

Transport Statement

Proposed Expansion at: Meridian Community Primary School,
Roderick Avenue, Peacehaven



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1 Introduction

Context

- 1.1 This report has been prepared for Mackellar Schwerdt Architects in conjunction with the above development and no responsibility is accepted to any third party for all or part of this study in connection with this or any other development.
- 1.2 GTA Civils Ltd has been commissioned by Mackellar Schwerdt Architects to prepare a Transport Statement in connection with the proposed expansion of Meridian Community Primary School, Roderick Avenue, Peacehaven.
- 1.3 This report has been prepared in accordance with East Sussex County Council (ESCC) guidelines.

The Report

- 1.4 This Transport Statement considers:
 - The existing site and the proposed development;
 - Transport infrastructure and services serving the school;
 - The existing school travel patterns and local highway network;
 - The transport impacts of the proposed development; and
 - Summary and Conclusions.
- 1.5 The report makes use of:
 - School Travel Plan survey results;
 - Assessments of the adjacent roads and main junctions;
 - Transport network data.
- 1.6 The school site and surrounding area was inspected in the preparation of this report on Tuesday 30th June 2015.

Planning Framework

1.7 This report has been prepared in accordance with the following guidance:

- National Planning Policy Framework – Transport;
- National Transport Assessment Guidance;
- The 'Smarter Choices' Agenda;
- East Sussex County Council Local Transport Plan 3 (2011 – 2026);
- Lewes District Council Development Plan.

2 Existing Site and Proposed Development

Site and Location

- 2.1 The proposal is to expand the existing Meridian Community Primary School from a 2 Form Entry (2FE) to a 3 Form Entry (3FE) school. Currently, as a 2FE the school comprises of 16No classes from reception to year six with two large playgrounds, 2No mobile classrooms, an on-site nursery, a large playing field and a garden/habitat area.
- 2.2 The school is located in Peacehaven to the south of Telscombe Road, with the main school entrance on the eastern side of Roderick Avenue and a pedestrian access located on Cripps Ave. The school is situated between the South Downs and the South Coast, approximately 7 miles from Brighton town centre. The site location is shown in **Appendix A**, an aerial view of the site location together with an approximate red line site boundary is shown below in **Figure 1**.

Figure 1 – Aerial view of the site



- 2.3 There is a nursery on site with 26 children. It is open all day for sessions from 9AM – 1PM and 1PM – 6PM. Nursery drop offs generally take place outside of the traditional school times and on the highway.
- 2.4 The access road into the site is controlled by way of a barrier which is set back from the highway.

- 2.5 There is a breakfast club from 0730AM and after school clubs until 1730PM from Monday – Friday.

Proposed Development

- 2.6 The site layout proposals for the expansion of the school have been included in **Appendix B**. The expected associated development will include an extension which at present is to be less than 1500m².
- 2.7 There will be an additional 210 pupils enrolled as a result of the development. This includes existing nursery provision (3-4 years), for up to 26 places. The existing and proposed pupil numbers are shown below in **Table 1**. The expansion will also involve an increase of around 14 staff members; see **Table 2** for details on existing and proposed total staff numbers.

Table 1 – Pupil numbers (Existing and Proposed)

	Existing (2FE)	Proposed (3FE)
Nursery	26	26
KS1 and KS2	420	630
Total	446	656

Table 2 – Staff numbers (Existing and Proposed)

	Existing (2FE)	Proposed (3FE)
Teaching Staff (FTE)	16	25*
Head Teacher / Assist. Head Teacher (FTE) (includes SENCO)	3	4
Sub-Total Teaching Staff (FTE)	19	29
Mid-Day Supervisor Assist. (PT)	3	3
Teaching Assistants (FTE)	14	15
Individual Needs Assistants (FTE)	4	6
Office Staff (FTE)	3	4
Kitchen Staff	5	5
Sub-Total Non-Teaching Staff	29	33
Total	48	62

*The Nursery will form part of the school from September 2016. The existing and proposed numbers are at maximum
26No 3-4 year olds with 4No members of staff

- 2.8 The extension will be added onto the eastern side of the school, where currently there is a 1,704m² playground.

- 2.9 Adequate parking will be provided on site to accommodate the additional vehicles from the additional members of staff required for the extension. Parking will be designed in accordance with the East Sussex County Council car parking standards.

- 2.10 The existing accesses will remain, with the main entrance on Roderick Ave; the pedestrian access on Cripps Ave; and the gated maintenance access on Glynn Road which will be used for construction vehicles.

- 2.11 In terms of programme, it is anticipated that the planning application will be submitted late September 2015.

3 Transport Infrastructure and Services

Highway Network

- 3.1 Roderick Ave is an unclassified road (U/C) that serves a number of residential properties and provides access to a number of cul-de-sacs as well as the school. Roderick Ave is a residential road around 5m wide, with a footway along the eastern side only, measuring around 2m in width.
- 3.2 Roderick Ave provides a link to the South Coast Rd/A259 to the south via Sutton Ave. The A259 is the main coast road connecting Newhaven with Seaford to the east, and Peacehaven with Brighton to the west.
- 3.3 Cripps Ave is also a residential road located to the east of Roderick Ave, with a carriageway width of around 5m. Roderick Ave and Cripps Ave are both street lit and are subject to a speed limit of 20mph in the vicinity of the school. Traffic calming is provided along these roads to ensure traffic speeds are kept to a minimum.
- 3.4 At the main entrance on Roderick Ave, and at the access on Cripps Ave there are school safety road markings (yellow 'school keep clear' markings) to restrict parking in these areas. Beside this there are no further restrictions to on-street parking in the local areas. There is currently some on-street parking in connection with the residential properties along these roads, although the majority of properties have their own off-road parking. See **Appendix C** for the detailed parking survey.

Public Transport Network

- 3.5 Bus services are available in the vicinity of the school. The nearest bus stops for regular services are located just north of Cripps Ave and are only around 90m away from the pedestrian access on Cripps Ave, representing a walk time of around 1 minute. The bus services serving these stops are detailed in **Table 3**. They provide connections between the school, Newhaven town centre, Brighton city centre and various other places. The site is well served by bus making it a good travel option for staff and pupils travelling to and from the site.

Table 3 – Bus services serving Cripps Ave

Service No. / Operator	Route	Weekday Frequency
14 Brighton & Hove Buses	Hangleton – Brighton – Peacehaven – Newhaven	School times
14C Brighton & Hove Buses	Hangleton – Brighton – Peacehaven – Newhaven	School times
123 Compass Travel	Newhaven – Rodmell – Kingston - Lewes	Roderick Ave – 0720 only

- 3.6 The bus timetables show that bus service 14C is the most frequent service from Cripps Ave. These bus services also serve the stops located to the north of Roderick Ave, situated approximately 320m north of the school, representing around a 4 minute walk. This offers a possible mode of transport for staff and students.
- 3.7 The nearest railway station is Newhaven Town Station, located approximately 4.6 miles from the school. This is too distant to offer a realistic option for travelling to and from the school.

Walk / Cycle Facilities

- 3.8 There is a pedestrian access to the school from Cripps Ave that is around 2 metres wide. There are footways provided along Cripps Ave measuring approximately 2 metres in width and are in good condition. For safety precautions there is a pedestrian guard rail positioned at the entrance to this access. There are also footways provided on Pelham Rise Road to the north, and Glynn Road to the south and other nearby roads within this residential area of Peacehaven. There is good pedestrian connectivity in the area.
- 3.9 There are no dedicated cycling facilities directly serving the school, although as the roads are residential in nature, they are conducive to cycling. The school provide existing cycle storage on site.

Parking

- 3.10 Currently, there are 24 uncovered cycle parking spaces on site. Additional bicycle parking will be required as a result of the development and will be designed in accordance with ESCC standards.
- 3.11 The ESCC standards suggest the following minimum cycle parking requirement for a class D1 use:
- 1No space per 1/10 FTE member of staff
 - 1No space per 1/15 pupils

3.12 Therefore, based on the proposed staff and student numbers of the school and nursery, this equates to the following total requirement:

- 62 FTE staff = 7No cycle spaces
- 630 pupils = 42No cycle spaces or scooter parking
- 26 nursery children = 2No cycle spaces or scooter parking

3.13 Overall, the proposed provision will be as follows:

- Main school – 7No cycle spaces for FTE staff (5No existing)
- School pupils – 30No cycle spaces plus min. 20No scooter spaces
- Nursery pupils – 1No junior cycle stand plus min. 10No scooter parking

The above provision exceeds the ESCC standards and is therefore considered adequate for the proposed expansion to a 3FE school.

3.14 There are 35 existing car parking spaces and 3 disabled parking spaces within the school site for use by the school and nursery. The school have recently installed a barrier to prevent unauthorised access to the school car park which includes dropping off and pick up times, primarily due to health and safety reasons.

3.15 A parking survey was undertaken on Friday 3rd July, the total amount of parking was counted in an area covering around 200m from the two school entrances. The roads surveyed were; Roderick Ave, Mount Caburn Crescent, Tor Rd, Anzac Close, Glynn Rd, Badgers Field, Pelham Rise and Cripps Ave. These roads are residential in nature and all, with the exemption of Pelham Rise, appeared to experience very low traffic levels outside the school access periods. The parking survey stated the following general observations and conclusion:

'General Observations

- *Despite there being one or two parking "hotspots", parking around the school appeared to be relatively trouble free. At all times there were parking spaces within a very short walking distance of the school entrances and the peak parking periods were short in duration. Access for local residents did not appear to be particularly impeded although it would, obviously, be slightly less straightforward at those times. Some residents did give their opinions during the surveys which amounted to concerns about poor practices by some drivers – parking on corners, restricting visibility, turning in and blocking driveways, and exasperation that parents were apparently not prepared to walk short distances from where there were plenty of parking spaces.*

It was also noted that the school's onsite parking appeared to be full during the school day and that, as a consequence, some school staff were parking off-site in the adjacent roads.

Conclusion

- *In conclusion, it would seem that there is parking capacity within the road network near to the school which could potentially accommodate extra parking at peak times should the school be expanded. There are some issues with the behaviour of some drivers parking and driving whilst taking children to and from school, which could probably be addressed by the school pointing this out to parents on a regular basis and which, if successful, would appear to go some way to addressing the concerns of local residents.'*

3.16 The full report for the parking survey is shown in **Appendix C**.

3.17 It is noted that some on-street parking associated with the school takes place along Roderick Avenue and other local roads. This sometimes takes place at junctions which is a road safety concern. Therefore, it would be appropriate to install double yellow lines at local junctions within the vicinity of the school. Discussions have taken place with ESCC Highways who are in agreement and would take forward the necessary Traffic Regulation Orders.

3.18 The proposed on-site car parking provision will be in accordance with the ESCC parking standards for a primary school use, which suggest the following requirements:

- 1No space per 1No teaching staff
- 1No space per 3No non-teaching staff
- Plus 2No visitor spaces
- Plus 1No space for each disabled employee plus 2No accessible spaces or 5% of total capacity; whichever is greater.

3.19 Therefore, a total provision of 42 spaces is required (plus 3 disabled parking bays as existing). 9No new spaces will be created, as shown within the proposed layout in **Appendix B** (2No spaces lost to accommodate new provision). Overall, 7 No additional spaces will be provided on-site.

4 Development Impact

General

- 4.1 The proposed expansion of the school from a 2FE to a 3FE will enable the school to accommodate around 210 additional pupils and around 14 extra members of staff.
- 4.2 It is noteworthy that there are currently 2 temporary classrooms on site which are being used to accommodate pupils as the school is over capacity already for a 2FE. Therefore, in practice the likely increase of traffic to/from the site is going to be reduced as some of the trips are currently already on the highway network.
- 4.3 In order to calculate the likely traffic and parking generation for the proposed development, this report draws on two sources of data:
- For existing information – the existing School Travel Plan from the 2011 Census;
 - For proposed likely information – TRICS survey data for Primary Schools.

Base Flows

- 4.4 Base traffic flows on Roderick Ave are relatively light, estimated on our site visit to be around 200 vehs/hr in the period 0800-0900 and about ½ of that during the 1500-1600 school departure hour.
- 4.5 All provide local connections and do not have a wider strategic function.
- 4.6 There is no universally agreed approach to determining the capacity of an urban road, but one indication is given by TA79/99 in The Design Manual for Roads and Bridges (DMRB). This would suggest that the traffic capacity of roads of the type and nature of the local residential roads are likely to be greater than 500 vehicles per hour 2-way.
- 4.7 In conclusion, the low base flows observed at all sites can therefore easily be accommodated on the local highway network.

Proposed Traffic Generation

- 4.8 The proposed extension to a 3FE primary school has been assessed using two methods:

- A. Using the TRICS database;
- B. Using the Travel Plan survey data

Approach A - TRICS analysis

- 4.9 Applying approach (A) using the TRICS database, it has been interrogated to establish the likely traffic generation using the land use category of 'Education' with the sub-category of 'Primary'.
- 4.10 The TRICS search has been used to consider the morning peak period of 0800 – 0900 and the evening peak period 1500 – 1600 to ensure a robust assessment.
- 4.11 See **Table 4** for a summary of the results. Also see **Appendix D** for the detailed likely TRICS analysis report.

Table 4 – Likely weekday trip rates for proposed 3FE Primary School

Time Period	Trip Rate (per pupil)	Additional Trips (for 210 extra pupils)
AM Peak Period (0800 – 0900)	0.238	50
PM Peak Period (1500 – 1600)	0.161	34

- 4.12 From the TRICS data available, the proposed expansion from a 2FE to a 3FE Primary School would appear to generate around 50 two-way trips in the AM peak period and around 34 two-way in the PM peak period. Therefore, this would be 25 and 17 respectively as arrivals only (one way trips).
- 4.13 It is considered that the TRICS analysis provides an under-estimate of the likely trip generations of the school.

Approach B - Travel Plan survey analysis

- 4.14 In order to verify the TRICS assessment above, we have assessed the existing School Travel Plan data from the 2011 Census data for Meridian Community Primary School. The Travel Plan surveys give information on actual and preferred pupil modal choices for travel to school and an update on Action initiatives.
- 4.15 Although we have not been provided with an indicative Catchment Area map, on the basis that this is a local school within a residential area of Peacehaven, it is likely that the majority of pupils

attending will live in this part of the town allowing cycling and walking to be good options for school travel.

Table 5 – School Travel Plan (2011 Census)

Meridian Community Primary School			
Modal Split	2011 Census Data (Total of 360 pupils at time of survey)	Likely Existing (Based on total of 456 pupils)	Likely Proposed (Based on 210 additional pupils)
Walk	55.1 %	251	116
Cycle	2.5 %	11	5
Car	42.4 %	193	89
Bus	0 %	0	0
Train	0 %	0	0
Other	0 %	0	0

Analysis

4.16 **Table 5** provides a clear picture of how pupils chose to travel to school in the local area. The information on actual and preferred pupil modal choices for travel to school shows that walking is the top mode at 55.1%. The second predominant mode is car (42.4%). The results show that no pupils use public transport.

4.17 At a total share of 42.4% by car and based on the proposed additional pupil number of 210, this would generate around 89 pupils travelling by car. Based on a typical car occupancy rate of about 1.5 pupils per car, the implied number of additional cars used for pupil pick-up at school departure times would therefore be around 59. These cars will be able to park on street (see **Appendix C** for parking survey).

4.18 There will be an additional 14 members of staff as a result of the proposed development. The typical School Travel Plan survey data gives the following information on staff travel:

- 70% travel by car (including 5 % car share);
- 5% travel by bus;
- 5% travel by cycle;
- 20% walk.

- 4.19 This implies that for 14 additional staff members, there will be around 9 extra car trips to the school site in the AM peak period and PM peak period.
- 4.20 Total staff parking demand for the expanded school would therefore be around 38 in the AM and PM peak periods. This supports the current parking levels shown in the feasibility site layout plans in **Appendix B**. Therefore, staff parking demand is likely to be met on site. There is unlikely to be any overspill staff parking from the proposed school on the highway.
- 4.21 Overall, it is considered that the 25 and 17 arrivals obtained from the TRICS database are low and therefore, probably an underestimate of the likely trip generations. Using the Travel Plan survey data, the 59 is likely to be an over-estimate but for the purposes of this report and ensuring a robust assessment, we have used the higher figure.
- 4.22 An updated School Travel Plan was produced in January 2015 which shows the following modal split for travel to / from the school by pupils using an overall figure of 388 pupils at this time:
- 224 – 57% walk;
 - 155 – 39% travel by car;
 - 5 – 0.2% travel by bus;
 - 4 – 0.2% travel by taxi.
- 4.23 The above results only equate to 96.4% which leaves 3.6% unaccounted for. Although, from the numbers provided it appears that the percentages were not correct for representing the number of pupils, it should be as follows:
- 58% walk;
 - 40% travel by car;
 - 1% travel by bus;
 - 1% travel by taxi.

Therefore, our assessment is robust in practice as this shows an increase of 2.9% for those walking, and a decrease of 2.4% for those travelling by car. However, due to the discrepancies for both pupil and staff mode of travel data from the current Travel Plan, we will continue to use the data provided in the 2011 Census Data for pupils and the typical School Travel Plan survey data for staff.

Proposed Parking

- 4.24 Additional on-site parking will be required as a result of the proposed expansion to accommodate the additional vehicles travelling to / from the site. The parking provision will be designed in accordance with ESCC parking standards as outlined above in point 3.4.5. The following is for total staff following completion of the development:
- Full time (or equivalent) teaching staff = 21 teaching staff, 4 head/assistant heads (includes SENCO), 4 nursery staff. $21 + 4 + 4 = 29$ staff (29No parking spaces);
 - Full time (or equivalent) non-teaching staff = 15 teaching assistants, 6 INA's, 3 MDSA, 4 office staff, 5 kitchen staff. $15 + 6 + 3 + 4 + 5 = 33$ staff (11No parking spaces)
- 4.25 Therefore, for the school as a whole there is a requirement for 40 parking spaces (plus 2No visitor bays and 2No disabled bays).
- 4.26 Currently, there are 35 parking spaces plus 3 accessible / disabled parking bays within the on-site car park. Therefore, to meet the above ESCC requirement, an additional 7No car parking spaces are required and will be provided on site as part of the proposed development (9No new spaces will be created, 2No existing spaces will be lost to accommodate the new provision).
- 4.27 On-site cycle/scooter parking will also be designed in accordance with ESCC's Guidance for Parking at Non-Residential Development. The minimum cycle parking requirements are detailed below:
- 1 L/T space per 10 FTE staff = 7No cycle spaces
 - 1 L/T space per 15 pupils = 42No cycle/scooter spaces plus 2No (nursery use)
- 4.28 Therefore, the total provision of on-site cycle / scooter parking is proposed as follows:
- 10No scooter spaces (1No junior cycle stand) for Nursery use
 - 7No cycle spaces for school staff (5No existing)
 - 30No cycle spaces for school pupils
 - 20No scooter spaces for school pupils
- 4.29 Overall, the above cycle/scooter parking requirement will be provided as a result of the proposed expansion of the school.

Construction Vehicle Access

- 4.30 There is an approximately 5.5m wide gated maintenance access directly off of Glynn Road – this will be used for construction vehicles during the construction period.
- 4.31 Routeing will be from Glynn Road, then eastwards to Pelham Rise, then south onto Roderick Avenue which becomes Sutton Avenue further south towards the roundabout junction with the A259.
- 4.32 A Construction Traffic Management Plan will be submitted post planning consent,

Summary of Traffic Generation of the Proposed Expansion

- 4.33 Considering the existing Travel Plan survey data from the 2011 Census as the most robust approach, this indicates:
- 55.1% would walk;
 - 42.4% would travel by car;
 - 2.5% would cycle.
- 4.34 Using the existing Travel Plan survey data and based on the proposed additional 210 pupils, this would equate to:
- Around 116 extra pupils who would walk;
 - Around 89 extra pupils arriving by car (around 59 additional cars);
 - Around 5 extra pupils that would cycle.
- 4.35 Using the typical School Travel Plan data and based on the proposed additional 14 staff members, this would equate to:
- Around 9 extra staff car trips;
 - Around 1 extra staff members travelling by bus;
 - Around 1 extra staff members travelling by cycle;
 - Around 3 extra staff members that would walk.
- 4.36 In order to undertake a robust assessment, a worst case scenario would be that overall pupil travel to school patterns would feature a significant proportion travelling by car. Staff travel to school patterns could also be expected to continue to be predominantly by car. The resultant

increases in traffic flows arising from the proposed expansion would not, by itself, have a material impact on the operation and safety of the local highway network for all users; the potential increase in the demand for off-site car parking may.

- 4.37 Based on the TRICS analysis and the School Travel Plan data from the 2011 census, traffic generation for 210 additional pupils will vary between 50 and 34 two-way trips (or 25 and 17 one-way trips) between 0800-0900 and 1500-1600 on a typical school day. This correlates quite well with the Travel Plan Survey data which suggests that there will be around 59 additional car trips (for pupils) as a result of the development. The 25 and 17 is probably an underestimate and the 59 an over-estimate but for the purposes of this report and ensuring a robust assessment, we have used the higher figure.
- 4.38 Currently there are no plans to allow anyone other than staff to use the on-site parking; therefore, this could potentially result in around 59 additional cars parking on the local highway. As the local roads leading to the school are residential mostly having off-road parking, there is scope for this to be accommodated within the highway on-street without causing undue congestion.
- 4.39 In addition, the school could introduce staggered arrival and drop off times so as to reduce any overspill parking on the public highway.
- 4.40 Measures and special arrangements to reduce the potential increase on the highway could be communicated through welcome packs for parents and through school newsletters throughout the school year. Measures will be kept under review as part of the Travel Plan and changes made in discussion with both the Children's Services and Highways at ESCC. Although, it is considered that any resultant increases in traffic flows arising from the proposed development would not, by itself, have a material impact on the operation and safety of the local highway network for all users.

5 Summary and Conclusions

- 5.1 The proposal is to expand Meridian Community Primary School from a 2FE to a 3FE school. There will be an additional 210 pupils and around 14 additional staff members as a result of the development. Although, there are currently 2 temporary classrooms on site which are used to accommodate additional pupils as the school is already over capacity for a 2FE. Therefore, in practice the likely increase in traffic to / from the site will be significantly less as the trips are already taking place under the current circumstances.
- 5.2 Currently the expected development will include an extension which at present is to be <1500m².
- 5.3 The local bus services offer a fast and convenient alternative for staff and pupils travelling to / from the school. Evidence from the existing School Travel Plan from the 2011 Census suggests that the majority (55.1%) will arrive by walking. The other predominant travel mode is by car (42.4%). The school will keep up to date with effective travel planning initiatives to encourage safe walk and cycle use and provide these details within their School Travel Plan.
- 5.4 The parking survey states that there is parking capacity within the road network near to the school which could potentially accommodate extra parking at peak times should the need arise. Some on-street parking associated with the school takes place along Roderick Avenue and other local roads. This sometimes takes place at junctions which is a road safety concern. Therefore, it would be appropriate to install double yellow lines at local junctions within the vicinity of the school. Discussions have taken place with ESCC Highways who are in agreement and would take forward the necessary Traffic Regulation Orders.
- 5.5 Based on the 210 additional proposed pupils, and using the Travel Plan Survey data as the most robust approach, this would equate to:
- Around 116 extra pupils would walk
 - Around 89 extra pupils arriving by car (around 59 additional cars);
 - Around 5 extra pupils that would cycle.
- 5.6 Using the typical School Travel Plan data and based on the proposed additional 14 staff members, this would equate to:
- Around 9 extra staff car trips;
 - Around 1 extra staff members travelling by bus;

- Around 1 extra staff members travelling by cycle;
 - Around 3 extra staff members that would walk.
- 5.7 Overall, for both staff and pupils, there will be around 68 additional cars at school start and finish times (one-way) according to the Travel Plan Survey data. (59 for pupils + 9 for staff).
- 5.8 A worst case future scenario would be that overall pupil and staff travel to school patterns would continue to feature a significant proportion travelling by car. The resultant increases in traffic flows arising from the proposed development would not, by itself, have a material impact on the operation and safety of the local highway network for all users.
- 5.9 In accordance with ESCC standards and comments from the local authority there will be separate facilities provided on-site for both cycle and scooter parking. There are currently 24 existing cycle spaces provided on site. Additional cycle and scooter parking will be required to meet the ESCC standards. Therefore, an overall provision of 10No scooter spaces (1No junior cycle stand) for Nursery use; 7No cycle spaces for school staff (5No existing); 30No cycle spaces for school pupils and; 20No scooter spaces for school pupils will be provided as a result of the proposed expansion of the school.
- 5.10 Currently, there are 35 parking spaces plus 3 accessible / disabled parking bays within the on-site car park. Therefore, to meet the ESCC requirement, an additional 7No car parking spaces are required and will be provided on site as part of the development. There will be 9No new spaces created, 2No existing spaces will be lost to accommodate the new provision. It is proposed to install parking restrictions at junctions close to the school working with East Sussex County Council.
- 5.11 Measures and special arrangements to reduce the potential increase on the highway could be introduced, such as:
- Introducing staggered start and finish times;
 - Decreasing the percentage of pupils travelling to school by;
 - Increasing average pupil vehicle occupancy;
 - Increasing the number of pupils using the convenient bus service;
 - Increasing the number of pupils cycling/using a scooter;
 - Or by a combination of all of the above.

Appropriate measures should be considered and incorporated in the updated School Travel Plan.

5.12 In conclusion, there are unlikely to be any significant unacceptable traffic impacts from the proposed expansion of the school.