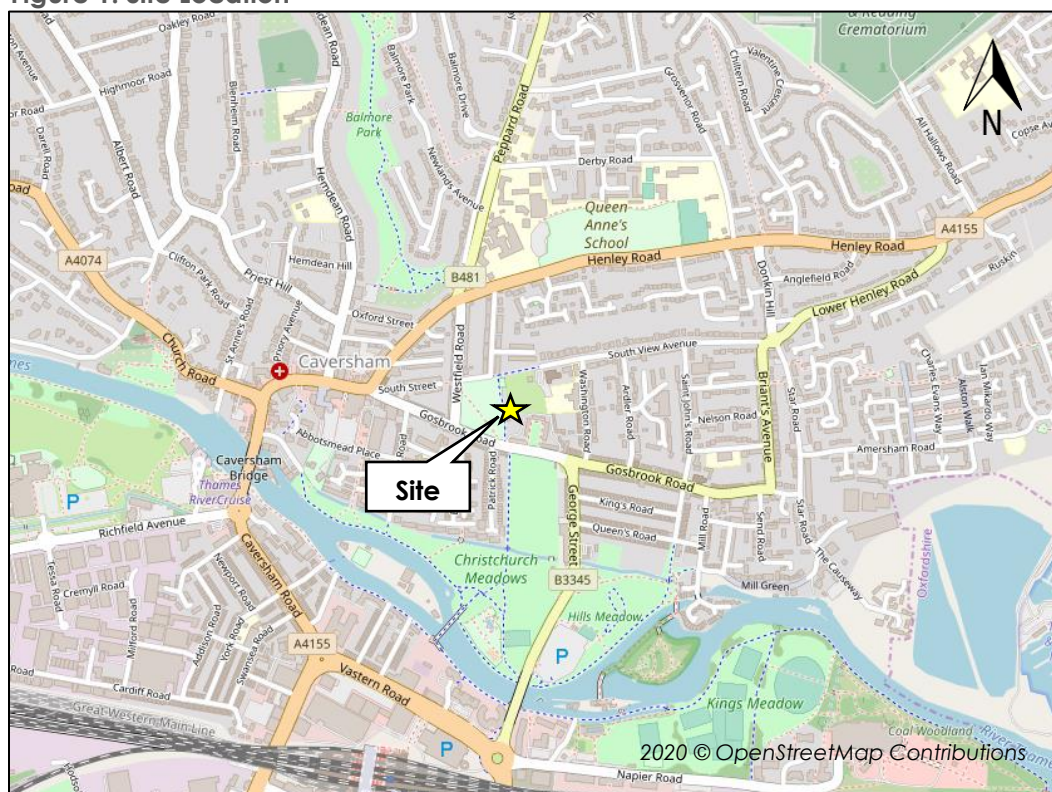


Project	The Heights School, Reading		
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1 Introduction

- 1.1 BWB Consulting Ltd (BWB) has been appointed by Jones Lang LaSalle (“the Agent”) to provide highways and transport advice in relation to planning proposals at 82 Gosbrook Road in Caversham, Reading (“the Site”).
- 1.2 The Site is currently occupied by The Heights Primary School, which has been operating out of temporary modular facilities since 2014 under a series of temporary planning applications.
- 1.3 Planning permission has now been granted for permanent school facilities elsewhere in Reading, but to bridge the period between 31 August 2020 - when the current temporary permissions expire - and the end of the 2020/21 school year (31 August 2021), a further one year extension to the temporary site is required.
- 1.4 The Site location is shown in **Figure 1**.

Figure 1: Site Location



- 1.5 The Transport Assessment (TA) submitted in support of the previous approved planning application (planning reference 180552) was produced by RPS (reference SRD/HB/adf/JNY9556-01, dated 28/03/2018) in 2018 and sought to extend of use of the temporary facilities on site, and the addition of further temporary facilities, up until the end of the 2019/2020 academic year.
- 1.6 The proposals are for the extension of the current temporary permission for one additional academic year (2020/2021) only. No changes are proposed to the current temporary development and the current level of pupil and staff numbers are to remain similar to the academic year 2020/2021.
- 1.7 This Technical Note has therefore been prepared to set out the impacts of the maintaining the temporary facilities on site, and to compare travel survey information to determine this impact. This Technical Note therefore details the following:
- **Section 2:** describes the existing conditions at and surrounding the Site;
 - **Section 3:** highlights the changes from the 2018 planning application;
 - **Section 4:** presents the school travel survey results; and
 - **Section 5:** provides a summary and sets out the conclusions.

2 Existing Conditions

- 2.1 The Site is located at 82 Gosbrook Road in Caversham, Reading. It is bounded by Gosbrook Road to the south and Westfield Road to the west.
- 2.2 The original proposals for the Site (upon opening in 2014) involved a temporary school to cater for 225 pupils and 25 full-time equivalent (FTE) staff. Planning permission for the additional temporary proposals was submitted in 2018, and consisted of the following proposals: -
- Organic growth to provide for 325 pupils for the 2019/2020 academic year (from 225 pupils in 2018); and
 - Increase in the number of FTE staff from 25 to 33.
- 2.3 Up-to-date information on staff and pupil numbers has been provided by the Department for Education (DfE) and supporting information has also been taken from the School Travel Plan dated 7th March 2019 and is summarised below: -
- Number of pupils (including the Nursery) = 328; and
 - FTE staff = 37.

Access Arrangements

- 2.4 Vehicular access to the Site for servicing and emergency vehicles is taken from Gosbrook Road to the south via an unnamed road which loops between two priority junctions located to the southeast and southwest of the Site. This road serves the school and the Elizabeth House apartments located to the southeast of the Site.
- 2.5 Pedestrian access to the Site is taken via a footpath running between Falkland Road, to the north of the Site, and Gosbrook Road to the south. There is a signalised pedestrian

crossing on Gosbrook Road located approximately 80 metres to west of the footpath access to the Site.

2.6 The nearest bus stop to the Site is the eastbound stop located on Gosbrook Road, approximately 60 metres to the southwest of the main access. The westbound stop is located approximately 70 metres to the southeast of the access, also along Gosbrook Road.

2.7 **Table 1** below provides a summary of bus services available from the Gosbrook Road bus stops.

Table 1: Local Bus Services Summary

Service	Route	Weekday Frequency (per hour)		
		AM Peak	Off Peak	PM Peak
25 Pink	Reading – Caversham – Pepard Common	2	1	2
27	Lower Caversham – Reading	0	1	1
82	Central Reading to Chiltern Edge via Reading Bridge & St Barnabas Church	1 service	0	1 service
146A	Crays Pond - Reading	0	1 service (Tues Only)	0
800	High Wycombe – Marlow – Henley – Shiplake – Reading	1	2	2
X38 River Rapids	Oxford – Wallingford – Henley on Thames – Reading	2	1	1

2.8 **Table 1** shows that there are six bus services available from these stops with a minimum overall frequency of five buses every hour during the weekday AM and Off-Peak hours and six buses every hour during the weekday PM Peak hour.

Parking Arrangements

2.9 There are 10 staff car parking spaces provided at the 42-space St. Anne's Church car park, which is located approximately 120m to the northeast of the site access.

2.10 Reading Council has also provided 39 parking permits for the neighbouring roads.

2.11 There are two further car parks located within walking distance of the Site, which are used as a 'Park and Stride' facility by parents who drive to and walk their children to get to and from school.

2.12 Chester Street Car Park is located to the west of the Site at a distance of approximately 550 metres on foot (equating to an 8 – 10 minute travel time). The car park is free to park in for up to 30 minutes, which is sufficient time for parents/guardians to walk to and from the Site to drop-off their child(ren).

2.13 The Waitrose and St Martins Precinct car parks are accessed off Archway Road, to the west of the site access, and are within a 500m walking distance of the Site. The Waitrose car park is free parking for up to 2 hours, and the St Martins Precinct is free parking up to 3 hours.

2.14 In addition, Hemdean Road, Cromwell Road, Patrick Road and Elliotts Way are currently used for on-street parking.

2.15 In terms of current parking preferences for parents, using figures taken from RPS' TA 12.9% use the Chester Street Car Park, 27.4% use the Waitrose/St Martins Precinct car parks and 33.1% park on Cromwell Road, with 26.7% parking elsewhere.

2.16 **Table 2** compares the 2018 with existing (2020) on-site cycle facilities.

Table 2: On Site Cycle and Scooter Facilities

Mode	2018	2020
Other Cycle Spaces	N/A	12
Total Pupil Spaces	32	24
Total Staff Cycle Spaces		2
Scooter Parking Spaces		22
TOTAL	32	60

2.17 This shows that there has been an increase in cycle and scooter parking provision at the Site, from 32 to 60 spaces.

Mode Splits

2.18 RPS undertook a travel survey in March 2018 for staff and pupils and the results were presented in their TA report and are summarised in **Table 3** below. The table also provides a summary of the results from the survey undertaken in 2019 as part of the School Travel Plan (STP).

Table 3: Mode of Travel – 2018/2019 Comparison

Mode	2018 Survey		2018/2019 Pupil Survey	
	Staff	Pupil	Number	%
Walk	9.5%	16.3%	42	15.5%
Cycle	0.0%	11.9%	22	8.1%
Public Bus	0.0%	4.4%	8	3.0%
Park & Stride	9.5%	41.9%	107	39.5%
Car Share	0.0%	0.0%	6	2.2%
Car	81.0%	25.6%	63	23.3%
Scooting	0.0%	0.0%	23	8.5%
TOTAL	100.0%	100.0%	271	100.0%

3 Changes from the 2018 Planning Application

Policy

3.1 The New Reading Borough Local Plan was adopted in November 2019, and replaces the Core Strategy, Reading Central Area Action Plan and Sites and Detailed Policies Document.

3.2 Relevant objectives for accessibility and transport in the New Local Plan are listed below:

- *"Improve the quality of life for those living, working, studying in and visiting the Borough, creating inclusive, sustainable communities with good access to employment, open space and waterspace, transport, education, services and facilities (such as sustainable water supplies and wastewater treatment, healthcare services, social and community facilities, sport and recreation, etc.) to meet identified needs;*

- *Ensure new development and existing areas are accessible and sustainable, in accordance with the sustainability appraisal objectives, including reducing its effects on, and adapting to, climate change; and*
- *Improve and develop excellent transport systems to improve accessibility within Reading and for the wider area by sustainable modes of transport, including walking and cycling."*

3.3 Policy TR3 refers to Access, Traffic and Highway-Related Matters, and is worded as follows:

"In determining proposals involving a new or altered access onto the transport network, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment.

Development will only be permitted where:-

- Accesses and works to the highway comply with the adopted standards of the Transport Authority;*
- The development would not have a material detrimental impact on the functioning of the transport network;*
- The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;*
- The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and*
- For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.*

Proposals involving either the construction of a new site access, or a material increase in the use of an existing site access, directly onto the Classified Highway Network will not be acceptable if they would be likely to result in the encouragement of the use of the network for short local trips or compromise the safe movement and free flow of traffic on the network or the safe use of the road."

3.4 Policy TR5 refers to Car and Cycle Parking and Electric Vehicle Charging, and is worded as follows:

"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 and Scooter Parking

- 3.5 The cycle provision has since increased from 30 to 38 spaces, and a new provision of 22 scooter parking spaces based on the information given in the RPS TA and the STP. A total of 60 spaces comprising cycle and scooter parking are now available at the site.

Public Transport

- 3.6 There are currently 6 bus services with a minimum overall frequency of 5 buses every hour during the weekday AM and Off Peak and 6 buses every hour during the weekday PM peak hour.

4 Travel Survey Results

- 4.1 As noted previously, pupil travel surveys are undertaken annually as part of the School Travel Plan. **Table 4** presents a comparison of the results from the 2018/2019 and 2019/2020 academic years.

Table 4: 2018/2019 & 2019/2020 Pupil Travel Survey Results

Mode	2018/2019 Pupil Survey		2019/2020 Pupil Survey	
	Number	%	Number	%
Walk	42	15.5%	68	19.9%
Cycle	22	8.1%	28	8.1%
Public Bus	8	3.0%	11	3.2%
Park & Stride	107	39.5%	152	44.4%
Car Share	6	2.2%	11	3.2%
Car	63	23.3%	43	12.6%
Scooting	23	8.5%	29	8.5%
TOTAL	271	100.0%	342	100.0%

- 4.2 The results show that since the academic year 2018/2019, single family car usage has reduced by 10.7%, from 23.3% to 12.6% and car sharing has increased by 1.0%, from 2.2% to 3.2%. In terms of sustainable travel modes, walking to school has increased by 4.4%, from 15.5% to 19.9% whilst the travel mode split for cycling, public transport and scooting has remained, generally similar.

5 Summary and Conclusions

- 5.1 The current application seeks to extend the existing temporary permission for the use of the Site as a primary school and nursery from the 2019/2020 academic year to 2020/2021 academic year.
- 5.2 BWB has been informed by the DfE that there will be a slight increase in staff and pupil numbers from academic year 2019/2020 to 2020/2021.
- 5.3 The number of staff will increase by three, from 37 to 40 FTE staff.

- 5.4 There is also proposed to be a slight increase in pupil numbers, from 328 pupils (academic year 2019/2020) to 353 pupils (academic year 2020/2021), an additional 25 pupils.
- 5.5 The parking arrangements for the 2020/2021 academic year are as follows: -
- The school will continue to provide car parking for staff in nearby public or private car parks or by permit as per existing arrangements;
 - The Chester Street, Waitrose and St Martins Precinct car parks will continue to allow parents to use their car parks as a temporary 'Park and Stride' facility;
 - Hemdean Road, Cromwell Road, Patrick Road and Elliotts Way will continue to be used for on-street parking; and
 - Cycle parking provision will continue to be 38 spaces with 22 scooter parking spaces.
- 5.6 As the number of staff and number of pupils are anticipated to have a slight increase, the mode share for academic year 2020/2021 is expected remain like that of the 2019/2020 academic year. This shows car usage at 12.6%, car sharing at 3.2%. Walking at 19.9%, cycling at 8.1%, public transport at 3.2% and scooting at 8.5%.
- 5.7 The mode share for academic year 2019/2020 suggests a cycle parking demand of 27 spaces and for the future academic year 2020/2021 a cycle parking demand of an additional 2 spaces, totalling a possible future parking demand of 29 spaces and the school currently provides 38 spaces, it is considered that the current level of cycle parking provision would continue to be appropriate.
- 5.8 As for the scooter provision of 22 spaces, the mode share suggests that there is an onsite user demand for academic year 2019/2020 of 28 spaces and an addition future demand of 2 spaces in academic year 2020/2021, totalling a possible future demand of 30 spaces. The usage of scooter parking will continue to be reviewed by the school 'Working Group' and if demand is consistently in excess of the provision, the school will consider the provision of additional scooter parking.
- 5.9 Currently there are six bus services that serve the Site with a minimum overall frequency of 5 buses every hour during the weekday AM and Off Peak and six buses every hour during the weekday PM peak hour.
- 5.10 It has been demonstrated that currently there is sufficient infrastructure in place to accommodate the temporary permission for the use of the Site as a school. It has also been shown that extending this permission by a single year (covering 2020/2021 academic year) would not result in a material intensification of use at the Site with similar staff and pupil numbers expected.
- 5.11 Furthermore, through the continued implementation of the School Travel Plan coordination strategy, including the active 'Working Group' involving school staff and parents, it is considered that the proposals would not have a detrimental impact on the operation of the local highway network.

Limitations

All comments and proposals contained in this report, including any conclusions, are based on information available to BWB Consulting during investigations. The conclusions drawn by BWB Consulting could therefore differ if the information is found to be inaccurate or misleading. BWB Consulting accepts no liability should this be the case, nor if additional information exists or becomes available with respect to this scheme.

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