

Project Title
The Heights Primary School

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Transport Assessment

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The Heights Primary School

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1.0 INTRODUCTION

- 1.1 Robert West was appointed by The Heights Primary School in March 2023 to provide transport planning advice in relation to a proposed increase in the pupil admission number (PAN) at the School.
- 1.2 The Heights Primary School is two form entry (2FE) primary school. It has permission to operate with a maximum of 350 pupils.
- 1.3 The site located at 129 Upper Woodcote Road, Caversham, Reading, RG4 7LB and is illustrated in Figure 1.1.



Figure 1.1: The Heights Primary School - site location

- 1.4 The site is bounded by the pavilion car park, Mapledurham Tennis Club, and playing fields to the east and south, residential properties to the north and west. The Mapledurham Tennis Club and playing fields form part of designated/ protected local green space and open public spaces within Reading Borough Local Plan.
- 1.5 The site is accessed via the pavilion car park using a private access road off A4074 Upper Woodcote Road to the north. The pavilion car park is used as a drop-off and pick-up area for school in accordance with the original planning permission granted in August 2018 (ref: 171023).

Development proposals

- 1.6 The proposals seek to increase in the PAN of the school from 350 to 420. There will be no change to the catchment area of the school as a result of the proposal. The building was designed to accommodate up to 420 pupils and as such the proposals do not involve any building works and additional pupils will be accommodated within the spare capacity of existing classrooms. No increase in staff numbers is sought as result of the proposals. The existing access, parking and servicing arrangements will remain unchanged.

Scope of work

- 1.7 This Transport Assessment (TA) is intended to review the existing transport and highways conditions in the area surrounding the school, identify the transport and highways implications of the expansion, determine whether the expansion will have any impacts and outline the mitigation strategy for addressing any such impacts where appropriate.
- 1.8 This TA addresses key requirements raised in the pre-application advice issued by Reading Borough Council via email on 6th April 2023. Appendix A includes a copy of the email correspondence. The key requirements as per pre-application advice is:
- i. Need for an updated School Travel Plan (STP)
 - ii. Confirmation on any extension to the school catchment area.
 - iii. Assessment of need for extension of eastern footway along the access road to enable pedestrian crossing away from the junction with A4074 Upper Woodcote Road.
 - iv. Traffic survey to confirm existing school trip generation by all modes.
 - v. Confirmation of attendance levels at breakfast club and afterschool clubs throughout the week.
 - vi. Cycle parking provision in accordance with Reading Borough Councils Parking SPD.

Report structure

- 1.9 Following this introduction, the remainder of this TA is structured as follows:
- i. A review of the existing conditions of the site and the wider area, including accessibility by non-car modes is outlined in Section 2.0.

- ii. A review of the local highway network and road conditions in the surrounding area are described in Section 3.0, including an analysis of personal injury accident (PIA) data.
- iii. An appraisal of the existing school in transport terms including access, parking, servicing/delivery arrangements and a description of current school operations are included in Section 4.0.
- iv. Relevant transport planning policy from the national to local level is reviewed in Section 5.0.
- v. An appraisal of the development proposal in relation to the increase in pupil numbers, access, parking and servicing/delivery arrangements are outlined in Section 6.0.
- vi. A trip generation exercise is provided in Section 7.0 identifying the impact on the local highway network.
- vii. The transport, traffic, parking and road safety impacts of the proposed development are discussed in Section 8.0.
- viii. A strategy to mitigate the impact of the proposed development is discussed in Section 9.0.
- ix. This report is concluded in Section 10.0.

2.0 SITE CONTEXT AND ACCESSIBILITY

- 2.1 This section describes the existing site and surrounding context, including accessibility by all non-car modes of transport.

The site and surrounding area

- 2.2 The site is located at 129 Upper Woodcote Road, Caversham, Reading, RG4 7LB. The site currently comprises a school building, car park, multi-use games area (MUGA) and landscaping.
- 2.3 The site is located in a residential area. It is bound by the pavilion car park, Mapledurham Tennis Club and Playing Fields to the east and south, residential properties to the north and west. Mapledurham Tennis Club and playing fields form part of the designated/protected local green space and open public spaces within Reading Borough Local Plan.
- 2.4 The school is accessed via the pavilion car park and shares its access road and adjacent footway. The access road forms a priority junction with A4074 Upper Woodcote Road. Pedestrian and cycle access is available via the playing fields and pathway to the south, which lead to Chazey Road.
- 2.5 Dedicated car parking for the school is provided for 20 staff cars including two disabled parking spaces to the north of the school building. The school has 10 staff cycle parking spaces and 80 pupil cycle/scooter parking spaces. Additionally, there are 16 cycle parking spaces in the form of eight Sheffield stands within the Pavilion Car Park for the users of leisure facilities.
- 2.6 The pavilion car park is located to the east of the school site and consists of 35 car parking spaces including two disabled spaces. The bin store is located to the north-eastern corner of the site within the school car park area and is serviced via Pavilion Car Park.

Accessibility by non-car modes

Pedestrians

- 2.7 The pedestrian network within the vicinity of the site is comprehensive and includes footways with street lighting at regular intervals. All key routes to site including A4074 Upper Woodcote Road pass through primarily residential areas and are subject to 30mph speed limit.
- 2.8 There are a number of pedestrian crossing facilities within the vicinity of the site. These include:
- i. Zebra crossings along all pedestrian desire lines within the pavilion car park leading up to school building.

- ii. A pedestrian island on A4074 Upper Woodcote Road approximately 20m west from the site access road.
- iii. A zebra crossing on A4074 Upper Woodcote Road approximately 75m east from the site access road.
- iv. A pedestrian island on A4074 Upper Woodcote Road approximately 135m east from the site access road.
- v. Additionally, there are a number of dropped kerb crossing points with tactile paving on all key routes in the local area leading up to the school.

2.9 There are no Public Right of Ways (PRoW) passing through the site. Within the wider area there are Public Right of Ways (PRoW) footpaths 198, 11 and 17 within the vicinity of the site.

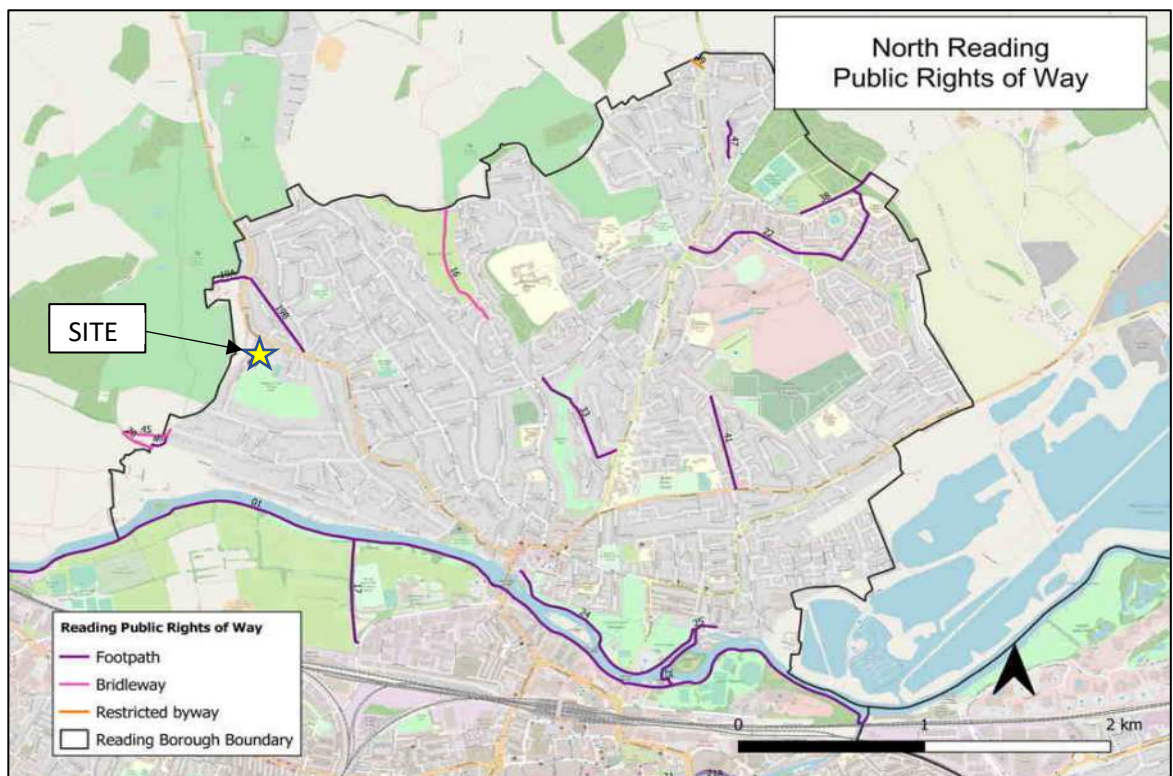


Figure 2.1: Public Right of Way (source: Reading Borough Council)

Cyclists

2.10 The suburban local residential roads carry relatively light traffic volumes and are considered suitable for cycling for pupils and staff. The footway cycleway connecting the site to Chazey Road to the south provides a convenient and traffic free route for cyclists. There is no other dedicated cycle infrastructure within the immediate vicinity of the site.

- 2.11 St Peters Avenue, Conisboro Avenue and The Warren are all recommended traffic free routes with on road cycling facilities. They are part of the city-wide network of cycle routes leading to Reading City Centre and National cycle route (NCR) 5.

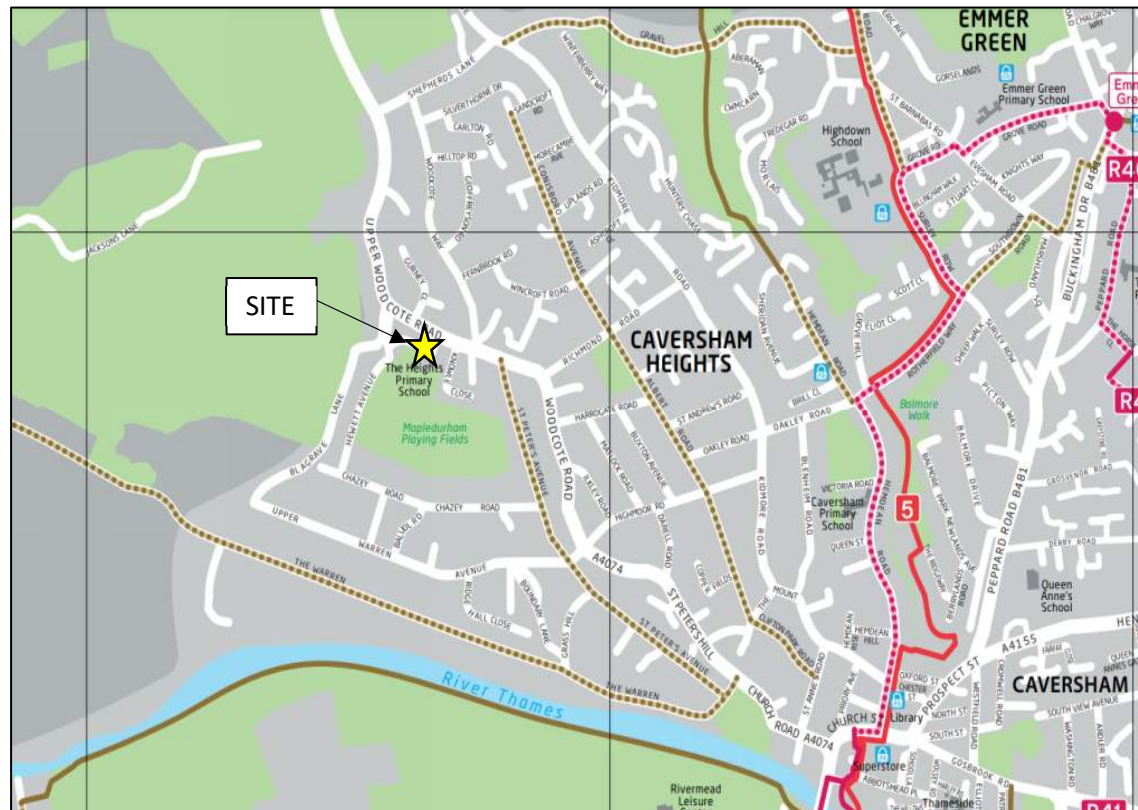


Figure 2.2: Cycle routes (source: Reading Borough Council)

Public Transport

Buses

- 2.12 The nearest eastbound bus stop is located opposite the site access on A4074 Upper Woodcote Road, north of the site. The nearest bus stop westbound direction is located 70m west from site access on A4074 Upper Woodcote Road. Both bus stops are flagged with timetable information provided. Further east of the site, another bus stop at St Peter's Avenue is available with further services.
- 2.13 Thames Travel Buses/Oxford Bus Company and Reading Buses operate services at these bus stops. Table 2.1 shows the frequency and destinations of the bus routes available within a 400m walking radius of the site. Appendix B shows the bus map. The frequency of the buses is based on the morning and afternoon school peak hours.

Bus Route	Destination	Frequency	
		AM peak	PM peak
145-8	towards Reading	1 service	-
	towards Wallingford	1 service	-
X40 River Rapids	towards Reading	1 service	-
	towards Wallingford	1 service	-
22 (Pink)	Towards Friar Street	2 services	2 services
	Towards St Andrew's Church	2 services	2 services

Table 2.1: Summary of bus services

- 2.14 Bus services provide access to Reading Town Centre approximately 2.7km to southeast from the site from where other bus services to numerous destinations are available.

National Rail/ TfL Rail

- 2.15 The closest National Rail/TfL Rail station to the site is Reading station approximately 2.7km to the southeast of the site and is within London's Special Travel Fare. Reading Station is key stop on Great Western Main Line and last stop on Elizabeth Line.
- 2.16 CrossCountry, Great Western Railway, Southwestern railways and Elizabeth Line operate services from this station providing up to 26 services an hour in each direction towards London Paddington, Waterloo, Bristol, Manchester and Bournemouth/Southampton during daytime.

Summary

- 2.17 The site has good accessibility for pedestrians and cyclists. A couple of bus routes stop in close proximity to the access on Upper Woodcote Road but it is acknowledged that these provide limited services. This is not expected to influence travel behaviour as the catchment for primary school tend to be small and local to the school.

3.0 LOCAL HIGHWAY NETWORK

- 3.1 This section provides a description of the local highway network, review of accident history within the vicinity of the site, and discusses both site observations and traffic surveys results.

Local highway network

A4074 Upper Woodcote Road

- 3.2 A4074 Upper Woodcote Road is a single carriageway road that connects the site to Reading City Centre. A4074 Upper Woodcote Road primarily passes through residential areas of northwest Reading and provides pedestrian & vehicular access to the site.
- 3.3 The road is subject to a 30mph speed limit with no parking restrictions in the vicinity of the site. School ahead warning sign is provided in advance of the school on A4074 Upper Woodcote Road in both directions. Parking restrictions by means of a 'keep clear' zig-zag line are present in the immediate vicinity of the access road. A speed camera is provided in westbound direction 20m west from the site access which limits vehicles speeds.

Personal Injury Accident data

- 3.4 Personal Injury Accident (PIA) data was obtained from the Crashmap website for the most recent five-year period available for the highway network surrounding the site. Figure 3.1 shows the location of accidents with respect to the site. Appendix C contains the accident data.

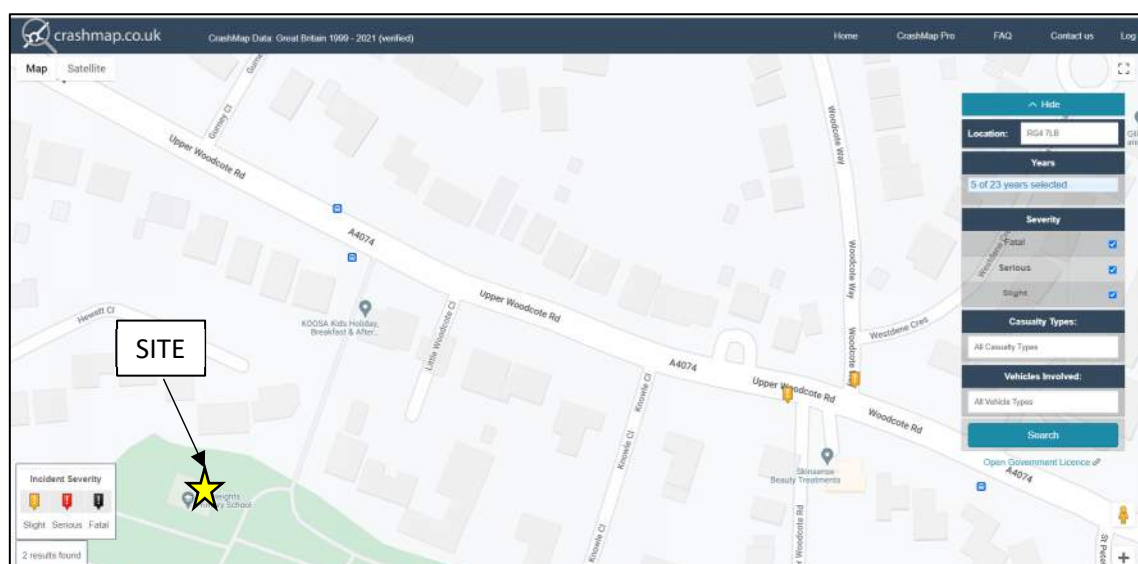


Figure 3.1: Crashmap output

- 3.5 The PIA data review indicates two slight accidents occurred over the study period. A review of these accidents indicate these were caused primarily due to driver error and not due to design of road infrastructure. Consequently, it is concluded that there is no existing road safety issues that could be exacerbated by the proposed development.

Site observations

- 3.6 A site visit was undertaken on Wednesday 26th April 2023. Observations were undertaken during the morning drop-off and afternoon collection periods. A summary of the general site observations are outlined below.

Morning drop-off period

- 3.7 At 07:15 four dogwalkers were noted to have parked in the pavilion car park and one car park parking space in the school was occupied. Dogwalkers were also noticed walking through the car park to access the playing fields.
- 3.8 From 07:15 pupils arrive for breakfast club with parents on foot or by car and wait for the school to open in the pavilion car park and school forecourt area. The school gate is opened at 07:30 for breakfast club. Approximately 20-25 drop offs were observed between 07:15 and 08:00. Significant numbers of pupils walked, scooted and cycled for the breakfast club with remaining arriving in car. Parents of younger pupils escorted them to the school gate from parked cars. Dwell was observed up to 15 minutes but was generally between five and 10 minutes. Parents of older children dropped off pupils and left the car park immediately.
- 3.9 From 08:25 to 08:50, pupils began to arrive in larger numbers with parents on foot and in cars. Pupils were observed to arrive on foot travelling westbound on A4074 Upper Woodcote Road from surrounding residential areas. Parents were observed to be using the pavilion car park for drop offs. The pavilion car park has capacity for 35 cars, it was noted during site visit that a maximum of 28 cars used the car park in the morning peak period. It is noted some of these vehicles parked may not be associated with use of the School. Pupil and parents were observed to access School site by walking from parked cars across the car park.
- 3.10 Cars were observed to be stopping for pedestrians crossing the access road. There was one instance where this caused queuing of three to five cars within the car park gyratory but this did not block the access road or junction with Upper Woodcote Road at any time.
- 3.11 A majority pupils, parents and staff arrived on site via the access on to A4074 Upper Woodcote Road. A relatively small number of pupil arrived on foot/cycles/scooter via footway/cycle way from Hewett Avenue and Chazey Road. No vehicular drop offs were noticed on Hewett Avenue or Chazey Road.
- 3.12 From 08:50 to 09:15 the drop-off demand was quiet. A small number of pupils were observed to access the site on foot or by car. A small number of vehicles were observed to use the car park for drop-off.

Afternoon collection period

- 3.13 From 14:30 to 15:15 parents started to arrive on foot and in cars. Parents were observed to park in the pavilion car park before walking up to the school access and wait in the queue to pick up pupils until the front and rear school gates open at 15:10. A maximum of 30 cars were noted to be parked within the car park during afternoon peak. Similarly to the morning drop off period, it is noted some of these vehicles parked may not be associated with use of the School.
- 3.14 From 15:10 to 15:20 parents were observed to pick up pupils and leave the school premises on foot and in cars. No parking was observed on surrounding residential streets.
- 3.15 Cars were observed to be stopping for pedestrians crossing the access road. There were three instances where cars stopped for pedestrians cross the access road and only one instance the queuing car blocked back on to A4074 Upper Woodcote Road. This was momentary and did not cause any congestion.
- 3.16 Within 20 mins of school closing time all the parents with pupils were observed to have left the area on foot or on cars.

General site observations

- 3.17 A low number of dog walkers were noticed to be accessing the Pavilions Car Park and leisure ground on foot and in car throughout the day with reduced activity during school peak hours.
- 3.18 Users of the tennis club arrived before or just after the morning school peak and mostly arrived in cars and parked at Pavilion Car Park.
- 3.19 The pavilion car park operated with some spare capacity during morning and evening school peak hours and ample spare capacity throughout the day.
- 3.20 No Heavy Goods Vehicles (HGVs) movements were observed during drop-off and collection periods.

Summary

- 3.21 It is concluded that residential streets surrounding school site and pedestrian infrastructure along A4074 Upper Woodcote Road provide a safe environment for all road users. There were no road safety issues evident from site visit observations or accident data. Parents use the pavilion car park and there is capacity throughout the morning and afternoon school peak periods.

4.0 EXISTING SCHOOL

- 4.1 This section of the report describes the existing operation of the school in terms of on-site facilities, opening hours and pupils and staff travel patterns.

Pupil and staff numbers

- 4.2 The school is an 2FE primary school and operates with a PAN of 350 pupils. The school has a 26 FTE staff and total staff numbers are 63, including both teaching staff and supporting staff that work on a full-time or part-time basis.

School operation

- 4.3 The operational hours of the school including after-school clubs/ activities, are outlined in Table 4.1 below.

Session/Group	Start	Finish	Pupil attendance
Breakfast clubs	07:30	08:30	Up to 25
School day	08:50	15:10	350
After-school activities	15:15	16:15	50-90
After-school club	15:15	18:00	Up to 60

Table 4.1: School operating times

- 4.4 The school have provided information on attendance at breakfast and after school clubs/ activities. Up to 25 pupils attend breakfast club. Up to 60 pupils attend after school club Monday to Thursday and up to 25 pupils on Friday. In addition, the school runs a large number of activity clubs everyday between 15:15 and 16:15 and is attended by 50-90 children.

School site

- 4.5 The school site consists of a teaching block, the staff car park and MUGA.

Access arrangements

- 4.6 The main site access to the school is for pedestrians and vehicles is via the pavilion car park via a private access road off A4074 Upper Woodcote Road to the north.
- 4.7 There are two further pedestrian footpaths that provide access to the school from Hewett Avenue and Chazey Road to the southeast and south of the school respectively.

Parking provision

- 4.8 The school has one formal car park located to the north of the school building. There are a total of 20 marked staff parking spaces including two disabled parking spaces.
- 4.9 The car park is used by staff. Based on the information provided by the school and site observations the car park is typically full for the majority of the day with some double parking at the end of the day.
- 4.10 The school operates a permit system and allocates designated car parking space to a member of staff in accordance with the school car parking policy. Each bay is numbered, and a car is allocated to each numbered bay. The carpark is monitored by routine visual checks by school staff.
- 4.11 The pavilion car park has 35 car parking spaces including two disabled spaces. Parents use the pavilion car park for the pupil drop offs in the morning and evening school peaks. Visitors to the school also use pavilion car park.
- 4.12 Cycle parking in the form of covered sheffield stands in secured facilities are provided for pupils and staff within school car park to the north and at the MUGA to the south of the school building. Cycle parking for 10 staff and cycle/scooter parking for up to 80 pupils split in two locations. Cycle/scooter parking is well used by staff and pupils. Shower and locker facilities are available for staff who cycle to school.
- 4.13 The school has no dedicated motorcycle parking spaces, but any demand motorcycle parking can be accommodated within the existing car park. Additionally, there are three motorcycle parking spaces within pavilion car park which are observed to be underutilised.
- 4.14 There is no minibus parking available within the school premises. If needed, coaches set down and pick up from a lay-by on A4074 Upper Woodcote Road with pupils being escorted on foot by school staff between the school building and the coach.

Deliveries and servicing

- 4.15 The school accommodates all delivery and servicing from within the pavilion car park via access road on to A4074 Upper Woodcote Road. Deliveries for the kitchen are unloaded at the entrance and trolleyed into the site.
- 4.16 Deliveries typically occur between 06:00 and 16:00. The maximum size of delivery vehicle used by the school is a 7.5 tonne van. The delivery vehicles enter and egress the site in forward gear.
- 4.17 The refuse storage/collection points are located at north-eastern corner of the school car park

and this is where collection takes place. The school receives one refuse collection per week, which includes recycling and general waste. This occurs on Monday and Friday in the morning, between 08:00 and 11:00.

Pupil travel behaviour

- 4.18 For the purpose of establishing the modal share and trip generation for the school, a hands up travel survey was undertaken by the school for the STP on Wednesday 26th April 2023 and mode split reported in percentages has been applied to current pupil numbers. The results are presented in Table 4.2.

Travel mode	Mode share	Pupil trips
Car	8%	28
Car Share	0%	0
Cycle/Scoot	18%	63
Public Transport	1%	4
Walk	70%	245
Other (park & stride)	3%	10
Total	100%	350

Table 4.2: Pupil mode share data

- 4.19 Table 4.2 indicates that the majority of pupil walk to the school and this amounts for 70% of all trips. The second most common mode of travel is cycling/scooting, and this accounts for 18%. Approximately 11% of pupil travel by car (including car sharing and park and stride) to the school. It is noted that park and stride was not observed on-street in the wider area as such it is expected that this was answered in relation to parking and walking from the pavilion car park.
- 4.20 Due to the operation of before and after school clubs/ activities this travel demand is expected to be spread across the peak hours and not occurring at once.

Staff travel behaviour

- 4.21 A staff travel survey was collected for the STP in April 2023 and used to establish the existing staff travel profile. Table 4.3 shows the calculated mode share for staff, which was applied to the current number of 26 FTE staff and total full- and part-time staff.

Travel mode	Mode share	Staff trips (FTE)	Staff trips (total staff)
Car	39.5%	10	25
Car Share	4%	1	3
Cycle	18%	5	11
Public Transport	2%	1	1
Walk	36.5%	9	23
Other (park & stride)	0%	0	0
Total	100.0%	26	63

Table 4.3: Staff mode share data

- 4.22 Table 4.3 shows that there is a good balance between use of modes and that the majority of staff (56.5%) travel by non-car modes. It is expected that the one member of staff who car shares, travels with a colleague, or has a lift to/ from school.
- 4.23 Parking demand is expected to be between 10 and 25 vehicles per day, depending on the number of part-time staff attending at any particular time. The car park has 20 spaces and the above explains the observation that some double parking occurred towards the end of the day.
- 4.24 The majority of the staff typically arrive at school between 06:00 and 08:00 and depart at 18:00 thereby spreading the demand and avoiding the network peak hour/ congestion as well as times that pupils are arriving and departing.

Postcode analysis

- 4.25 The postcode data for the existing pupils was provided by the school and analysed to gain an understanding of the school catchment area and from where pupils are currently travelling to the school. A summary of this analysis is shown in Tables 4.4.

Postcode	Pupils	
	Percentage	Number
RG4	96%	337
RG1	1%	4
RG30	1%	3
RG6	1%	3
RG2	1%	2
RG8	0%	1
Total	100%	350

Table 4.4: Pupils home postcode data analysis

- 4.26 Table 4.4 indicates that 96% of pupils live in RG4 postcode (within a 2km radius) of the school. Figure 4.1 below shows that almost the entire catchment area of the school is within the 2km distance from the school, which is typically considered the distance within which walking and cycling would be reasonable.
- 4.27 The 4% of pupils that live outside of postcode RG4 are thought to be attributed to the legacy of temporary location in Gosbrook Road from 2014 to 2021. It is expected that these outliers will be decreased over time.

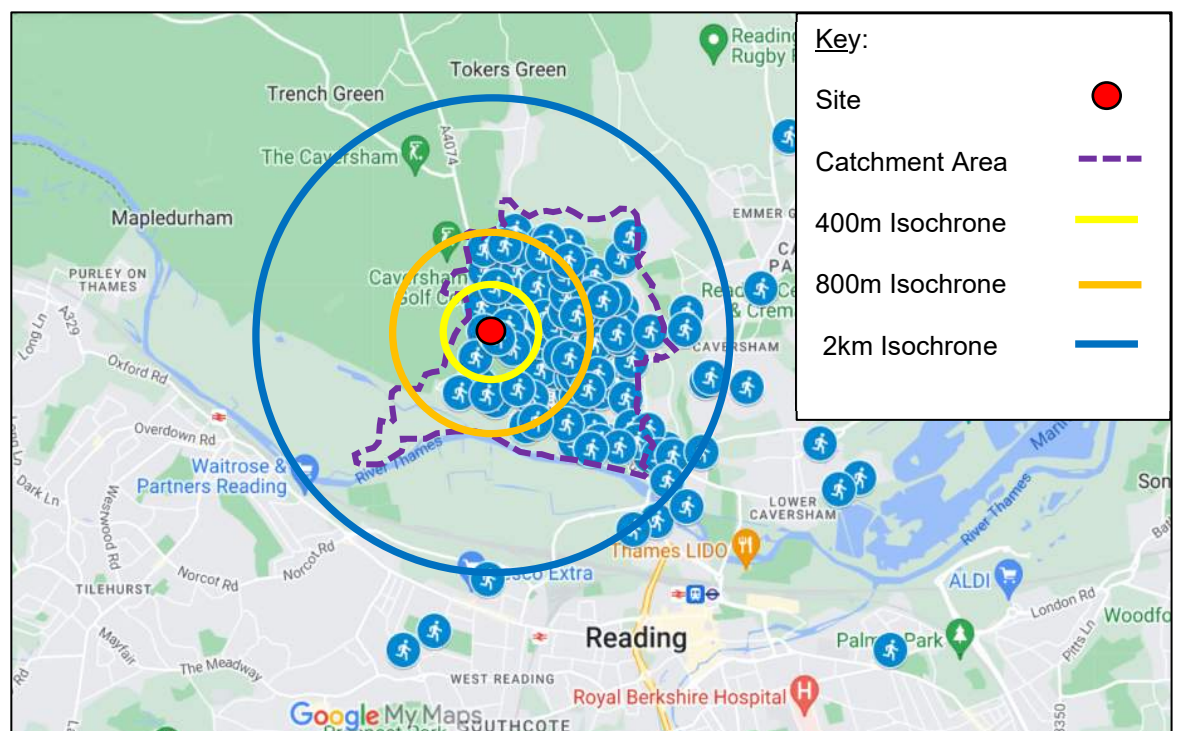


Figure 4.1: School catchment area and pupil post code within walking

- 4.28 The mode share data record, presented in Table 4.2, shows that 88.0% of pupil currently walk/ cycle/scoot to the site. By comparing this to the results in Table 4.4 and Figure 4.1, the postcode data analysis demonstrates that there is potential for the school to increase walking and cycling to the school.

Post Code	Staff	
	Percentage	Number
RG4	67%	17
OX10	7%	2
RG1	5%	1
RG2	5%	1
OX44	4%	1
RG30	4%	1
OX11	2%	0
RG31	2%	0
RG6	2%	0
RG9	2%	0
SL6	2%	0
Total	100%	26

Table 4.5: Staff home postcode

- 4.29 Table 4.5 indicates that 67% of staff live within RG4 postcode (within a 2km radius) of the school, however, the mode share data presented in Table 4.3 shows that only 54.5% of staff currently walk or cycle to the school. This suggests that the mode shift away from car could also be achieved for staff.

Site access video survey

- 4.30 In order to verify the mode share from hands up surveys, a video survey has been undertaken at the school on Wednesday 26th April 2023 from 07:00-10:00 and 14:30-18:30. The video recording has been analysed to exclude dogwalkers and tennis club/football club users on foot and in cars. Appendix D includes raw survey data.
- 4.31 Table 4.6 below shows the trips generated by the school over the peak periods. It is noted that this is spread due to staggered arrival and departure patterns generated by staff arriving before and leaving after pupils, and additionally due to the breakfast and after school clubs/ activities run by the school for pupils.

Mode	Morning peak (07:00-10:00)		Afternoon peak (14:30-18:30)	
	Arrivals	Departures	Arrivals	Departures
Pedestrians	309	103	142	284
Cycles	8	8	14	16
Scooters	18	2	2	7
Car (Pavilion car park)	21	21	31	35
Car (staff car park)	11	8	19	27

Table 4.6: Surveyed travel demand

- 4.32 The numbers of pedestrians travelling to the school is greater than that which was suggested by the pupil and staff surveys, whilst the numbers travelling by bicycle, scooter and car is lower shown in Tables 4.2 and 4.3. Notwithstanding the fact that the pedestrian movements include some parents and staff, it can be concluded that car trips are fewer than that which was suggested by the hands up survey.
- 4.33 The variation is expected that this is primarily related to normal variation in choice of travel mode which would take place on a daily/ weekly basis but additionally due to the presence of siblings traveling together by car. This is expected to drive down the number of cars arriving/ departing from that which was outlined in the hands up survey.
- 4.34 Tables 4.6 demonstrates that 11 staff arrive by car in the morning peak which is similar to estimated staff trip generation from FTE staff in Table 4.3. Additional staff have been observed to arrive in the afternoon peak, these are assumed to support after school activities and clubs.

Conclusion

- 4.35 Significant proportions of pupils/ parents and a reasonably proportion of staff travel by sustainable modes and in particular active travel modes. This has been verified by site visit observations and surveys. It is consistent with information on where pupils/ parents and staff are travelling from, which suggests that the majority of pupils and staff live within 2km where walking, cycling and use of scooters is feasible.
- 4.36 The analysis has demonstrated that limited car trips are generated in the morning and afternoon, and this is contained within the staff and pavilion car parks and that the latter is not oversubscribed. The catchment area analysis further demonstrates that additional pupils/ parents and staff could travel by walking, cycling and scooters in the future.

5.0 POLICY CONTEXT

5.1 This section considers relevant transport and planning policy for the application.

- i. National Planning Policy Framework (NPPF) (2021).
- ii. Reading Borough Council Local Plan 2036 (2019).

NPPF (2021)

5.2 The NPPF was first published by the Ministry of Housing, Communities and Local Government in February 2012 and has most recently been revised in July 2021. The aim of the NPPF is to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth.

5.3 The following sections of the NPPF have been considered in the production of this document:

- i. Paragraph 104: addressing the potential impacts of developments on transport networks should be considered from the earliest stage of plan-making. This includes identifying and pursuing opportunities to promote walking, cycling, and public transport use.
- ii. Paragraph 111: states that 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.
- iii. Paragraph 112: identifies that opportunities should be taken to promote measures to maximise the uptake of sustainable transport modes at developments. Specific reference is made to prioritising pedestrian and cycle movements and encouraging public transport use.
- iv. Paragraph 113: identifies the need to produce Transport Statements or Transport Assessments and Travel Plans where significant movements will be generated by a development.

Reading Borough Council Local Plan 2036 (2019)

5.4 Reading Borough Council have adopted a new Local Plan in November 2019 that guides development in Reading up to 2036.

5.5 The Reading Borough Council Local Plan (2019) outlines:

“All developments will be assessed for their impact upon the transport network, including the local

and trunk road and motorway networks and, where relevant, the rail network. Development should provide mitigation measures in line with their impacts on these networks, taking account of levels of development that have already been accepted, and mitigation measures that have already been agreed or implemented. It will be a condition of planning permission that appropriate measures are in place to secure any remedial transport measures required. Where necessary, a transport assessment of the scheme will be required. This will measure the impacts both of the development proposal and of any remedial measures proposed by the developer to address those impacts. Once a satisfactory package of remedial measures has been negotiated, contributions may be sought from developers to secure their delivery.”

- 5.6 The Reading Local Plan (2019) policy TR1 outlines the following regarding the requirements for Travel Plans.

“Proposed development should contribute appropriately to meeting the objectives of the most up-to-date Local Transport Plan or any successor document, including sub-strategies, specific projects identified and the local action plans.

Planning permission will not be granted for major development proposals unless there is a commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes to local facilities and services, including schools and parks, and similar measures.

All development proposals should make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by public transport, walking and cycling, in accordance with any agreed transport assessment submitted as part of the application.”

- 5.7 A STP will be required to encourage sustainable transport modes travel for pupils and staff attending The Heights Primary School.
- 5.8 The Travel Plan will include measures and targets to promote sustainable transport and safety to both pupils and staff. Travel Plans measures and targets will need to be agreed with the school and a Travel Plan Coordinator will need to be appointed to monitored and review the Travel Plans as necessary. The Travel Plans will be critical in helping to achieve the sustainable transport strategies which are likely to be identified within the Transport Assessment.

Parking standards

- 5.9 Revised Parking Standards and Design Supplementary Planning Document (SPD) was adopted on the 31st October 2011. This document helps provide good design and efficient land use and sets out maximum and minimum parking standards. These standards are reflected in some of the

Council's Core Strategy Policies.

Car parking

- 5.10 Car parking standards are set in line with a four-zone system based on the analysis of the urban environment and transport links. A map of the zone system is included in Appendix E. The school lies within Zone 3, Primary Core Area which is defined as.

"Areas within this zone feature a variety of land uses and densities and include some local centres for day-to-day needs. Typically, these areas are within 400m of a Reading Buses high frequency 'Premier Route', which provides high quality bus routes. These buses link not only to the Central Core Area, but also zone 2 areas and beyond to major supermarket and local centre facilities. Walking and cycling can play an important role in these areas."

- 5.11 The maximum car parking standards for the proposed development are outlined in Table 5.1.

Class	Zone 3
D1 Primary Education	1 per 1 FTE staff, 1 drop off space per 10 pupils

Table 5.1: Maximum car parking standards

- 5.12 Local Plan policy TR5 states that:

"Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport. Development should make the following provision for electric vehicle charging points:

All new houses with dedicated off-street parking should provide charging points.

Within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point."

Cycle parking

- 5.13 The minimum cycle parking requirements for the proposed development are outlined in Table 5.2.

Class	Zone 1-4
D1 Primary Education	1 space per 5 FTE staff & 1 space per 15 pupils (years 1-3) and 1 space per 10 pupils (years 4-6)

Table 5.2: Minimum cycle parking standards.

Policy response

- 5.14 The transport planning policy requirements outlined in the NPPF and Local Plan are acknowledged. As the catchment area of the school is primarily within 2km radius from school, the majority of pupils attending school travel by walking/scooting/cycling with a small proportion of pupils traveling by parent/ carer private vehicle. As there is no increase in staff numbers, no changes to car parking provision is considered necessary.
- 5.15 The school will implement demand management measures and a STP to encourage sustainable travel amongst staff, where it is feasible and practical. Consequently, it is considered that the proposals comply with transport planning policy at government, and local levels.

6.0 PROPOSED DEVELOPMENT

6.1 This section of the report describes the level of expansion sought at the school.

Proposals

6.2 The proposal seeks the expansion of the school pupil capacity from 350 to 420 pupils. There is no increase in staff required. There is no building works proposed as result of the proposals and proposed new pupils will be accommodated in the space capacity of existing classrooms.

Access arrangements

6.3 No change to access arrangements is proposed. The primary access will remain the access road that is shared with the pavilion car park and forming a priority junction with Upper Woodcote Road.

Cycle parking

6.4 Reading parking standards recommends 1 cycle parking space per FTE staff, 1 cycle parking space per 15 pupils (years 1-3) and 1 cycle parking space per 10 pupils (years 4-6). As there is no increase in staff numbers, no increase in staff cycle parking is required. Based on the increase in pupils' numbers for years 1-3 (35 pupils) and years 4-6 (35 pupils) an additional 4 cycle parking spaces will be required. However, based on the site observations of the current levels of cycle parking occupancy this can be accommodated within the existing cycle parking. No additional cycle parking is proposed on that basis.

Car parking

6.5 The school currently has 21 car parking spaces including two disabled spaces. Changes to capacity or the layout of the car park are not proposed.

Deliveries and servicing

6.6 No additional delivery and servicing trips are anticipated as a result of the proposed School expansion. Deliveries will continue to take place off the public highway as at present.

Refuse collection

6.7 It is anticipated that the school refuse and recycling collections will continue to take place as they do at present which is off the public highway. Additional refuse and recycling loads would be collected from existing vehicles servicing the site.

Emergency vehicles

6.8 Emergency vehicles will continue to access the school via existing Pavilion car park and access on to A4074 Upper Woodcote Road.

Conclusion

- 6.9 The proposal does not involve any increase in staff numbers, building works or change the access, car parking, emergency, and servicing arrangements of the school. The changes are solely related to increasing the PAN from 350 to 420 pupils per year.

7.0 PREDICTED TRAVEL BEHAVIOUR

- 7.1 The predicted trip generation associated with the proposals is outlined below, and it was calculated on the basis of the travel behaviour documented in Section 4.0. It is considered reasonable to expect that travel behaviour will not change in the future.

Pupil trip generation

- 7.2 The pupil trips expected to be generated by the expanded school were calculated using the travel survey received from the school. The future pupil trip generation and a net increase in trips have been outlined in Table 7.1.

Travel mode	Mode share	Current trips	Future trips	Net Increase
Car	8%	28	34	6
Car Share	0%	0	0	0
Cycle/Scoot	18%	63	76	13
Public Transport	1%	4	4	0
Walk	70%	245	294	49
Other (park & stride)	3%	10	13	3
Total	100%	350	420*	70*

Table 7.1: Predicted travel behaviour (pupils) (rounding occurred*)

- 7.3 Table 7.1 indicates that an additional nine pupils will arrive by car (incl. car sharing and park and stride) and 62 will arrive by sustainable modes of travel. Based on the outcome of the survey at the school access, it is expected that actual car trips will be fewer than six vehicles due the presence of siblings in the school population.
- 7.4 It should also be noted that a proportion of pupils attend breakfast club and after-school activities and clubs, and effectively stagger the demand for travel across the peak periods in the morning and afternoon. It is reasonable to assume that this trend will continue following the expansion of school.

Staff trip generation

- 7.5 As there is no increase in staff numbers as a result of the proposals, it is concluded that there is no change to existing staff trip generation or parking demand.

Summary

- 7.6 Following the proposed school expansion, it is expected that demand for travel will increase amongst pupils. The majority of additional trips will be by non-car modes, and particularly walking. A negligible increase in car trips is anticipated (less than six). When spread across the peak periods as observed the increased demand is expected to be indiscernible. Nonetheless, the impact of increased demand for travel has been considered in Section 8.0.

8.0 TRANSPORT IMPACTS

- 8.1 This section of the report considers the impact of the proposal on all road users and capacity for parking on-site and in the adjacent pavilion car park.

Pedestrian impact

- 8.2 Following the school expansion, existing pedestrian desire lines are not likely to change. The pedestrian demand is anticipated to increase for pupils by at least 49 trips. However, this demand will be spread to multiple routes and throughout the morning and afternoon school peak hours. Therefore, the proposed increase in pupil capacity is expected to have negligible impact on existing pedestrian amenities or safety.

Cycling/scooting impact

- 8.3 The majority of routes leading up to the school pass through low trafficked residential areas. As a result of the proposed expansion 13 new cycling/scooting trips are anticipated by pupils. However, these cycling trips will be spread over multiple routes and over the school peak hours and are considered not considered to have any material impact on the operation on routes in the area.

Road safety

- 8.4 The proposal is expected to generate an increase in pedestrian demand by 49 trips above the current demand. As described in the above sections, an increase of up to six car trips is predicted to be generated by pupils in the morning and afternoon school peak periods respectively.
- 8.5 The increase in pedestrian demand and car trips is unlikely to result in any increase in potential conflict between cars turning left into access road and pedestrians crossing during morning and afternoon peak as the demand would be spread over the peak periods.
- 8.6 A review of the PIA data indicated that none of the accidents identified was school related and located on the immediate approaches to the school. The analysis of these accidents shows that the accidents occurred at different locations, involved different users, occurred at different times and did not show any typical trends. As such, it was concluded that these are not considered to be related to the operation of the school or could be exacerbated by additional demand from the proposals.
- 8.7 The site visit identified that the footways in the area are generally wide and there are adequate crossing points in the vicinity of the school and crossing points within the pavilion car park are managed by a staff member during peak periods.
- 8.8 The majority of the local footway and road networks are considered safe. Minimal conflict between

pedestrians and vehicles was observed at the crossing on the access road. This existing issue is not expected to be materially impacted by the expansion once demand is distributed across the many routes available and across the peak periods.

- 8.9 Regardless of the above, to mitigate any residual risk of accidents, due to the increased pupil numbers, it is proposed that road safety mitigation measures will be implemented in the STP, and these are discussed in Section 9.0.

Highway impact

- 8.10 It is estimated that the proposed expansion of the school will generate no more than an additional six car trips associated with drop-off and collection pupils across the school peak periods. The predicted trips are expected to arrive from different directions and thus this level of trips is not expected to have a material impact on the operation of any particular junction. Further investigations in respect to junction capacity have not been considered necessary as part of this assessment.

Parking impact

- 8.11 As there is no increase in staff numbers, no increase in demand for staff car parking is anticipated.
- 8.12 It is anticipated that the additional demand for parking associated with pupil drop-off and collection generated by the proposed expansion will be a maximum of six parking spaces in the morning and afternoon peak periods above existing pupil numbers. This would also be expected to be spread across the peak periods due to breakfast clubs and after school clubs so not required at once.
- 8.13 The survey demonstrated that 21 parent cars used the pavilion car park in total across the morning peak period and 31 – 35 parent cars used the car park in total across the afternoon peak period. The capacity of the car park is 35 spaces and as such the additional demand can be absorbed without causing any parking stress when staggering associated with the before and after school programmes is considered.
- 8.14 To ensure the proposals do not have an impact on the car park, the school will implement mitigation measures through the STP to encourage pupils and parents to share the journey to the school with other pupils as far as possible, encourage park and stride and encourage increased levels of walking and cycling for those living within a reasonable distance.

Conclusion

- 8.15 The proposed expansion of the PAN of the school will generate limited additional demand for travel and the majority of trips will be by walking, cycling, scooting and public transport. Few additional pupils and parents would travel by car and due to staggered arrivals and departures

due to before and after school programmes any demand would be accommodated in the pavilion car park. No issues were observed on-site that would indicate road safety issues would arise from the proposals.

- 8.16 Overall, the proposed expansion of school expansion will have negligible transport impact and should be considered acceptable in transport and highways terms. STP measures are proposed to address any residual issues.

9.0 MITIGATION STRATEGY

- 9.1 This section summaries the mitigation measures that will be implemented to maintain the high levels of sustainability in travel behaviour and ensure management strategies are in place for any increased use of the pavilion car park associated with the expansion of the school.

School Travel Plan

- 9.2 The Heights Primary School has a working travel plan which has been updated in the context of the proposed expansion in the PAN. The STP sets out a range of measures to address transport impacts produced by the school and aims to promote sustainable and reduce car demand as much as possible.
- 9.3 The measures of the STP aimed at minimising the impact of proposed development are as follows:
- i. In conjunction with RBC, the school will promote National Walk to School Weeks and Walk Once a Week (WOW).
 - ii. The school will encourage walking to school by offering road safety education, incentives and rewards.
 - iii. Continue to teach pupils to recognise and manage risk and make safer choices about healthy lifestyles, different environments and travel.
 - iv. Provide safe, secure, lit cycle parking facilities for at least 10 staff cycles with an aspiration to increase this in line with demand.
 - v. Publicise local initiatives being offered to promote safe cycling.
 - vi. Take part in national events such as Sustrans' Big Pedal or Bike to School Week.
 - vii. Promote the accessibility of the school by bike.
 - viii. Continue to offer bikeability training annually to all pupils in Years 4, 5 and 6.
 - ix. Investigate offering bikeability to pupils in other year groups.
 - x. Investigate providing an after-school cycle club which could improve the image of cycling whilst teaching pupils vital lessons about bike safety and maintenance.
 - xi. Campaign for cycle paths and lanes to be developed in the Mapledurham area.

- xii. The TPC will actively promote car-sharing by any other means.
- xiii. The school will produce and distribute a range of marketing materials (leaflets, timetables, route maps, car share information etc) to encourage pupils, staff and visitors to use alternative modes of transport.

9.4 In addition to the above, as an outcome of this TA, the STP will include additional measures where necessary associated with managing or supervising use of the pavilion car park in the morning and afternoon.

Summary

9.5 It is demonstrated that the School has a strong travel plan in place. With the addition of management measures surrounding use of the pavilion car park, it is expected that it will continue to manage demand for travel and reduce the impact of the school on local transport networks following the expansion in its PAN.

10.0 CONCLUSIONS

- 10.1 The Heights Primary School is an 2FE primary school and has a PAN of 350 pupils and 26 FTE staff members. The proposal is seeking to expand the school by 70 additional pupil places to a PAN of 420. There is no increase in staff numbers as a result of the proposal.
- 10.2 The area surrounding the school has comprehensive pedestrian facilities and provides good permeability through the area. There is a good provision of pedestrian crossings located on pedestrian desire lines. All key routes leading up to the school in the local area pass through residential areas that are considered suitable for cycling.
- 10.3 Strong demand for use of pedestrian facilities was observed in site visits but most routes and crossings coped well with existing demand for the school.
- 10.4 Traffic, parking and road safety conditions are typical of suburban residential areas, with light traffic volumes. Demand from the school does not cause any congestion on A4074 Upper Woodcote Road.
- 10.5 Two slight accidents have occurred in the wider area, but these are due to behaviour of specific drivers in particular rather than flaw in road design or lack of infrastructure. These are also not school related. Road safety issues were not observed during site visits.
- 10.6 Existing arrangements for parent parking for drop-off and collection within the pavilion car park was observed to operate efficiently without causing any blockage or queuing during school peak hours. There is residual capacity for parking within this car park in the morning and afternoon.
- 10.7 A review of travel patterns for pupil showed that the majority of pupils travel on foot and cycle/scoot, and only 11% by car, including car sharing and park and stride. 38 pupils travel by car in the morning and afternoon school peak periods. Following the school expansion, it is anticipated that additional five pupils would travel by car.
- 10.8 Data for staff showed that 43.5% travel by car, including car sharing and generate demand for 10 - 25 parking spaces depending on attendances from part-time staff. This is broadly accommodated in the school car park with some double parking in the afternoon. As there is no increase in staff numbers as a result of the proposals no demand for additional parking spaces is anticipated.
- 10.9 Due to attendance at before and after school programmes and staff typically travelling at different times to pupils there is a spread in arrivals and departures, and demand for car parking in the pavilion car park across the morning and afternoon peak periods.
- 10.10 Based on postcode analysis a high proportion of pupils and a reasonable proportion of staff live

within the catchment or within 2km and there is considered to be potential to increase use of walking and cycling amongst pupils and staff but may be limited by the local topography.

- 10.11 Results of traffic surveys results show that existing school trip generation is comparable surveyed traffic at the school access. The effect of siblings travelling together was noted as vehicle trips were fewer than that suggested by the hands up survey data.
- 10.12 The proposal does not seek to change the existing access and servicing arrangements of the school. As there is no increase in staff numbers no changes are proposed to existing staff car park. There is no change to the catchment area of the school as result of the proposal.
- 10.13 The development accords with transport planning policies which seeks to locate development where it is accessible by walking, cycling and public transport and increased transport sustainability can be promoted.
- 10.14 The proposed expansion of school expansion will have negligible transport impact and additional demand for parking associated with drop-off and collection can be absorbed within the pavilion car park without causing parking stress.
- 10.15 An updated STP has been prepared and submitted to support the planning application and to discharge the related planning condition. This will include management measures for the pavilion car park. The measures adopted are considered to mitigate the minimal potential residual impacts associated with the school expansion.

Appendix A – Pre- application correspondence

Dear Mike

I hope you had a good Easter break.

Here is the Transport (Highway Authority) response.

I am collating my response to you, I am off for the rest of this week, but hope to be able to provide preapp comments on Monday/Tuesday next week

Kind regards

Richard

-----Original Message-----

From: Cook, Darren <Darren.Cook@reading.gov.uk>

Sent: 06 April 2023 16:53

To: Eatough, Richard <Richard.Eatough@reading.gov.uk>

Subject: 230290 The Heights School PREAPP

Hi Rich,

The proposal consists of the expansion of the existing school capacity by increasing the numbers in each classroom without the need for physical works to take place.

Given the proposed increase in pupil numbers any application would need to be submitted alongside a Transport Statement, the Travel Plan would also need to be updated to reflect any additional pupil/staff increases.

The previous travel plan submitted for the school identified that minimal vehicle trips were generated during the school drop off and pick up periods and this has been observed on site by myself which identified far greater levels of trips by alternative modes. Now these trips may be able to be undertaken by alternative modes as a result of the tight catchment area and therefore it will need to be confirmed whether the proposed catchment is to be altered in order to facilitate the increased provision of children given that this could result in increased vehicle movements.

The school headteacher has previously been in contact with the Highway Authority regarding concerns of vehicles driving over the junction radii and coming into close contact with pedestrians and also regarding the conflict between pedestrians and vehicles at the crossing point along the access road within the site. The first of these issues may be able to be addressed through the S278 process related to the original scheme given that a final certificate is still to be issued and this issue has already been raised however, the second issue is outside of the Highway boundary and therefore would need to be reviewed further. It is however likely that should an application for an increased capacity be submitted that the footpath on the eastern side of the access road will need to be extended south away from Upper Woodcote Road so that an improved crossing facility can be provided.

Any application would need to be provided with detailed evidence confirming the number of vehicle and non-vehicle trips travelling to and from the site which should be undertaken as a physical count at the site as opposed to a hands up survey in class as well as a breakdown of children attended breakfast and after school clubs through the week.

It would need to be confirmed what level of increase in staff would be required to facilitate the increased pupil numbers to calculate what level of parking may need to be provided.

Cycle parking will need to be provided for any uplift in pupil and staff numbers in line with the Councils Parking SPD.

Should you require anything further please let me know.

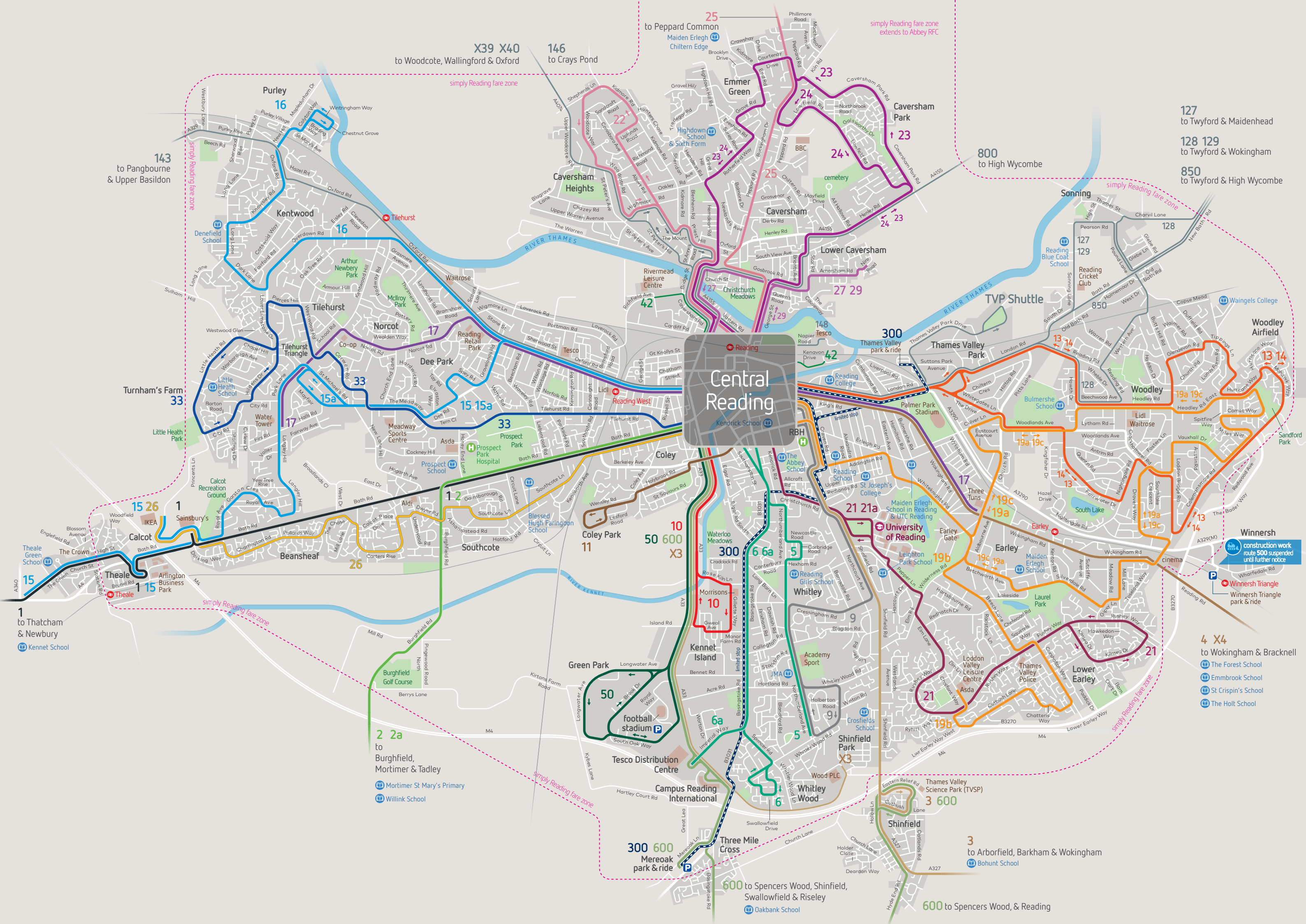
Kind regards,

Darren Cook

Transport Development Control Manager

Transport | Directorate for Economic Growth and Neighbourhood Services (DEGNS)

Appendix B – Bus maps



143
to Pangbourne
& Upper Basildon

X39 X40
to Woodcote, Wallingford & Oxford

146
to Crays Pond

25
to Peppard Common
Maiden Erleigh
Chiltern Edge

simply Reading fare zone
extends to Abbey RFC

800
to High Wycombe

127
to Twyford & Maidenhead

128 129
to Twyford & Wokingham

850
to Twyford & High Wycombe

simply Reading fare zone

128
to Twyford & Wokingham

128 129
to Twyford & Wokingham

850
to Twyford & High Wycombe

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850
to Twyford & High Wycombe

simply Reading fare zone

128
to Twyford & Wokingham

128 129
to Twyford & Wokingham

850
to Twyford & High Wycombe

1
to Thatcham
& Newbury

Kennet School

2 2a
to Burghfield,
Mortimer & Tadley

Mortimer St Mary's Primary

Willink School

300 600
Mere oak
park & ride

600 to Spencers Wood, Shinfield,
Swallowfield & Riseley

Oakbank School

3
to Arborfield, Barkham & Wokingham

Bohunk School

600 to Spencers Wood, & Reading

construction work
route 500 suspended
until further notice

Winnersh Triangle
Winnersh Triangle
park & ride

4 X4
to Wokingham & Bracknell

The Forest School

Emmbrook School

St Crispin's School

The Holt School

Appendix C – PIA data



crashmap.co.uk

Validated Data

Crash Date: Sunday, December 02, 2018 **Time of Crash:** 10:10:00 AM **Crash Reference:** 2018430368356

Highest Injury Severity: Slight
Highway Authority: Reading
Local Authority: Reading Borough
Weather Description: Other
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled

Road Number: A4074

Number of Casualties: 1

Number of Vehicles: 1

OS Grid Reference: 470041 175880



For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Van or goods vehicle 3.5 tonnes mgw and under	1	Male	36 - 45	Vehicle is in the act of turning right	Front	Unknown	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	66 - 75	In carriageway, crossing elsewhere	Crossing from driver's offside

For more information about the data please visit: www.crashmap.co.uk/home/Faq

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crashmap.co.uk

Validated Data

Crash Date: Saturday, April 15, 2017

Time of Crash: 2:50:00 PM

Crash Reference: 2017430120856

Highest Injury Severity: Slight

Highway Authority: Reading

Local Authority: Reading Borough

Weather Description: Fine without high winds

Road Surface Description: Dry

Speed Limit: 30

Light Conditions: Daylight: regardless of presence of streetlights

Carriageway Hazards: None

Junction Detail: Using private drive or entrance

Junction Pedestrian Crossing: No physical crossing facility within 50 metres

Road Type: Single carriageway

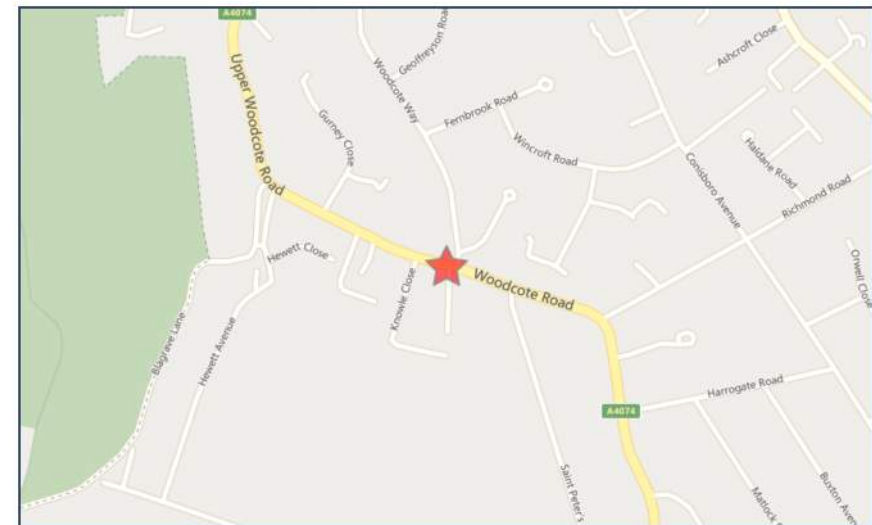
Junction Control: Auto traffic signal

Road Number: A4074

Number of Casualties: 1

Number of Vehicles: 2

OS Grid Reference: 470020 175875



For more information about the data please visit: www.crashmap.co.uk/home/Faq

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Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	12	Female	36 - 45	Vehicle is in the act of turning right	Offside	Unknown	None	None
2	Motorcycle over 500cc	7	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

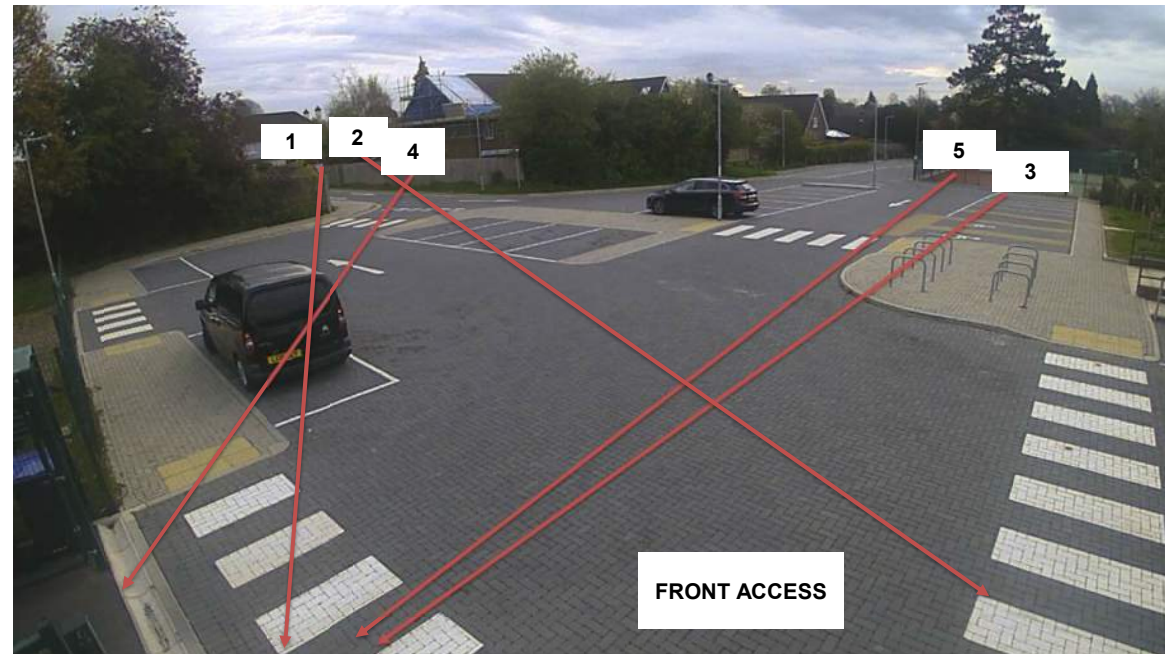
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	26 - 35	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

Appendix D – Traffic survey data





CLIENT: ROBERT WEST

REF NUMBER: OPS04300

PROJECT DESCRIPTION: THE HEIGHTS PRIMARY SCHOOL - ACCESS DATA - MOVEMENT 1

WEATHER: MILD

DATE: WED 26TH APRIL 23

		MOVEMENT 1 - ENTRY		MOVEMENT 1 - ENTRY		MOVEMENT 1 - EXIT		MOVEMENT 1 - EXIT	
		UNDER 16	ADULT	CYCLES	SCOOTERS	UNDER 16	ADULT	CYCLES	SCOOTERS
07:00	: 07:15	0	0	0	0	0	0	0	0
07:15	: 07:30	1	1	0	0	0	0	0	0
07:30	: 07:45	1	1	0	0	0	0	0	0
07:45	: 08:00	3	1	1	0	1	0	0	0
TOTAL		5	3	1	0	1	0	0	0
08:00	: 08:15	2	0	0	0	0	0	0	0
08:15	: 08:30	16	9	0	4	0	0	0	0
08:30	: 08:45	102	57	2	7	1	10	0	0
08:45	: 09:00	0	2	0	0	0	1	0	1
TOTAL		120	68	2	11	1	11	0	1
09:00	: 09:15	0	0	0	0	0	0	0	0
09:15	: 09:30	0	1	0	0	0	0	0	0
09:30	: 09:45	0	1	0	0	0	0	0	0
09:45	: 10:00	0	0	0	0	0	0	0	0
TOTAL		0	2	0	0	0	1	0	0
PERIOD TOTAL		125	73	3	11	2	12	0	1
14:30	: 14:45	0	0	0	0	0	0	0	0
14:45	: 15:00	0	1	0	0	0	0	0	0
15:00	: 15:15	3	31	0	1	14	15	1	0
15:15	: 15:30	2	3	0	0	47	25	1	0
TOTAL		5	35	0	1	61	40	2	0
15:30	: 15:45	0	1	0	0	8	3	0	1
15:45	: 16:00	0	0	0	0	2	2	0	1
16:00	: 16:15	1	0	0	0	3	1	0	0
16:15	: 16:30	0	3	0	1	2	1	0	0
TOTAL		1	4	0	1	15	7	0	2
16:30	: 16:45	0	0	0	0	4	7	0	0
16:45	: 17:00	0	1	0	0	0	1	0	0
17:00	: 17:15	0	1	0	0	2	2	0	0
17:15	: 17:30	0	0	0	0	0	1	0	0
TOTAL		0	2	0	0	6	11	0	0
17:30	: 17:45	0	0	0	0	2	1	0	0
17:45	: 18:00	2	1	0	0	0	0	0	0
18:00	: 18:15	1	1	0	0	0	0	0	0
18:15	: 18:30	0	1	0	0	0	0	0	0
TOTAL		3	3	0	0	2	1	0	0
PERIOD TOTAL		9	44	0	2	84	59	2	2
DAILY TOTAL		134	117	3	13	86	71	2	3
GRAND TOTAL		251		16		157		5	



CLIENT: ROBERT WEST

REF NUMBER: OPS04300

PROJECT DESCRIPTION: THE HEIGHTS PRIMARY SCHOOL - ACCESS DATA - MOVEMENT 2

WEATHER: MILD

DATE: WED 26TH APRIL 23

		MOVEMENT 2 - ENTRY		MOVEMENT 2 - ENTRY		MOVEMENT 2 - EXIT		MOVEMENT 2 - EXIT	
		UNDER 16	ADULT	CYCLES	SCOOTERS	UNDER 16	ADULT	CYCLES	SCOOTERS
07:00	: 07:15	0	5	0	0	0	3	0	0
07:15	: 07:30	0	1	0	0	0	0	0	0
07:30	: 07:45	0	0	0	0	0	1	0	0
07:45	: 08:00	0	0	0	0	0	1	1	0
TOTAL		0	6	0	0	0	5	1	0
08:00	: 08:15	3	1	0	0	0	0	3	0
08:15	: 08:30	11	8	0	2	0	3	0	0
08:30	: 08:45	35	40	5	5	6	48	2	1
08:45	: 09:00	1	5	0	0	1	14	2	0
TOTAL		50	54	5	7	7	65	7	1
09:00	: 09:15	0	1	0	0	0	5	0	0
09:15	: 09:30	0	0	0	0	0	2	0	0
09:30	: 09:45	0	0	0	0	0	5	0	0
09:45	: 10:00	0	0	0	0	0	0	0	0
TOTAL		0	1	0	0	0	12	0	0
PERIOD TOTAL		50	61	5	7	7	82	8	1
14:30	: 14:45	0	2	0	0	0	0	0	0
14:45	: 15:00	0	6	0	0	0	1	0	0
15:00	: 15:15	0	27	0	0	2	2	1	0
15:15	: 15:30	0	8	0	0	35	25	4	2
TOTAL		0	43	0	0	37	28	5	2
15:30	: 15:45	3	5	1	0	4	8	0	1
15:45	: 16:00	5	0	0	0	7	6	1	1
16:00	: 16:15	0	8	1	0	1	1	0	0
16:15	: 16:30	0	4	4	0	7	6	3	1
TOTAL		8	17	6	0	19	21	4	3
16:30	: 16:45	0	2	1	0	4	7	2	0
16:45	: 17:00	0	2	1	0	0	5	1	0
17:00	: 17:15	0	4	0	0	3	6	0	0
17:15	: 17:30	0	3	1	0	0	0	0	0
TOTAL		0	11	3	0	7	18	3	0
17:30	: 17:45	0	2	2	0	0	4	0	0
17:45	: 18:00	0	3	2	0	0	3	1	0
18:00	: 18:15	0	0	0	0	0	4	1	0
18:15	: 18:30	0	5	1	0	0	0	0	0
TOTAL		0	10	5	0	0	11	2	0
PERIOD TOTAL		8	81	14	0	63	78	14	5
DAILY TOTAL		58	142	19	7	70	160	22	6
GRAND TOTAL		200		26		230		28	



CLIENT: ROBERT WEST

REF NUMBER: OPS04300

PROJECT DESCRIPTION: THE HEIGHTS PRIMARY SCHOOL - ACCESS DATA - MOVEMENT 3

WEATHER: MILD

DATE: WED 26TH APRIL 23

			MOVEMENT 3 - ENTRY	MOVEMENT 3 - EXIT
			CAR	CAR
07:00	:	07:15	0	0
07:15	:	07:30	1	0
07:30	:	07:45	0	1
07:45	:	08:00	1	1
TOTAL			2	2
08:00	:	08:15	1	1
08:15	:	08:30	0	0
08:30	:	08:45	7	6
08:45	:	09:00	1	5
TOTAL			9	12
09:00	:	09:15	2	1
09:15	:	09:30	0	1
09:30	:	09:45	0	0
09:45	:	10:00	0	1
TOTAL			2	3
PERIOD TOTAL			13	17
14:30	:	14:45	1	1
14:45	:	15:00	0	0
15:00	:	15:15	1	1
15:15	:	15:30	0	3
TOTAL			2	5
15:30	:	15:45	1	2
15:45	:	16:00	1	1
16:00	:	16:15	5	2
16:15	:	16:30	2	6
TOTAL			9	11
16:30	:	16:45	1	4
16:45	:	17:00	1	3
17:00	:	17:15	2	1
17:15	:	17:30	2	3
TOTAL			6	11
17:30	:	17:45	2	1
17:45	:	18:00	2	1
18:00	:	18:15	2	1
18:15	:	18:30	0	0
TOTAL			6	3
PERIOD TOTAL			23	30
DAILY TOTAL			36	47
GRAND TOTAL			36	47

			MOVEMENT 4 - ENTRY	MOVEMENT 4 - EXIT
			CAR	CAR
07:00	:	07:15	0	1
07:15	:	07:30	0	0
07:30	:	07:45	0	3
07:45	:	08:00	0	4
TOTAL			0	8
08:00	:	08:15	2	0
08:15	:	08:30	5	0
08:30	:	08:45	0	0
08:45	:	09:00	2	0
TOTAL			9	0
09:00	:	09:15	1	0
09:15	:	09:30	0	0
09:30	:	09:45	1	0
09:45	:	10:00	0	0
TOTAL			2	0
PERIOD TOTAL			11	8
14:30	:	14:45	0	1
14:45	:	15:00	4	1
15:00	:	15:15	4	2
15:15	:	15:30	0	0
TOTAL			8	4
15:30	:	15:45	1	7
15:45	:	16:00	1	0
16:00	:	16:15	0	0
16:15	:	16:30	0	1
TOTAL			2	8
16:30	:	16:45	0	3
16:45	:	17:00	0	2
17:00	:	17:15	0	1
17:15	:	17:30	1	0
TOTAL			1	6
17:30	:	17:45	1	0
17:45	:	18:00	3	4
18:00	:	18:15	3	5
18:15	:	18:30	1	0
TOTAL			8	9
PERIOD TOTAL			19	27
DAILY TOTAL			30	35
GRAND TOTAL			30	35

			MOVEMENT 5 - ENTRY	MOVEMENT 5 - EXIT
			CAR	CAR
07:00	:	07:15	1	0
07:15	:	07:30	1	0
07:30	:	07:45	0	0
07:45	:	08:00	1	1
TOTAL			3	1
08:00	:	08:15	0	1
08:15	:	08:30	1	0
08:30	:	08:45	0	0
08:45	:	09:00	1	0
TOTAL			2	1
09:00	:	09:15	0	0
09:15	:	09:30	2	1
09:30	:	09:45	0	0
09:45	:	10:00	1	1
TOTAL			3	2
PERIOD TOTAL			8	4
14:30	:	14:45	1	0
14:45	:	15:00	1	0
15:00	:	15:15	0	0
15:15	:	15:30	1	0
TOTAL			3	0
15:30	:	15:45	1	1
15:45	:	16:00	1	1
16:00	:	16:15	0	2
16:15	:	16:30	0	0
TOTAL			2	4
16:30	:	16:45	0	0
16:45	:	17:00	0	0
17:00	:	17:15	0	0
17:15	:	17:30	3	0
TOTAL			3	0
17:30	:	17:45	0	1
17:45	:	18:00	0	0
18:00	:	18:15	0	0
18:15	:	18:30	0	0
TOTAL			0	1
PERIOD TOTAL			8	5
DAILY TOTAL			16	9
GRAND TOTAL			16	9



CLIENT: ROBERT WEST

REF NUMBER: OPS04300

PROJECT DESCRIPTION: THE HEIGHTS PRIMARY SCHOOL - REAR ACCESS DATA 1

WEATHER: MILD

DATE: WED 26TH APRIL 23

		MOVEMENT - ENTRY		MOVEMENT 1 - ENTRY		MOVEMENT - EXIT		MOVEMENT 1 - EXIT	
		UNDER 16	ADULT	CYCLES	SCOOTERS	UNDER 16	ADULT	CYCLES	SCOOTERS
07:00	: 07:15	0	0	0	0	0	0	0	0
07:15	: 07:30	0	0	0	0	0	0	0	0
07:30	: 07:45	0	0	0	0	0	0	0	0
07:45	: 08:00	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0
08:00	: 08:15	0	0	0	0	0	0	0	0
08:15	: 08:30	0	0	0	0	0	0	0	0
08:30	: 08:45	19	39	5	3	4	1	0	0
08:45	: 09:00	0	0	0	0	0	0	0	0
TOTAL		19	39	5	3	4	1	0	0
09:00	: 09:15	0	0	0	0	0	0	0	0
09:15	: 09:30	0	0	0	0	0	0	0	0
09:30	: 09:45	1	1	0	0	0	0	0	0
09:45	: 10:00	0	0	0	0	0	0	0	0
TOTAL		1	1	0	0	0	0	0	0
PERIOD TOTAL		20	40	5	3	4	1	0	0
14:30	: 14:45	0	0	0	0	0	0	0	0
14:45	: 15:00	0	0	0	0	0	0	0	0
15:00	: 15:15	0	0	0	0	0	27	1	0
15:15	: 15:30	0	0	0	0	7	31	5	1
TOTAL		0	0	0	0	7	58	6	1
15:30	: 15:45	1	0	0	0	1	1	0	0
15:45	: 16:00	0	0	0	0	0	0	0	0
16:00	: 16:15	0	0	0	0	0	0	0	0
16:15	: 16:30	5	21	0	0	3	23	0	4
TOTAL		6	21	0	0	4	24	0	4
16:30	: 16:45	0	0	0	0	0	0	0	0
16:45	: 17:00	0	0	0	0	0	0	0	0
17:00	: 17:15	0	0	0	0	0	0	0	0
17:15	: 17:30	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0
17:30	: 17:45	0	0	0	0	0	0	0	0
17:45	: 18:00	0	0	0	0	0	0	0	0
18:00	: 18:15	0	0	0	0	0	0	0	0
18:15	: 18:30	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0
PERIOD TOTAL		6	21	0	0	11	82	6	5
DAILY TOTAL		26	61	5	3	15	83	6	5
GRAND TOTAL		87		8		98		11	



CLIENT: ROBERT WEST

REF NUMBER: OPS04300

PROJECT DESCRIPTION: THE HEIGHTS PRIMARY SCHOOL - REAR ACCESS DATA 2

WEATHER: MILD

DATE: WED 26TH APRIL 23

		MOVEMENT - ENTRY		MOVEMENT 1 - ENTRY		MOVEMENT - EXIT		MOVEMENT 1 - EXIT	
		UNDER 16	ADULT	CYCLES	SCOOTERS	UNDER 16	ADULT	CYCLES	SCOOTERS
07:00	: 07:15	0	0	0	0	0	0	0	0
07:15	: 07:30	0	0	0	0	0	0	0	0
07:30	: 07:45	0	0	0	0	0	0	0	0
07:45	: 08:00	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0
08:00	: 08:15	0	0	0	0	0	0	0	0
08:15	: 08:30	0	0	0	0	0	0	0	0
08:30	: 08:45	0	0	0	0	0	0	0	0
08:45	: 09:00	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0
09:00	: 09:15	0	0	0	0	0	0	0	0
09:15	: 09:30	0	0	0	0	0	0	0	0
09:30	: 09:45	0	0	0	0	0	0	0	0
09:45	: 10:00	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0
PERIOD TOTAL		0	0	0	0	0	0	0	0
14:30	: 14:45	1	1	0	0	1	1	0	0
14:45	: 15:00	0	0	0	0	0	0	0	0
15:00	: 15:15	23	1	0	0	0	0	0	0
15:15	: 15:30	13	2	0	0	50	3	0	0
TOTAL		37	4	0	0	51	4	0	0
15:30	: 15:45	0	0	0	0	0	0	0	0
15:45	: 16:00	0	0	0	0	0	0	0	0
16:00	: 16:15	0	0	0	0	0	0	0	0
16:15	: 16:30	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0
16:30	: 16:45	0	0	0	0	0	0	0	0
16:45	: 17:00	0	0	0	0	0	0	0	0
17:00	: 17:15	0	0	0	0	0	0	0	0
17:15	: 17:30	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0
17:30	: 17:45	0	0	0	0	0	0	0	0
17:45	: 18:00	0	0	0	0	0	0	0	0
18:00	: 18:15	0	0	0	0	0	0	0	0
18:15	: 18:30	0	0	0	0	0	0	0	0
TOTAL		0	0	0	0	0	0	0	0
PERIOD TOTAL		37	4	0	0	51	4	0	0
DAILY TOTAL		37	4	0	0	51	4	0	0
GRAND TOTAL		41		0		55		0	

Appendix E – Reading Parking Zone map



