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Proposed Primary School Building
The King's School, Lakesmere House, Allington Lane, Fair Oak

Transport Statement

October 2023

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Appendix 1. Proposed Site Plan

1. Introduction

- 1.1. This Transport Statement has been commissioned by The King's School in support of a planning application submission to Eastleigh Borough Council as Local Planning Authority for the removal of an existing School Building and for a replacement building at The King's School, Lakesmere House, Allington Lane, Eastleigh. The location of the site is shown below.

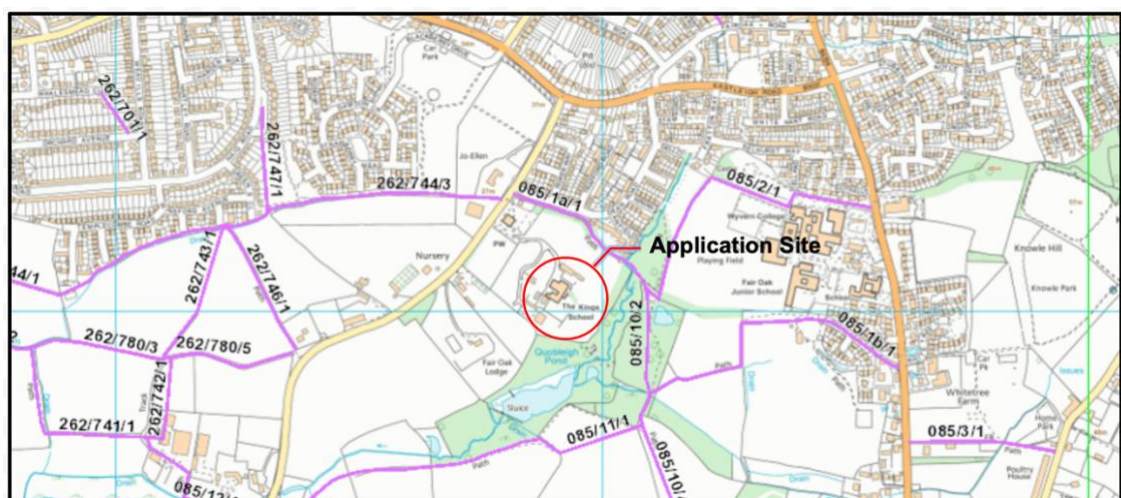


- 1.2. The new Primary School Building will replace the existing Primary School which is currently accommodated in two timber buildings. The larger of the two timber classroom buildings is to be removed from the site as it is deteriorating and no longer viable to repair. In any case, the building is not fit for educating children in the 21st Century. The smaller of the two existing timber buildings will be taken out of use as classroom accommodation and will, instead, be used as a Music / Drama / Arts / Studio etc for the Primary and Senior school children.
- 1.3. The King's School is an independent Christian school for Years R to 11 and is situated on the south-east side of Allington Lane between the culs-de-sac of Davidson Drive and Clementine Way in Fair Oak.
- 1.4. Davidson Drive forms a priority junction with Allington Lane to the north and continues to where it becomes St Swithun Wells Way. This is a recently improved access road that serves a residential development with a road width of circa 5.5m and pedestrian footways on both sides of the road. St Swithun Wells Road terminates at the application site access, although to the south it becomes Owen Drive, a newly constructed residential cul de sac.
- 1.5. Allington Lane runs north to south from the Allington Lane / Fair Oak Road priority junction in the north to the Allington Lane / Swaythling Road (A27) / Townhill Way roundabout in the south. Allington Lane is subject to a 40mph speed limit for its majority (except the northern 450m section, where the Davidson Drive junction is located, which is subject to a 30mph speed limit) as well as a 6'-6" width restriction (except for access). The speed limit changes to the south of this junction where the road becomes subject to a 40mph limit.

- 1.6. Allington Lane has undergone a number of improvements recently through the provision of the recent residential development in the area. These improvements include road widening, tactile paving and dropped footway crossings at junctions. A shared pedestrian footway / cycleway is also present on the southern (development) side of the road.
- 1.7. The nature of Allington Lane is also changing as a result of a roundabout recently constructed under the extant consents associated with the One Horton Heath development which realigns Allington Lane south of the site which will connect to a link road between Burnetts Lane and Bubb Lane.
- 1.8. To the north the B3037 runs east to west connecting Fair Oak and Horton Heath to Eastleigh Town Centre. The carriageway width along the B3037 varies in width as well as speed limits between 30mph and 40mph. Strong and continuous pedestrian and cyclist provision is provided along the B3037 route which includes a shared footway / cycleway as well as on road cycle lanes which at places are separated from the main carriageway by grass verges. In addition, there are several crossing points including signalised crossing to facilitate pedestrians crossing.

2. Site Accessibility

- 2.1. Pedestrian Accessibility - The application site is located within a new residential area within Fair Oak, approximately 4.5km east of Eastleigh Town Centre, 1km south of Fair Oak Village Centre and 2.5km from the settlement of Horton Heath. The site is situated within a 600m walk of several local amenities including a public house, bus stop, community centre, Stokewood Surgery and Church.
- 2.2. The site is located some 200m south of a dropped kerb, tactile paving and bollard crossing across Allington Lane which connects Bishopstoke Footpath Route 262/744/4 and the Fair Oak and Horton Heath Footpath 1a along Dean Road which offer connections to further Public Rights of Way routes. A map demonstrating the site location of the proposed site in relation to the local Public Rights of Way network is provided below.



- 2.3. Cycle Accessibility - As aforementioned, Allington Lane is equipped with a shared footway / cycleway on the eastern side of the carriageway to the north of the proposed access up to Fair Oak Road with an extension south being delivered under the One Horton Heath development. Such improvements have seen the number of Pupils cycling to school increased, as Parents have previously said that it is the lack of safe cycling access that have prevented them from allowing the students to cycle to school.
- 2.4. Fair Oak Road which becomes Bishopstoke Road to the west also provides shared use facilities as well on carriageway cycle lanes which provides an attractive cycle route towards Eastleigh and therefore the proposed development is well located to support cycling journeys.
- 2.5. Public Transport Provision – Bus - The closest bus stops to the site are located to the north on the B3037 on Fair Oak Road, both to the east and west of the junction with Allington Lane. The bus stops to the west are provided with more facilities including a seated shelter, flag and timetable as well as on carriageway stops. A summary of the services from both sets of bus stops to the east and west are outlined in the table below.
- 2.6.

Fair Oak Road Bus Services			
Service	Operator	Route	Frequency Monday – Friday
Bluestar 2	Bluestar	Southampton – Fair Oak via Eastleigh	Every 15 minutes
Bluestar 3	Bluestar	Southampton – Eastleigh via Hedge End	Hourly
502	Xelabus	Bishopstoke – Wyvern College	2 Services day
X15	Xelabus	Hambledon – Hedge End – Eastleigh	2 Services day
X17	Xelabus	Eastleigh – Bishops Waltham – Petersfield	2 Services (Wednesday only)

- 2.7. A review of the local bus services confirmed that a range of destinations are offered by the nearby bus stops which present a reasonable opportunity to promote sustainable travel.
- 2.8. Public Transport Provision – Rail - The closest railway station to the site is Eastleigh, located 4km to the west of the proposed development. Eastleigh Railway Station is equipped with 130 secure and sheltered cycle spaces, a 133-space car park, Monday-Sunday staffing, customer help points, CCTV, wi-fi, toilets and waiting room.
- 2.9. Eastleigh provides access to a wide range of destinations including London Waterloo (88-minute journey), Salisbury (53-minute journey), Portsmouth Harbour (49-minute journey) and Romsey (13 minutes) as well as intermediate stops including Winchester (11-minute journey), Basingstoke (31-minute journey), Woking (54-minute journey) and Southampton Central (15-minute journey).
- 2.10. The site therefore provides a reasonable opportunity to encourage travel by sustainable modes.

3. Development Proposals

- 3.1. The existing larger School building to be replaced is located to the north-west of the site and is the form of a single storey, wooden modular building which has reached the end of its life. This accommodates 5 classrooms plus ancillary accommodation and will be replaced on a like for like basis with a new building which is shown on drawing numbered 34404 – 23, included as **Appendix 1** to this Statement. This will not increase the number of Pupils at the site but will significantly improve facilities. The new building will provide a purpose built, modern and high-quality learning and teaching environment fit for the education of the Primary school children in the 21st Century. The number of classrooms will remain the same and the accommodation would be better laid out to allow better space for the Children and Staff and in which to provide a stimulating environment for learning with dedicated library and reading facilities and accessible facilities including WC and a Lift.
- 3.2. The building will also accommodate a better staff room and welfare facilities for staff, and which can be used flexibly for staff meetings and training, together with a Headteachers Office suite.
- 3.3. Car parking is currently limited within the school campus with a few spaces for disabled drivers and passengers together with a limited number of visitor spaces also located at the north-western part of the site.
- 3.4. The removal of the existing building will allow for an increased number of parking spaces to be provided within the School Campus, and this is covered further below.

4. Traffic Impact

- 4.1. The School, like any other school, has a fluctuating number of Pupils each year due to the number of those starting and leaving the school each year, although at this present time, there are some 224 pupils of which 66 are Primary Pupils. The school opens for Senior Pupils at 8:00AM with an 8:30 start, whilst Primary Pupils are normally brought slightly later as they have an 8:50 start. The School does offer a wraparound service however as many Senior Pupils have younger siblings within the Primary element, who are brought at the same time. In the afternoons the Seniors tend to finish at 3:30PM, whilst the Primary Pupils finish at 3:15.
- 4.2. Given that the number of Pupils will not increase, the likely traffic impact will remain at its current level. The situation with regard to parents dropping children off and collecting will however improve and this is explained below.

5. Car Parking and Parents Delivery / Collection Habits

- 5.1. It is important to bear in mind the school has operated from the site for more than 30 years and it is only recently that the built-up area at Fair Oak has expanded, through the development of a large residential neighbourhood, closer to its boundaries to the north, east and west. However, most schools in the district are located within or close to residential areas and the school of course wishes to be good neighbours and it is hoped that residential neighbours will, likewise, wish to be the same.

- 5.2. Local people will recognise that children still need to travel to and from the school safely and the school recognises that those bringing them to school by car also need to drive and park responsibly to minimise disruption to other road users and the neighbourhood. The school has, for some time, had a Travel Policy in place for parents and staff and this is under regular review and updated as needed. Families new to the school are provided with a handbook which includes advice about the parking arrangements with the Church for the primary aged children, and that Senior School children should be dropped off and collected in Allington Lane, should they be transporting their children to and from school by car. This is also followed up verbally with parents if needed. Families needing to transport their children to and from school by car and staff needing to travel there by car are encouraged to car share whenever possible. Staff and the Senior School children are also encouraged to walk, cycle or travel by public transport, or a combination of those travel modes, to and from school if possible.
- 5.3. The site has very limited parking capacity within the campus and these spaces are limited to disabled drivers and passengers and a few visitors during the day. The St Swithun Roman Catholic Church is located at the junction of Allington Lane with Davidson Drive and benefits from 43 car parking spaces. The Church normally has Mass at 5:00PM on a Saturday, when the School is not operational, and the Church generally does not hold services during the operational hours of the School. The School therefore has a long-standing Agreement in place which allows Staff to park within the car park during the day. There is also some opportunity for parents to park within the car park, however most parents know that parking is limited and tend to park elsewhere.
- 5.4. The parent parking usually takes place within the surrounding residential streets, an occurrence that happens at most schools throughout then district. However, in the AM, parents of the Senior Pupils tend to be dropped off in Dean Road and surrounding roads who make their own way to the school, whilst only the younger Primary Pupils are brought to School by their parents. In the afternoon, parents tend to be stationary for a slightly longer period of time, where they will be waiting for their children for collection.
- 5.5. The parking within the school campus will be increased to 27 spaces which will allow for a greater number of staff members to park within the Campus, thereby freeing up spaces within the Church Car Park for parent parking. This in turn will reduce the number of parent cars that are parked on the surrounding roads at the beginning and end of the school day.

6. Travel Habits and School Travel Plan

- 6.1. The School is committed to promoting sustainable travel and already has a School Travel Plan in place. In order to inform a review of the existing Travel Plan, Travel Habit Surveys have been undertaken with a view to strengthen it in consultation with My Journey, the body set up jointly by Hampshire County Council, Portsmouth City Council and Southampton City Council.

- 6.2. The initial Travel Habit Surveys were split between Members of Staff and Year 5 to 11 Pupils to gain an insight as to their travel habits. Of the 40 Staff Members that participated, all travel from an SO postcode area, and it transpires that 37 travel by car. However, some Staff Members have children who attend the school, whilst others tend to travel with other Pupils. Of the 37 Staff using a car as a means of transport, only 15 travel alone. 2 Staff Members currently walk and 1 regularly cycles.
- 6.3. From the 175 Year 5 to 11 Pupils who participated in the survey, these travel from SO, PO and RG postcode areas, so some tend to travel from relatively further afield. From the data obtained, it showed that 151 Pupils travelled by car, however 103 of the Pupils surveyed told us that they travel with at least one sibling, which would reduce the number of potential journeys by car by at least half. In addition to this, 51 Pupils told us that they travel with at least one other Pupil, not residing at the same address, which also reduces the number of car journeys. When this is combined with the data provided by the Staff, who travel with children / dependents and other Pupils, the number of potential car journeys is reduced further.
- 6.4. Of the remaining Pupils not traveling by private car, 9 said that they regularly walk, 7 said they cycled, 2 travel by bus, 4 travel by train and 2 arrive by taxi.
- 6.5. The surveys asked Staff and Pupils what their preferred method of transport would be and what would encourage them to use such a mode of travel. Their answers will be taken into consideration and through liaison with My Travel, a Travel Plan will be formulated to achieve Modeshift STARS, which is the Centre of Excellence for the delivery of Effective Travel Plans in Education.

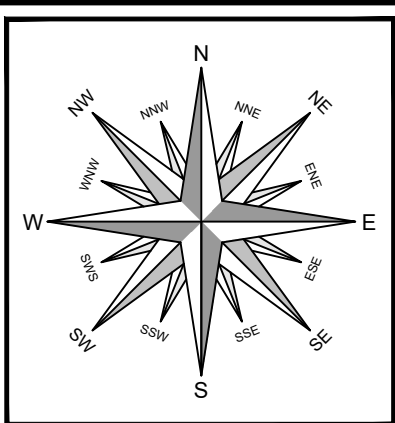
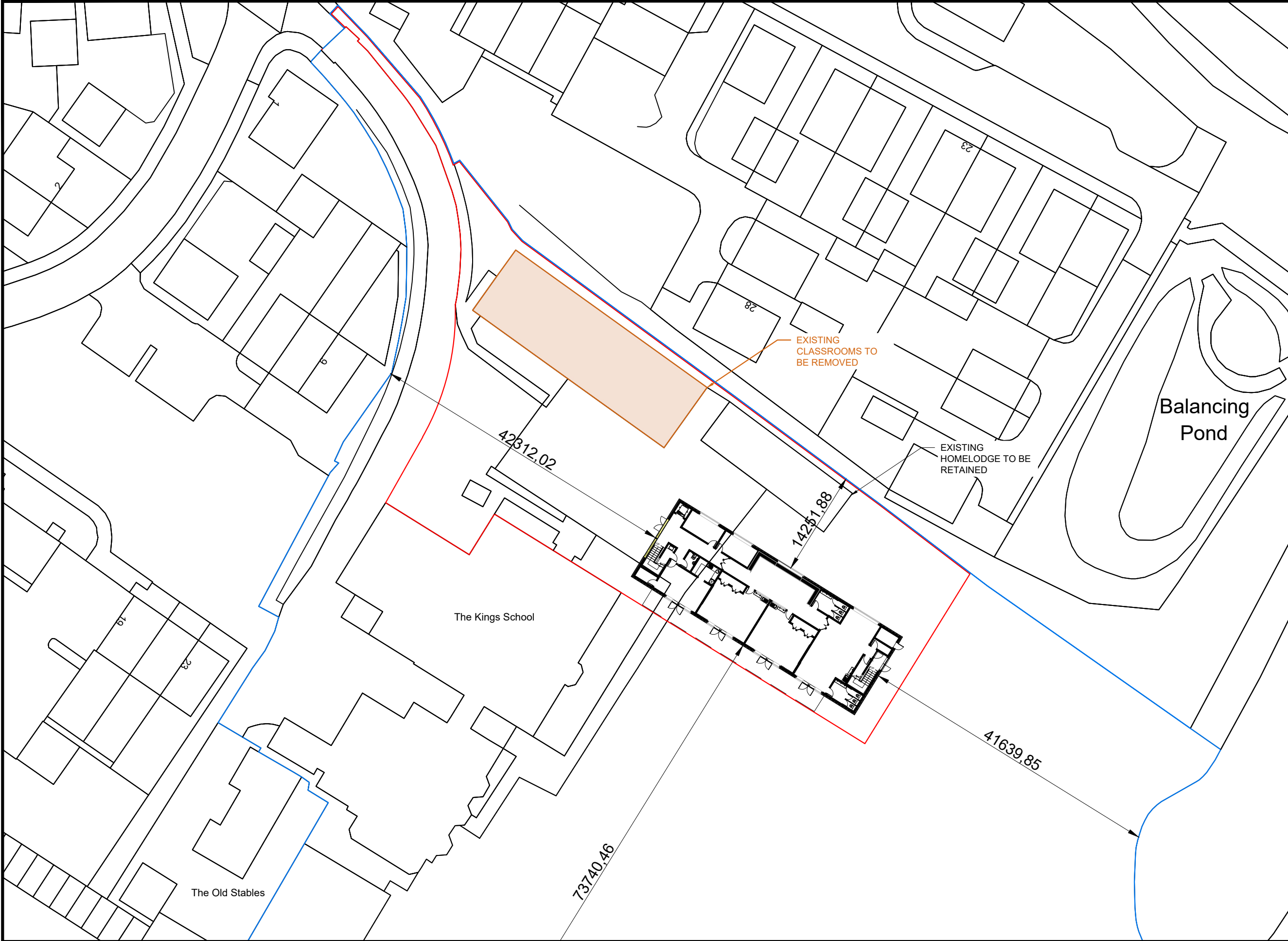
7. Summary and Conclusion

- 7.1. This Transport Statement has been produced to support a planning application for a new Primary Educational Building at the King's School, Lakesmere House, Allington Lane.
- 7.2. The School is located on the urban edge at Fair Oak, by virtue of the expansion of the built-up area being expanded closer to its north, north-east and north-western boundaries. Given its Religious status, serves a much wider catchment area including Curbridge, Fareham, Gosport and Basingstoke.
- 7.3. The proposal seeks to provide a new Primary School Building to replace the existing Primary School, which is currently accommodated in two timber buildings, the larger one of which is proposed to be removed because it has outlived its useful life. The building is not intended to result in any increase in Pupil numbers however, and there will be no additional traffic impact as a result.
- 7.4. The site is located close to public transport connections and is well served by a suitable pedestrian and cycle network, which provides a genuine opportunity for transport modes, other than the private car.
- 7.5. The development will provide a 27 space on-campus car park for Staff parking, which will free up parking spaces within the adjacent Church, which will then be available for parents to park, when dropping off or collecting Pupils. This will remove a number of cars from the surrounding residential streets, which is seen as a benefit to the neighbouring areas.

- 7.6. The School have undertaken Travel Habit Surveys and will be actively working with Hampshire County Council and My Journey to update their School Travel Plan to achieve Modeshift Stars.
- 7.7. The development is therefore considered to be acceptable from a highway point of view.

Appendix 1

Proposed Site Layout



Site Address:

The Kings School,
Lakesmere House,
Allington Lane, Fair
Oak, Eastleigh, SO50
7DB

ADDRESS	INFO
KINGSWELL BUILDINGS LTD. UNIT 2, BEECHES INDUSTRIAL PARK, LITTLETON ROAD, CRAWLEY, WINCHESTER, SO21 2GD	WRITTEN DIMENSIONS ARE IN ALL CASES TO BE PREFERRED TO SCALED DIMENSIONS. CONTRACTORS, SUB-CONTRACTORS AND SUPPLIERS MUST VERIFY ALL DIMENSIONS ON SITE.
TEL:01962 881 480	*FURNITURE IS SHOWN FOR THE PURPOSE OF ILLUSTRATION ONLY, UNLESS OTHERWISE NOTED.

 KINGSWELL BUILDINGS LTD	Drawn by : MISCHA
	Client : THE KING'S PRIMARY SCHOOL
	Drawing Title : PL BLOCK PLAN
	Scale : 1:500 @ A3
	Date : 09 August 2023 11:25:01
	Drawing Reference : 3404.23 - CH - PLBP - OPT3
	Revision Number : 2

