



Transport Statement

Tadley Court School, Tadley

Aspris Children's Services

Prepared by:

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Basis of Report

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1.0 Introduction

- 1.1 SLR has been commissioned by Aspris Children's Services to provide highways and transport advice in relation to the change of use from Class C2 residential school to Class F1 educational uses at Tadley Court School, Tadley. A site location plan is available at **Appendix A**.
- 1.2 Tadley Court School is a longstanding independent specialist school operated by Aspris for children and young people aged 4 to 18 years who have been diagnosed as being on the autistic spectrum with associated learning difficulties. The school has historically operated as a residential school, but over recent years, and reflecting changing Government policy, the balance of residential to day students has shifted. The majority of students attending the school are now day students, with very few students now residing on site.
- 1.3 The school currently has 89 pupils attending. The proposed move to a day school only will result in the registered capacity of the school increasing to 109 pupils with a corresponding uplift in staff numbers.
- 1.4 The site is within the administrative boundaries of Basingstoke and Dean Borough Council and Hampshire County Council (HCC), who act as the Local Highway Authority.
- 1.5 This Transport Statement (TS) has been prepared in accordance with the National Planning Policy Framework (NPPF, 2023) and the local transport planning policy documents as outlined in **Section 2** of this report.

Report Structure

- 1.6 This report details the potential impact of the proposed development on the surrounding transport network. It is divided into the following sections:
 - **Section 2: Policy Context** – reviews the relevant local and national transport planning policies and local planning policies;
 - **Section 3: Baseline Conditions** – describes the existing conditions at the proposed development site, and the surrounding transport network;
 - **Section 4: Development Proposals** – describes the proposed development, access arrangements and parking;
 - **Section 5: Trip Generation and Development Impact** – assessment of the number of trips that are likely to be generated by the proposed development, and its likely net impact; and
 - **Section 6: Summary and Conclusion** – summary of the findings of the Transport Statement.



2.0 Planning Policy

- 2.1 This section provides a review of the background policy that is relevant to the transportation aspects of the application.

National Policy

National Planning Policy Framework (NPPF, December 2023)

- 2.2 The National Planning Policy Framework (NPPF) sets out national planning policies for England and how they should be applied. The NPPF must be taken into account in preparing the development plan and is a material consideration in planning decisions.

- 2.3 The NPPF identifies that “plans and decisions should apply a presumption in favour of sustainable development” and for decision-taking this means:

“c) approving development proposals that accord with an up-to-date development plan without delay; or

d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:

i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or

ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.”

- 2.4 In terms of promoting sustainable transport the following paragraphs of the NPPF are considered relevant to the development proposals:

- 2.5 Paragraph 108:

“Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.”



2.6 Paragraph 111:

“If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport;*
- d) local car ownership levels; and*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”*

2.7 Paragraph 112:

“Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network...”

2.8 Paragraph 114:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”*

2.9 Paragraph 115:

“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.”

2.10 As such development should provide opportunities for sustainable travel, safe and suitable access, align with national design guidance and mitigate any significant traffic impacts in terms of capacity, congestion or highway safety.

2.11 With respect to the location and design of developments, it states at Paragraph 116 that applications should:

“a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;



b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.”

National Planning Practice Guidance

2.12 The web-based National Planning Practice Guidance (NPPG) replaced the DfT's Guidance on Transport Assessment on 6 March 2014 and seeks to bring together planning guidance for England across all disciplines in an accessible way as well as to provide a clear link between guidance and the aims and objectives of the NPPF.

2.13 The NPPG discusses the purpose of Travel Plans and Transport Assessments/Statements and how they relate to each other, specifically:

“the primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing development and through this to thereby reduce the demand for travel by less sustainable modes...”

Transport Assessments and Transport Statements primarily focus on evaluating the potential transport impacts of a development proposal. (They may consider those impacts net of any reductions likely to arise from the implementation of a Travel plan, though producing a Travel plan is not always required.) The Transport Assessment or Transport Statement may propose mitigation measures where these are necessary to avoid unacceptable or 'severe' impacts. Travel Plans can play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development.

Transport Assessments and Statements can be used to establish whether the transport impacts of a proposed development are likely to be 'severe', which may be a reason for refusal, in accordance with the National Planning Policy Framework.”

Basingstoke and Deane Local Plan (2011-2029)

2.14 The Basingstoke and Deane Local Plan was formally adopted in May 2016. The Local Plan makes provision for future needs in the borough and covers the period up until 2029.

Policy SD1 – Presumption in Favour of Sustainable Development

2.15 The council will take a positive approach that reflects the presumption in favour of sustainable development contained within the NPPF when considering development proposals.



Policy CN9 – Transport

2.16 Policy CN9 on transport notes the following:

“Development should seek to minimise the need to travel, promote opportunities for sustainable transport modes, improve accessibility to service and support the transition to a low carbon future.

Development proposals will be permitted that:

- *Integrate into existing movement networks;*
- *Provide safe, suitable and convenient access for all potential users;*
- *Provide an on-site movement layout compatible for all potential users with appropriate parking and servicing provision; and*
- *Do not result in inappropriate traffic generation or compromise highway safety”.*

2.17 The policy further notes that “development proposals that generate significant amounts of movement must be supported by a Transport Statement or Transport Assessment and will normally be required to provide a Travel Plan”.

2.18 Additionally, development will be permitted where it:

- “Does not have a severe impact on the operation, safety or accessibility to the local or strategic highway networks;
- Provides appropriate parking provision, in terms of amount, design and layout, in accordance with the adopted Parking Standards”.

Hampshire County Council – On-site School Parking Guidelines

2.19 The HCC on-site school parking guidelines were set out in April 2013 and have been referred to within the Basingstoke and Dean Parking Supplementary Planning Document (July 2018).

2.20 School parking guidance is detailed within **Table 2.1**.

Table 2.1: Parking Standards

Type	Recommended Parking Standard
Car Parking	1 space per teaching member of staff 2 spaces per 3 non-teaching staff Disabled parking as 5% of the allocation or a minimum of 1 space
Cycle Parking	Primary Schools – 1 scooter space per 10 pupils + 1 cycle space per 20 pupils Secondary Schools – 1 space per 10 pupils All schools should additionally have 1 cycle space per 20 staff



Type	Recommended Parking Standard
Powered two-wheelers (PTW)	Minimum of 1 space or 1 space per 25 car parking spaces

- 2.21 Whilst the standards are noted in **Table 2.1**, due to the specialist nature of the school and subsequent staff rations, the standards may not be relevant and therefore the provision within paragraph 111 of the NPPF will be adopted.



3.0 Existing Conditions

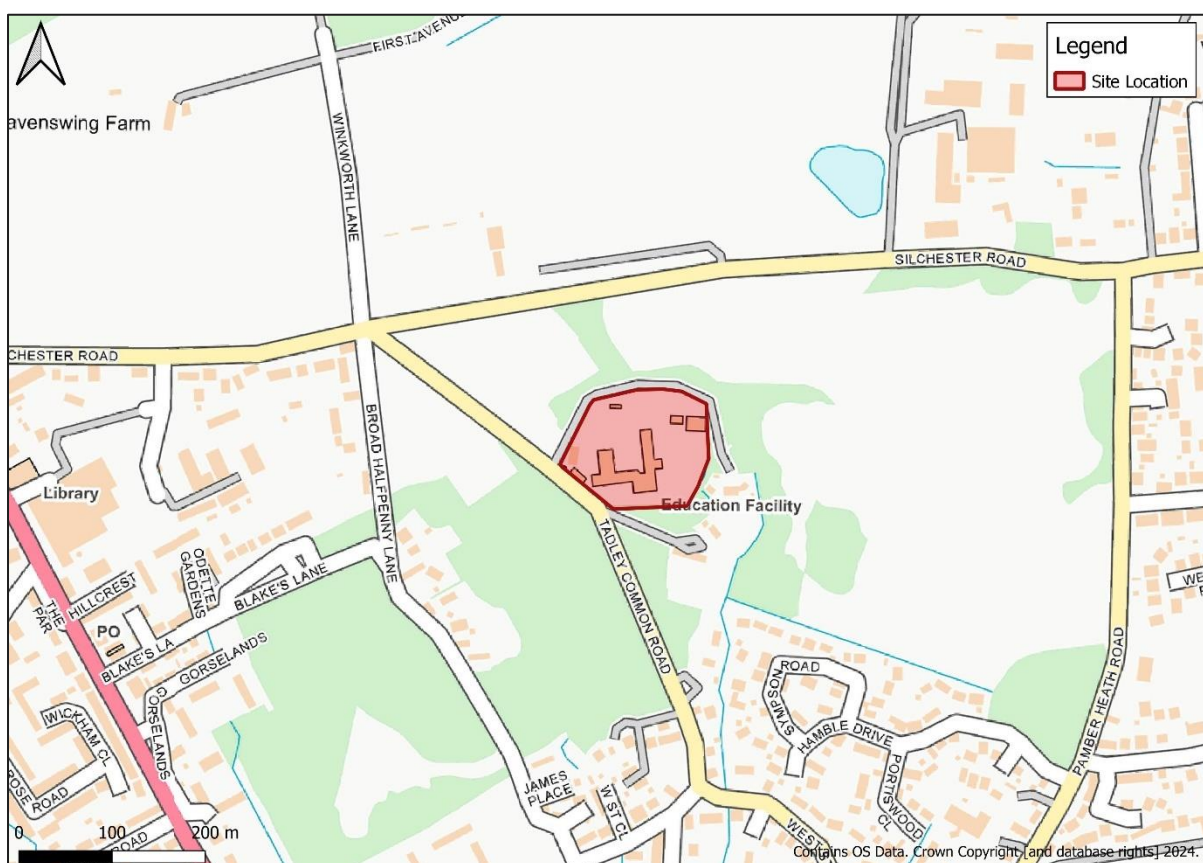
3.1 This section considers the existing conditions at the site, and the surrounding transport network.

Site Location

3.2 The site is located on Tadley Common Road in Tadley, Basingstoke. The site is bounded by Tadley Common Road to the west and woodland to the north, east and south.

3.3 The site is located approximately 3km east of Baughurst Town and 12km north of Basingstoke. A site location plan is shown at **Figure 3.1**.

Figure 3.1: Site Location



Local Highway Network

Site Access

3.4 The site access road to the site is a two-way carriageway accessible from Tadley Common Road via a simple priority junction. It is subject to an advisory 10mph speed limit which reduces to 5mph past the cattle grid. The carriageway operates with a shared surface arrangement with vehicles and pedestrians sharing the carriageway on a conciliatory level.



Tadley Common Road

- 3.5 Access to Tadley Court School is gained from Tadley Common Road which is a two-way carriageway located along the western site boundary. It is subject to a 30mph speed limit and links to both Silchester Road at its northern extent and West Street at its southern extent. Tadley Common Road has a shared surface arrangement along its length and passing places are available.

Silchester Road

- 3.6 Silchester Road is a two-way carriageway located approximately 250m north of the site access. A footway with streetlighting is available along its southern boundary routing west into Baughurst and east into Pamber Heath. The carriageway is subject to a 40mph speed limit which reduces to 30mph on approach to Tadley and Pamber Heath. Controlled crossing points with dropped kerbs and tactile paving are located at the Silchester Road / A340 junction.

West Street

- 3.7 West Street is a two-way carriageway located approximately 300m south of the site access, routing through residential streets towards Pamber Heath Road. It is subject to a 30mph speed limit and operates as a predominantly shared surface arrangement. West Street provides access to the site from Basingstoke.

A340 / Mulfords Hill

- 3.8 The A340 is a two-way carriageway located approximately 800m west of the site access. Footways with streetlighting are available on either side of the carriageway. It is subject to a 30mph speed limit. The A340 routes south to Basingstoke and west towards Baughurst.

Walk and Cycle Accessibility

- 3.9 Tadley Common Road and West Road operate as a shared surface arrangement with pedestrians and cyclists sharing the carriageway. A continuous footway is located along the southern boundary of Silchester Road, providing direct access into Pamber Heath and towards Tadley and Baughurst. Controlled crossing points with dropped kerbs and tactile paving are available at the western boundary of Silchester Road.
- 3.10 As shown at **Figure 3.2**, PRoW 228/16/1 is located directly south of the site. It links with PRoW 228/17/1 which routes north through Tadley Common to Silchester Road and south towards West Street, both of which provide access to residential streets. Additionally, Broad Halfpenny Lane is designated as PRoW's 228/14/1 and 228/14/2, accessed via PRoW 228/15/1 from Tadley Common Road. Broad Halfpenny Lane provides direct access into Tadley.



Figure 3.2: PRoW Routes



- 3.11 National Cycle Network (NCN) route 23 is located approximately 4.5km southeast of the site access, equating to a 17-minute cycle. NCN 23 provides access to Bramley Village and Basingstoke to the south and to Reading in the north. Additionally, NCN 4 is located approximately 5km north of the site in Aldermaston, equating to a 19-minute cycle. The cycle route provides access to Woolhampton, Thatcham, Newbury and Reading.

Public Transport

Bus Services

- 3.12 The closest bus stop to the site is the 'Wessex Court' stop, located approximately 550m northwest of the site, along Silchester Road. This equates to an approximate 7-minute walk or 2-minute cycle from the site. The 14 bus is available from this stop which routes to Basingstoke. The bus stop has a flag.
- 3.13 Additional services are available from the 'Silchester Road' bus stop, located approximately 800m west of the site, along the A340. This equates to an approximate 10-minute walk or 3-minute cycle. Bus services 2, 14, 622 and PH1 are available from this stop. The stop also



has sheltered seating and a flag. A summary of the services available are provided at **Table 3.1**.

Table 3.1: Bus Services

No	Route	Average number of bus services (buses/hour)				
		AM Peak	Inter-Peak	PM Peak	Sat	Sun
2	Basingstoke-Pamber Green- Tadley, opp Silchester Road -Baughurst	Every 15-20 minutes				Every 20-25 minutes
	Baughurst- Tadley, adj Silchester Road -Pamber Green-Basingstoke	Every 15-20 minutes				Every 20-25 minutes
14	Pamber End- Tadley, Wessex Court -Silchester-Bramley-Chineham-Lychpit-Popley	10:03	12:03	14:03	12:03	No Service
	Basingstoke-Lychpit-Chineham-Bramley-Pamber Heath- Tadley, adj Silchester Road -Tadley	No Service			15:31	No Service
622	Basingstoke-Pamber Green- Tadley, opp Silchester Road -Baughurst	No Service	16:26		No Service	
	Baughurst- Tadley, opp Silchester Road -Pamber Green-Basingstoke	08:06	No Service			
PH1	Newbury-Greenham-Headley-Baughurst- Tadley, adj Silchester Road -Pamber Green-Basingstoke	No Service		16:12	No Service	
	Basingstoke-Pamber Green- Tadley, opp Silchester Road -Baughurst-Headley-Greenham-newbury	07:15	No Service			

- 3.14 As shown at Table 3.1, the most frequent service is service 2, available from Silchester Road. The service is available every 15-20 minutes, routing to principal locations such as Basingstoke, Pamber Green and Baughurst.
- 3.15 In addition to this, the nearby bus stops provide access to other locations including Newbury, Bramley and Tadley.

Rail

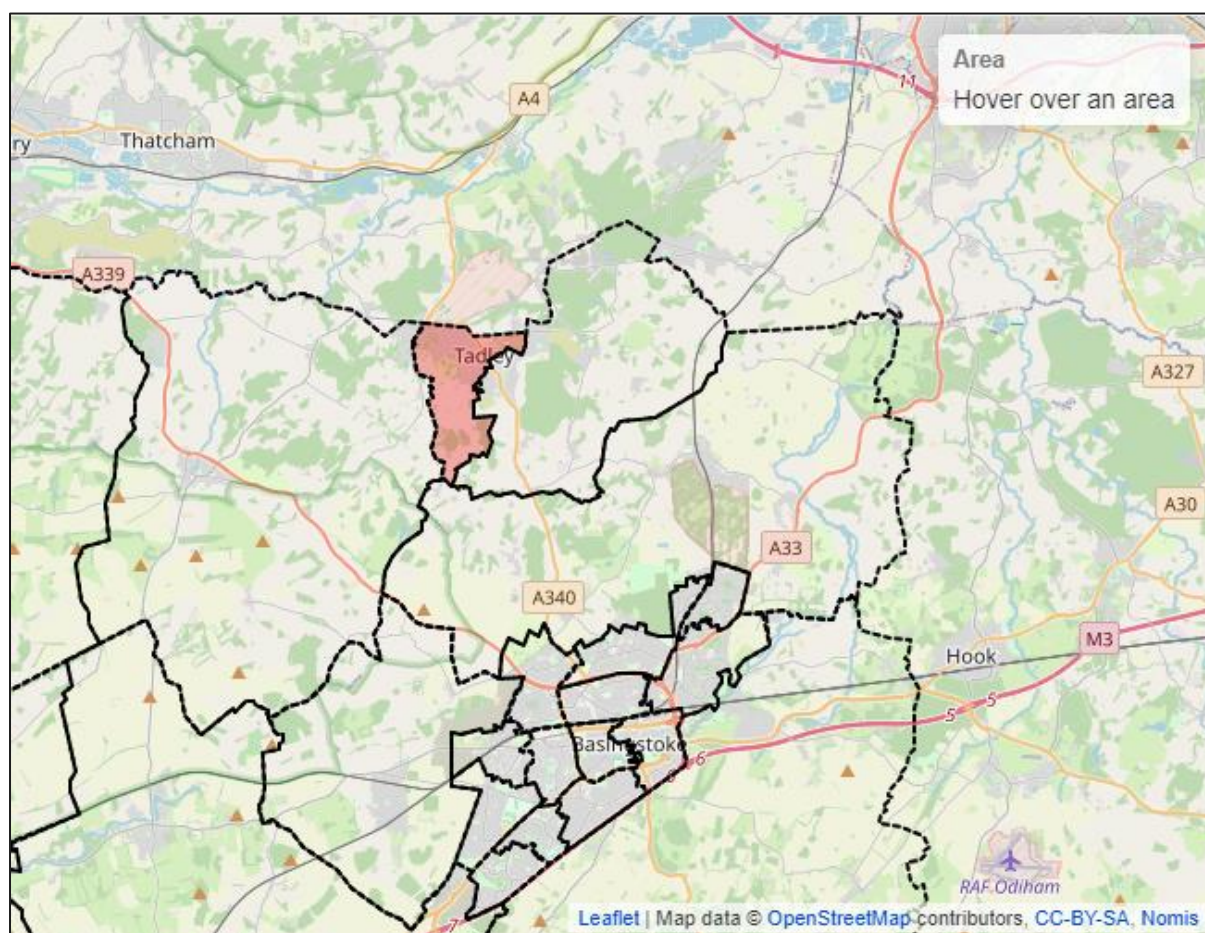
- 3.16 The closest services are available from Bramley Railway Station, located approximately 8.5km southeast of the site, equating to a 32-minute cycle or 30-minute bus journey via the 14-bus service.
- 3.17 The station provides 16 bicycle storage spaces and is classified as a Step Free Category B1 station with a ramp provided for train access. The station is served by Great Western Railways (GWR). The station provides services to / from Reading and Basingstoke where further onward journeys can be made.
- 3.18 To Basingstoke, 2 services per hour are available Monday to Saturday and 1 service per hour on Sundays. Additionally, 2 services per hour are available Monday to Saturday and 1 service per hour on Sundays are available to Reading.



Existing Travel Patterns

- 3.19 To understand the current modal transport choice by existing employees in the vicinity of the site, reference has been made to the 2011 Census Journey to Work dataset. Using the census data, a percentage breakdown of the modes used to travel to work in the selected area can be determined.
- 3.20 **Figure 3.4** indicates the location selected for the Journey to Work dataset which is the Basingstoke and Deane Middle Super Output Area 001 (ref: E02004675). This area covers the site location and is considered to provide an accurate representation of the modes of travel used to travel to the site for the workplace population.

Figure 3.3: Census 2011 – Basingstoke and Deane MSOA



- 3.21 Details of the data extracted is summarised in **Table 3.2**.



Table 3.2: Method of Travel to Work (Basingstoke and Deane 001)

Method of Travel to Work	Total	Percentage
Underground, metro, light rail or tram	0	0%
Train	8	0%
Bus, minibuss or coach	38	2%
Taxi	0	0%
Motorcycle, scooter or moped	8	0%
Driving a car or van	1220	72%
Passenger in a car or van	83	5%
Bicycle	58	3%
On foot	278	16%
Other method of travel to work	1	0%
Total	1694	100%

3.22 The 2011 census data shown in **Table 3.2** demonstrates that the primary mode of transport for the workplace population in the area is driving a car, representing 72% of travel to work journeys. Of the remaining modes, 21% travel by sustainable transport modes including walking, cycling and public transport.

Existing Traffic Flows

3.23 Traffic data has been obtained from the Department for Transport (DfT) Road Traffic Statistics database to determine the annual average daily traffic flow within the vicinity of the site. Manual count data is available for West Street from count point 803492 as shown at **Figure 3.5** and the manual count data available is shown at **Table 3.3**. This forms the principal route from Basingstoke.



Figure 3.5: Manual Count Point

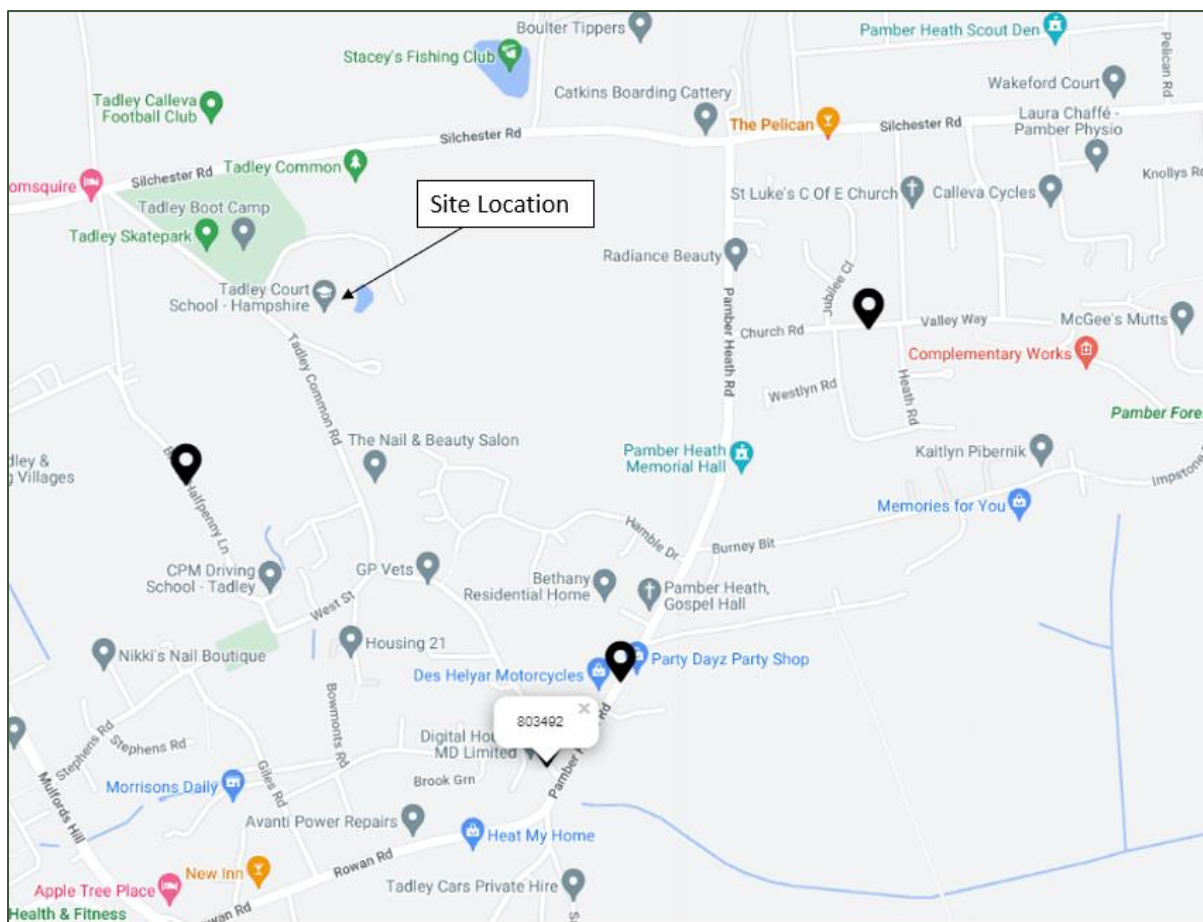


Table 3.3: Annual Average Daily Flow

Year	Annual Average Daily Flow (all motor vehicles)
2018	1058
2020	929
2021	850
2022	931

3.24 As shown within **Table 3.3**, overall average daily traffic flow in and out of West Street has decreased since 2018. West Street is a residential road located to the south of the site which is utilised as a through road to Tadley Common Road for vehicles routing from locations south of the site, including Basingstoke.



Personal Injury Collision Data

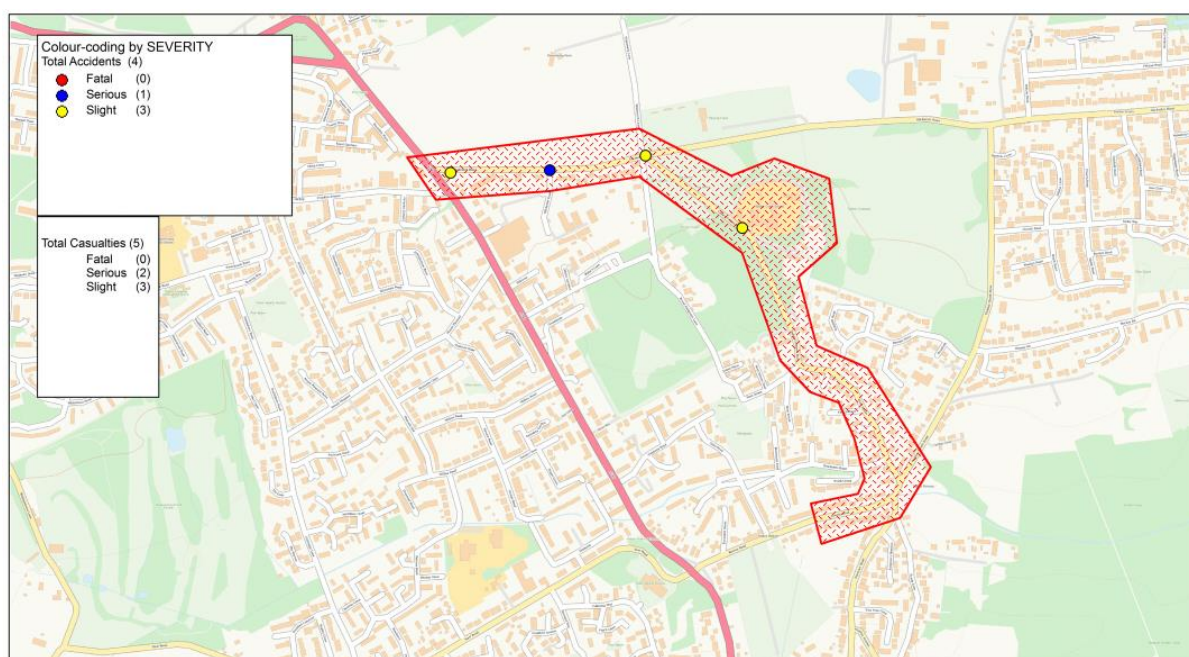
3.25 It is recommended in the NPPG, ID42-015 that:

"an analysis of the injury accident records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period in the proposed site has been identified as within a high accident area."

3.26 Personal Injury Collision (PIC) data was obtained from HCC for the previous 5-years of available data. As it is considered that the site is not subject to a high collision record, an analysis of the previous 3-years of available data between 01/10/2018 to 30/09/2023 has been analysed, in accordance with NPPG guidance.

3.27 The full collision output is available at **Appendix B**.

Figure 3.6: Collision Map



3.28 As shown at **Figure 3.6**, there has been a total of four collisions over the previous 3-years, including one serious and three slight collisions.

3.29 The serious collision (ref: 44220007209) took place in 2022 on Silchester Road, at the junction with Brick Kiln Industrial Estate. The collision involved two vehicles and was attributed to a failure to judge other persons path or speed.

3.30 A slight collision (ref: 44200245510) was recorded in 2020 along Silchester Road, approximately 23m north east of the A340 / Mulfords Hill. The incident involved one vehicle which collided with a lamp post. It was concluded within the collision report that the driver had a medical episode and has therefore been attributed to illness or disability.

3.31 A slight collision was recorded in 2021 (ref: 44210310859) and occurred outside of the Tadley Common Horizon School, along Tadley Common Road. The collision involved a pedestrian and a goods vehicle. The pedestrian appeared to run into the path of a goods



vehicle. It was noted within the collision report that the incident can be attributed to a failure to judge vehicles path or speed.

- 3.32 In 2022 a slight collision (ref: 44220445352) was recorded on Silchester Road, at the junction with Tadley Common Road. The collision involved a motorcycle and a car. Within the collision report, the incident was attributed to a failure to look properly and a poor turn or manoeuvre.
- 3.33 It is considered that the highway network within the vicinity of the site is not subject to a high collision record and that the collisions recorded can be considered isolated incidents. Therefore, it is concluded that the local highway network is not subject to any defects with the geometry of the carriageway or highway layout. The site therefore accords with paragraph 114 of the NPPF.

Summary

- 3.34 The site is located within a close proximity to a number of PRow footpaths routing to nearby residential areas, which are mixture of surfaced and unsurfaced routes, connecting with existing pedestrian infrastructure. Moreover, the closest bus stop is located within a 7-minute walk from the site access and further stops are available within a 10-minute walk. This demonstrates that the site is well located to encourage trips via sustainable transport modes, in accordance with paragraph 111 of the NPPF.
- 3.35 Overall, AADT counts demonstrate that traffic flows have decreased along West Street since 2018. West Street facilitates access to the site from locations to the south, such as Basingstoke.
- 3.36 It has been demonstrated that the local highway network is not subject to an abnormal collision record that might be exacerbated by the development proposals, in accordance with paragraph 114b of the NPPF.



4.0 Development Proposals

- 4.1 This section details the development proposals, including parking and access arrangements.

Context

- 4.2 Tadley Court School is a longstanding independent specialist school operated by Aspris for children and young people aged 4 to 18 years who have been diagnosed as being on the autistic spectrum with associated learning difficulties. The school has historically operated as a residential school, but over recent years, and reflecting changing Government policy, the balance of residential to day students has shifted. The majority of students attending the school are now day students, with very few students now residing on site.

Proposed Use

- 4.3 The application seeks planning permission for the change of use from a residential SEN school to a class F1 day SEN school for Aspris Children's Services Ltd. The site layout is attached at **Appendix A**.
- 4.4 Aspris runs independent special schools throughout the UK for pupils with social emotional and mental health (SEMH) needs and or autistic spectrum conditions (ASC). The school currently has a registered capacity of up to 89 pupils. The proposals will seek to increase pupil capacity to 109.
- 4.5 There are currently 64 staff accommodated at the site, including 22 teaching staff and 42 support staff. The proposals include the uplift to 79 staff, comprising 27 proposed teaching staff and 52 proposed support staff to facilitate the associated increase in pupil numbers. Staff arrival and departure will remain the same, with arrival between 07:30-09:00 and departure between 15:00-17:00.
- 4.6 The school currently accommodates pupils aged between 4 to 19 years. Pupils are dropped off at the site between 08:45-09:15 and are picked up between 14:45-15:15. The school will continue to operate during term time only. Pupils attending the school will generally be transported via shared taxis and parent drop-off. It is noted by the operator that on average, there are around 2.3 pupils per taxi.
- 4.7 Whilst the school will experience a steady growth in pupils attending the facility up until 2026 at the earliest, it is unlikely that the school will be at maximum capacity at any one time as some pupils would not attend on a five-day basis.
- 4.8 It is anticipated that staff will travel to the site via a combination of transport modes including walking, cycling, public transport and driving.

Access and Parking Arrangements

- 4.9 The existing access and parking arrangements will remain unchanged. The site will continue to be accessed via a private drive from Tadley Common Road. The private drive forms a simple priority T-junction.



- 4.10 The site will have three taxi drop off locations, located within the three on-site car parks (west / central / east). The eastern car park will accommodate taxi drop off that will operate as a one way working arrangement.
- 4.11 The car parks have a total of 83 car parking spaces including 1 disabled bay accommodated within three separate existing car parks onsite. This is shown at **Appendix A**. The first car park, located near the site entrance has 34 car parking spaces and will accommodate taxi drop off and staff parking. The second car park has 13 car parking spaces and will facilitate taxi drop off, visitor parking and deliveries. The third car park, located at the eastern site boundary, has 36 car parking spaces and will accommodate staff parking and kitchen deliveries.
- 4.12 Reference has been made to the 2011 Census Journey to Work dataset, shown at **Table 3.2**. The data finds that 72% of the working population travel to work via a private car. **Table 5.5** demonstrates that based on this figure, 57 members of staff will travel to work by private car. Therefore, it is considered that the site will provide a suitable level of parking for the development proposals.
- 4.13 It is important to note that the referenced census dataset was obtained in 2011 and therefore, it is unlikely to accurately reflect shifts in flexible working and active travel as a result of the COVID-19 pandemic. Therefore, the number of staff travelling to the site via private car is likely to be lower than 57.
- 4.14 Due to the nature of the site, it is anticipated that a larger number of trips will be made by taxi to facilitate pupil drop off. The site is in excess of the recommended parking standard, in which parking spaces can be utilised to facilitate taxi drop off and pick up.
- 4.15 As existing, the site provides 5 Sheffield stands within a sheltered bicycle parking area located in the staff car park. It should be noted that due to the SEN school status, pupils are unlikely to travel to school via bike, which has been confirmed by the operator. It is therefore considered that the site will continue to provide adequate provision for cycle parking.

Servicing Arrangements

- 4.16 As the site already operates as a school, with adequate servicing arrangements it is proposed that existing arrangements for refuse, recycling, delivery and emergency vehicles will remain unchanged from the current situation.
- 4.17 Deliveries will continue to be facilitated within the central and eastern car parks.



5.0 Trip Generation and Impact

5.1 This chapter sets out the trip generation and distribution associated with the proposed development. This assessment has been calculated by using a 'first principles approach', utilising trip data based on known staff and pupil numbers provided by the operator, alongside Census 2011 modal split data for this area in Basingstoke and Deane.

First Principles Approach

5.2 The site currently comprises the existing Tadley Court SEN School and its associated land. The TRICS database does not provide sufficient data for existing SEN schools. Therefore, a 'First Principles' approach must be used to demonstrate the trip generation associated with the development proposals.

5.3 The first principles approach relies on an understanding of the number of staff and pupils proposed to be accommodated within the school, and the frequency and type of travel associated with these users. This information has been supplied by the school operator, Aspris Children's Services, and is based upon the existing operation of the school.

Existing Trip Generation

Pupil Trip Generation

5.4 The existing site accommodates 68-day school students (as of January 2024) but has a registered capacity for up to 89. Therefore, the trip generation has been calculated based on the registered capacity of 89 pupils.

5.5 As previously noted, pupils will predominantly travel to the site via a combination of taxi and parent drop-off. Based on the figures obtained from other similar sites, it is considered that 30% of pupils will travel to school with parents or guardians. This equates to a total of 27 pupils travelling in 27 vehicles. The remaining pupils will travel to the site via taxi, equating to 62 pupils. The operator has confirmed an average of 2.3 pupils per taxi. In reality, some taxis will take more students if the route allows, therefore this is considered to be a conservative estimate. Based on these calculations, there will be a total of 27 taxis travelling to and from the site. Overall, this equates to 54 vehicles transporting 89 pupils to and from the site. A summary of the existing pupil trip generation is provided at **Table 5.1**.

Table 5.1: Existing Vehicular Pupil Trip Generation

Time Period	Arrive	Depart	Two-way
AM 08:00-09:00	27	27	54
AM 09:00-10:00	27	27	54
PM 14:00-15:00	27	27	54
PM 15:00-16:00	27	27	54

*Subject to rounding



- 5.6 Student drop-off and pick-up times have been categorised into hour time periods to aid the assessment. As shown at **Table 5.1**, existing pupil trip generation equates to 108 two-way vehicle trips within the AM and PM peak hours.

Staff Trip Generation

- 5.7 As existing, the site accommodates up to 64 full-time equivalent staff members, including teaching staff and support staff.
- 5.8 To determine the number of staff travelling to the site by private vehicle, the existing trip generation has been generated using the 2011 Census Journey to Work modal split. As shown at **Table 3.2**, of those working within the area, 72% choose to travel by private car.
- 5.9 Staff will be encouraged to travel to the site through a combination of private car, car share, cycling, walking and public transport. Therefore, the figures in **Table 3.2**, which are based on historic census data, is likely to be an overestimate of the number of staff likely to travel by private car.
- 5.10 Staff arrival and departure will mostly be staggered from pupil drop-off and pick-up. Staff will arrive between 07:30-09:00 and will depart between 15:00-17:00. The number of staff arriving and departing has been evenly split within each hour period.
- 5.11 The figures presented within **Table 5.2** are based on the census data within **Table 3.2**, which indicates that 72% of the 76 staff may use a private car to arrive and depart from the site. This demonstrates that at present, staff likely generate approximately 92 two-way vehicle movements.

Table 5.2: Existing Staff Modal Split

	AM	PM	Two-Way Daily
Underground, metro, light rail or tram	0	0	0
Train	0	0	1
Bus, minibus or coach	1	1	3
Taxi	0	0	0
Motorcycle, scooter or moped	0	0	1
Driving a car or van	46	46	92
Passenger in a car or van	3	3	6
Bicycle	2	2	4
On foot	11	11	21
Other method of travel to work	0	0	0
Total	64	64	128

- 5.12 **Table 5.3** presents the total vehicle trip generation associated with staff arrivals and departures. The number of trips within the AM and PM hours have been split evenly to reflect staff arrival within approximate two-hour periods.



Table 5.3: Staff Vehicular Trip Generation

Time Period	Trip Generation		
	Arrive	Depart	Total
AM 07:00-08:00	23	0	23
AM 08:00-09:00	23	0	23
PM 15:00-16:00	0	23	23
PM 16:00-17:00	0	23	23

- 5.13 As shown at **Table 5.3**, staff currently generate approximately 46 two-way vehicle movements in the AM and PM hours, equating to approximately 92 total vehicle movements associated with staff arrival and departure.
- 5.14 It should be noted that all trips to the site will only occur within term time only, which equates to approximately 190 days, with periodic attendance during school holidays for training. It should be noted that the previous consented residential use would have operated all year round.

Proposed Trip Generation

Pupil Trip Generation

- 5.15 The proposals will include an uplift in registered pupil capacity from 89 to 109. It is likely that due to the nature of the school, pupils will continue to travel to school via taxi and parent drop-off. Therefore, the existing average number of 2.3 pupils per taxi and 30% of pupils travelling with parents/guardians is assumed for this assessment. As such, it is anticipated that 33 pupils will travel to the school with parents and 76 by taxi. Based on the average number of pupils per taxi, this would equate to a vehicle total of 66 vehicles during drop off and pick up.
- 5.16 As such, based on the existing average number of pupils per vehicle, this would equate to approximately 66 vehicles transporting 109 pupils. The proposed pupil trip generation is shown at **Table 5.4**.

Table 5.4: Proposed Pupil Trip Generation

Time Period	Arrive	Depart	Two-way
AM 08:00-09:00	33	33	66
AM 09:00-10:00	33	33	66
PM 14:00-15:00	33	33	66
PM 15:00-16:00	33	33	66

- 5.17 **Table 5.4** demonstrates that at full capacity, the site will generate a maximum of 66 two-way vehicle movements associated with pupil transportation within the AM and PM drop-off and pick-up times.



- 5.18 Due to the nature of the school and the provision of travel by the operator or education authority, the proportion of taxi trips will be higher than a typical education use, with private travel not anticipated to be a likely mode of choice.

Staff Trip Generation

- 5.19 It is proposed that there will be an uplift in staffing numbers from 64 existing staff to 79 proposed staff. **Table 5.5** demonstrates the likely modal split of proposed staff, based on 2011 Census Journey to Work data.

Table 5.5: Proposed Staff Modal Split

Mode of Travel	AM	PM	Two-Way Daily
Underground, metro, light rail or tram	0	0	0
Train	0	0	1
Bus, minibus or coach	2	2	4
Taxi	0	0	0
Motorcycle, scooter or moped	0	0	1
Driving a car or van	57	57	114
Passenger in a car or van	4	4	8
Bicycle	3	3	5
On foot	13	13	26
Other method of travel to work	0	0	0
Total	79	79	158

- 5.20 The proposed staff trip generation, based on 79 staff, is shown at **Table 5.6**.

Table 5.6: Proposed Staff Vehicular Trip Generation

Time Period	Trip Generation		
	Arrive	Depart	Total
AM 07:00-08:00	28	0	28
AM 08:00-09:00	28	0	28
PM 15:00-16:00	0	28	28
PM 16:00-17:00	0	28	28

- 5.21 As shown at **Table 5.6**, staff are expected to generate a total of 57 two-way vehicle trips in the AM and PM peak hours. This proposes an overall uplift of 10 two-way vehicle trips generated by staff in the AM and PM peak hours.

Total Proposed Trip Generation

- 5.22 The combined trip generation related to staff and pupils is shown at **Table 5.7**. The trip generation has been split into whole hour periods to aid the assessment, being split equally between hours.



Table 5.7: Total Proposed Trip Generation

Time Period	Trip Generation		
	Arrive	Depart	Total
AM Period			
07:00-08:00	28	0	28
08:00-09:00	61	33	94
09:00-10:00	33	33	66
PM Period			
14:00-15:00	33	33	66
15:00-16:00	33	61	94
16:00-17:00	0	28	28

Net Change Trip Generation

- 5.23 The net vehicular impact of the proposals has been calculated using the existing staff/pupil trip generation shown in **Tables 5.1** and **5.3**, and the proposed shown in **Table 5.7**. The resultant net rip generation is shown in **Table 5.8**.

Table 5.8: Net Vehicular Trip Generation

Time Period	Trip Generation		
	Arrive	Depart	Total
AM Period			
07:00-08:00	+5	0	+5
08:00-09:00	+11	+6	+17
09:00-10:00	+6	+6	+12
PM Period			
14:00-15:00	+6	+6	+12
15:00-16:00	+6	+11	+17
16:00-17:00	0	+5	+5

**Table subject to rounding discrepancies*

- 5.24 **Table 5.8** demonstrates that the development proposals would result in an increase in overall vehicular trips generated by student arrival / departure. During the AM peak, the proposals could generate up to an additional 17 two-way vehicle trips over an hour period. During the PM peak there will be a maximum increase of 17 two-way vehicle trips between 15:00-16:00. Overall, the proposals will generate an increase of 35 two-way vehicle trips over a 3-hour period within the AM and PM peaks.

Traffic Impact

- 5.25 As the trip generation is based on 2011 Census data and doesn't take into account a change in travel patterns, it is likely that the number of staff travelling to the site by private car will be lower. Moreover, the average number of pupils per taxi has been calculated at 2.3 pupils. It is likely that taxis will accommodate more pupils at a time if the route permits. Therefore, the figures set out within **Table 5.8** should be taken as a worst-case scenario.



- 5.26 It is noted that the site can be accessed both via Silchester Road from the north and West Road from the south. It has been confirmed by the operator that the school has a large catchment area, with pupils coming from Hampshire and its surrounding counties including Surrey, West Berkshire, Wokingham and Oxford. Therefore, it is likely that traffic will utilise access from both the north and south.
- 5.27 Moreover, within **paragraph 3.22** that based on traffic data obtained from DfT, traffic flows along West Street have decreased between 2018 to 2022. The school has been in operation throughout that time. Therefore, it is considered that the increase in vehicle movements via West Street will have a negligible impact on the local highway network, given the road previously operated with a higher volume of traffic.

Summary

- 5.28 The trip generation exercise demonstrates that the proposed change of use at the site from a residential to a day SEN school would result in a slight increase in vehicular traffic. It is considered that this would have a minor impact on the local highway network, which would not trigger the need for mitigation as per NPPF paragraph 115.



6.0 Summary and Conclusions

- 6.1 SLR have been commissioned by Aspris Children's Services to provide highways and transportation advice in relation to the change of use of the existing Tadley Court SEN School from a residential school (use class C2) to a day school (use class F1).
- 6.2 Aspris runs independent specialist schools, and the proposals would have a registered capacity for up to 109 day school pupils by 2026 with social, emotional and mental health (SEMH) needs and or autistic spectrum conditions (ASC).
- 6.3 Tadley Court School is a longstanding independent specialist school operated by Aspris for children and young people aged 4 to 18 years who have been diagnosed as being on the autistic spectrum with associated learning difficulties. The school has historically operated as a residential school, but over recent years, and reflecting changing Government policy, the balance of residential to day students has shifted. The majority of students attending the school are now day students, with very few students now residing on the site.
- 6.4 The site is located on Tadley Common Road, approximately 12km north of Basingstoke. The location of the site provides good opportunities for staff and visitors to travel by sustainable modes of transport. It is located within a close walking distance to a number of designated PRow routes which can be utilised to access nearby residential streets in Baughurst, Pamber Heath and Tadley, as an alternative to the shared surface provision along Tadley Common Road. Additionally, further bus services to Basingstoke are available within a maximum 800m walk from the site.
- 6.5 A collision analysis shown at **Section 3** of this report demonstrates the local highway within the vicinity of the site is not subject to a high or abnormal collision record, in accordance with paragraph 114b of the NPPF.
- 6.6 The proposals will include an increase in pupil capacity from 89 pupils to 109 pupils with a corresponding uplift in staff numbers.
- 6.7 As detailed within **Section 4**, the access and parking arrangements will remain unchanged. The site currently provides 83 car parking spaces which is in excess of the number of spaces required, based on 2011 Census data. Therefore, the site accords with paragraph 114b of the NPPF and will continue to provide safe and suitable access for all users, and paragraph 111 of the NPPF.
- 6.8 Moreover, **Section 5** of the report indicates that the proposals will result in an overall increase of 35 vehicle trips in the AM and 35 in the PM arrival / departure time period. As Furthermore, the school operates during school term time only whilst the residential use was operational throughout the year.
- 6.9 In summary, this Transport Statement demonstrates that:
- The proposals would result in an overall increase in vehicular trips associated with the site, but this will not have an adverse impact on the operation of the local highway network;
 - The location of the site accords with the relevant national and local transport planning policies; and



- The surrounding network operates satisfactorily, in accordance with the NPPF.

6.10 It is therefore concluded that the proposals should be accepted on transportation and highways grounds.





Appendix A Site Layout

Transport Statement

Tadley Court School, Tadley

Aspris Children's Services

SLR Project No.: 237787



Appendix B Collision Output

Transport Statement

Tadley Court School, Tadley

Aspris Children's Services

SLR Project No.: 237787

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS TADLEY COMMON ROAD")

Selected Polygon:MS TADLEY COMMON ROAD

44200245510 04/07/2020 Time 1913 Vehicles 1 Casualties 1 Slight
 E:459748 N:162353 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Illness or disability, mental or physical	Vehicle 1	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING SW ALONG SILCHESTER ROAD, THE DRIVER HAS A MEDICAL EPISODE AND COLLIEDES WITH A LAMP POST.

Occurred on SILCHESTER ROAD 23 METRES NORTH EAST OF A340 MULFORDS HILL, TADLEY, HAMPSHIRE

Vehicle Reference 1 Car Going ahead other
 Vehicle movement from E to SW No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 29 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 29 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS TADLEY COMMON ROAD")

44210310859 05/08/2021 Time 1232 Vehicles 1 Casualties 1 Slight
 E:460430 N: 162224 First Road: U Road Type Single carriageway
 Speed limit: 20 Junction Detail: Not within 20m of junction
 Crossing: Control None Facilities: None within 50m Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge vehicles path or speed	Casualty 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

CAS 1 (PEDESTRIAN) RUNNING S ON TADLEY COMMON ROAD RUNS INTO PATH OF VEH 1 (VAN)
 Occurred on OUTSIDE TADLEY HORIZON SCHOOL IN TADLEY COMMON ROAD, TADLEY COMMON

Vehicle Reference 1 Van or Goods 3.5 tonnes mgw and under Going ahead other
 Vehicle movement from E to NE Single trailer Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Not at, or within 20M of Jct First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 36 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 44 Female Pedestrian Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist
 On footpath / verge S bound
 In carr facing traffic

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS TADLEY COMMON ROAD")

44220007209 04/01/2022 Time 1250 Vehicles 2 Casualties 2 Serious
 E:459980 N:162359 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Automatic traffic signal Unclassified
 Crossing: Control None Facilities: Ped. phase at traffic signal junction Road surface Dry
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to judge other persons path or speed	Vehicle 001	Very Likely
2nd:			
3rd:			
4th:			
5th:			
6th:			

VEH 1 (CAR) TRAVELLING W TO E ALONG SILCHESTER ROAD FAILS TO GIVE WAY TURNING R AND COLLIDES WITH VEH 2 (CAR) TRAVELLING E TO W ON SILCHESTER ROAD
 Occurred on SILCHESTER ROAD AT THE ATS AT THE TOP OF BRICK KILN INDUSTRIAL ESTATE

Vehicle Reference 1 Car Turning right
 Vehicle movement from W to E No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or T First impact Front Hit vehicle:
 Hit object in road None Off road: None
 O/S Age of Driver 82 Female
 Not hit and run Breath test Not requested
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 82 Female Driver/rider Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Going ahead other
 Vehicle movement from E to W No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or T First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 83 Female
 Not hit and run Breath test Not requested
 Left hand drive: No

Casualty Reference: 2 Vehicle: 2 Age: 83 Female Driver/rider Severity: Serious
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Accidents between dates 01/10/2018 and 30/09/2023 (60) months

Selection: Notes:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS TADLEY COMMON ROAD")

44220445352 02/11/2022 Time 1120 Vehicles 2 Casualties 1 Slight
 E:460204 N: 162393 First Road: U Road Type Single carriageway
 Speed limit: 30 Junction Detail: T & Stag Jct Give way or controlled Unclassified
 Crossing: Control None Facilities: None within 50m Road surface Wet/Damp
 Daylight Fine without high winds
 Special Conditions at Site None Carriageway Hazards: None
 Place accident reported: At scene DfT Special Projects:

Causation

	Factor:	Participant:	Confidence:
1st:	Failed to look properly	Vehicle 2	Very Likely
2nd:	Poor turn or manoevre	Vehicle 2	Very Likely
3rd:			
4th:			
5th:			
6th:			

VEH2 (CAR) TRAVELLING E ALONG SILCHESTER ROAD TURNED RIGHT INTO TADLEY COMMON ROAD ACROSS THE PATH OF VEH1 (M/CYCLE) TRAVELLING W ALONG SILCHESTER ROAD CAUSING A COLLISION

Occurred on SILCHESTER ROAD AT JUNCTION WITH TADLEY COMMON ROAD, TADLEY, HAMPSHIRE

Vehicle Reference 1 Motorcycle 50cc and under Going ahead other
 Vehicle movement from E to W No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Front Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 71 Male
 Not hit and run Breath test Negative
 Left hand drive: No

Casualty Reference: 1 Vehicle: 1 Age: 71 Male Driver/rider Severity: Slight
 Not a pupil
 Seatbelt Not Applicable Cycle helmet: Not a cyclist

Vehicle Reference 2 Car Turning right
 Vehicle movement from W to SE No tow / articulation Leaving the main road
 On main carriageway No skidding, jack-knifing or overturning
 Location at impact Mid Junction - on roundabout or r First impact Nearside Hit vehicle:
 Hit object in road None Off road: None
 Did not leave carr Age of Driver 76 Female
 Not hit and run Breath test Negative
 Left hand drive: No

Accidents between dates **01/10/2018** and **30/09/2023** (60) months

Selection:

Selected using Pre-defined Query : ; Refined using Accidents within selected Polygons -HC - RPU Statistics Request ("MS TADLEY COMMON ROAD")

Notes:

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only (excluding 2-wheels)	0	1	2	3
2-wheeled motor vehicles	0	0	1	1
Pedal cycles	0	0	0	0
Horses & other	0	0	0	0
Total	0	1	3	4

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	2	1	3
Passenger	0	0	0	0
Motorcycle rider	0	0	1	1
Cyclist	0	0	0	0
Pedestrian	0	0	1	1
Other	0	0	0	0
Total	0	2	3	5

