



Design & Access Statement

E04759

APPENDIX K-2

Transport Statement - Appendices

Appendix 1

Scoping Document





Scoping Report

Proposed new build replacement of Ranikhet Academy Primary School, Reading.

On behalf of Reading Borough Council via **Property Services, Hampshire County Council**

October 2020

Internal reference: E04759

Strategic Transport
Hampshire County Council
The Castle
Winchester SO23 8UD

hants.gov.uk/sharedexpertise

1. Background

1.1. Overview

- 1.1.1. This Scoping Document has been prepared by Hampshire Services in relation to the proposed new build replacement of Ranikhet Academy primary school, Reading, herein referred to as 'the School'.
- 1.1.2. The Scoping documents seeks to assist discussion with Reading Borough Council's (RBC) Highways Development Planning department in agreeing the appropriate scope and methodology for a transport statement (TS) or transport assessment (TA), whichever is deemed appropriate by the Highway Authority.
- 1.1.3. Once approved, Hampshire Services will progress to complete the final TS/TA (as appropriate) to accompany a formal planning application.
- 1.1.4. It is understood that a Framework School Travel Plan is also in development, to support the formal planning application.

1.2. Location

- 1.2.1. The School site is situated on Spey Road/Eddleston Way within the Tilehurst area of Reading, approx. 3km west of Reading town centre and the main rail station, and 2km west of Reading West rail station (**Figure 1**). Tilehurst rail station is also 1.7km north west of the site.
- 1.2.2. The School is situated within the Dee Park Estate a largely urban residential area, made up of low level apartment-style buildings and terraced housing. The Estate consists mainly of 'no-through' style routes, closed to vehicular traffic, but is very permeable via walking and cycling.

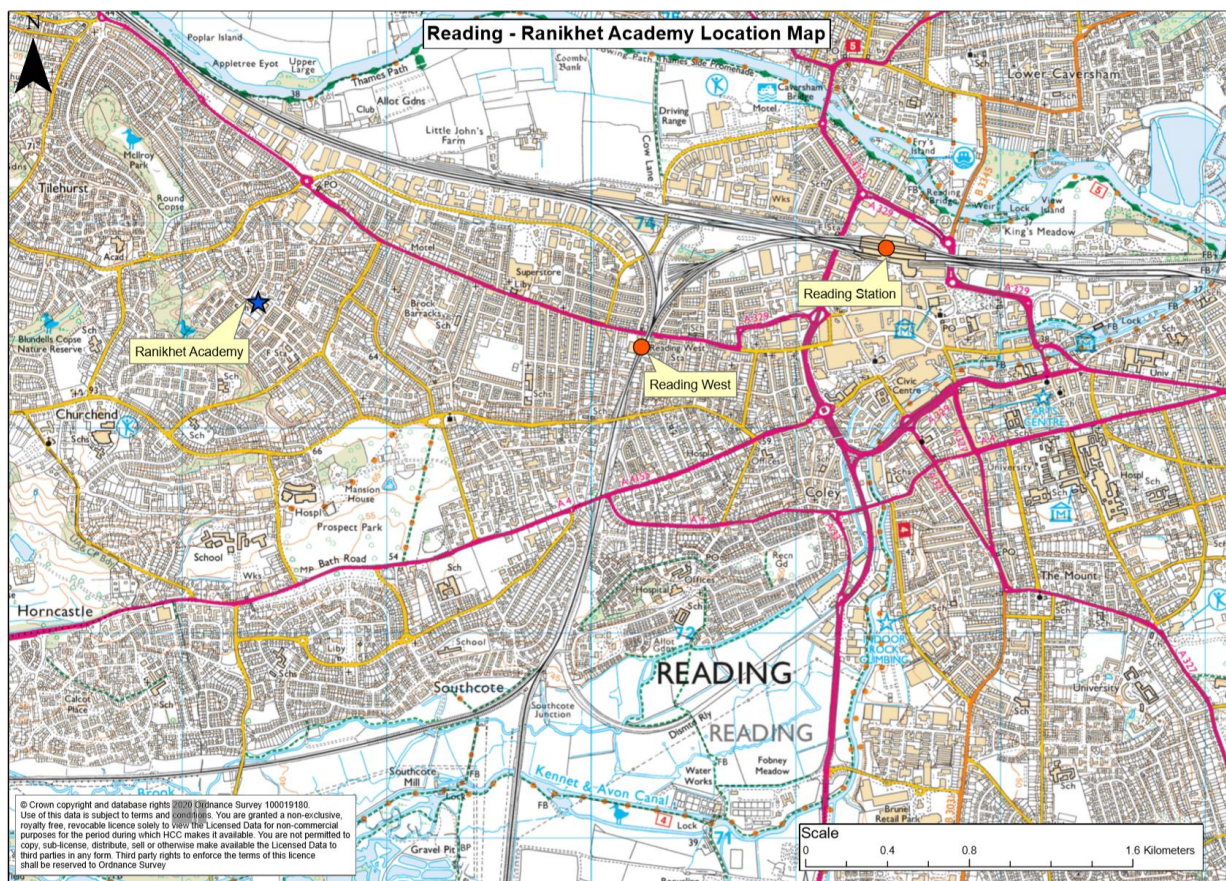


Figure 1: Ranikhet Academy School Site Location

- 1.2.1. There are four entrances to the school site, one vehicular only and three pedestrian only. The vehicular entrance is situated off Eddleston Way, to the south-east of the site, and leads directly into the staff car park. A pedestrian only gated entrance sits just to the side of this entrance.
- 1.2.2. Another gated pedestrian entrance is present, leading directly to the School's sports pitches, off Spey Road (that leads to Eddleston Way) to the south of the site.
- 1.2.3. There is one more gated pedestrian only entrance on the northern boundary used by Nursery and Reception linking directly to their accommodation. All entrance locations are highlighted within the Figure 2.



Figure 2: Ranikhet Academy School Site

- 1.2.4. Footways are present along either side of the school site, one to the south-west and the other to the north, where the gated nursery and reception entrance gate is located. These footways provide access around the school site from Eddleston Way and Spey Road to Deveron Drive, at the back of the School site. There is no direct access to the rear of the School site from Deveron Drive.
- 1.2.5. The roads surrounding the School site are all street lit, single carriageway residential style roads. The Dee Park Estate is subject to a 20mph speed zone. Residential parking is present throughout, either in the form of laybys or on-street parking bays.
- 1.2.6. The closest bus stops are on Spey Road, within approx. 120m of the School site entrance. These stops cater for the number 15 and 15a, which runs a regular service (every 15 mins at peak times) throughout the day (05:17 to 23:20). This service links Reading town centre and the main train station with the areas west of Reading, including Churchend and Calcot, as well as the Tilehurst area.
- 1.2.7. There are no parking restrictions within the immediate vicinity of the School site.

- 1.2.8. A good network of footways is present along both sides of Eddleston Way, Spey Road and Deveron Drive. No controlled pedestrian crossing facilities are present within the immediate area of the School site, although this most likely reflects the generally quiet nature of the surrounding residential roads. Dropped kerbs with tactile paving are present as points along Spey Road and Eddleston Way.
- 1.2.9. Further analysis of the local highway network and public transport provision will be provided within the full TS/TA.

1.3. Why is the new School provision required?

- 1.3.1. It is understood that the area of Dee Park is undergoing major regeneration, following a 2009 planning application (Ref: 09/01454/OUT or 091606) which granted the provision of a replacement school, for the wider Dee Park site.
- 1.3.2. In 2013 a reserved matters application was submitted (Ref: 131058/VARIAT) which stipulated that any reserved matters applications, as part of the Dee Park regeneration, were required to be made by 23/12/2016. This date was not met and therefore, a new planning application being required for the new School site.
- 1.3.3. Ranikhet Primary School opened in its current location in November 1970. In November 2015 Ranikhet School became Ranikhet Academy, part of the REach2 family of schools.
- 1.3.4. The School serves the children and families of Tilehurst, Reading and the surrounding area. It is understood that at present the School is operating as a one-form entry (1FE) primary school (maximum 210 pupils), with the Pupil Admission Number (PAN) set at 30 pupils, for intake at reception level. The School has in the past operated at a two-form entry capacity (2FE) that can cater for a maximum capacity of 420 pupils
- 1.3.5. It is understood that the new build school facility would cater for a 2FE capacity. The current PAN would have to be adjusted to 60, in order to accommodate this.
- 1.3.6. As the school currently has underused space, due to operating at 1FE, there is another site user currently occupying some of the school buildings (Children's Centre for Reading Borough Council). This Centre will be re sited elsewhere by RBC and does not form part of this project.

1.3.7. The School caters for pupils aged from 3 to 11 years of age. A nursery facility with a total of 26 child places is present, together with a reception class and then classes for years 1-6. It is understood that currently there are 26 full time staff and 4 part time staff at the School.

1.3.8. We would welcome the client's input as to any defined catchment areas or any proposed changes to the PAN, beyond a 2FE entry capacity.

1.4. Proposals

1.4.1. The proposal will see a new build replacement two-form entry capacity academy primary school, including 26 place nursery, to be accommodated on the existing site.

1.4.2. The new build construction will replace the existing school buildings (to be demolished) including associated external works, fencing and landscape. A new car park and multi-use-games-area (MUGA) is also proposed. This is to be constructed all within the existing school site boundary.

1.4.3. Details of all proposals, including any changes to existing access points to the site, will be outlined, and included within the proposed school site plan, to feature within the full TS/TA.

1.4.4. Where relevant, details of any locally proposed highway works (including any proposed traffic regulation orders), will be highlighted part of the TS.

1.5. Parking

1.5.1. Currently there are 26 spaces for staff parking, including one accessible bay, on the existing School site.

1.5.2. As part of the proposals the staff car park will be expanded to meet the increase in School staff. The TS/TA will seek to consider any increase in staff parking provision in line with RBC's Parking SPD (2011). Should any deviations from these guidelines be required, formal agreement would be sought in advance of submission. Details of this will be included within the TS/TA.

2. Methodology

2.1. Level of assessment

2.1.1. Based on the level of development it is recommended that a Transport Statement (TS) is the most appropriate level of assessment (unless advised otherwise by RBC).

2.1.2. Proposed contents:

- Background, including relevant policy guidelines and a description of how and why the School is being reconstructed.
- Existing site conditions;
 - a review of the proposed new site area in terms of options to travel to the school by sustainable modes of transport and the highway network; current mode share achieved by staff and pupils; and a personal injury collision review (500 metre radius of the School site) for previous 5 years – client to advise approval of this;
- details of proposed new site conditions, number of staff, pupils, parking (cars, bicycles and scooters), extra-curricular services provided on / at the school site, Trip generation; translation of the development proposals into projected traffic generation impacts;
- Details of proposed development; on-site parking requirements (any indicative drawings to demonstrate sufficient capacity for the predicted school staff related trips);
- Consultation; discussion of consultation feedback from local residents and the school community;
- Planned works; detailing any locally proposed works in the vicinity of the School and any necessary mitigation works associated with the new build construction (both highway / infrastructure and in relation to the Framework School Travel Plan). We would welcome details of any known local highway schemes to be shared by RBC.
- Summary and conclusions.

2.2. Surveys

2.2.1. Due to the School being a rebuild project, speed surveys on the surrounding network are not planned as part of the TS. Again, for this reason it is not proposed to undertake any form of parking beat surveys on local roads. We welcome any comments from RBC in relation to this.

2.2.1. In agreement with RBC, Personal Injury Collision (PIC) data will be obtained for a 500m radius of the new School site and analysed within the TS. This data is required to be provided by the RBC client.

2.3. Trip generation

2.3.1. The proposed trip generation methodology is set out below:

- A TRICS¹ (Trip Rate Information Computer System) assessment of a similar 2FE and 1FE capacity school site will be used in order to establish a comparable trip generation, and demonstrate the anticipated trip rate of a 2FE school, within the same urban context as the School site. Any predicted trip rates would need to be agreed with RBC before submission.
- Modal split (walking, cycling, public transport, car etc..) for pupils and staff travelling to the current school site. This will need to be provided by the School in order to achieve the percentage modal share (RBC to advise if this is available²);
- The percentage mode share will be factored up to reflect the estimated mode share for the maximum capacity of pupil places (420) and staff.

2.3.2. If current mode share travel to school data is available, from the school, this can be incorporated into the results, RBC to advise.

3. Tracking requirements

3.1.1. If access arrangements change from the existing situation, drawings will be provided to ensure that the required visibility splays be achieved. Vehicle tracking for refuse and the largest type of delivery vehicles should also be provided. The type of vehicle that is to be used in any tracking drawings will need to be advised by RBC, or if any additional assessments are required.

4. Potential Mitigation

4.1.1. Although this appears unlikely, if the impact of the proposed expansion requires it, the TS will consider ways in which the traffic and transport impacts of the proposed development can be mitigated to reduce the impact on its surroundings. The mitigation measures could take the form of both highway infrastructure and also behavioural change / travel demand management (TDM) measures. However, at this stage, it is not envisaged that physical mitigation will be required. It is anticipated that the behavioural change/TDM measures would be identified through the Framework School Travel Plan but should have reference made to them within the TS.

¹ TRICS is the system that challenges and validates assumptions about the transport impacts of new developments. It is the national system of trip generation analysis, a large database of inbound and outbound transport surveys covering a wide variety of development types.

² If current travel to school mode share data is not available TRICS will be able to demonstrate the predicted mode share.

4.1.2. In addition, and at this early stage in the assessment, the need for the following behavioural / demand management measures will be considered, predominately through the Framework STP;

- Park and stride sites (if required).
- Promotion of car sharing amongst staff.

4.1.3. We would welcome details of any further requirements or considerations that RBC feel are relevant to this application.

5. Summary

This scoping report sets out the methodology that will be followed in order to produce a Transport Statement in support of the proposed new build construction of Ranikhet Academy primary school. Any comments or queries can be discussed with:

Ben Brooks-Martin

Transport Planner, Hampshire Services at Hampshire County Council

ben.brooks-martin@hants.gov.uk

Appendix 2

Current School Site Plan and Boundary Line



1. This drawing is © copyright Hampshire County Council 2019. No unauthorised reproduction of any kind is permitted.
2. No dimensions to be scaled from this drawing. Verify all dimensions prior to construction. Immediately report any discrepancies on the document to the Architect/Contract Administrator. This document shall be read in conjunction with associated models, specifications and related consultant's documents.
3. Drawing to be read with all relevant Architectural, Interiors, Structural, M&E, Drainage/Public Health, Landscape, Civils and Interiors drawings and specifications.
4. This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the controller of Her Majesty's Stationery Office © Crown copyright. Unauthorised reproduction of Ordnance Survey material may be a criminal offence under the Copyright Act 1956 and/or 1988 and may also be actionable under the Copyright Act 1988 and/or 1997. Ordnance Survey (100019180) 2019

Ranikhet Academy



P1	S2 SUITABLE FOR INFORMATION	3/25/2020	TL	NC

HCC Property Services,
Three Minsters House,
76 High Street, Winchester SO23 8UL
tel: (01962) 847801

HCC
Property Services

PROJECT NAME
Tanikhet Primary School

SHEET NAME
Site Services

SCALE	DRAWN	CHKD	APPR
1:250 @ A1	TL	NC	KE

DRAWING No.
project code - originator - volume - level - type - role - number

E04759-HCC- S-XX-DR-A-SITE PLAN-100

SUITABILITY	
code	description

S2 SUITABLE FOR INFORMATION

Appendix 3

Walking Audit





Ranikhet Academy Walking Audit

Description

For the purposes of the proposed new build replacement of Ranikhet Academy Primary School, Transport Statement, a walking audit was carried out on 14th December 2020. School PM closure time was also observed on this date to get an idea of where parents, who walked, were generally crossing.

The walking audit was requested by Reading Borough Council to help identify any potential desire line crossing improvements, from the School site, to the local residential area.

The walking audit area has been considered using the categories from the Walking Route Audit Tool (WRAT) and the Healthy Streets tool. The WRAT has not been used to calculate the existing condition of the area, as the calculations relate to auditing a route rather than a zone. As such, the categories from that and the Healthy Streets Check have been used instead, to provide an assessment.

The core principles for consideration in the WRAT are:

- attractiveness
- comfort
- directness
- safety
- coherence

The core principles for consideration in the Healthy Streets Check are:

- Pedestrians from all walks of life
- Easy to cross
- Shade and shelter
- Places to stop and rest
- Not too noisy
- People choose to walk, cycle and use public transport
- People feel safe
- Things to see and do
- People feel relaxed
- Clean Air



Locations identified for crossing improvement (red stars) are shown within the map (Figure 1) and are detailed in the following paragraphs.



Figure 1 – Walking Audit Zone



Barriers to Walking

Overall, there appeared to be a good network of traffic free walkways, that link the residential areas together, surrounding the school site. These walkways appeared to all have street lighting and were made up of a good surface. Most were between 2.5 – 3 metres in width, although it was unclear if some of these footpaths were for shared use with cyclists. Some cycling was observed to happen on these paths.

Footway were present mainly on both sides of the roads, within the surrounding area.

The roads surrounding the school site, are generally all 'no through route' style quiet residential roads, that only offer access to the school, residencies, and some local facilities, such as a convenience store and community centres.

Traffic calming is present on Spey Road, via speed cushions in the road. The Dee Park Estate is subject to a 20mph zone.

There appeared to be a desire line to cross across the top end of the Spey Road / Eddleston Way junction – as outlined in Figure 1. There is currently no crossing facility here at present, the most likely suggestion would be a crossing in the form of dropped kerbs and bollards. This would be reflective of other crossing facilities close by. It would have to be taken into consideration though that Spey Road is a bus route, and this junction is where buses turn, on their route, though the estate. Figures 2 and 3 detail photos of the junction.

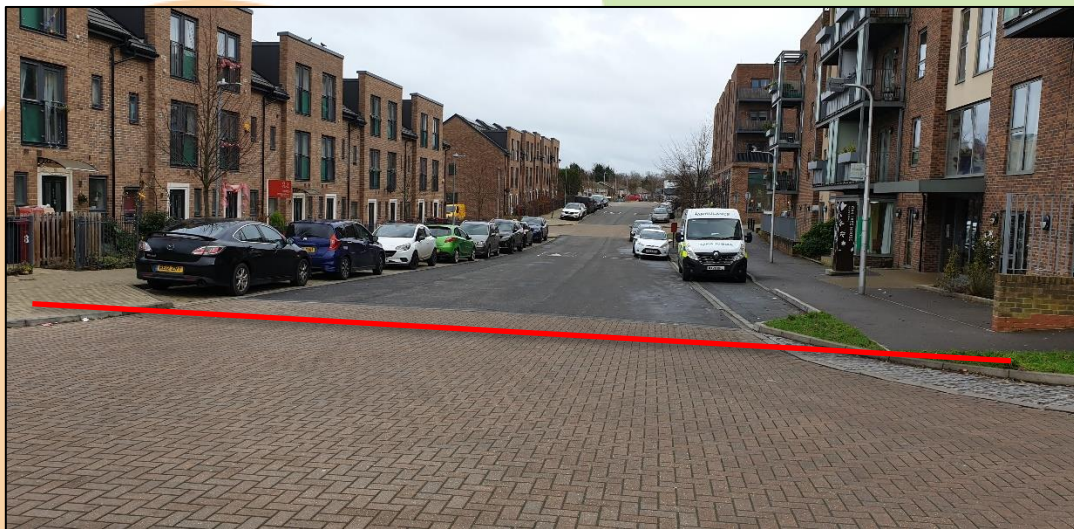


Figure 2 – Spey Road / Eddleston Way Junction Desire Line Crossing.



Figure 3 – Spey Road / Eddleston Way Junction Desire Line Crossing.

Approximately 400 metres north of the School site is Norcot Road. This road is a main route out to the West of Reading, linking the Tilehurst area. Norcot Road appeared to be very busy and acted as a barrier, for pedestrians, between the Dee Park Estate to the south and the Norcot residential areas to the north, namely, via Romany Lane. Norcot Road is also on a bus route, with several bus stops present.

This road is in direct contrast to the quieter more residential roads, within the Dee Park Estate. There was a lack of convenient crossing points on Norcot Road, between Links Drive and Edgar Milward Close, particularly in the vicinity of the Romany Lane junction.



A pedestrian refuse island was present along Norcot Road but was situated approx. 250 metres west of Romany Drive junction, not on any convenient desire lines. The pedestrian refuse island itself was narrow and it could be suggested that it provided little refuge for not more than a maximum of two pedestrians, at a time.

Figures 4, 5 and 6 show Norcot Road and the Romany Lane / Edgar Milward Close junctions, together with the pedestrian island present.



Figure 4 – Norcot Road facing East towards Romany Lane Junction



Figure 5 – Norcot Road pedestrian refuge island, facing East.



Figure 6 – Edgar Milward Close / Norcot Road Junction, facing West.

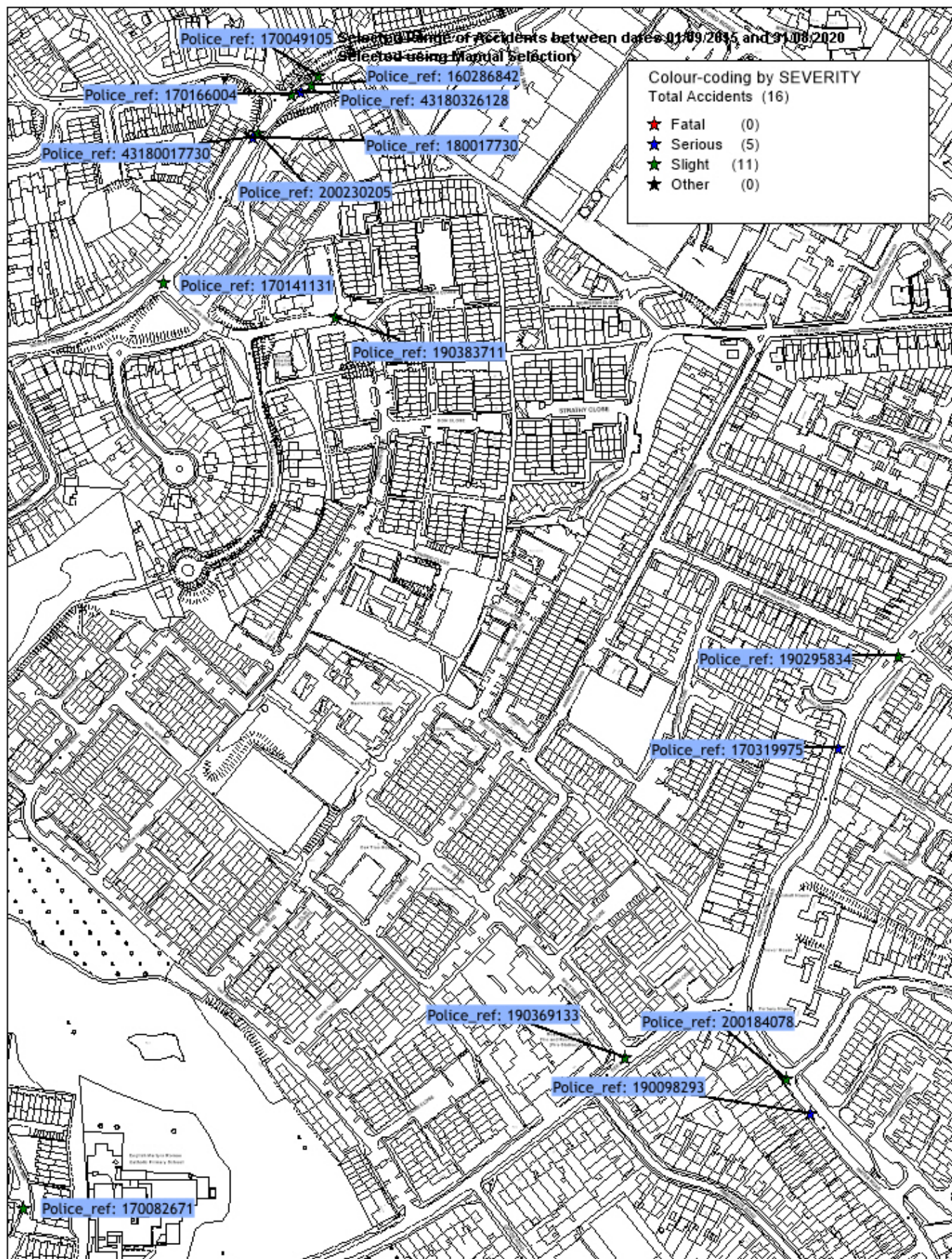
It is suggested that a controlled pedestrian crossing could be considered on Norcot Road, between the locations of Edgar Milward Close and Romany Lane, to assist pedestrians with a safer and more direct access into the residential area Norcot. Figure 1 outlines an indicative location.

Further surveys may be required to establish exact desire lines and the procedures required for providing such a facility would need to be considered, against any criteria outlined by Reading Borough Council.

Appendix 4

Personal Injury Collision (PIC) Plot and Descriptions





Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2020 (60) months

Selection:

Selected using Pre-defined Query :

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

190295834 Tuesday GROVELANDS ROAD J/W BRISBANE Veh 1 Car Going ahead NE to SW
24/09/2019 ROAD READING Veh 2 Pedal cycle Turning right NWto SW Dri M 24 Slight
R1: U 7201 0815hrs
R2: U 7201 Daylight:street lights present
E 468,808 Dry
N 173,639 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly

2nd: Failed to look properly

NKV1 TRAV IN N/K DIR COLL/W PC2 TRN RT NW TO SE. NKV1 FTS.

Participant:

Vehicle 1

Vehicle 2

Confidence:

Possible

Possible

170141131 Friday NORCOT RD J/W LINKS DRIVE Veh 1 Car Turning right SE to NE
03/02/2017 READING Veh 2 M/C > 125 cc Going ahead NE to SW Dri M 18 Slight
R1: U 7201 1552hrs
R2: U 7201 Daylight:street lights present
E 468,234 Wet/Damp
N 173,930 Raining without high winds
30 mph

Causation Factor:

1st: Failed to look properly

2nd: Failed to judge other persons path or speed

3rd: Slippery road (due to weather)

4th: Inexperienced or learner driver/rider

C1 FAILED TO G/WAY, TRND RT SE TO NE OUT OF JUNC & COLL/W MC2 TRAV SE

Participant:

Vehicle 1

Vehicle 1

Vehicle 1

Vehicle 2

Confidence:

Very Likely

Very Likely

Possible

Possible

170082671 Tuesday ELVASTON WAY APP 55M N J/W Veh 1 Car Starting N to S FSP M 49 Slight
21/03/2017 POOLE WAY TILEHURST
R1: U 7201 1113hrs
Daylight:street lights present
E 468,125 Dry
N 173,207 Fine without high winds
30 mph

Causation Factor:

1st: Careless/Reckless/In a hurry

2nd: Nervous/Uncertain/Panic

3rd: Vehicle in course of crime

ON BEING APPROACHD BY A PLAIN CLOTHED POLICEMAN, C1 PULLS AWAY TRAV S CAUSG CAS TO FALL OUT OF FT PASS SEAT

Participant:

Vehicle 1

Vehicle 1

Vehicle 1

Confidence:

Possible

Possible

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2020 (60) months

Selection:

Selected using Pre-defined Query :

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

180017730 Saturday NORCORT ROAD, J/W ROMANY Lane, READING Veh 1 M/C > 125 cc Going ahead SW to NE Ped F 13 Serious
13/01/2018
1736hrs
Darkness: street lights present
E 468,304 Dry
N 174,044 Fine without high winds
30 mph

Causation Factor:

1st: Crossed road masked by stationary veh

2nd: Careless/Reckless/In a hurry

PED CROSSED IN FRONT OF MC1 FROM BEHIND THE BUS.

Participant:

Casualty 1

Casualty 1

Confidence:

Very Likely

Very Likely

43180017730 Saturday NORCORT ROAD, J/W ROMANY Lane, READING Veh 1 M/C > 125 cc Going ahead SW to NE Ped F 13 Serious
13/01/2018
1736hrs
Darkness: street lights present
E 468,304 Dry
N 174,044 Fine without high winds
30 mph

Causation Factor:

1st: Crossed road masked by stationary veh

2nd: Careless/Reckless/In a hurry

PED CROSSED IN FRONT OF MC1 FROM BEHIND THE BUS.

Participant:

Casualty 1

Casualty 1

Confidence:

Very Likely

Very Likely

43180326128 Thursday NORCOT ROAD J/W ROMANY Lane, READING Veh 1 Car Going ahead LH bend E to SW Ped M 73 Serious
25/10/2018
1159hrs
Daylight:street lights present
E 468,341 Dry
N 174,079 Fine without high winds
30 mph

Causation Factor:

1st: Crossed road masked by stationary veh

2nd: Careless/Reckless/In a hurry

3rd: Stationary or parked vehicle

PED XING C/WAY NW TO SE BEHIND PRKD VEH COLL/W C1 TRAV E TO SW ON R/H BEND.

Participant:

Casualty 1

Casualty 1

Vehicle 1

Confidence:

Very Likely

Very Likely

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2020 (60) months

Selection:

Selected using Pre-defined Query :

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

190098293 Monday WATER ROAD APPX 30M SE J/W Veh 1 Car Going ahead NW^{to} SE Ped M 13 Serious
01/04/2019 COLIERS WAY TILEHURST
R1: U 7201 0755hrs
Daylight:street lights present
E 468,740 Dry
N 173,281 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly

PED XING C/WAY NW TO SE COLL/W C1 TRAV SE TO NW.

Participant:

Casualty 1

Confidence:

Very Likely

190369133 Friday DEE ROAD J/W SPEY ROAD READING Veh 1 Car Turning right NE to NW Dri M 23 Slight
22/11/2019 Veh 2 Car Turning right NW^{to} SW
R1: U 7201 1740hrs
R2: U 7201 Darkness: street lights present
E 468,595 Wet/Damp
N 173,325 Fine without high winds
20 mph

C2 TRN RT NW TO SW COLL/W C1 TRN RT NE TO NW. C2 FTS.

190383711 Monday DULNAN CLOSE APPX APPX 75M NE Veh 1 Car Turning right N to W Ped F 13 Slight
02/12/2019 J/W LINKS DRIVE TILEHURST
R1: U 7201 0810hrs
R2: U Daylight:street lights present
E 468,369 Frost/Ice
N 173,903 Fine without high winds
30 mph

Causation Factor:

1st: Failed to look properly

2nd: Dazzling sun

3rd: Failed to look properly

C1 TRN LFT N TO W COLL/W PED IN C/WAY.

Participant:

Vehicle 1

Vehicle 1

Casualty 1

Confidence:

Very Likely

Possible

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2020 (60) months

Selection:

Selected using Pre-defined Query :

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

200079834 Monday NORCOT ROAD APPX 44M E J/W BROOMFIELD ROAD READING
 R1: U 7201 09/03/2020 0912hrs
 Daylight:street lights present
 E 468,035 Dry
 N 173,864 Fine without high winds
 30 mph

Causation Factor: 1st: Poor or defective road surface
 2nd: Failed to judge other persons path or speed
 3rd: Passing too close to cyclist, horse rider or pedestrian
 4th: Failed to judge other persons path or speed
Participant: Vehicle 2
 Vehicle 1
 Vehicle 1
 Vehicle 2
Confidence: Very Likely
 Very Likely
 Possible
 Possible
 PC2 TRAV IN N/K DIR MOVED TO RT TO AVOID DRAIN & COLL/W C1 OVERTKNG PC2 IN N/K DIR.

200184078 Friday WATER ROAD J/W COLLIERS WAY READING
 R1: U 7201 19/06/2020 1625hrs
 R2: U 7201 Daylight:street lights present
 E 468,721 Dry
 N 173,308 Fine without high winds
 30 mph

Causation Factor: 1st: Distraction outside vehicle
 LGV1 TRAV SE TO NW COLL/W RR C2 TRAV SE TO NW.
Participant: Vehicle 1
Confidence: Very Likely

200230205 Friday NORCOT ROAD APPX 23M SW J/W ROMANY LANE READING
 R1: U 7201 24/07/2020 2215hrs
 Darkness: street lights present
 E 468,308 Wet/Damp
 N 174,047 Fine without high winds
 30 mph

C2 TRAV NE TO SW XED INTO OPP C/WAY & COLL/W C1 TRAV SW TO NE. C2 FTS.

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2020 (60) months

Selection:

Selected using Pre-defined Query :

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

160286842 Wednesday NORCOT ROAD APP 25M NE J/W ROMANY LANE TILEHURST
R1: U 05/10/2016 1930hrs
 Darkness: street lights present
E 468,350 Dry
N 174,085 Fine without high winds
 30 mph

Causation Factor:

1st: Failed to judge other persons path or speed
2nd: Cyclist entering road from pavement

Participant:

Vehicle 1
 Vehicle 2

Confidence:

Very Likely
 Very Likely

C1 TRAV SW STPD TO LET TWO U/K PC TO X RD & PC1 XING RD TRAV SE BEHIND THEM WAS HIT BY C1 AS C1 MOVD OFF

170049105 Sunday NORCOT RD O/S 343 APP 40M NE ROMANY LANE READING
R1: U 7201 12/02/2017 1300hrs
 Daylight:street lights present
E 468,355 Dry
N 174,092 Fine without high winds
 30 mph

Causation Factor:

1st: Careless/Reckless/In a hurry
2nd: Exceeding speed limit
3rd: Failed to look properly

Participant:

Vehicle 1
 Vehicle 1
 Vehicle 1

Confidence:

Very Likely
 Possible

DETAILS UNCLEAR, APPEARS C1 TRND RT IN NK DIR DROV INTO C2 STAT WAITG FOR C3(TOWG A CARAVAN) TO PASS, C2 SPUN & COLL/W CARAVAN & C3

170166004 Friday NORCOT RD J/W ROMANY LANE READING
R1: U 7201 02/06/2017 1315hrs
R2: U 7201 Daylight:street lights present
E 468,334 Dry
N 174,077 Fine without high winds
 30 mph

Causation Factor:

1st: Failed to look properly
2nd: Crossed road masked by stationary veh

Participant:

Casualty 1
 Casualty 1

Confidence:

Possible
 Very Likely

PED (CHILD) RAN INTO RD TO SE FROM BHND STAT BUS & COLL/W C1 TRAV SW

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query :

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

170319975	Friday	GROVELANDS ROAD 35 MTS FROM THALE MEWS READING	Veh 1	Car	Going ahead	NE to SW Ped	M	30	Serious
R1: U 7201	27/10/2017	Daylight:street lights present							
E 468,762	1550hrs	Dry							
N 173,567		Fine without high winds							
		30 mph							

Causation Factor:

Participant:

Confidence:

1st:	Distraction in vehicle	Vehicle 1	Very Likely
2nd:	Impaired by drugs (illicit or medicinal)	Vehicle 1	Very Likely
	C1 TRAV NE TO SW UP HILL FAILD TO STP& HIT PED NSIDE		

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query :

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

190295834 Tuesday GROVELANDS ROAD J/W BRISBANE Veh 1 Car Going ahead NE to SW
24/09/2019 ROAD READING Veh 2 Pedal cycle Turning right NWto SW Dri M 24 Slight
R1: U 7201 0815hrs
R2: U 7201 Daylight:street lights present
E 468,808 Dry
N 173,639 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Possible

2nd: Failed to look properly

Vehicle 2

Possible

NKV1 TRAV IN N/K DIR COLL/W PC2 TRN RT NW TO SE. NKV1 FTS.

170141131 Friday NORCOT RD J/W LINKS DRIVE Veh 1 Car Turning right SE to NE
03/02/2017 READING Veh 2 M/C > 125 cc Going ahead NE to SW Dri M 18 Slight
R1: U 7201 1552hrs
R2: U 7201 Daylight:street lights present
E 468,234 Wet/Damp
N 173,930 Raining without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly

Vehicle 1

Very Likely

2nd: Failed to judge other persons path or speed

Vehicle 1

Very Likely

3rd: Slippery road (due to weather)

Vehicle 1

Possible

4th: Inexperienced or learner driver/rider

Vehicle 2

Possible

C1 FAILED TO G/WAY, TRND RT SE TO NE OUT OF JUNC & COLL/W MC2 TRAV SE

170082671 Tuesday ELVASTON WAY APP 55M N J/W Veh 1 Car Starting N to S FSP M 49 Slight
21/03/2017 POOLE WAY TILEHURST
R1: U 7201 1113hrs
Daylight:street lights present
E 468,125 Dry
N 173,207 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Careless/Reckless/In a hurry

Vehicle 1

Possible

2nd: Nervous/Uncertain/Panic

Vehicle 1

Possible

3rd: Vehicle in course of crime

Vehicle 1

ON BEING APPROACHD BY A PLAIN CLOTHED POLICEMAN, C1 PULLS AWAY TRAV S CAUSG CAS TO FALL OUT OF FT PASS SEAT

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2020 (60) months

Selection:

Selected using Pre-defined Query :

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

180017730 Saturday NORCORT ROAD, J/W ROMANY Lane, READING Veh 1 M/C > 125 cc Going ahead SW to NE Ped F 13 Serious
13/01/2018
R1: U 7201 1736hrs
Darkness: street lights present
E 468,304 Dry
N 174,044 Fine without high winds
30 mph

Causation Factor:

1st: Crossed road masked by stationary veh

2nd: Careless/Reckless/In a hurry

PED CROSSED IN FRONT OF MC1 FROM BEHIND THE BUS.

Participant:

Casualty 1

Casualty 1

Confidence:

Very Likely

Very Likely

43180017730 Saturday NORCORT ROAD, J/W ROMANY Lane, READING Veh 1 M/C > 125 cc Going ahead SW to NE Ped F 13 Serious
13/01/2018
R1: U 7201 1736hrs
Darkness: street lights present
E 468,304 Dry
N 174,044 Fine without high winds
30 mph

Causation Factor:

1st: Crossed road masked by stationary veh

2nd: Careless/Reckless/In a hurry

PED CROSSED IN FRONT OF MC1 FROM BEHIND THE BUS.

Participant:

Casualty 1

Casualty 1

Confidence:

Very Likely

Very Likely

43180326128 Thursday NORCOT ROAD J/W ROMANY Lane, READING Veh 1 Car Going ahead LH bend E to SW Ped M 73 Serious
25/10/2018
R1: U 7201 1159hrs
Daylight:street lights present
R2: U 7201
E 468,341 Dry
N 174,079 Fine without high winds
30 mph

Causation Factor:

1st: Crossed road masked by stationary veh

2nd: Careless/Reckless/In a hurry

3rd: Stationary or parked vehicle

PED XING C/WAY NW TO SE BEHIND PRKD VEH COLL/W C1 TRAV E TO SW ON R/H BEND.

Participant:

Casualty 1

Casualty 1

Vehicle 1

Confidence:

Very Likely

Very Likely

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query :

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

190098293 Monday WATER ROAD APPX 30M SE J/W Veh 1 Car Going ahead NW^{to} SE Ped M 13 Serious
01/04/2019 COLIERS WAY TILEHURST
R1: U 7201 0755hrs
Daylight:street lights present
E 468,740 Dry
N 173,281 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly
PED XING C/WAY NW TO SE COLL/W C1 TRAV SE TO NW.

Casualty 1

Very Likely

190369133 Friday DEE ROAD J/W SPEY ROAD READING Veh 1 Car Turning right NE to NW Dri M 23 Slight
22/11/2019 Veh 2 Car Turning right NW^{to} SW
R1: U 7201 1740hrs
R2: U 7201 Darkness: street lights present
E 468,595 Wet/Damp
N 173,325 Fine without high winds
20 mph

C2 TRN RT NW TO SW COLL/W C1 TRN RT NE TO NW. C2 FTS.

190383711 Monday DULNAN CLOSE APPX APPX 75M NE Veh 1 Car Turning right N to W Ped F 13 Slight
02/12/2019 J/W LINKS DRIVE TILEHURST
R1: U 7201 0810hrs
R2: U Daylight:street lights present
E 468,369 Frost/Ice
N 173,903 Fine without high winds
30 mph

Causation Factor:

Participant:

Confidence:

1st: Failed to look properly
2nd: Dazzling sun
3rd: Failed to look properly
C1 TRN LFT N TO W COLL/W PED IN C/WAY.

Vehicle 1
Vehicle 1
Casualty 1

Very Likely
Possible

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2020 (60) months

Selection:

Selected using Pre-defined Query :

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

200079834 Monday NORCOT ROAD APPX 44M E J/W BROOMFIELD ROAD READING
 R1: U 7201 09/03/2020 0912hrs
 Daylight:street lights present
 E 468,035 Dry
 N 173,864 Fine without high winds
 30 mph

Causation Factor: 1st: Poor or defective road surface
 2nd: Failed to judge other persons path or speed
 3rd: Passing too close to cyclist, horse rider or pedestrian
 4th: Failed to judge other persons path or speed
Participant: Vehicle 2
 Vehicle 1
 Vehicle 1
 Vehicle 2
Confidence: Very Likely
 Very Likely
 Possible
 Possible
 PC2 TRAV IN N/K DIR MOVED TO RT TO AVOID DRAIN & COLL/W C1 OVERTKNG PC2 IN N/K DIR.

200184078 Friday WATER ROAD J/W COLLIERS WAY READING
 R1: U 7201 19/06/2020 1625hrs
 R2: U 7201 Daylight:street lights present
 E 468,721 Dry
 N 173,308 Fine without high winds
 30 mph

Causation Factor: 1st: Distraction outside vehicle
 LGV1 TRAV SE TO NW COLL/W RR C2 TRAV SE TO NW.
Participant: Vehicle 1
Confidence: Very Likely

200230205 Friday NORCOT ROAD APPX 23M SW J/W ROMANY LANE READING
 R1: U 7201 24/07/2020 2215hrs
 Darkness: street lights present
 E 468,308 Wet/Damp
 N 174,047 Fine without high winds
 30 mph

C2 TRAV NE TO SW XED INTO OPP C/WAY & COLL/W C1 TRAV SW TO NE. C2 FTS.

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2020 (60) months

Selection:

Selected using Pre-defined Query :

Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.	D/L									
Grid Ref.	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

160286842 Wednesday NORCOT ROAD APP 25M NE J/W ROMANY LANE TILEHURST
R1: U 05/10/2016 1930hrs
 Darkness: street lights present
E 468,350 Dry
N 174,085 Fine without high winds
 30 mph

Causation Factor:

1st: Failed to judge other persons path or speed
2nd: Cyclist entering road from pavement

Participant:

Vehicle 1
 Vehicle 2

Confidence:

Very Likely
 Very Likely

C1 TRAV SW STPD TO LET TWO U/K PC TO X RD & PC1 XING RD TRAV SE BEHIND THEM WAS HIT BY C1 AS C1 MOVD OFF

170049105 Sunday NORCOT RD O/S 343 APP 40M NE ROMANY LANE READING
R1: U 7201 12/02/2017 1300hrs
 Daylight:street lights present
E 468,355 Dry
N 174,092 Fine without high winds
 30 mph

Causation Factor:

1st: Careless/Reckless/In a hurry
2nd: Exceeding speed limit
3rd: Failed to look properly

Participant:

Vehicle 1
 Vehicle 1
 Vehicle 1

Confidence:

Very Likely
 Possible

DETAILS UNCLEAR, APPEARS C1 TRND RT IN NK DIR DROV INTO C2 STAT WAITG FOR C3(TOWG A CARAVAN) TO PASS, C2 SPUN & COLL/W CARAVAN & C3

170166004 Friday NORCOT RD J/W ROMANY LANE READING
R1: U 7201 02/06/2017 1315hrs
R2: U 7201 Daylight:street lights present
E 468,334 Dry
N 174,077 Fine without high winds
 30 mph

Causation Factor:

1st: Failed to look properly
2nd: Crossed road masked by stationary veh

Participant:

Casualty 1
 Casualty 1

Confidence:

Possible
 Very Likely

PED (CHILD) RAN INTO RD TO SE FROM BHND STAT BUS & COLL/W C1 TRAV SW

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2020 (60) months

Selection:

Notes:

Selected using Pre-defined Query :

Police Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Time									
2nd Road No.										
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

170319975 R1: U 7201 E 468,762 N 173,567	Friday 27/10/2017 1550hrs Daylight:street lights present Dry Fine without high winds 30 mph	GROVELANDS ROAD 35 MTS FROM THALE MEWS READING	Veh 1 Car	Going ahead	NE to SW Ped	M 30 Serious
--	--	---	-------------------------	--------------------	---------------------	----------------------------

Causation Factor:

Participant:

Confidence:

1st: Distraction in vehicle 2nd: Impaired by drugs (illicit or medicinal)	Vehicle 1 Vehicle 1	Very Likely Very Likely
---	-----------------------------------	---------------------------------------

C1 TRAV NE TO SW UP HILL FAILD TO STP& HIT PED NSIDE

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Police Ref.	Acc Class	Date	Time	Grid References	Casualties			Causation Factors/ Prob	Ped			Light	Weather	Road Surface	Vehicle Types
					Ftl	Ser	Slr		L	M	D				
190295834	Slight	24/09/2019	0815	468808 173639	0	0	1	405V1B 405V2B	0	0	0	Light	Fine without high winds	Dry	9 1
170141131	Slight	03/02/2017	1552	468234 173930	0	0	1	405V1A 406V1A 103V1B 605V2B	0	0	0	Light	Raining without high winds	Wet/Damp	9 4
170082671	Slight	21/03/2017	1113	468125 173207	0	0	1	602V1B 603V1B 902V1A	0	0	0	Light	Fine without high winds	Dry	9
180017730	Serious	13/01/2018	1736	468304 174044	0	1	0	801C1A 808C1A	8	3	1	Dark	Fine without high winds	Dry	4
4318001773	Serious	13/01/2018	1736	468304 174044	0	1	0	801C1A 808C1A	8	3	1	Dark	Fine without high winds	Dry	4
4318032612	Serious	25/10/2018	1159	468341 174079	0	1	0	801C1A 808C1A 701V1A	5	4	4	Light	Fine without high winds	Dry	9
190098293	Serious	01/04/2019	0755	468740 173281	0	1	0	802C1A	5	1	6	Light	Fine without high winds	Dry	9
190369133	Slight	22/11/2019	1740	468595 173325	0	0	1		0	0	0	Dark	Fine without high winds	Wet/Damp	9 9
190383711	Slight	02/12/2019	0810	468369 173903	0	0	1	405V1A 706V1B 802C1B	9	5	0	Light	Fine without high winds	Frost/Ice	9
200079834	Slight	09/03/2020	0912	468035 173864	0	0	1	101V2A 406V1A 407V1A 406V2B	0	0	0	Light	Fine without high winds	Dry	9 1
200184078	Slight	19/06/2020	1625	468721 173308	0	0	1	510V1A	0	0	0	Light	Fine without high winds	Dry	19 9
200230205	Slight	24/07/2020	2215	468308 174047	0	0	3		0	0	0	Dark	Fine without high winds	Wet/Damp	9 9
160286842	Slight	05/10/2016	1930	468350 174085	0	0	1	406V1A 310V2A	0	0	0	Dark	Fine without high winds	Dry	9 1
170049105	Slight	12/02/2017	1300	468355 174092	0	0	1	602V1A 306V1B 405V1B	0	0	0	Light	Fine without high winds	Dry	9 9 9
170166004	Slight	02/06/2017	1315	468334 174077	0	0	1	802C1B 801C1A	5	4	4	Light	Fine without high winds	Dry	9
170319975	Serious	27/10/2017	1550	468762 173567	0	1	0	509V1A 502V1A	5	3	9	Light	Fine without high winds	Dry	9
Column Totals					0	5	13		Light : 11					Dry : 12	
									Dark : 5					Wet : 3	

Total number of accidents listed: 16

Accidents between dates 01/09/2015 and 31/08/2020 (60) months

Selection: Notes:

Selected using Pre-defined Query :

Police Ref.	Date	Cas.	Sev.	P2W	Cycs	Peds	Ch	OAPs	Vis.	Manv.	Road Cond.	Time	Location
190295834	24/09/2019	1	Slight	0	1	0	0	0	Light	Right	Dry	0815	GROVELANDS ROAD J/W BRISBANE ROAD READING
170141131	03/02/2017	1	Slight	1	0	0	0	0	Light	Right	Wet/Damp	1552	NORCOT RD J/W LINKS DRIVE READING
170082671	21/03/2017	1	Slight	0	0	0	0	0	Light	No turn	Dry	1113	ELVASTON WAY APP 55M N J/W POOLE WAY TILEHURST
180017730	13/01/2018	1	Serious	1	0	1	1	0	Dark	No turn	Dry	1736	NORCORT ROAD, J/W ROMANY LANE, READING
43180017730	13/01/2018	1	Serious	1	0	1	1	0	Dark	No turn	Dry	1736	NORCORT ROAD, J/W ROMANY LANE, READING
43180326128	25/10/2018	1	Serious	0	0	1	0	1	Light	No turn	Dry	1159	NORCOT ROAD J/W ROMANY LANE READING
190098293	01/04/2019	1	Serious	0	0	1	1	0	Light	No turn	Dry	0755	WATER ROAD APPX 30M SE J/W COLIERS WAY TILEHURST
190369133	22/11/2019	1	Slight	0	0	0	0	0	Dark	Right	Wet/Damp	1740	DEE ROAD J/W SPEY ROAD READING
190383711	02/12/2019	1	Slight	0	0	1	1	0	Light	Right	Frost/Ice	0810	DULNAN CLOSE APPX APPX 75M NE J/W LINKS DRIVE TILEHURST
200079834	09/03/2020	1	Slight	0	1	0	0	0	Light	No turn	Dry	0912	NORCOT ROAD APPX 44M E J/W BROOMFIELD ROAD READING
200184078	19/06/2020	1	Slight	0	0	0	0	0	Light	No turn	Dry	1625	WATER ROAD J/W COLLIERS WAY READING
200230205	24/07/2020	3	Slight	0	0	0	1	0	Dark	No turn	Wet/Damp	2215	NORCOT ROAD APPX 23M SW J/W ROMANY LANE READING
160286842	05/10/2016	1	Slight	0	1	0	0	0	Dark	No turn	Dry	1930	NORCOT ROAD APP 25M NE J/W ROMANY LANE TILEHURST
170049105	12/02/2017	1	Slight	0	0	0	0	0	Light	Right	Dry	1300	NORCOT RD O/S 343 APP 40M NE ROMANY LANE READING
170166004	02/06/2017	1	Slight	0	0	1	1	0	Light	No turn	Dry	1315	NORCOT RD J/W ROMANY LANE READING
170319975	27/10/2017	1	Serious	0	0	1	0	0	Light	No turn	Dry	1550	GROVELANDS ROAD 35 MTS FROM THALE MEWS READING

Column Totals	18			3	3	7	6	1					
No. of Accidents				3	3	7	6	1					

Total number of accidents listed: 16

Appendix 5

RBC Correspondence to Scoping Report



From: Lucas, Natalie <[REDACTED]>
Sent: 10 December 2020 09:35
To: Markwell, Jonathan <[REDACTED]>
Subject: RE: Ranikhet Primary, Reading Pre App. - Transport Questions

Hi Jon

I've responded to the points raised by the applicant's Transport Consultants in red below. Do you want me to send the response directly or are you happy to forward my comments on?

- In relation to the proposed TRICS evaluation, we are happy to undertake this and share the results with you for your approval, however we could instead use the most recent school travel mode share data (our School travel Planning Team are currently finalising this data with the school), and scale it up to reflect a 2FE capacity primary? This could be considered better and more reliable as a data source, as it represents what is happening now – please advise which you would like to see.
We are happy for you to use the recent school travel mode share data and scale it up to reflect a 2FE capacity primary school providing there is a sufficient level of survey data. If this information was obtained from school travel surveys then there needs to be a good response rate to accurately reflect the travel characteristics of the pupils at the school.
- With regards to your comment on 'a review of the existing pedestrian crossing facilities', please can you clarify what you are expecting to see from this? Is it just a general 'walking audit' type approach with some suggested measures, or would you expect to see any technical design drawings?
A walking audit of the area should be undertaken to establish existing footway conditions, crossing points and desire lines. From my knowledge of the site, there does not appear to be any formal crossing points in close proximity to the school entrance. In view of this, we would expect the walking audit to identify a location for a formal crossing point and include drawings of potential options.
- Are we expecting to carry out any surveys to support any potentially suggested crossing facilities? For example HCC would undertake a PV2 calculation on pedestrian versus traffic flows to determine if a crossing is required. If surveys are required then DfT 'neutral' periods would have to be considered, which aren't until April 2021.
I note the timescales for the application and we do not require standard surveys to be undertaken to support a potential crossing. There is strong local interest for a formalised crossing to the school, therefore, a walking audit is sufficient to identify desire lines and potential crossing points.
- Please can you advise on the size (meters) of the largest type of vehicle you'd expect us to provide tracking for.
Tracking diagrams for a RBC refuse vehicle should be undertaken (2015 Dennis Eagle Elite 6 (6x2RS) with Olympus OL16N Body).

Drive	6 x 2 rear - steer
Overall width (a)	2250 mm
Overall length (b)	8750 mm
Overall height (c)	3540 mm
Wheelbase	4800 mm
Front overhang	1665 mm
Rear overhang	2285 mm
Gross Vehicle Weight	26000 kg
Rear Bogle Plated Weight	19000 kg
Turning Circle - overall (metres)	20.30 m
Approach angle (front wheel - bumper)	15.5°
Departure angle (rear wheel - hopper base)	16°

In terms of delivery vehicles, the school should be consulted to determine the range of various sized vehicles which currently deliver to the site. Tracking drawings should be undertaken for the largest sized vehicle.

- With regards to Reading's adopted Parking Standards and Design SPD it states that for Zone 3 under D1 Primary Education - 1 drop off space per 10 pupils is required. Drop off spaces currently exist outside the school frontage, provided as part of the Dee Park Regeneration to serve the school. There are no plans to change this. Please can you confirm this is acceptable?

Given that the school currently has no drop off spaces, we do not require the new development to provide this. However, the TS should clearly state that there are no drop off spaces currently associated with the school.

Kind regards

Natalie Lucas

Transport Development Control Officer

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

Reading Borough Council

Civic Offices, Bridge Street, Reading, RG1 2LU

email; [REDACTED]

Wednesday - Friday

[Website](#) | [Facebook](#) | [Twitter](#) | [YouTube](#)

Appendix 6

Proposed School Site Plan



Ranhiket Primary School Re-development

Landscape Feasibility

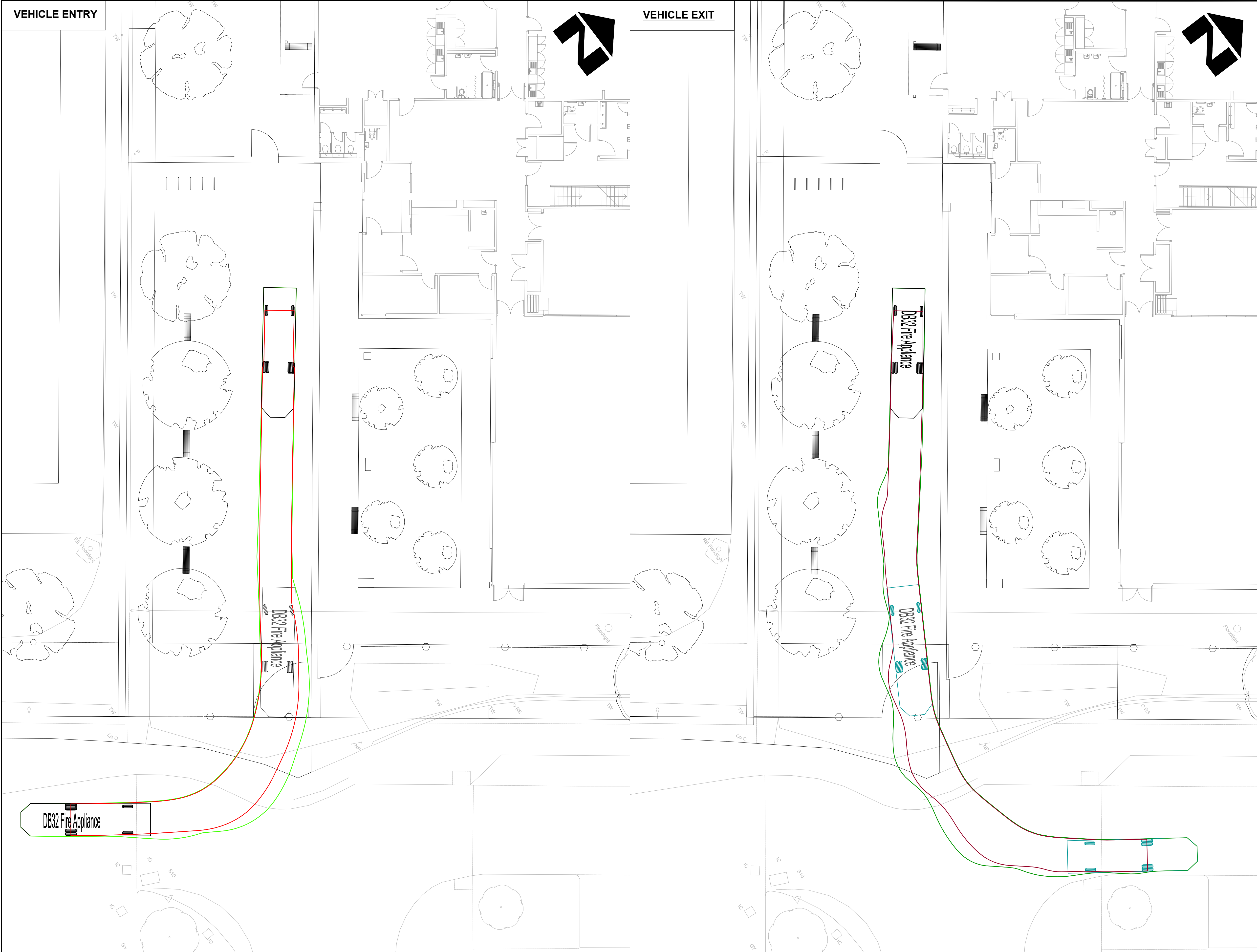
-  Proposed Pedestrian Access
-  Proposed Vehicular Access
-  Building
-  Vehicular macadam
-  Pedestrian macadam
-  Small unit concrete paving
-  Ground cover and low shrub planting
-  Grass
-  Seating
-  Retaining wall
-  Proposed tree
-  Existing tree
-  Fencing 2.4m high perimeter
-  Fencing 2.4m high bespoke front entrance
-  Fencing 3m high Steel mesh MUGA fence
-  Fencing 1.2 high timber fence
- ① MUGA
- ② Car park 46spaces including 3 disabled and 2 motor cycle stands
- ③ Swale
- ④ Cycle parking
- ⑤ Fire / maintenance access inc drop kerbs to street level
- ⑥ Front entrance
- ⑦ Parent / pupil entrance
- ⑧ School garden area
- ⑨ Access to STP



Appendix 7

On Site Vehicle Tracking





NOTES

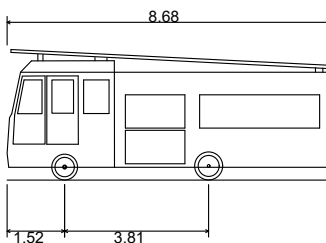
GENERAL

- DO NOT SCALE FROM THIS DRAWING, REFER TO FIGURED DIMENSIONS ONLY. THE CONTRACTOR SHOULD CHECK ALL DIMENSIONS ON SITE.
- ALL DIMENSIONS IN MILLIMETRES AND ALL LEVELS ARE IN METRES UNLESS NOTED OTHERWISE.
- THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECT AND ENGINEERING DETAILS, DRAWINGS AND SPECIFICATIONS.
- ANY DISCREPANCIES SHOULD BE REPORTED TO THE ARCHITECT AND/OR ENGINEER IMMEDIATELY, SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO THE COMMENCEMENT OF WORK.

VEHICLE TRACKING LEGEND

- VEHICLE BODY OUTLINE IN A FORWARD MANOEUVRE
- VEHICLE BODY OUTLINE IN A REVERSE MANOEUVRE
- VEHICLE WHEEL OUTLINE IN A FORWARD MANOEUVRE
- VEHICLE WHEEL OUTLINE IN A REVERSE MANOEUVRE

VEHICLE SPECIFICATION



DB32 Fire Appliance	Overall Length	8.680m
	Overall Width	2.180m
	Overall Body Height	3.452m
	Min Body Ground Clearance	0.337m
	Max Track Width	2.121m
	Lock to lock time	6.00s
	Kerb to Kerb Turning Radius	7.910m

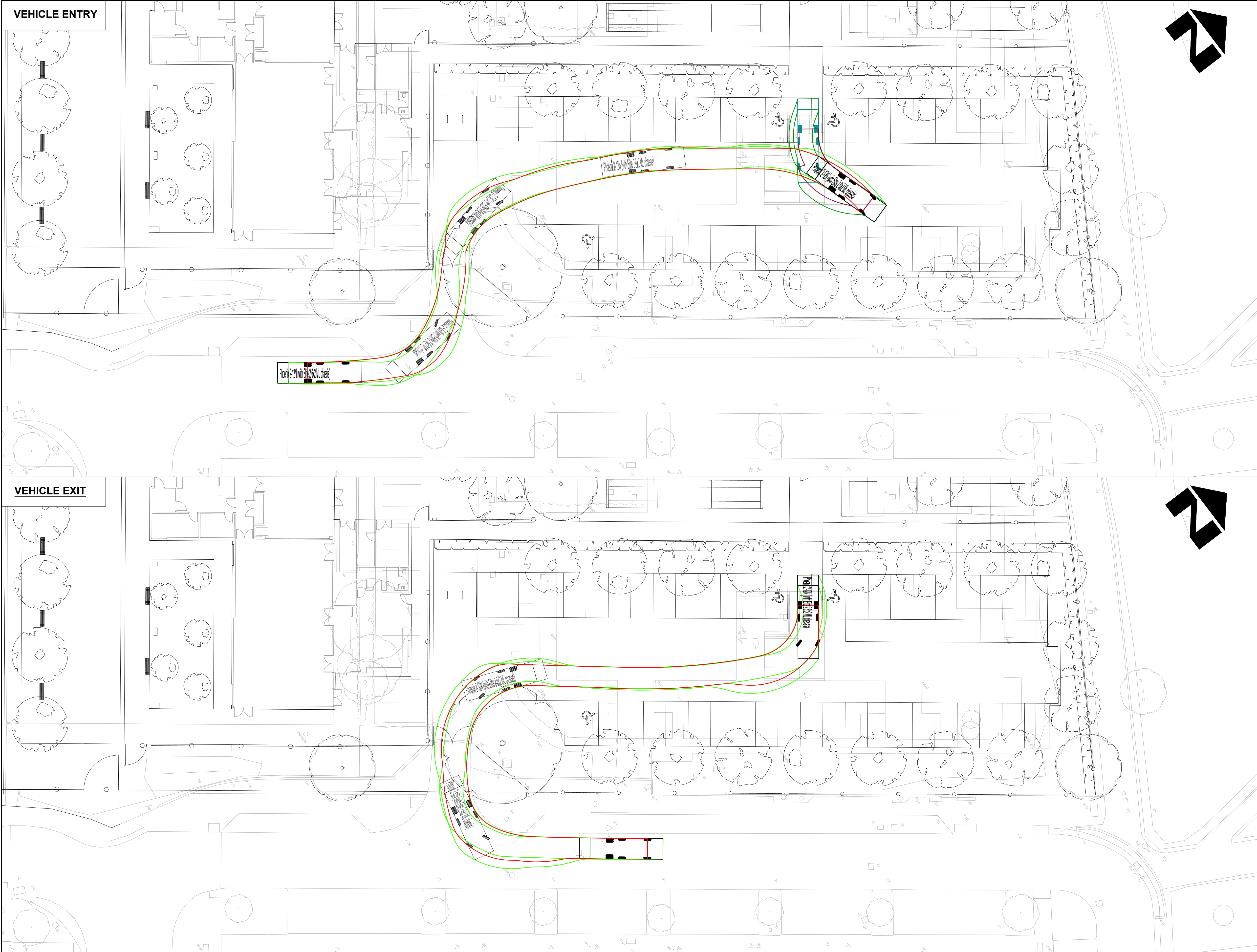
PARTS OF THIS DRAWING SHOULD BE SHOWN IN COLOUR. IF THIS NOTE IS NOT RED REPRINT A COLOURED COPY

© CROWN COPYRIGHT AND DATABASE RIGHTS 2021
ORDNANCE SURVEY 100019180



IMPORTANT NOTE: CAUTION
ALL INFORMATION SHOWN ON THIS DRAWING FOR UNDERGROUND SERVICES/STATUTORY UNDERTAKERS' PLANT IS APPROXIMATE AND IS PROVIDED FOR THE CONTRACTOR'S INFORMATION ONLY. IT SHOULD NOT BE RELIED ON FOR EXCAVATION OR ANY OTHER WORKS PURPOSES AND CONTRACTORS MUST SATISFY THEMSELVES OF THEIR LOCATIONS PRIOR TO THE COMMENCEMENT OF WORKS.

										CLIENT HCC PROPERTY SERVICES HAMPSHIRE COUNTY COUNCIL CULTURE, COMMUNITIES AND BUSINESS SERVICES					CONSULTANT  Hampshire County Council  Engineering CONSULTANCY STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT					SCALE @ A1 1:125 SCALE @ A3 1:250 SHEET No. 1 OF 1		SCHEME RANIKHET PRIMARY SCHOOL			DRAWING TITLE FIRE TENDER SWEPT PATH ANALYSIS		
S2	P02	AMENDED TO SUIT ARCHITECTS COMMENTS					17.03.2021	BLB	BLB	SPB	DMR																
S2	P01	PLANNING ISSUE.					10.03.2021	BLB	BLB	SPB	DMR																
SUIT	REV	AMENDMENTS					DATE	ENG	TECH	CHKD	APPD																



NOTES

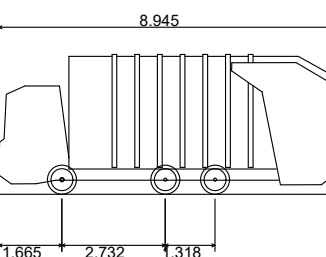
GENERAL

- DO NOT SCALE FROM THIS DRAWING, REFER TO FIGURED DIMENSIONS ONLY. THE CONTRACTOR SHOULD CHECK ALL DIMENSIONS ON SITE.
- ALL DIMENSIONS IN MILLIMETRES AND ALL LEVELS ARE IN METRES UNLESS NOTED OTHERWISE.
- THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECT AND ENGINEERING DETAILS, DRAWINGS AND SPECIFICATIONS.
- ANY DISCREPANCIES SHOULD BE REPORTED TO THE ARCHITECT AND/OR ENGINEER IMMEDIATELY, SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO THE COMMENCEMENT OF WORK.

VEHICLE TRACKING LEGEND

- VEHICLE BODY OUTLINE IN A FORWARD MANOEUVRE
- VEHICLE BODY OUTLINE IN A REVERSE MANOEUVRE
- VEHICLE WHEEL OUTLINE IN A FORWARD MANOEUVRE
- VEHICLE WHEEL OUTLINE IN A REVERSE MANOEUVRE

VEHICLE SPECIFICATION



Phoenix 2-12N (with Elite 2 6x2 ML chassis)	8.945m
Overall Length	2.230m
Overall Width	3.699m
Overall Body Height	0.251m
Min Body Ground Clearance	2.200m
Track Width	4.00s
Lock to lock time	7.500m
Kerb to Kerb Turning Radius	

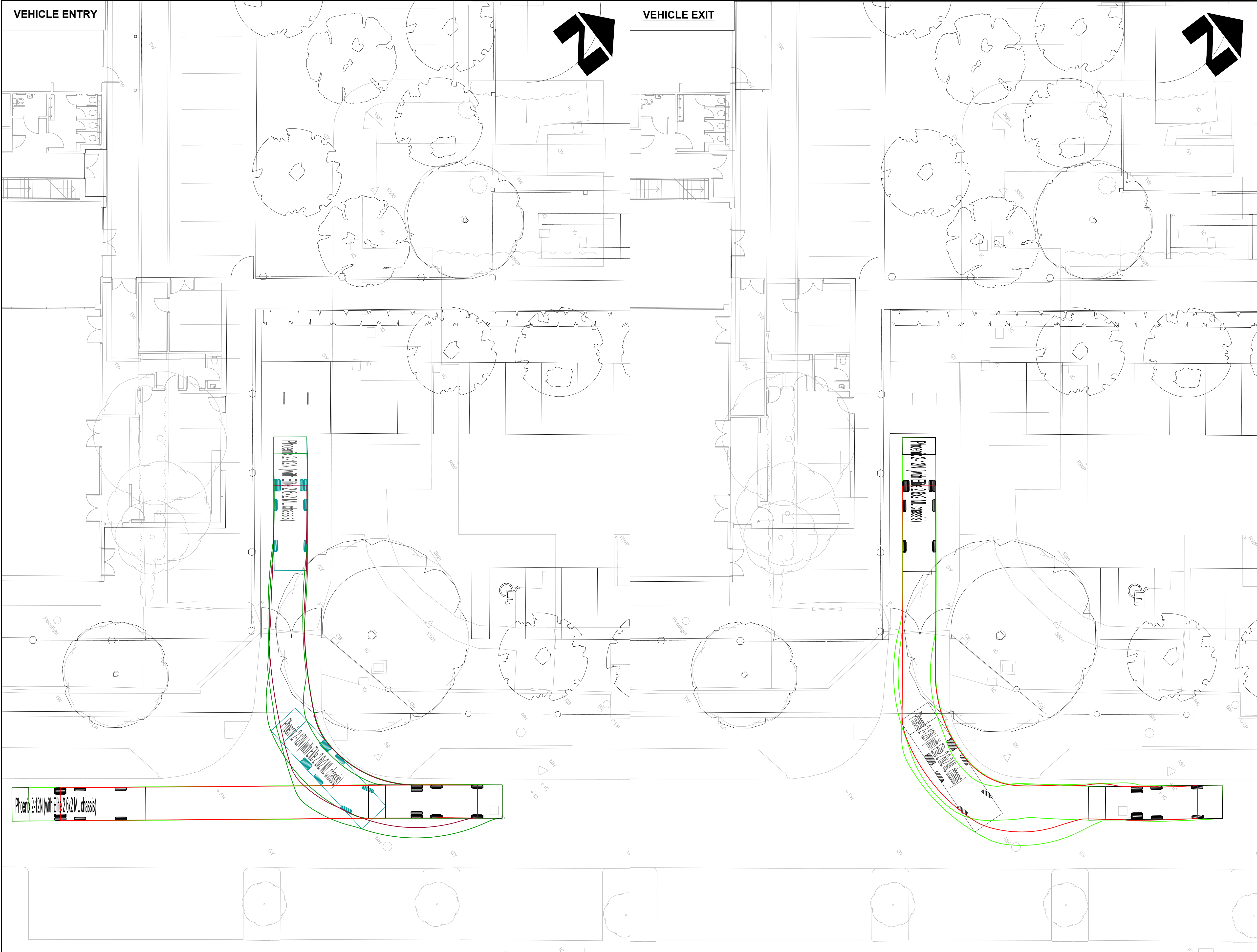
PARTS OF THIS DRAWING SHOULD BE SHOWN IN COLOUR IF THIS NOTE IS NOT RED REPRINT A COLOURED COPY

© CROWN COPYRIGHT AND DATABASE RIGHTS 2021
ORDNANCE SURVEY 100019180



IMPORTANT NOTE: CAUTION
ALL INFORMATION SHOWN ON THIS DRAWING FOR UNDERGROUND SERVICES/STATUTORY UNDERTAKERS' PLANT IS APPROXIMATE AND IS PROVIDED FOR THE CONTRACTOR'S INFORMATION ONLY. IT SHOULD NOT BE RELIED ON FOR EXCAVATION OR ANY OTHER WORKS PURPOSES AND CONTRACTORS MUST SATISFY THEMSELVES OF THEIR LOCATIONS PRIOR TO THE COMMENCEMENT OF WORKS.

										CLIENT HCC PROPERTY SERVICES HAMPSHIRE COUNTY COUNCIL CULTURE, COMMUNITIES AND BUSINESS SERVICES						CONSULTANT  Hampshire County Council  STUART JARVIS BSc DipTP FCIHT MRTPI: DIRECTOR OF ECONOMY, TRANSPORT & ENVIRONMENT						SCALE @ A1 1:200		SCHEME RANIKHET PRIMARY SCHOOL		DRAWING TITLE REFUSE VEHICLE SWEPT PATH ANALYSIS	
SCALE @ A3 1:400																											
SHEET No. 1 OF 1																											
DRAUGHTING NUMBER E04759-ECH-XX-XX-DR-C-7102		SUIT S2		ISSUED FOR INFORMATION				REV P01																			



NOTES

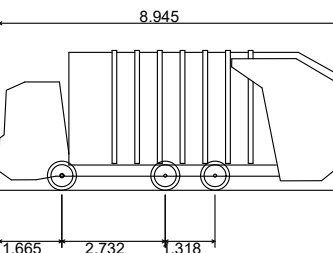
GENERAL

- DO NOT SCALE FROM THIS DRAWING, REFER TO FIGURED DIMENSIONS ONLY. THE CONTRACTOR SHOULD CHECK ALL DIMENSIONS ON SITE.
- ALL DIMENSIONS IN MILLIMETRES AND ALL LEVELS ARE IN METRES UNLESS NOTED OTHERWISE.
- THIS DRAWING SHOULD BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECT AND ENGINEERING DETAILS, DRAWINGS AND SPECIFICATIONS.
- ANY DISCREPANCIES SHOULD BE REPORTED TO THE ARCHITECT AND/OR ENGINEER IMMEDIATELY, SO THAT CLARIFICATION CAN BE SOUGHT PRIOR TO THE COMMENCEMENT OF WORK.

VEHICLE TRACKING LEGEND

- VEHICLE BODY OUTLINE IN A FORWARD MANOEUVRE
- VEHICLE BODY OUTLINE IN A REVERSE MANOEUVRE
- VEHICLE WHEEL OUTLINE IN A FORWARD MANOEUVRE
- VEHICLE WHEEL OUTLINE IN A REVERSE MANOEUVRE

VEHICLE SPECIFICATION



Phoenix 2-12N (with Elite 2 6x2 ML chassis)	8.945m
Overall Length	2.230m
Overall Width	3.699m
Overall Body Height	0.251m
Min Body Ground Clearance	2.200m
Track Width	4.00s
Lock to lock time	7.500m
Kerb to Kerb Turning Radius	

PARTS OF THIS DRAWING SHOULD BE SHOWN IN COLOUR. IF THIS NOTE IS NOT RED REPRINT A COLOURED COPY

© CROWN COPYRIGHT AND DATABASE RIGHTS 2021
ORDNANCE SURVEY 100019180



IMPORTANT NOTE: CAUTION
ALL INFORMATION SHOWN ON THIS DRAWING FOR UNDERGROUND SERVICES/STATUTORY UNDERTAKERS' PLANT IS APPROXIMATE AND IS PROVIDED FOR THE CONTRACTOR'S INFORMATION ONLY. IT SHOULD NOT BE RELIED ON FOR EXCAVATION OR ANY OTHER WORKS PURPOSES AND CONTRACTORS MUST SATISFY THEMSELVES OF THEIR LOCATIONS PRIOR TO THE COMMENCEMENT OF WORKS.

SUIT REV										AMENDMENTS									
S2	P01	PLANNING ISSUE:								18.03.2021	BLB	BLB	SPB	DMR					
SUIT	REV									DATE	ENG	TECH	CHKD	APPD					

CLIENT										HCC PROPERTY SERVICES HAMPSHIRE COUNTY COUNCIL CULTURE, COMMUNITIES AND BUSINESS SERVICES									
CONSULTANT										Hampshire County Council Engineering CONSULTANCY									
SCHEME										RANIKHET PRIMARY SCHOOL									
DRAWING NUMBER										E04759-ECH-XX-XX-DR-C-7103									
DRAWING TITLE										REFUSE VEHICLE SWEEP PATH ANALYSIS									
SUIT										ISSUED FOR INFORMATION									
REV										P01									