Plan includes valuable hands-up survey data which will be utilised for this assessment.

Reason for Transport Statement

1.6 We note the reason for the above condition in part relates to traffic safety. We have therefore produced a transport statement that we believe will robustly assess the expected traffic impacts of the proposed increase in pupil numbers.

1.7 The Transport Statement comprises the following chapters:

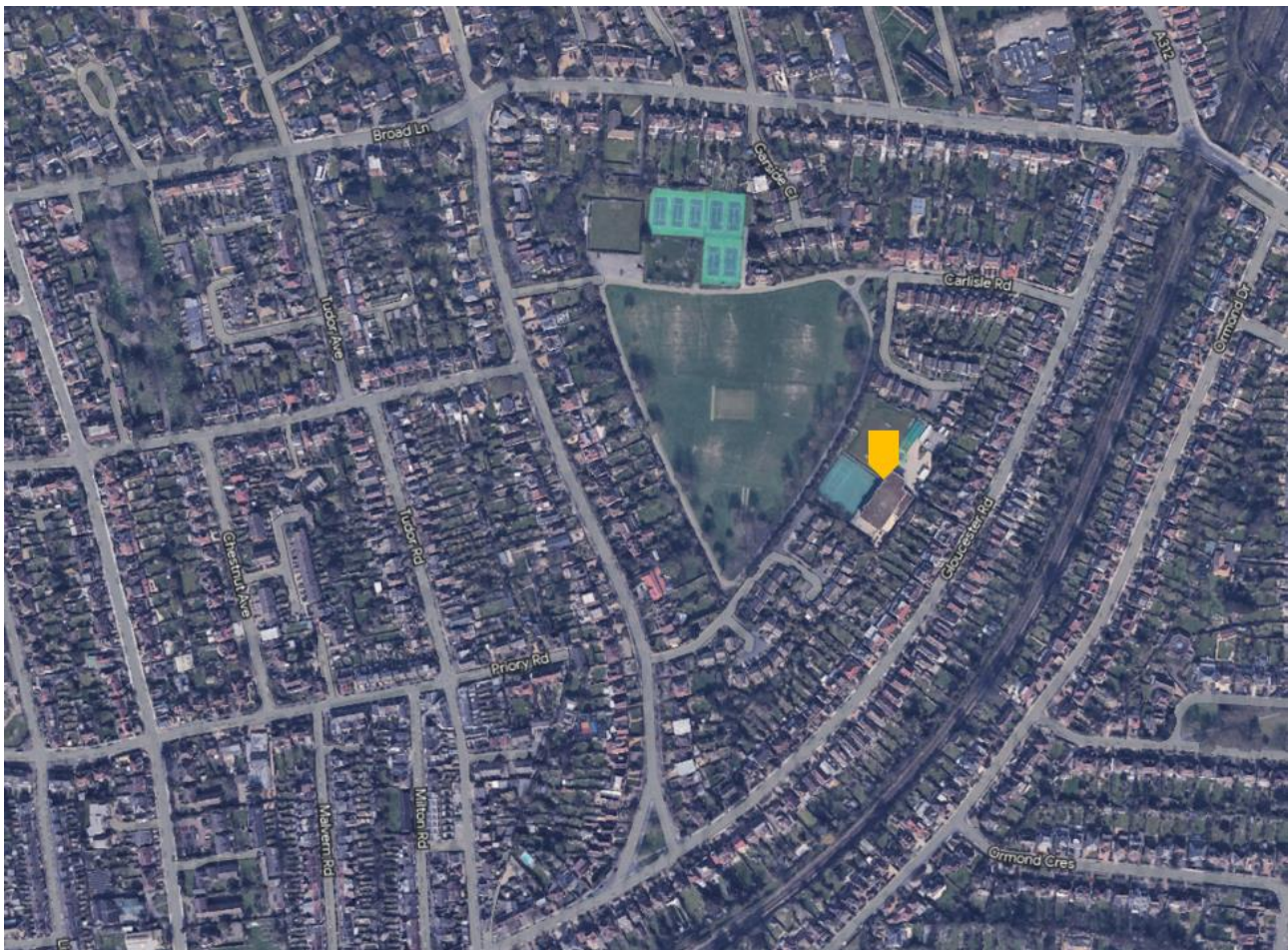
- **Chapter 2** – Existing Conditions
- **Chapter 3** – Proposed Development
- **Chapter 4** – Summary and Conclusions

Chapter 2 Existing Conditions

Site Location

2.1 The site is located approximately 65m north-west of Gloucester Road and is bounded by residential properties to the north- east and south-west. Carlisle Park borders the school along its north-western boundary.

Figure 2.1 Site Location Plan

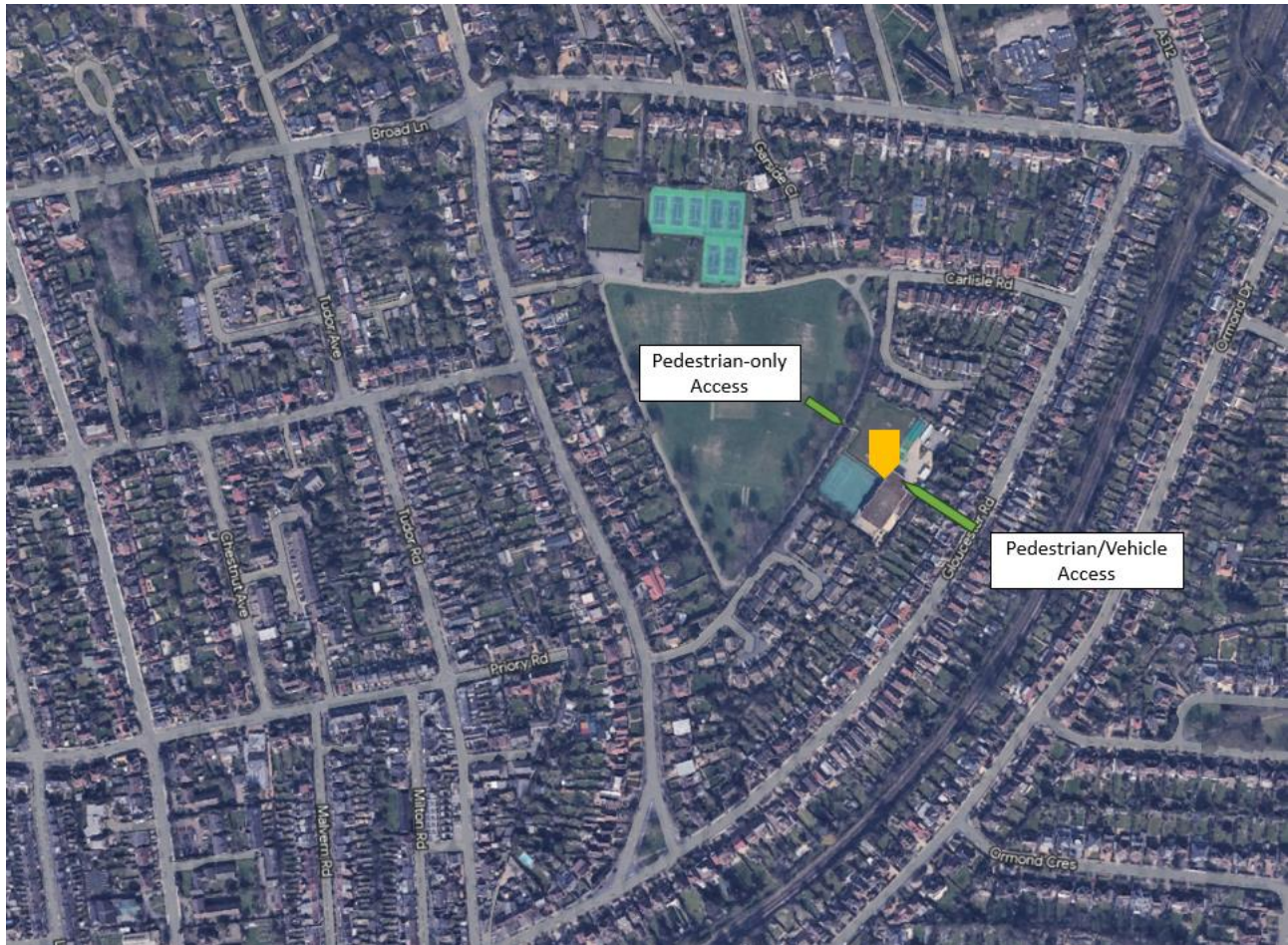


Pedestrian Access

2.2 The main school entrance is via Gloucester Road. This is a shared pedestrian and vehicle secure gate. Vehicle use of the gate is minimal, only serving 10 parking bays for school staff, including 2 disabled bays and 3 minibus spaces. As staff arrive prior to and depart after school start / end times, there are generally no vehicle movements through the gate during pupil pedestrian movements. Footways along Gloucester Road are wide, measuring approximately 2m with localised narrowing adjacent to street trees. The footways are well surfaced in good condition.

2.3 An additional pedestrian only gate is provided on the north-western boundary linking to Carlisle Park. Footpaths within the park provide traffic-free links to the school grounds, with onward links to Wensleydale Gardens, Carlisle Road and Wensleydale Road.

Figure 2.2 Pedestrian Access



[Click here to enter caption.](#)

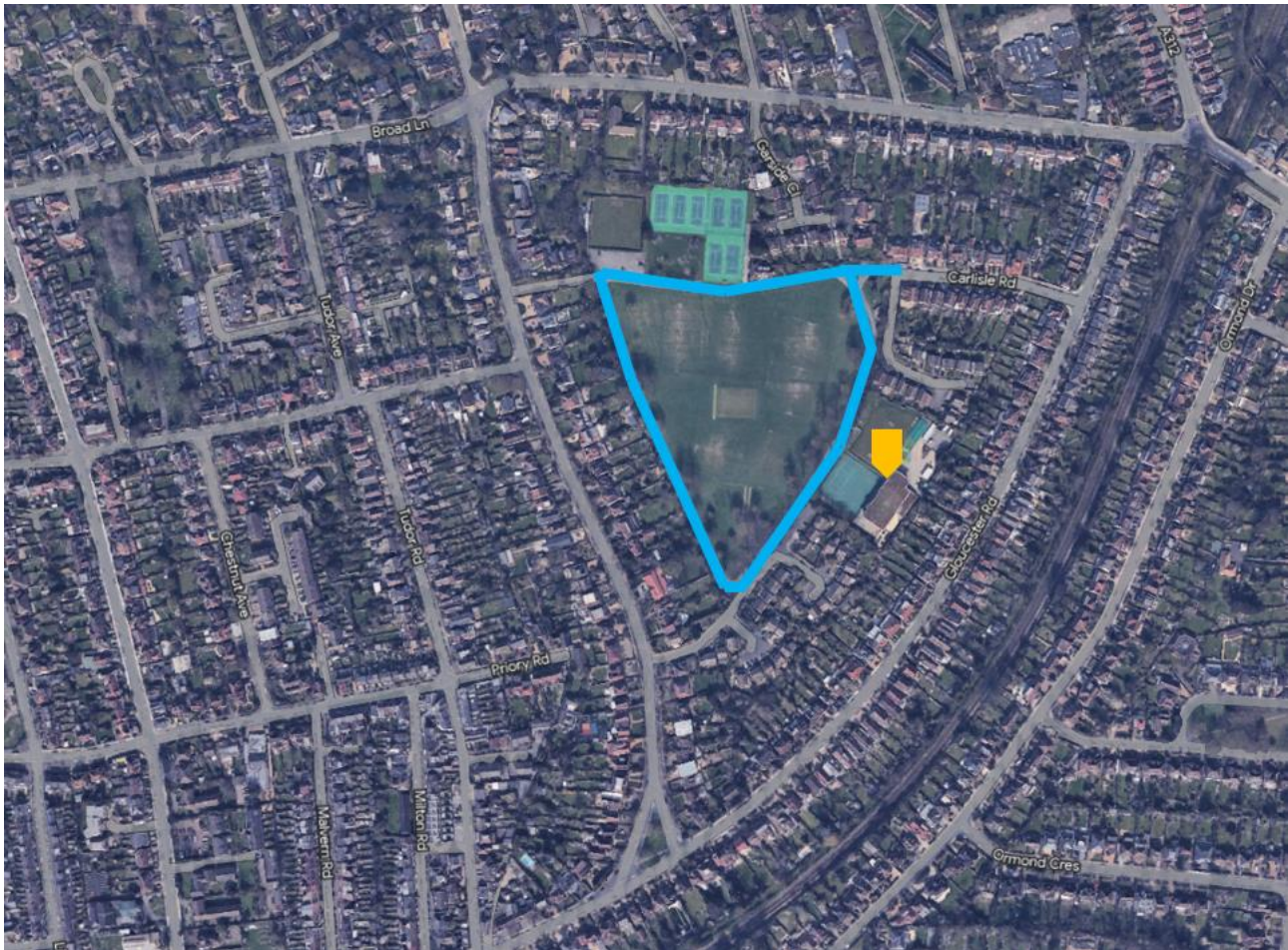
Cycle Access

2.4 The school has dedicated cycle and scooter parking on site for pupils and staff.

2.5 There are no dedicated cycle lanes in the immediate vicinity however the surrounding roads are residential in nature, and a borough-wide 20mph speed limit approved in March 2019 means that vehicle speeds are conducive to on-road cycling if pupils are accompanied by an adult.

2.6 The paths within Carlisle Park are shared pedestrian and cycle routes which provides pupils with a pleasant and traffic-free section linking to the school grounds.

Figure 2.3 Traffic-Free Cycle Routes within Carlisle Park

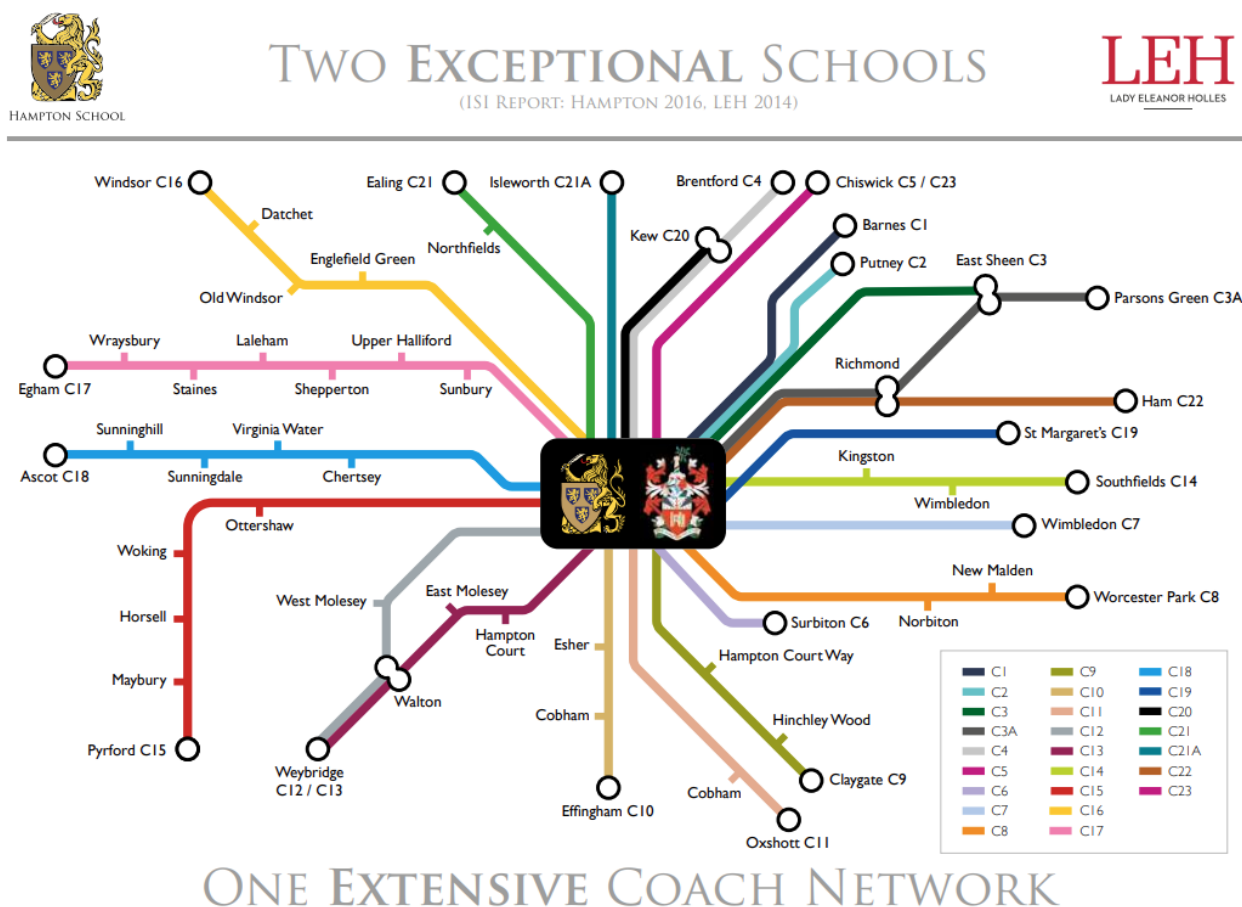


School Bus

2.7 Hampton Senior School and neighbouring Lady Eleanor Holles School run a joint 27-route coach service which provides a popular and safe means of travelling to the schools, covering the north, south, east and west of the School.

2.8 A shuttle bus service operates between the Senior School and the Prep School with 36 Prep School pupils using this service in the 2023-2024 school year. The coach service network is shown in the map below.

Figure 2.4 Hampton School Coach Service Network Map



Source: Hampton Coach Leaflet: <https://hamptonschool.org.uk/wp-content/uploads/Hampton-Coach-Leaflet-2022.pdf>

Public Transport

2.9 The nearest bus stops are located on Broad Lane, approximately 350m north of the school, serving route R70. Additional stops are located on Uxbridge Road serving route 285, an approximate 550m walk from the site.

2.10 Hampton Rail station is located c.700m south-west of the site. This serves South Western Railway services to Waterloo and Shepperton. Bus stops are also located outside the station serving routes 111 and 216.

2.11 The available public transport services are summarised in Table 2.1 and Table 2.2 below.

Table 2.1 Local Bus Services

| Route | Bus Stop Location | Route | Average Hourly Frequency (per direction) |
|-------|-------------------|--|--|
| R70 | Broad Lane | Richmond – Twickenham – Hampton Hill – Hampton School – Nurserylands Shopping Centre | 12 |
| 285 | Uxbridge Road | Heathrow – Hatton Cross – Feltham – Uxbridge Road – Hampton Hill – Teddington – Kingston upon Thames | 12 |
| 111 | Hampton Station | Heathrow – Hounslow – Whitton – Hanworth – Hampton Station – Kingston upon Thames | 12 |

| Route | Bus Stop Location | Route | Average Hourly Frequency (per direction) |
|-------|-------------------|--|--|
| 216 | Hampton Station | Staines upon Thames – Ashford – Sunbury upon Thames – Hampton – Kingston upon Thames | 20 |

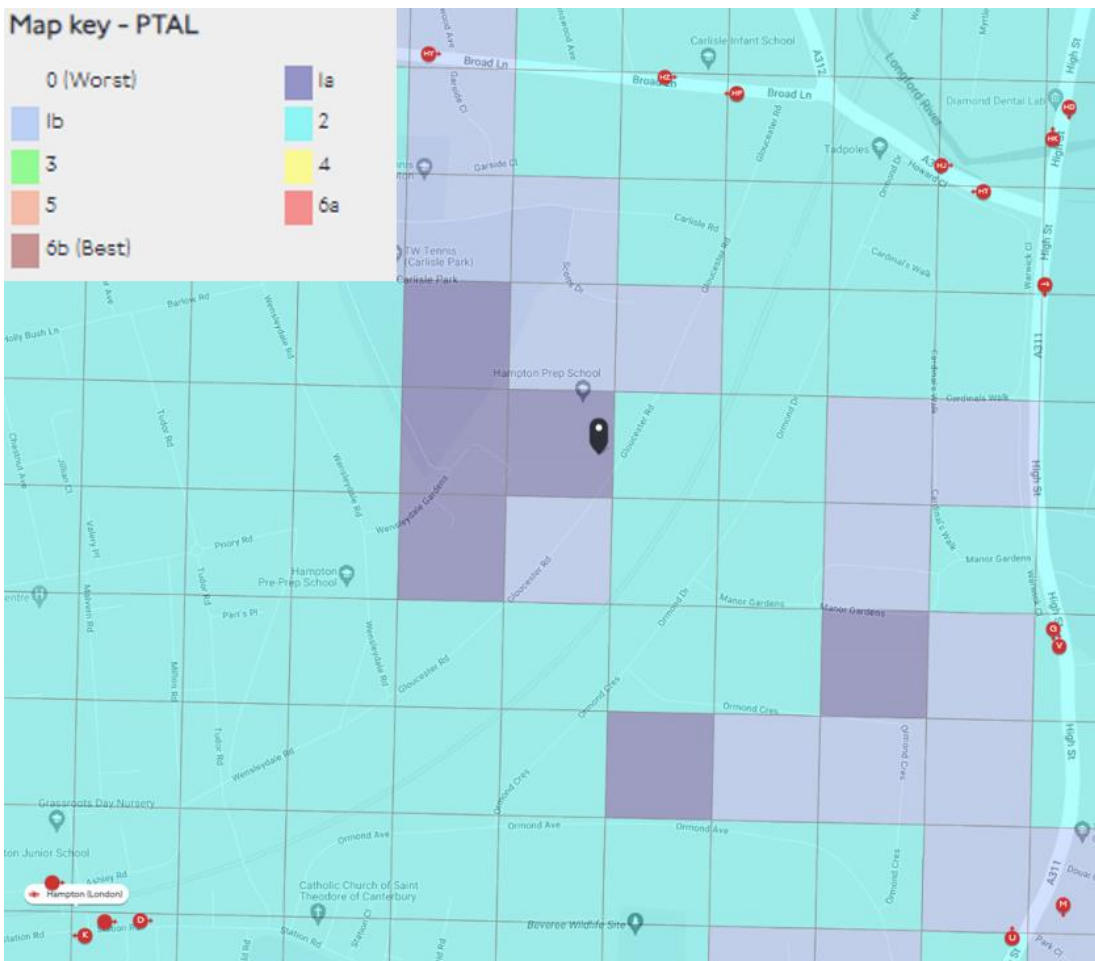
Table 2.2 Local Rail Services – Hampton Station

| Terminus | Stops | Average Frequency |
|-----------------|--|-------------------|
| London Waterloo | Hampton – Fulwell – Teddington – Hampton Wick – Kindston – Norbiton – New Malden – Raynes Park – Wimbledon – Clapham Junction – Vauxhall – London Waterloo | 30 |
| Shepperton | Hampton – Kempton Park – Sunbury – Upper Halliford – Shepperton | 30 |

Public Transport Accessibility Assessment

2.12 PTAL considers bus services within 640m of the site and rail services within 960m of the site. As shown in the extract from WebCAT (Figure 2.2) below, the school is located within a PTAL 1a-1b zone. This rating is typical of the area as a largely residential outer London location. However as demonstrated above, there is a choice of public transport options within the 640m and 960m walk distances specified by PTAL.

Figure 2.5 PTAL



Road Network

2.13 As noted above, all roads within the vicinity of the school site are subject to 20mph speed limits with the exception of a small number of strategic corridors including TfL Red routes.

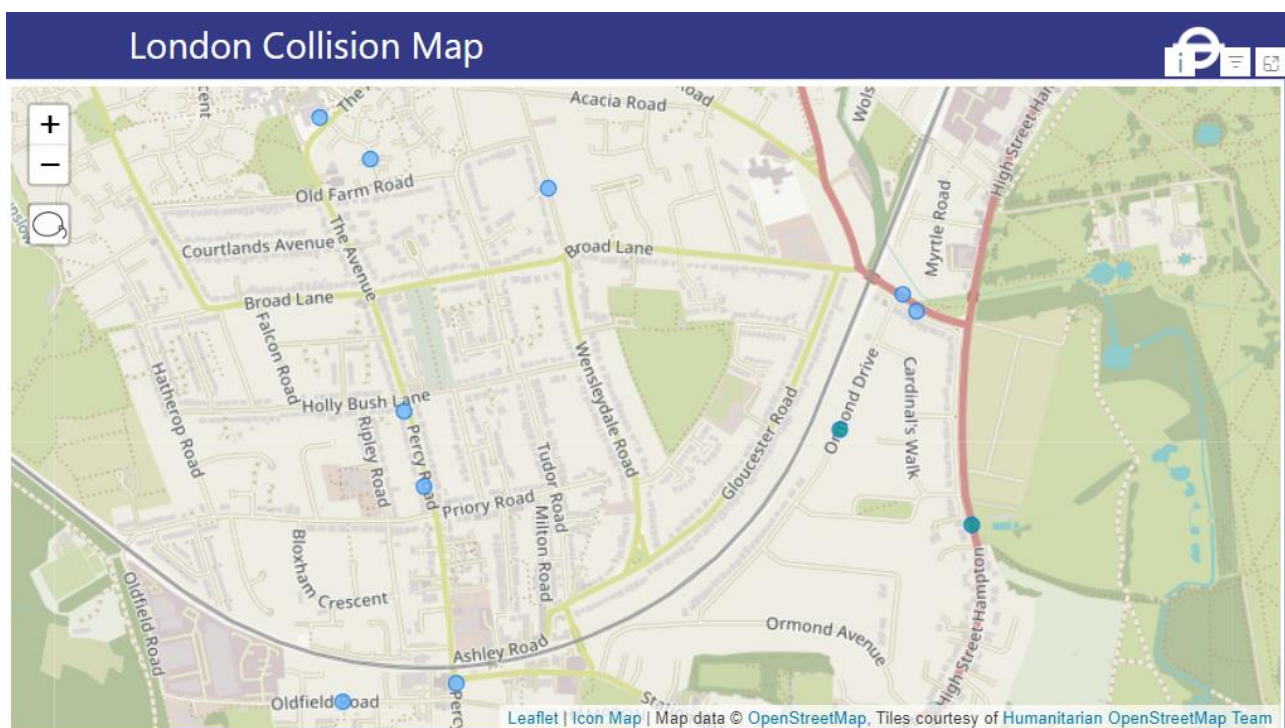
2.14 Gloucester Road is a residential single carriageway road, with a mixture of kerbside and driveway parking on both sides. The road links to Broad Lane to the north and Wensleydale Road to the south. Both have similar characteristics, facilitating direct driveway access, however Broad Lane also functions as a bus corridor.

2.15 The school is also bordered by Scotts Drive/Carlisle Road to the north, and Wensleydale Gardens to the south. Both of these are heavily residential cul-de-sacs. No school access is permitted from these roads; however an emergency-only gate is located off Wensleydale Gardens.

Accident Data Review

2.16 TfL have created interactive dashboards that provide locations and details of published collisions in London. The [Road danger reduction dashboard](#) visualises the most recently validated collision figures, including provision of a collision map. The extract below shows the collisions in the vicinity of the site between 1st January 2017 and 31st January 2023

Figure 2.6 Injury Accident Data Review



Source: London Collision Map

2.17 The review confirms that no accidents have been reported on the road network in the immediate vicinity of the site. It is therefore considered that there are no issues to address to support the development of the application site.

Chapter 3 Assessment of Proposals

Summary of Proposals

3.1 An amendment of condition U67172 under application 13/2102/FUL is proposed, to increase pupil numbers from the current 144 to 176 at Hampton Prep School.

3.2 The proposals are for an uplift in pupil numbers only, with an uplift of 4 pupils per class. No changes are proposed to the existing site layout.

Trip Generation and Mode Share

3.3 The submitted 2020/21 Travel Plan (13/2102/DD22) outlines the most recently available mode share for the school. It should be noted this was taken during Covid-19 and this is considered to add an additional layer of robustness, due to reduced use public transport and car sharing at the time.

3.4 The mode share data was gathered via a Hands Up survey. 138 pupils from the Prep School took part in the Hands Up Survey. This represents (94%) of the pupil population at the time.

3.5 An extract of the Travel Plan's measured mode share is shown in Figure 3.1 below.

Figure 3.1 Results of Hands Up Survey

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

| Mode | Hampton Prep School Hands Up Survey | | | | | | | | | |
|-------------------------|--|-------------|-------------------------|-------------|-------------------------|-------------|-------------------------|-------------|-------------------------|-------------|
| | (2020-21) 7/10/20 | | (2019-20) 20/11/2019 | | (2018-19) 14/11/2018 | | (2017-18) 03/05/2018 | | (2016-17) 17/11/2016 | |
| Active Travel | 26 | 19% | 23 | 16% | 27 | 19% | 35 | 25% | 25 | 18% |
| Walking | 23 | 17% | 16 | 11% | 22 | 15% | 22 | 16% | 14 | 10% |
| Scooting | 0 | 0% | 0 | 0% | 1 | 1% | 4 | 3% | 10 | 7% |
| Buggy | 0 | 0% | 0 | 0% | 0 | 0 | 0 | 0% | 0 | 0% |
| Cycling | 3 | 2% | 6 | 4% | 4 | 3% | 9 | 6% | 1 | 1% |
| Public Transport | 36 | 26% | 35 | 24% | 21 | 15% | 19 | 13% | 14 | 11% |
| Rail/Overground | 0 | 0% | 0 | 0% | 2 | 1% | 2 | 1% | 1 | 1% |
| Tube | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| DLR | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Tram | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% | 0 | 0% |
| Public bus | 1 | 1% | 2 | 1% | 2 | 1% | 2 | 1% | 5 | 4% |
| School Bus/Taxi | 35 | 25% | 33 | 23% | 17 | 12% | 15 | 11% | 8 | 6% |
| River | 0 | 0% | 0 | 0 | 0 | 0% | 0 | 0% | 0 | 0% |
| Car | 76 | 55% | 86 | 60% | 94 | 66% | 88 | 62% | 99 | 72% |
| Car/Motorcycle | 27 | 20% | 22 | 15% | 31 | 22% | 34 | 24% | 39 | 28% |
| Car Share | 8 | 6% | 15 | 10% | 14 | 10% | 18 | 13% | 21 | 15% |
| Park and Stride | 41 | 30% | 49 | 34% | 49 | 34% | 36 | 25% | 39 | 28% |
| Total | 138 | 100% | 144 | 100% | 142 | 100% | 142 | 100% | 138 | 100% |

Source: Hampton Prep School 5th Travel Plan (2020/21)

3.6 Car-related trips account for 55% of pupils' travel mode. It is an important distinction that 'car share' relates to multi-family car sharing journeys, rather than siblings. The measured 55% mode share does not necessarily equate to 76 individual car trips, as a proportion of the 20% 'car / motorcycle' and 30% 'park and stride' trips are shared amongst single families.

3.7 However, as a worst-case scenario it has been assumed that the uplift of 32 school pupils will result in 18 (55%) additional vehicle arrivals (36 two-way trips) at school start and end times. The forecast mode share as a result of the proposals is shown in Table 3.1.

Table 3.1 Pupil Mode Share and Trips

| Mode | Mode Share | Pupil Uplift |
|-------------------|-------------|--------------|
| Active Travel | 19% | 6 |
| Walking | 17% | 5 |
| Scooting | 0% | 0 |
| Buggy | 0% | 0 |
| Cycling | 2% | 1 |
| Public Transport | 26% | 8 |
| Rail / Overground | 0% | 0 |
| Tube | 0% | 0 |
| DLR | 0% | 0 |
| Tram | 0% | 0 |
| Public Bus | 1% | 0 |
| School Bus / Taxi | 25% | 8 |
| River | 0% | 0 |
| Car | 55% | 18 |
| Car / Motorcycle | 20% | 6 |
| Car Share | 6% | 2 |
| Park and Stride | 30% | 10 |
| Total | 100% | 32 |

Walking and Cycling

3.8 It is considered that existing pedestrian facilities in the vicinity of the school are sufficient with high quality footways on Gloucester Road approaching the main entrance and shared-use paths within Carlisle Park approaching the alternative pedestrian-only entrance to the school.

3.9 There is existing cycle parking provision that is considered to be able to accommodate the forecast 1no. additional cycling journey to school.

Public / School Transport

3.10 It is forecast that an additional 8no. pupils will make use of the existing school coach and shuttle bus provision. It has been confirmed that the additional capacity required can be accommodated within both the existing school coaches and shuttle bus provision.

3.11 It is noted that Hampton Prep School has had significant success in the uptake of the school coach provision, with the mode share increasing from 6% in the 2016-17 academic year to 25% in the 2020-21 academic year. The strong uptake of this provision has significantly reduced the impact of trips to the school by private vehicles. Therefore it is considered that there is now a reduced need to safeguard residential amenities from traffic generated by the school through limiting the maximum number of pupils enrolled compared to the decision that was taken in 2014 (U67172).

Road Network

3.12 It is considered that the worst-case scenario for vehicle trips is that the uplift in pupil numbers generates an additional 36no. vehicle movements on the road network surrounding the school in the dropoff and pickup periods.

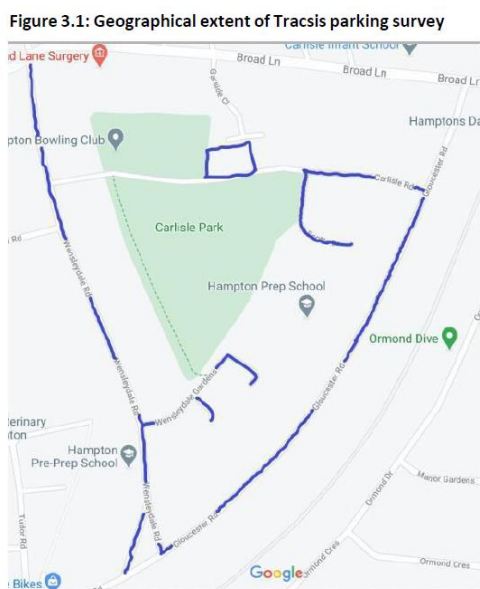
3.13 It is considered that this increase in vehicle movements will have only a negligible impact on existing highway operation.

Parking Impact

2020 Parking Surveys

3.14 The 2020/21 Travel Plan included a parking survey undertaken on 7th and 8th October 2020. This covered all streets within the vicinity of both the Prep School and the linked Pre-Prep site, on Wensleydale Road, as shown in Figure 3.2 below.

Figure 3.2 2020 Parking Survey Extents



Source: Hampton Prep School 5th Travel Plan (2020/21)

3.15 Surveys were undertaken between 06.45 and 09.45 in the morning, and between 15.00 and 18.00 during the afternoon. 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.

3.16 Parking capacity was measured based on a 5.5m kerb length per space. This is more robust than the standard practice of 5m per space. Overall capacity for 403 unrestricted spaces was recorded.

3.17 An extract of the survey results is shown in Figure 3.3 below.

Figure 3.3 2020 Parking Survey Results

Table 3.10: Parking Stress Survey – All Areas (Unrestricted)

| Date | Morning Peak Survey | | | |
|---------------------|---------------------|----------------|--------------------|----------|
| | 06.45 Start | Survey Maximum | School Start 08.30 | 9.45 End |
| Wednesday 7 October | 31.3% | 43.9% | 41.7% | 39.7% |
| Thursday 8 October | 30.0% | 41.4% | 40.4% | 39.0% |

| Date | Afternoon Peak Survey | | | |
|---------------------|-----------------------|----------------|---------------------|-----------|
| | 15.00 Start | Survey Maximum | School Finish 16.00 | 18.00 End |
| Wednesday 7 October | 42.4% | 45.9% | 43.9% | 33.3% |
| Thursday 8 October | 42.4% | 48.9% | 44.7% | 32.5% |

Source: Hampton Prep School 5th Travel Plan (2020/21)

3.18 Parking stress, even during maximum occupancy, was recorded to be low. The number of occupied and available spaces is summarised in Table 3.2 below based on the maximum occupancy surveyed.

Table 3.2 Maximum Surveyed Occupancy

| | Maximum Recorded % Stress | Maximum Occupied Spaces | Minimum Available Spaces |
|-----------|---------------------------|-------------------------|--------------------------|
| AM Survey | 43.9% | 177 | 226 |
| PM Survey | 48.9% | 197 | 206 |

3.19 The Travel Plan also outlines parking stress by specific street. The most likely street to experience an uplift in parking stress is Gloucester Road. As shown in Figure 3.4, a maximum parking stress of just 42.6% was recorded there.

Figure 3.4 2020 Parking Survey Results

Table 3.12 - Morning Parking Stress Survey by Street (Unrestricted)

Wednesday 7 October 2020

| Street Name | Morning Peak Survey | | | |
|--|---------------------|----------------|--------------------|------------------|
| | 06.45 Survey Start | Survey Maximum | 08.30 School Start | 09.45 Survey End |
| Carlisle Road | 65.5% | 75.9% | 75.9% | 69.0% |
| Gloucester Road | 34.7% | 42.6% | 37.4% | 37.4% |
| Scotts Drive | 18.8% | 31.3% | 31.3% | 18.8% |
| Wensleydale Gardens | 57.9% | 78.9% | 78.9% | 52.6% |
| Wensleydale Road | 20.5% | 45.5% | 45.5% | 40.2% |
| Carlisle Park Car Park (Demarcated Parking Bays) | 10.8% | 37.8% | 31.3% | 29.7% |

Thursday 8 October

| Street Name | Morning Peak Survey | | | |
|--|---------------------|----------------|--------------------|------------------|
| | 06.45 Survey Start | Survey Maximum | 08.30 School Start | 09.45 Survey End |
| Carlisle Road | 62.1% | 79.3% | 72.4% | 65.5% |
| Gloucester Road | 33.7% | 41.6% | 33.2% | 37.4% |
| Scotts Drive | 31.3% | 31.3% | 31.3% | 31.3% |
| Wensleydale Gardens | 42.1% | 63.2% | 63.2% | 52.6% |
| Wensleydale Road | 22.3% | 48.2% | 48.2% | 40.2% |
| Carlisle Park Car Park (Demarcated Parking Bays) | 2.7% | 32.4% | 21.6% | 18.9% |

Source: Hampton Prep School 5th Travel Plan (2020/21)

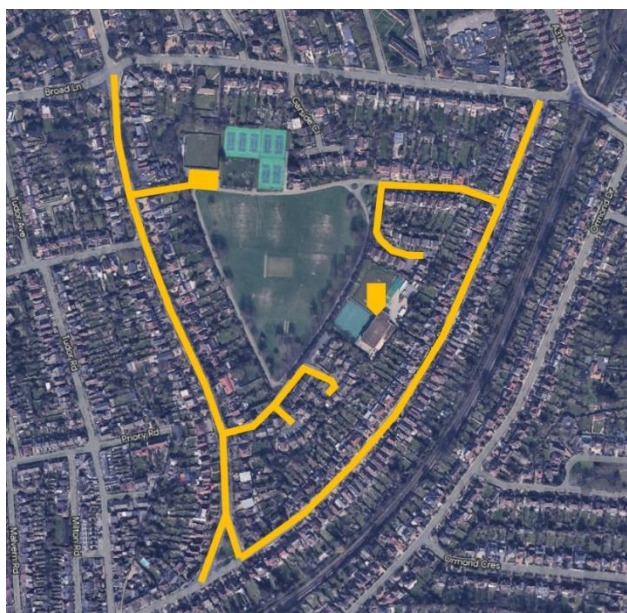
3.20 It can therefore be concluded there is not an existing parking issue with parking stress, with a minimum of 206 available spaces during peak occupancy. A worst-case uplift of 18 additional vehicles can therefore be accommodated without significant impact.

2024 Parking Surveys

3.21 Notwithstanding the above, it is recognised there remains concern amongst local residents about parking impacts from the school. With this in mind, a new parking survey was undertaken in May 2024 to ensure the latest available data is used for assessment. The survey area and methodology were agreed with LBRuT to align with the 2020 surveys.

3.22 Manual surveys have been undertaken over two school days on the study network below. These comprise snapshot counts ('beats') every 15 minutes, undertaken between 06:45 and 09:45 and again between 15:00 and 18:00. Two overnight snapshot counts at 11pm the night before the day surveys were also undertaken, to provide a baseline for residential demand as a comparator.

Figure 3.5 2024 Parking Survey Extents



3.23 Similar to the survey undertaken in 2020, parking stress was found to be low overall with a maximum average stress of 76% observed on Wensleydale Road during the PM peaks. A summary of the observed parking stress is shown in Table 3.3.

Table 3.3 Average Parking Stress

| Location | Monday 11pm | Tuesday AM | Tuesday PM | Tuesday 11pm | Wednesday AM | Wednesday PM |
|-----------------------------|-------------|------------|------------|--------------|--------------|--------------|
| Unrestricted Parking | | | | | | |
| Scott Drive | 38% | 42% | 46% | 32% | 43% | 48% |
| Carlisle Road | 51% | 46% | 48% | 37% | 44% | 50% |
| Wensleydale Gardens | 45% | 44% | 42% | 45% | 45% | 43% |
| Wensleydale Road | 68% | 73% | 76% | 69% | 74% | 76% |
| Gloucester Road | 47% | 50% | 51% | 52% | 52% | 51% |
| Car Park @ Bowling Club | 0% | 6% | 13% | 0% | 8% | 16% |
| Single Yellows | | | | | | |
| Wensleydale Gardens | 0% | 2% | 0% | 0% | 2% | 0% |
| Wensleydale Road | 0% | 0% | 0% | 0% | 0% | 0% |
| Double Yellows | | | | | | |
| Wensleydale Gardens | 0% | 0% | 0% | 0% | 0% | 0% |
| Wensleydale Road | 0% | 0% | 0% | 0% | 0% | 0% |
| School Keep Clear | | | | | | |

| Location | Monday 11pm | Tuesday AM | Tuesday PM | Tuesday 11pm | Wednesday AM | Wednesday PM |
|------------------|----------------|---------------|---------------|-----------------|-----------------|-----------------|
| Wensleydale Road | 0% | 0% | 5% | 0% | 0% | 0% |
| Gloucester Road | 0% | 0% | 0% | 0% | 0% | 0% |

3.24 With regards to the most recent parking surveys, the conclusion remains that a worst-case scenario of 18 additional vehicles can be accommodated within the existing parking provision in the vicinity of Hampton School. Therefore it is considered that the existing parking availability is sufficient to accommodate the proposed increase in pupil numbers.

Chapter 4

Summary and Conclusion

Summary

4.1 LUC have been instructed to produce a Transport Statement to support the an amendment to a planning condition in order to increase the maximum number of pupils enrolled at Hampton Prep School from 144 to 176.

4.2 This Transport Statement sets out that the school is accessible by all modes and concludes there are no existing road safety issues on the adjacent road network. There is existing pedestrian infrastructure of a good standard, with shared-use paths within the park adjacent to school providing direct access, and the existing highways are conducive to making journeys to school by cycling. There is existing school transport provision in place that complements the availability of public transport and active travel modes, all of which serve to limit the number of vehicle trips generated by the proposed increase in pupil numbers

4.3 The expected impact of the proposals in terms of additional vehicle trips and parking demand has been assessed and in the worst-case scenario the increase in pupils will generate an additional 18 journeys to school by car, although this a particularly robust figure as it does not take into account that some car journeys will be car-sharing or park and stride trips. Additionally, the 2014 decision (U67172) to limit pupil numbers to safeguard residential amenities is considered to have proven redundant in part due to mitigating factor of increased uptake of the school coach services on vehicle trips. The assessment has found that the worst-case additional parking demand generated by the proposal to increase pupil numbers can be accommodated within the existing parking provision with no detriment to existing users.

4.4 It is considered that the additional vehicle trips will have a negligible impact on the surrounding highway network.

Conclusion

4.5 This Transport Statement demonstrates that the proposed increase in pupil numbers can be accommodated by the existing transportation network and that infrastructure is in place to maximise sustainable travel to school. In the worst-case scenario for vehicle trips, the additional vehicles are considered to have only a negligible impact on highways operation and that parking demand can be accommodated with no detriment to existing users and local residents.