

## File Note

**Date** 25 January 2013

**Job No/ Name** ST12203

**Subject** West of Waterlooville Primary School - Parking

### Introduction

1. JMP has been appointed by Hampshire County Council (HCC) Property Services to provide transport planning advice to HCC regarding proposals to develop a primary school within the West of Waterlooville Major Development Area. A Transport Statement (TS) regarding the primary school was submitted as part of the planning application, together with a School Travel Plan developed by HCC.
2. This note has been prepared as an addendum to the TS submitted as part of planning application, to address queries raised by the Regulatory Committee regarding parking, both in terms of staff and parent parking. This note addresses these issues in turn below.

### Staff Parking

3. Current HCC parking policy for schools states a maximum standard of 1.5 spaces per classroom, however it is noted that this policy is now 11 years old, and it has been suggested that it does not reflect the operation of modern primary schools. So for instance the current policy does not take account of the increased number of teaching assistants, specialists, part time staff or those providing teaching across a number of schools. On this basis, most recent school planning applications in the County have increased parking to approximately 2 spaces per classroom.
4. At the time of application, it was understood that there would be 62 staff employed by the proposed primary school, comprising 20 full time staff and 42 part time staff, equating to 41 full-time equivalent (FTE) staff. The submitted TS suggested a total of 28 parking spaces should be provided, based on calculation in Table 1 below:

**Table 1 Original Staff Parking Provision**

Staff	Number of Staff	Parking Ratio	Parking Provision
Full time	20	0.85 per staff member	17
Part time	42 (21 FTE)	0.5 of FTE staff member	11
		<b>OVERALL</b>	<b>28</b>

5. HCC Development Control are currently undertaking a County wide investigation of parking standards for primary schools, given concerns that staff parking demand at some primary schools exceeds the provision. Revised guidance is anticipated later in 2013, however initial evidence suggests that staff parking standards are likely to be increased as a result of the school audits to date. A key finding of the investigations to date is that all full time teaching staff should be provided with a parking space. Likewise consideration should be given to the parking requirements of part time staff and visitors.
6. In addition, clarification has been provided by Childrens Services as to the staffing of the proposed school. It is now understood that typical similar primary schools would have 18 to 20 full time teaching staff, plus 35 part time support staff and 5 part time administration staff. This would equate to around 20 FTE part time staff. Parking provision at the WoW primary school has therefore been recalculated, as shown by Table 2.

**Table 2 Revised Staff Parking Provision**

Staff	Number of Staff	Parking Ratio	Parking Provision
Full time teaching	18 to 20	1 per staff member	20
Part time	38 (20 FTE)	0.5 of staff FTE headcount	10
Accessible	-	-	2
Visitor	-	-	See note below
		<b>OVERALL</b>	<b>32</b>

7. The planning application drawings have therefore been revised to accommodate a total of 30 regular car parking spaces, and 2 accessible parking spaces. It is noted that no specific visitor parking is provided; it would be expected that the overall level of parking proposed would be sufficient to also accommodate visitor demand, given it is unlikely that all full time staff would drive. It is also noted that laybys are proposed opposite the school, which could accommodate any potential visitor parking overspill.

**Parent Parking**

**Demand**

- 8. Section 5 of the submitted TS has calculated parking demand for the school, based on travel data for Purbrook and Denmead Primary Schools. It is noted that Denmead Primary School has a more rural setting than the proposed primary school, so pupils would be more likely to be driven to school. It is further noted that no account is taken within the TS of any siblings travelling together, or car sharing between parents. As such the forecast parking demand within the TS is very much a worst case scenario.
- 9. Table 5.4 of the TS forecasts a total of 152 pupils travelling by car to the school. It is expected that most of these trips would be linked (e.g. parents dropping off / picking up their children on the way to /from work). It is suggested that were a low 10 percent allowance made for siblings / car sharing, then the maximum parking demand would be 137 vehicles. Not all of the forecast vehicles would be anticipated to be parked at any one time, as pupil drop off and pick up would be spread across a 20 to 30 minute window as parents arrived / departed to reflect their own daily routines.
- 10. It is also understood that school would be populated from reception year upwards, so that a full role was not anticipated until the 2020/21 year, when the 2014 reception intake reached primary year 6. As such parent parking can be monitored as part of the school travel plan, and encouragement given to the use of sustainable travel modes to the school.

**Provision**

- 11. The proposed primary school is located within a Major Development Area, with HCC regularly consulting with Grainger who are developing the surrounding housing and local centre. Proposals for the MDA have outline planning consent, with further detailed planning consent required prior to construction. A key consideration in Grainger’s detailed design of the surrounding area is accommodating the short term parking demands occurring from the primary school at the beginning and end of the school day. HCC Development Control would expect this parking demand to have been carefully considered by Grainger before approving any detailed planning application for the surrounding area.
- 12. HCC has been working with Grainger to develop proposals for the surrounding highway network to accommodate the short term parking demands resulting from the primary school. It is noted however that detailed drawings for the surrounding area are yet to be submitted for planning approval. As the area outside the primary school site is not under the control of HCC, it is not appropriate to include those works within the primary schools application.
- 13. From working drawings supplied to HCC by Grainger, it is expected that around 70 parking spaces would be available local to the school, either on street or at the local centre. This is considerably greater provision than that available at most existing primary schools in the County. It is understood that HCC

Development Control are satisfied that this level of provision would be adequate to mitigate the short term parking impacts at the beginning and end of the school day.

**Conclusion**

14. Based on the further information provided above, it is considered that highway and transport impacts of the primary school would be adequately mitigated, and can be monitored through the School Travel Plan. It is understood that on the basis of the above, HCC Development Control have no highways or transport objections to the primary school proposals.

---

**Distribution**      Project team

---

**Name/ Signed**      Phil Marshall

---