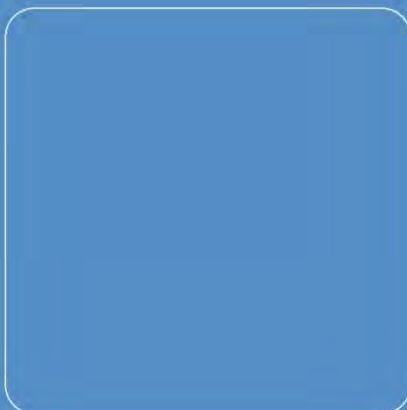


RPS

**THE HEIGHTS
PRIMARY SCHOOL
CAVERSHAM**

TRANSPORT ASSESSMENT





**THE HEIGHTS
PRIMARY SCHOOL
CAVERSHAM**

TRANSPORT ASSESSMENT

28 March 2018

Our Ref: SRD/HB/adf/JNY9556-01

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1 INTRODUCTION

- 1.1 This Transport Assessment has been prepared on behalf of Reading Borough Council (RBC) and the Education Funding Agency (EfA) in support of a planning application in relation to The Heights Primary School temporary site at 82 Gosbrook Road, Caversham, Reading. The school site as shown in **Figure 1** is located in the local authority of RBC.
- 1.2 This application seeks to extend the existing temporary permission for the use of the site as a D1 school for up to the end of the 2019/20 academic year and to provide additional temporary accommodation to enable the school to continue to grow organically, whilst planning permission is being sort for the permanent facilities.
- 1.3 It is anticipated the school will move to its permanent home sooner, but this Transport Assessment considers the potential expansion of The Heights Primary School to a maximum of 325 pupils and circa 32.5 full time equivalent (FTE) members of staff should this prove to be necessary.
- 1.4 The existing and proposed site layouts are attached at **Appendix 1**.
- 1.5 The TA has been prepared in line with the *National Planning Policy Framework* (NPPF; March 2012) and the *Planning Practice Guidance* (PPG) suite of documents by the Department for Communities and Local Government (DCLG), in particular with *Travel plans, Transport Assessments and Statements in Decision-Taking*.
- 1.6 A Travel Plan (TP) has been prepared as a separate document and submitted with the planning application. The TP has been prepared in line with the above guidance. This TP is based on the previously approved version (RPS Ref: JNY8221-02b).

Site History

- 1.7 The Heights Primary School agreed terms with RBC for the temporary use of the old Caversham Nursery, off Gosbrook Road in Caversham for two years and the school opened in September 2014 (Application Reference No: 140940).
- 1.8 In 2016 the use of the temporary school was extended for a further two years and the single-storey modular unit was enlarged with the construction of first floor classrooms (Application Reference No: 151283). The extant planning permission is due to expire on 31 August 2018.

Pre-Application Discussions

- 1.9 Pre-application discussions were undertaken with RBC to agree the key parameters for the previous assessment upon which the current assessment builds. Where appropriate, the Council's comments have been incorporated into this report. Written correspondence to and from the Council can be found at **Appendix 2**.
- 1.10 With respect to this application, it has been agreed with the Highway Officer that the assessment will be based on the agreed scope / methodology of the 2015 Transport Assessment (RPS ref: JNY8626-01a), as set out in email correspondence with the Highway Officer (see **Appendix 3**). Specifically, the following parameters of assessment were agreed:

1. Preparation of a revised TA and updated TP;
2. An up-to-date travel survey of The Heights Primary School staff and pupils to derive trip rates to estimate the multi-modal trip generation of the additional pupil places;
3. Up-to-date base traffic flows for and operational capacity assessments of the following junctions:
 - i. St Peters Hill / Bridge Street / Church Street signal controlled junction;
 - ii. Church Street / Prospect Street / Gosbrook Road / South Street / Archway Road double mini roundabout junction; and
 - iii. Gosbrook Road / George Street signal controlled junction.

1.11 Further, the Highway Officer has requested that a thorough assessment of the accessibility to the site is undertaken based on the up-to-date travel patterns of the existing pupils.

Scope of the TA

1.12 The structure of this TA is as follows:

- **Section 2:** Review of national and local planning policies in relation to the development proposals;
- **Section 3:** Review of the existing conditions at the site and surrounding transport networks. In particular this focuses on the accessibility of the site by non-car modes and the prevalence of public transport services within reasonable walking and cycling distances;
- **Section 4:** Describes the proposed development, access arrangements and parking provision;
- **Section 5:** Assessment of the number of multi-modal trips that are likely to be generated by the proposed development with all modes of travel considered;
- **Section 6:** An appraisal of the impact of the vehicular trips generated by the proposed development in respect of the operation of the local highway network; and
- **Section 7:** Presents summary and conclusions of the TA.

2 POLICY APPRAISAL

Introduction

- 2.1 This section details the transport policy documents against which the development proposals will be considered from national and local guidelines.

National Planning Guidance

National Planning Policy Framework (NPPF) (March 2012)

- 2.2 The NPPF was published in March 2012 and sets out national policy for delivering sustainable growth and development.
- 2.3 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. In terms of transport the objectives outlined in NPPF are:
- **"The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. (Paragraph 29)**
 - **Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport."** (Paragraph 30).
- 2.4 When determining planning applications, Paragraph 32 of the NPPF states that planning policies should consider whether:
- **"The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure.**
 - **Safe and suitable access to the site can be achieved for all people; and**
 - **Improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe."**
- 2.5 Paragraph 35 of the NPPF emphasises the importance of protecting and exploiting opportunities for the use of sustainable transport modes for the movement of goods or people.
- **"Accommodate the efficient delivery of goods and supplies;**
 - **Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; and**
 - **Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians."**

- 2.6 The NPPF states that local authorities should consider the accessibility of a development alongside the type, mix and use of the development as well as looking at local car ownership and the overall need to reduce the use of high emission vehicles when determining planning applications.
- 2.7 Paragraph 32 concludes that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe (subject to other provisos).

Draft National Planning Policy Framework (March 2018)

- 2.8 A draft of the new National Planning Policy Framework was published on 5 March 2018 and has been released for public consultation, which closes on 10 May 2018. The new NPPF sets out national policy for delivering sustainable growth and development and once adopted will replace the 2012 version.

Planning Practice Guidance (PPG) (March 2014)

- 2.9 The PPG was updated in March 2014. The *Planning Practice Guidance - Travel Plans, Transport Assessments and Statements in Decision-Taking* provides a concise report on the use and importance of Transport Assessments / Statements and Travel Plans. With regard to whether to provide a Transport Assessment, Transport Statement or no assessment, the guidance states that local planning authorities, developers, relevant transport authorities, and neighbourhood planning organisations should agree what evaluation is needed in each instance.
- 2.10 The guidance states that TAs / TSs and TPs can positively contribute to encouraging sustainable travel, lessening traffic generation and its detrimental impacts and reducing carbon emissions and climate impact. In doing so they can create accessible, connected, inclusive communities with improved road safety, health and quality of life.
- 2.11 The guidance states that TAs / TSs and TPs should be proportionate to the size and scope of the proposed development, be tailored to particular local circumstances and be established at the earliest practicable possible stage of a development proposal.

Local Planning Guidance

- 2.12 National policy on transport and land use establishes broad policy objectives that reflect the Government's aspirations for integrating land development and transport. The role of local government is to develop strategies based on specific local social and spatial requirements, which deliver the national aspirations.
- 2.13 Local strategy with respect to land use and transport is articulated in statutory documents prepared by planning and highway authorities which, for this development, comprise:
1. Reading Borough Third Local Transport Plan 2011 – 2026 (April 2011);
 2. Reading Borough Local Development Framework: Adopted Core Strategy (revised January 2015);
 3. Reading Borough Local Development Framework: Revised Parking Standards and Design SPD (October 2011); and

4. Reading Borough Local Plan – Pre-Submission Draft (November 2017).

RBC Third Local Transport Plan 2011-2026 (April 2011)

- 2.14 The Third Local Transport Plan (LTP3) was adopted in April 2011 and covers the period up to 2026. This timeframe is consistent with RBC's Local Development Framework Core Strategy.
- 2.15 The strategic document details the transport objectives to support the Borough's vision of 'Connecting Reading' and further recognises wider issues signified by Reading's geographic position as a transport hub. These objectives carry on from the policies in LTP2 for 'Quality Travel for Reading', under which many transport schemes were developed and key targets achieved. The 'Connecting Reading' vision is outlined as follows:
- “Transport in Reading will better connect people to the places that they want to go: easily, swiftly, safely, sustainably and in comfort...whichever way you choose to travel...whether to work or education, to leisure or the services you need, our transport system will help you get there.”** (Paragraph 3.2).
- 2.16 It is noted that one of the achievements of the LPT2 was creating a coordinated approach with neighbouring administrative areas to heighten the provision of public transport to link Reading to surrounding areas outside of the Borough.
- 2.17 Paragraph 4.19 of the document highlights the Borough as an Air Quality Management Area (AQMA) due to the levels of NO₂, emphasising the importance of those residing in or travelling to the Borough to undertake sustainable modes of transport.
- 2.18 Paragraph 4.32 outlines that it will be of importance to the Council to continue promoting a comprehensive bus network across the Borough. New, low-floor vehicles have been introduced since the LPT2 and upgrading of several 'premier' routes, with satellite technology on several buses to allow real-time tracking. The routes through Caversham are included as a 'premier' route. Reading also has the highest use of PLUSBUS tickets than any other city in the UK, indicating the importance for train passengers to be able to interchange directly to buses. Studies show that there has been extensive use of this scheme by children travelling to school.
- 2.19 In relation to school travel, the LTP states that there has been a decrease in the number of cycling trips to primary schools between 2006-9, and an increase in the number of vehicular trips. This is an important challenge for RBC over the assessment time period of the LTP3. One of the area-wide opportunities outlined within the LTP3 Strategy Theme 'Inclusion' is to build on existing work with schools, to promote safety and healthy lifestyles through appropriate training and promotion of sustainable travel to school.
- 2.20 Proposed improvements surrounding Reading railway station that will encourage greater proportion of rail travel include:
1. Improving pedestrian and cycle routes around the station; and
 2. Increase the level of cycle parking at the station.

- 2.21 A section of the LTP3 is dedicated to the Northern Local Area Action Plan. Challenges relating to transport in the area are discussed in this section and are identified as the following:
1. Managing the high traffic volumes through the bottlenecks of Caversham and Reading Bridges over the River Thames and to provide buses across these strategic crossing points to improve journey times;
 2. Direct the high volume of HGVs that pass through Caversham to reach Reading through suitable routes in the area;
 3. Ensuring future developments have a minimal impact on the local transport network through effective travel planning; and
 4. Improving the connectivity over the River Thames to overcome the impact of severance, by providing more crossing points including the planned pedestrian and cycle bridge.
- 2.22 It is expected that the proportion of people walking and cycling in the Northern Area will increase as the proposed pedestrian and cycle bridge over the River Thames is built in conjunction with a larger network of walking and cycling routes.

RBC Local Development Framework: Core Strategy (revised January 2015)

- 2.23 The Core Strategy forms the most important planning document in Reading's Local Development Framework (LDF). The Strategy sets out a vision up to 2023 although, for the purposes of housing requirements and supply, housing provision is considered up to the year 2026. The document was originally adopted in January 2008 with alterations adopted in January 2015.
- 2.24 A relevant part of the Core Strategy's vision to the proposed planning application is as follows:
- “Reading’s communities will be sustainable and have good access to a range of local facilities, services (including healthcare and education), housing and employment.” (Paragraph 3.2)**
- 2.25 Paragraph 2.22 outlines that adjoining local authorities to Reading, namely South Oxfordshire, Wokingham and West Berkshire, are also currently responsible for producing LDFs. The three Berkshire authorities will liaise on challenges that span across the authoritarian boundaries to address matters simultaneously, to include transport issues.
- 2.26 Policy CS4 of the Strategy relates to the relative accessibility of sites that come forward for development. The policy states that the scale and density of development within the Borough will be related to its level of accessibility by walking, cycling and public transport to a range of services and facilities. Sites will be assessed in terms of their level of accessibility to a defined District or Local Centre with a good range of facilities by pedestrian routes, and to a bus stop served by a strategic bus service.
- 2.27 The document defines a good level of accessibility as being within 400 metres of a defined centre with a good range of facilities by pedestrian routes, and within 400 metres by pedestrian routes of a bus stop served by a service with a frequency of better than one bus every 20 minutes in each direction within daytime hours (07:00-19:00).

- 2.28 The role of the LDF will be in implementing the objectives from RBC's LTP3 (2011-2026) as previously discussed. This will be achieved through the promotion of travel plans and connections from a new development via sustainable transport modes and if necessary ensuring that the development contributes towards infrastructure provision.
- 2.29 Policy CS22: Transport Assessments indicates that planning permission will not be granted unless development proposals 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. Policy CS23 further states the implementation of agreed travel plans which outline safe routes to school will help achieve planning permission for new educational facilities.
- 2.30 Policy CS31: Additional and Existing Community Facilities should be considered when examining the proposed planning application for The Heights Primary School:
- “Proposals for new, extended or improved community facilities will be acceptable, particularly where this will involve co-location of facilities on a single site. Community facilities should be located where there is a choice of means of travel (including walking and cycling) and in existing centres where possible.”**
- 2.31 RBC will generally encourage proposals that would increase the range of community facilities serving Reading's communities, as long as there would not be significant adverse impacts on the amenity or character of surrounding areas.
- RBC Local Development Framework: Revised Parking Standards and Design SPD (October 2011)***
- 2.32 This Supplementary Planning Document (SPD) forms part of the adopted LDF for Reading Borough, covering the period between 2008 and 2026. The adopted parking standards reflect the overarching policies that underline RBC's LTP3.
- 2.33 The borough of Reading is divided into several different land uses and densities, and thus a zonal approach has been adopted to ascertain parking strategies. A control over the level of parking in the area can help alter travel patterns in the Borough, which when combined with a stronger level of public transport provision, walking and cycling routes can significantly reduce car usage. The principal of the zonal system for parking standards is that developments located close to public transport and local centres will require less parking than equivalent developments in less sustainable areas of the Borough.
- 2.34 The proposed site falls into Zone 2, the Primary Core Area. This has been identified for the site as it is located within a 2 kilometre walking distance from the centre of Reading, and is well served by public transport, and has wide and safe footways with some dedicated or shared cycle ways.
- 2.35 **Table 2.1** outlines the maximum car parking and minimum cycle parking standards for educational facilities across Zone 2.

Table 2.1: Zone 2 Car and Cycle Parking Standards

Land Use	Maximum Car Parking Standards - Zone 2	Minimum Cycle Parking Standards - Zone 2
D1 Primary Education	1 per 2 FTE staff, 1 drop off space per 10 pupils	1 space per 5 FTE staff and 1 space per 15 pupils (years 1-3) and 1 space per 10 pupils (years 4-6)

Source: Supplementary Planning Document: Revised Parking Standards and Design Final (October 2011)

- 2.36 Section 5 denotes that cycle parking should be conveniently located to the proposed site and the storage facilities should be easy to use so that the bicycle can be secured easily and quickly. Cycle parking areas should also be located in well-lit areas adjacent to the development with a CCTV security system.

Reading Borough Local Plan – Pre-Submission Draft (November 2017)

- 2.37 RBC is currently producing a new Local Plan which will replace the current development plans (the Core Strategy, Reading Central Area Action Plan and Sites and Detailed Policies Document) with a new plan setting out how Reading will develop up to 2036. The pre-submission draft document is the version that the Council intend to submit for approval to the Secretary of State.

- 2.38 Objectives for the Local Plan include the following related to accessibility and transport:

- **“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.”**

- 2.39 Policy TR3: Access, Traffic and Highway-related Matters states that 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.”**

2.40 Policy TR5: Car and Cycle Parking and Electric Vehicle Charging states that development within the borough should provide car and cycle parking that is appropriate to the accessibility of locations to sustainable transport facilities, particularly public transport. Furthermore it is stated that development should make the following provision for electric vehicle 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.”

Summary

2.41 To summarise, the proposed development will be assessed against the following policies:

1. *NPPF*: access by sustainable modes, safe and suitable access for all and the severity of the development's impact;
2. *PPG*: preparation of transport reports together with local transport authorities;
3. Accessibility by sustainable transport in line with Reading Borough LTP3, Reading Borough Adopted Core Strategy and the Reading Borough Draft Local Plan; and
4. Consideration will be given to car and cycle parking set out in *LDF SPD: Revised Parking Standards and Design Final*.

3 EXISTING SITUATION

Introduction

- 3.1 This section describes the existing site, its use and the local road network in terms of access for pedestrians, cyclists, public transport users and vehicles.

Site Description

- 3.2 The site is located in Caversham, which is located to the north of Reading Town Centre. The site itself is located to the north of Gosbrook Road and is depicted in **Figure 1**.
- 3.3 Currently the site is host temporarily to The Heights Primary School which opened in September 2014. The current primary school has 225 pupils and approximately 25 full-time equivalent (FTE) staff.
- 3.4 In January 2014, a Certificate of Lawful Use (CLEUD) as a children's nursery school (use class D1), the sites former permanent use, was granted for the site.

Site Surroundings

- 3.5 The site is bound to the west by a footpath routing south / north between Gosbrook Road and Falkland Road, to the north and northeast by recreational areas, and to the southeast by residential flats and an associated car park area. The site is located to the north of the B3345 Gosbrook Road.
- 3.6 The site is accessed from Gosbrook Road via an unnamed access road. This access road serves the existing temporary school buildings for The Heights Primary School and the existing block of flats known as Elizabeth House. The access road forms a loop around the block of flats, forming two priority junctions with Gosbrook Road. The access road is a single carriageway lane.
- 3.7 The existing residential car park area is located to the southeast of the school building and is accessed from the unnamed road. A turning circle arrangement is provided alongside the parking to allow vehicles to turn around and exit to Gosbrook Road via the eastern access.
- 3.8 The site can also be accessed from Falkland Road and South View Avenue via footpaths that provide a connection from the north.

Pedestrian Movements

- 3.9 Walking is widely regarded as the most sustainable form of transport and is considered appropriate for journeys up to 2.5 kilometres (30 minutes) in length. Furthermore, walking is particularly suited as an alternative to car trips of under 2 kilometres (25 minutes) and capable of integration with all forms of transport for journeys further afield.
- 3.10 To enable an assessment of the viability of walking as a realistic mode for trips to and from the school site it is appropriate to establish the maximum distance that people are generally prepared to walk and the destinations that exist within these distances.

- 3.11 The Institute of Highways and Transport (IHT) publication 'Providing for Journeys on Foot' (2000) suggests acceptable walking distances for various for walking to school or workplace, as set out in **Table 3.1**.

Table 3.1: Acceptable Walking Distances for Commuting / School

Definition	Distance (metres)
Desirable	500
Acceptable	1,000
Preferred Maximum	2,000

Source: Providing for Journeys on Foot (IHT, 2000)

- 3.12 The 'Living Streets' website (www.livingstreets.org.uk) suggests that primary school children should be able to walk 20 minutes (1,600 metres) to and from school.
- 3.13 The catchment area, with the exception of the north-western area (north of Richmond Road) is within the preferred maximum walking distance of the temporary site. The southern area (south of The Mount) is within 20 minutes (1,600 metres) walk of the site. Walking therefore presents an option for pupils travelling to the temporary school site.
- 3.14 The main existing pedestrian entrance to the school is via a footpath from Westfields Recreation Ground located immediately to the west of the school as shown in **Photograph 3.1**. Connections to this footpath are available from Gosbrook Road to the south, Falkland Road to the north and South View Avenue to the northeast.
- 3.15 A footpath from Westfield Road links across the Westfield Road Playground to meet Gosbrook Road, immediately west of the access road which leads to the site. There is also a footpath linking South Street to Westfield Road, giving parents the opportunity of parking within the Chester Street / St Martins Precinct / Waitrose car parks within central Caversham.

Photograph 3.1: Park Pedestrian Access



- 3.16 The local roads that surround the site are provided with footways and crossings at regular intervals. Similarly the roads within the school catchment area are also provided with good pedestrian facilities with footways and pedestrian crossings.

- 3.17 The following pedestrian facilities are provided along the walking route from the catchment area to the temporary site off Gosbrook Road:
1. St Peters Hill / Church Street / Bridge Street signalised junction – all arms are provided with informal crossings with pedestrian refuges and dropped kerbs;
 2. Church Street – puffin crossings are provided in the vicinity of the Esso petrol station and in proximity to Caversham Library;
 3. The Church Street / Prospect Street / Gosbrook Road mini-roundabout benefits from informal pedestrian crossings on the Church Street, Prospect Street and Archway arms with tactile paving and dropped kerbs. Church Street and Prospect Street are also provided with pedestrian refuges; and
 4. A puffin crossing along Gosbrook Road is provided opposite Westfield Road Playground.
- 3.18 Furthermore, at the Gosbrook Road / George Street junction to the east of the site, pedestrian crossings are provided on the Gosbrook Road (West) and George Street arms.
- 3.19 To access the residential area south of the site, the pedestrian footways along Gosbrook Road can be used as a safe walking route, as shown in **Photograph 3.2**. The majority of the local roads in this residential area are provided with streetlit footways, including Wolsey Road, which connects with the Thames Path and Christchurch Meadows open space.
- 3.20 Christchurch Meadows are located south of Gosbrook Road and west of George Street, immediately opposite the proposed site access. There is a shared-use foot and cycle path on the eastern side of the park which leads towards the River Thames.

Photograph 3.2: Gosbrook Road



- 3.21 To access Reading town centre from the site, George Street offers footway provision along its entire length, and a segregated footway is provided along the A329 Vastern Road through the railway underpass to link up with the Forbury Road roundabout. The pedestrianised section of Reading town centre can be accessed from Forbury Road. Controlled pedestrian crossings are provided on all arms of the Forbury Roundabout.
- 3.22 The range of local pedestrian facilities in the area immediately surrounding the site should enable parents to walk their children to school. It is further anticipated that existing and new staff members will adopt sustainable methods of transportation to/from work.

Cyclist Movements

- 3.23 As with walking, cycling also has the potential to substitute for short car trips, further facilitating sustainable travel. Cycling is particularly suitable for trips under five kilometres and trips of 30-40 minutes are also considered acceptable for commuting purposes. Cycling can link to public transport facilitating sustainable journeys further afield.
- 3.24 Cycling is a suitable alternative to replace car trips for journeys, particularly those under five kilometres. The catchment area is within five kilometres of the temporary school site and therefore cycling presents an opportunity for travel to/from school.
- 3.25 There are various local cycle routes in and around Caversham and the north Reading area. **Appendix 4** identifies a network of Reading cycle routes. This map shows that streets within the catchment area and the temporary site are designated as linking routes to National Cycle Routes and town centre routes.
- 3.26 National Cycle Route 5 (NCR 5) passes close to the site as part of the Thames Path, routing between Reading and Oxford as the Thames Valley section. It is possible to join the Thames Path via the traffic-free shared-use foot and cycle path opposite the proposed site access through Christchurch Meadows.
- 3.27 NCR 4 can be accessed approximately 2.5 kilometres southeast of the site via NCR 5. NCR 4 routes in a southwest direction following the towpath of the River Kennet. In the opposite direction the Route travels adjacent to the River Thames and the A4 towards Twyford and Maidenhead.
- 3.28 Regional Route 41 (R41) passes along Hemden Road to the west of the site and R4 passes along Star Road, a section of Gosbrook Road and Mill Road to the east of the site. Both Regional Routes traverse through Christchurch Meadows connecting to Reading town centre to the south, and the residential areas in Caversham to the north.
- 3.29 The current temporary school premises as pictured in **Photograph 3.3** have racks for 30 bikes scooters which are well used and locations have been identified for expansion of the cycle parking.

Photograph 3.3: Existing Bike Stands



Public Transport

- 3.30 The site is in an excellent location to take full advantage of public transport facilities as demonstrated below.

Bus

- 3.31 The nearest bus stops to the site are located along Gosbrook Road. The eastbound stop, shown in **Photograph 3.4** is located approximately 60 metres to the west of the main site access, adjacent to the recreational open space (a minute walk). The westbound stop is located circa 70 metres east of the site access (one minute walk).

Photograph 3.4: Eastbound Gosbrook Road Bus Stop



- 3.32 Both bus stops take the form of a flag and pole, with a shelter, covered seating and detailed timetable information. Street lighting is also provided along this stretch of Gosbrook Road.

- 3.33 The bus routes that serve these stops (routes Pink 25 and 27/29) are operated by Reading Buses. Additionally, Arriva bus route 800 and the Carousel bus route X80 serve the stops on Gosbrook Road.
- 3.34 The catchment area is served by Reading Bus service Red 22 and Thames Travel bus service X39/40. The Red 22 route serves the bus stop on Church Street (adjacent to the Esso petrol station) and the bus stop on Hemdean Road (immediately north of the junction with Church Street), while the X39/40 route serves the bus stops on Bridge Street (A4155). These bus stops are located within 700 metres of the site (maximum 9 minute walk time). This distance is deemed to be 'acceptable' by IHT for walking to school. Therefore, pupils travelling from the catchment area to the temporary site are able to travel by bus for the whole length of the journey (by changing services) or by a combination of bus and foot.
- 3.35 It is also noted that the Reading Bus services Pink 23 and Pink 24 can be accessed from the aforementioned stops on Church Street / Hemdean Road and further stops located on George Street within 400 metres of the site.
- 3.36 A network map for the local bus services is attached at **Appendix 5**.
- 3.37 A summary of the above bus services is provided in **Table 3.2**.

Table 3.2: Local Bus Services

Service	Nearest Stop	Route	Weekday Frequency (buses per hour)		
			AM Peak	Off Peak	PM Peak
Pink 23	Hemdean Rd (S/B), George St (N/B)	Central Reading – Caversham Park – Emmer Green	3	3	1
Pink 24	Church St (E/B), George St (S/B)	Central Reading – Emmer Green – Caversham Park	2	3	2
Pink 25	Gosbrook Rd (W/B, E/B)	Central Reading – Reading Station North – Peppard Common	1	2	2
27 / 29	Gosbrook Rd (W/B, E/B)	Central Reading – Lower Caversham	2	1	1
Red 22	Church St (E/B), Hemdean Rd (S/B)	Chalfont Way – Central Reading – Caversham Heights	2	1	2
X39 / X40	Bridge St (N/B, S/B)	Oxford – Wallingford – Reading	2	2	2
800	Gosbrook Rd (W/B, E/B)	Central Reading – Caversham – Marlow – High Wycombe	2	2	2
X80	Gosbrook Rd (W/B, E/B)	Central Reading – Caversham – Henley-on-Thames – High Wycombe	1	1	1

Source: Reading Buses, Arriva, Carousel and Thames Travel (accessed March 2018)

- 3.38 **Table 3.2** illustrates that there are up to 15 regular services operating within the school's morning and evening peak hours to transport pupils and staff to the surrounding Greater Reading area.
- 3.39 Two of the services (Red 22 and X39/X40) serve the main catchment area of the school. It is also of note that all of the above services travel directly to or near to Reading railway station, promoting the possibility of undertaking combined bus and rail services as part of journey to/from the site, in particular for staff members.

Rail

- 3.40 The nearest railway station to the site is Reading, located approximately 1.2 kilometres from the proposed site access. It can be accessed via the northern station access from Trooper Potts Way off the A329 Vastern Road / B3345 roundabout junction. It is therefore considered to be within a reasonable walking, cycling or bus journey from the proposed site and therefore could realistically form part of a multi-modal journey to / from the school.
- 3.41 Reading railway station is the second busiest railway interchange in England outside London and caters for approximately 15 million passengers per year. It forms a national hub with rail services operated by Greater Western Railway (GWR), South Western Railway and Cross Country providing connections to all UK mainland destinations.
- 3.42 Reading railway station is provided with two ReadyBike cycle hire stations, containing a total of 26 cycle docking stations (of which 14 are located on the northern side of the station). There is also provision of safe, covered cycle storage for 344 private bikes outside the station and in the car parks, facilitating combined transportation movements of rail and cycling to/from the site.
- 3.43 It is expected that those accessing the proposed primary school will be making trips to/from Caversham area and neighbouring settlements within the Thames Valley area. It is possible that teaching staff will undertake journeys to the site from further afield. **Table 3.3** therefore only details the timetable and frequencies of rail services from Reading to destinations in the Thames Valley and neighbouring county settlements.

Table 3.3: Rail Services from Reading Railway Station

Destination	Weekday Frequency (trains per hour)		
	AM Peak	Off Peak	PM Peak
Oxford	5 per hour	4 per hour	5 per hour
Basingstoke	4 per hour	3 per hour	3 per hour
Guildford	3 per hour	2 per hour	2 per hour
Winchester	2 per hour	2 per hour	2 per hour
London Paddington	13 per hour	11 per hour	12 per hour
Swindon	4 per hour	4 per hour	5 per hour
Didcot Parkway	5 per hour	5 per hour	5 per hour
Bristol Parkway	2 per hour	2 per hour	2 per hour
Birmingham New Street	2 per hour	2 per hour	2 per hour
Theale	2 per hour	2 per hour	2 per hour
Slough	5 per hour	6 per hour	6 per hour
Twyford	6 per hour	4 per hour	4 per hour
M Maidenhead	6 per hour	4 per hour	4 per hour
Wokingham	5 per hour	4 per hour	4 per hour

Source: National Rail (accessed March 2018)

- 3.44 It is evident from **Table 3.3** that staff can reach Reading via rail services from a wide range of major settlements in Berkshire, Wiltshire, Surrey, Hampshire, Oxfordshire and Greater London. Reading Bus services 2, 23 and 29 provide a convenient connection from the railway station to Gosbrook Road. The distance of 1.2 kilometres between the site and Reading railway station further promotes rail travel as a feasible alternative to vehicular trips.
- 3.45 Reading also promotes PLUSBUS in its surrounding area, including Caversham. This offers discounted fares on bus passes when bought in conjunction with train tickets for services to/from Reading and Reading West railway stations. This is an ideal solution for keeping train and bus tickets together in one transaction, and can be used on all of the six aforementioned bus routes.

Car Parking

- 3.46 Staff car parking for the school is provided for within the St. Anne's Church car park.

Local Car Parks

- 3.47 Local car parks within a short walking distance of the site present the opportunity to parking and walk to the school.
- 3.48 St Anne's Church car park provides car parking for the staff of The Heights Primary School. It is located to the northeast of the site and is a circa 200 metre (3 minute) walk via the path shown in **Photograph 3.5**. At present this is used by 100% of the staff who drive. Parents are not permitted to use this car park, preferring to use the locations detailed below to park.

Photograph 3.5: Footpath from the Saint Anne's Church Car Park



- 3.49 Chester Street car park is located 700 metres (9 minute walk) from the site and can be accessed via the pedestrian link from South Street to Westfield Road. The car park provides 60 spaces and is free for the first 30 minutes.
- 3.50 The Waitrose car park and St Martins Precinct car parks are located side by side on Archway Road, 550 metres from the site (7 minute walk). These car parks can also be accessed via the pedestrian link from South Street to Westfield Road. The Waitrose car park offers free parking with a maximum 2-hour limit, while the St Martins Precinct car park also offers free parking with a maximum 3-hour limit.
- 3.51 Given the walking distances from these car parks and the free parking on offer, some of those travelling to the school currently use these combined modes of travel to and from the site. Waitrose and St Martin Precinct car parks also offer the potential for limited trips with shopping.

Highway Network

- 3.52 The local highway network surrounding the site is highlighted on **Figure 1**.
- 3.53 The site is accessed via a single lane road from Gosbrook Road, taking the form of a priority 'T' junction. It forms the eastern arm of a mini roundabout junction to the west of the site with Prospect Street and A5155 Church Street. Gosbrook Road extends to the east to join Star Road as a priority 'T' junction.
- 3.54 The length of Gosbrook Road has street lighting commensurate with the area and footway provision on both sides of the road. It is subject to a 30mph restricted speed limit. On-street parking is restricted to short stay or permit parking in vicinity to the site.

- 3.55 The A4155 Church Street passes through Caversham Town Centre, is subject to traffic calming measures and is provided with controlled pedestrian crossings. The A4155 travels in a southern direction over the River Thames as Bridge Street, which is a dual carriageway. The A4155 then continues in the south-eastern direction as Caversham Road, which links to the A329 dual carriageway to bypass the west of Reading town centre. The A329 forms a signal controlled junction with the A33 to the southwest of the town centre.
- 3.56 The A33 is a strategic route from Reading as it provides access to Junction 11 of the M4 approximately 5 kilometres to the south of Reading, connecting the area to settlements including Maidenhead, Slough, Newbury and Swindon.
- 3.57 To the east of the site, B3345 George Street forms a signal controlled priority junction with Gosbrook Road. B3345 George Street crosses the River Thames and forms a roundabout with A329 Vastern Road at the north eastern edge of Reading town centre.
- 3.58 As previously mentioned, Gosbrook Road forms a three-arm mini roundabout junction with A4155 Church Street and A4155 Prospect Street. A4155 Prospect Street travels along a southwest / north-east alignment through north Caversham to areas in the east including Shiplake, Henley-on-Thames and Marlow. Within the Caversham area Prospect Street is a single carriageway, with footways on either side and street lighting.
- 3.59 Immediately to the east of the Gosbrook Road / Prospect Street / Church Street mini-roundabout junction, another mini-roundabout junction is formed where South Street and Archway Road meet Gosbrook Road, forming a double mini-roundabout.
- 3.60 The A4074 St Peters Hill forms a signal controlled junction with A4155 Church Street approximately 300 metres west of the Gosbrook Road / Church Street / Prospect Street mini roundabout junction. The A4074 travels northwest to connect Caversham and Reading area to South Oxfordshire settlements.
- 3.61 Local residential streets surrounding the site are subject to parking restrictions as follows:
1. Parking restrictions on Westfield Road comprise single yellow lines to denote a clearway between 09:00 to 17:30 hours on Monday to Saturday with parking permitted for permit holders;
 2. Parking on Falkland Road is restricted to short stay (2 hours only) and permit holders between 09:00 to 17:30 hours on Monday to Friday;
 3. Short lengths of South View Avenue and Washington Road are subject to a 'School Keep Clear' marking denoting no stopping between 08:00 and 17:00 hours given the presence of St Anne's School; and
 4. Lay-by on Gosbrook Road outside Elizabeth House – parking is restricted to short stay (2 hours only) between the hours of 08:00 and 18:30 from Mondays to Saturdays.

Traffic Flows

- 3.62 During pre-application discussions with RBC for the initial planning consent, it was agreed that the following junctions will be assessed as part of the Transport Assessment:
1. Gosbrook Road / George Street signal controlled junction;

2. Gosbrook Road / Prospect Street / Church Street / South Street / Archway Road double mini-roundabout junction; and
3. Church Street / St Peters Hill / Bridge Street signal controlled junction.

3.63 New Manual Turning Counts and queue length surveys were carried out at the above junctions on Tuesday 13 March 2018 between the hours of 07:00 to 10:00 and 16:00 to 19:00. A copy of the survey results can be found at **Appendix 6**.

3.64 Traffic flows during the peak hours of the proposed use are shown in **Figure 2** for the morning peak hour (08:30 to 09:30) and in **Figure 3** for the afternoon peak hour (16:00 to 17:00).

Existing Mode Split

3.65 A travel survey undertaken by the school in March 2018 indicated that just 41 of the 160 pupils surveyed (25.6%) and 17 of the 21 staff (81%) were driven or drove to school. The sample which represented 71% of pupils and 84% of the staff reported that pupils and staff used the following modes by the proportions shown in **Charts 3.1** and **3.2**.

Chart 3.1: Observed Pupil Modal Split

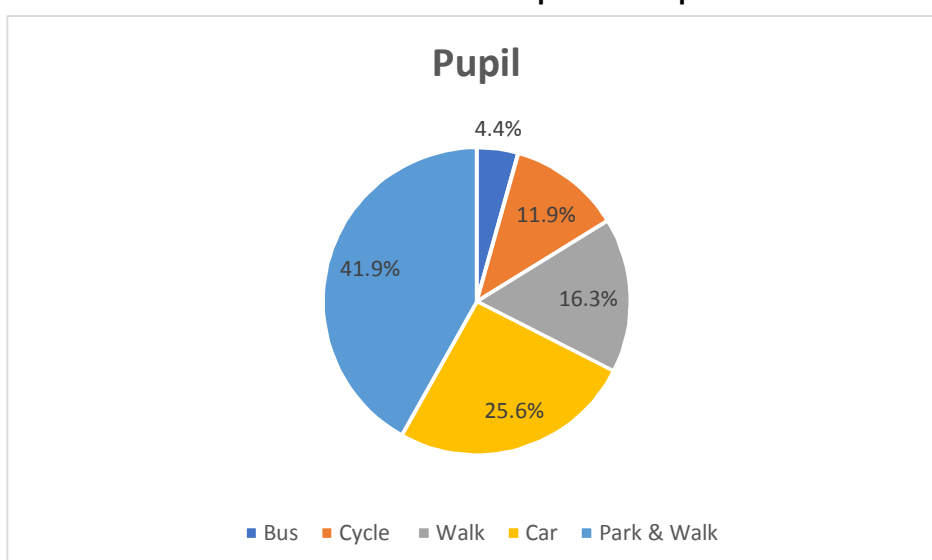
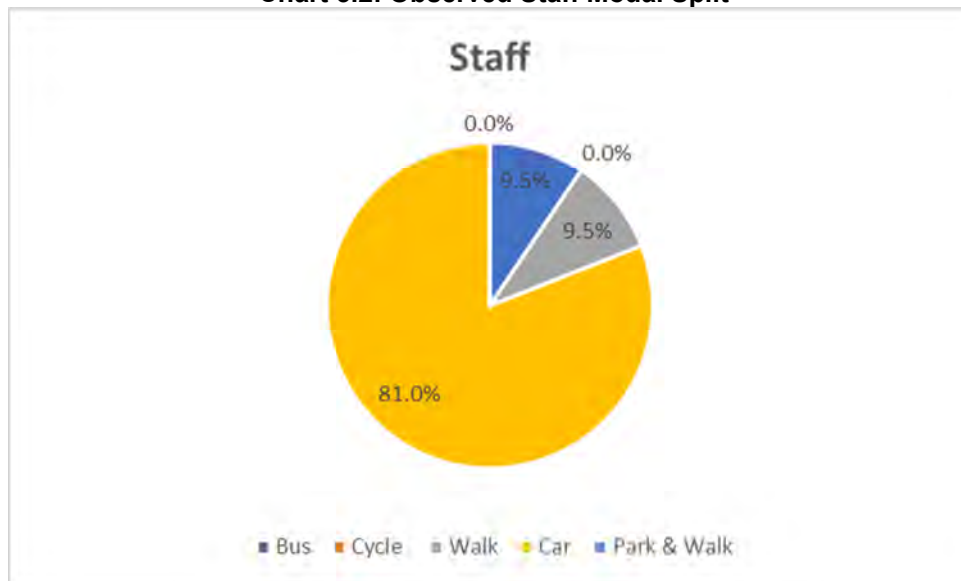


Chart 3.2: Observed Staff Modal Split



Road Safety

- 3.66 Personal Injury Accident (PIA) data has been obtained from Wokingham Borough Council for the most recent three year period available, from 1 December 2014 to 30 November 2017. The study area incorporates the highway network within the vicinity of the site including Gosbrook Road between the mini roundabout junction with Prospect Street / A4155 Church Street and the signal controlled junction with George Street. It also comprises the entire length of Falkland Road, Westfield Road, and Cromwell Road, inclusive of their respective junctions with Prospect Street.
- 3.67 The study area is consistent with that agreed with RBC during pre-application discussions for the 2014 assessment. The full PIA data, including a location plan of the PIAs within the study area, can be found in **Appendix 7**.
- 3.68 As can be seen from the data in **Appendix 7**, 11 accidents occurred during this period within the study area. 10 of these were classified as slight, and one was serious. There were no fatalities.
- 3.69 The serious accident is located on Gosbrook Road, approximately 90 metres west of its junction with George Street. This occurred when a pedestrian (14 years old) walked into the path of a car travelling southeast, and was the result of the pedestrian failing to look properly and/or failing to judge the vehicles path or speed.
- 3.70 Of the remaining 10 slight accidents, there were three that involved pedestrians, including one that involved a child. Two further accidents involved cyclists.
- 3.71 The slight accident that involved a child occurred at the Gosbrook Road junction with George Street, and was the result of a pedestrian (4 years of age) waiting to cross road southbound at a crossing and was struck by a vehicle reversing from a private drive. This was the result of the driver failing to look properly.

- 3.72 Another slight accident involving a pedestrian occurred on Gosbrook Road approximately 40 metres to the east of Patrick Road, and was the result of a pedestrian being struck by a car after crossing from behind stationary vehicles. The contributing factors are shown to be both parties failing to look properly.
- 3.73 The remaining slight accident involving a pedestrian occurred at the junction between Gosbrook Road and Archway Road. This was the result HGV turning left into Archway Road failing to look properly and colliding with a pedestrian crossing the road, who also failed to look properly.
- 3.74 A slight incident involving a cyclist occurred when a car turning right at the Prospect / Church Street roundabout failed to give way and collided with pedal cycle going ahead from west to east. This was due to the car failing to look properly.
- 3.75 The other slight accident involved a cyclist close to the pedestrian crossing on Gosbrook Road. A pedal cyclist (16 years old) travelling westbound on footway then entered the carriageway, and collided with a westbound car. A possible contributing factor to this accident is shown to be the cyclist failing to look properly.
- 3.76 The remaining five slight accidents involved vehicles only, and do not contribute to any clusters of accidents. The contributing factor in all of these accidents was driver error.
- 3.77 Having examined the most recent three-year accident period for accidents that have occurred around the site, no significant patterns of accidents or accident clusters have been identified that indicate an inherent road safety issue in the locality or that would be exacerbated by the proposals.

Summary

- 3.78 This section has demonstrated that the school is located in a sustainable and accessible location for all modes of transport, with a variety of bus links to a range of locations including interchanges with rail services. Various residential areas and facilities are within the recommended maximum walking distance of the school site, with further residential areas within recommended maximum cycle distance.
- 3.79 The school site is in a location that provides access to a number of modes of travel that encourages and will continue to encourage travel by sustainable modes in compliance with national and local policy objectives. This has been demonstrated by the travel surveys of current pupils and staff at the temporary school.

4 DEVELOPMENT PROPOSALS

Introduction

- 4.1 This section describes the proposal for the provision of additional modular units to the existing temporary accommodation for The Heights Primary School, Caversham to provide additional teaching space, the proposed use of the site, car parking arrangements and considers access and servicing, construction traffic and the Travel Plan.

Development Proposal

- 4.2 The Heights Primary School is a free school developed as part of the government Free School Initiative which opened in September 2014. The catchment area for the school has been devised in partnership with Reading Borough Council (RBC) to serve the community of Caversham Heights and Mapledurham.
- 4.3 The Heights Primary School was set up to meet the shortage of school places (in excess of 90 places in its opening year) in north Reading. Primary schools located in north Reading continue to be oversubscribed.
- 4.4 Extensive consultation has been undertaken with the community to evaluate the most appropriate long-term home for the school and a thorough review of in excess of 40 sites has been made. Whilst planning permission is being sort for a permanent site, The Heights Primary School has agreed terms with RBC for the continued temporary use of 82 Gosbrook Road in Caversham for a further two academic years up to and including the 2019 / 2020 academic year.
- 4.5 The development proposal comprises the addition of six classrooms at the temporary site within a two-storey block; four of which will provide for additional pupil places, one will be used as a studio and one will provide a staff room.
- 4.6 The existing and proposed site layout plans are attached at **Appendix 1**.

School Operation

- 4.7 The Heights Primary School currently accommodates 225 pupils aged 4 – 11 years old. It is envisaged that the school will grow organically to its total capacity of 325 pupils by September 2019, thus there will be 275 pupils in the 2018/19 academic year, and a further increase of 50 pupils in 2019/20 to provide a total of 325 pupil places.
- 4.8 The school will therefore grow by two classes per year (with a maximum of 25 pupils per class) over the next two school years, representing a total of 100 additional pupil places.
- 4.9 The school currently employs 25 FTE members of staff. 13 teaching and admin staff arriving from 7:30am and departing between 4pm and 7pm, depending upon activities. 12 non-teaching and admin staff arrive from 8am and depart between 3pm and 5pm, depending upon activities. Of these employees 11 of the teaching staff and admin staff and 10 of the non-teaching staff drive to the temporary school, parking in the nearby St Anne's Street Car Park. It is anticipated that the number of FTE staff will increase to approximately 32.5 in year 2019/20.

4.10 It is acknowledged that the temporary site is located outside the catchment area and therefore parents current and future will have to make arrangements to transport their children to school for a period of two years. Therefore, The Heights Primary School offers out of hours support and flexible drop off times for convenience, as follows:

1. 07:30 to 08:45 hrs: Breakfast Club with flexible drop off time;
2. 08:45 to 09:15 hrs: Flexible drop off time;
3. 09:15 to 15:30 hrs: School Day;
4. 15:30 to 18:00 hrs: After School Club with a programme of after school activities running to 16:30 hours.

Location of Students

4.11 The admissions criteria for The Heights Primary School follows Reading Borough Council's admission policies closely, and applications for pupil spaces are administered by RBC to give priority to children living within the school catchment area.

4.12 The approximate locations of the existing 225 pupils and the prospective pupils for the September 2018 intake are shown in **Figures 4a and 4b**.

4.13 **Figure 4a** shows that 221 of the current 225 pupils are located to the north of the River Thames, the majority of which are located in the schools traditional catchment area. All of these students live within 'acceptable' walking distance (within two kilometres) or cycling distance (five kilometres). Of the 4 students that live south of the River Thames, one is also within 'desirable' walking distance (within two kilometres) and the remaining 3 are within the 'acceptable' cycling distance (five kilometres).

4.14 As indicated previously a travel survey undertaken in March 2018 indicated that 108 of the 160 pupils surveyed (68%) and 17 of the 21 staff (81%) were driven or drove to school. The sample which represented 71% of pupils and 84% of the staff reported that pupils and staff used the following modes by the proportions shown in **Charts 3.1 and 3.2** in Section 3 of this TA.

4.15 **Figure 4b** shows that all 50 prospective students live within 'acceptable' walking distance (within two kilometres) or cycling distance (five kilometres) of the site.

4.16 **Table 4.1** shows the typical enrolment of the Breakfast and After School Clubs based on the survey of existing pupils driven to school.

Table 4.1: Results of Travel Survey – Enrolment of Breakfast and After School Clubs

Day	Monday	Tuesday	Wednesday	Thursday	Friday	Average
Breakfast	17	27	25	22	6	19
After School	32	30	29	29	3	25
Proportion of Total Pupils (breakfast)	16%	25%	23%	20%	6%	18%
Proportion of Total Pupils (After school)	30%	28%	27%	27%	3%	23%

Source: The Heights Primary School

- 4.17 The survey results show that on average, it is expected that by September 2019 59 pupils (18% of the total pupils) will be enrolled in breakfast club and 75 pupils (23% of the total pupils) will be enrolled in after school club.

Access

- 4.18 Vehicular access to the site is accessed from Gosbrook Road via an unnamed access road. This access road serves the existing block of flats known as Queen Anne's House. The access road is a single carriageway lane forming a loop around the block of flats, forming two priority junctions with Gosbrook Road, south and southeast of the site.
- 4.19 The existing residential car park area is located to the southeast of the school and is accessed from the unnamed road. A turning circle arrangement is provided alongside the parking to allow vehicles to turn around and exit to Gosbrook Road via the western access.
- 4.20 The existing vehicular access arrangements to the site will not change given the current proposals. The access is used by service vehicles only given its narrow nature, which does not permit two vehicles to pass. Parents and staff who drive use the nearby car parks previously outlined in Section 3, as well as local residential roads.
- 4.21 As noted, the site can also be accessed from Falkland Road and South View Avenue via footpaths, which provide a connection from the north. The main pedestrian access to the school is located along the eastern edge of the Westfields Recreation Ground located to the west of the school.

Servicing

- 4.22 Servicing is mainly limited to refuse vehicles, which are existing movements on the network already accessing the site, and vehicles delivering school supplies. Service vehicles access the site from Gosbrook Road. It is proposed that access for service vehicles would continue in accordance with the existing arrangements.

Parking

- 4.23 It is important that the temporary school site provides a safe and enjoyable environment for the pupils. The layout of the site is therefore sympathetic towards the needs of the school combined with the transport requirements.
- 4.24 When the site was formerly occupied by Caversham Nursery and now by the temporary school, long stay car parking has not been provided for staff or drop off / pick up, which is a material planning consideration for the current proposals.
- 4.25 The site is subject to various constraints, including its size, valuable trees within the site which need to be retained and the access road is narrow and therefore not suitable for two-way traffic. Hence there is no existing on-site car parking with drop off for staff / parents with accessible needs only with prior permission.
- 4.26 Staff parking is currently accommodated within the St Anne's Church car park (**Photograph 4.1**) located off South View Avenue and this arrangement is proposed to continue.

Photograph 4.1: St Anne's Church Car Park



- 4.27 Drop off and pick up parking will be accommodated off site at a range of locations as follows:
1. Local car parks – Waitrose car park (Archway Road), St Martins Precinct car park (Archway Road) and Chester Street car park are used for parking and parents walk their children from these locations to the school site; and
 2. Local roads – Hemdean Road, Cromwell Road, Patrick Road and Elliot's Way are used for on-street parking and parents walk their children from these locations to the school site.
- 4.28 The use of St Anne's Church car park, which has 42 spaces (including four disabled spaces), has been agreed with St Anne's Church and the head teacher of St Anne's Catholic Primary School.
- 4.29 A car parking management plan has been prepared in order to determine the most appropriate use of the St Anne's Church car park and considers how best to use the car park to meet the needs of The Heights Primary School and St Anne's Catholic Primary School who also use it. The use of St Anne's Church car park is limited to staff only.
- 4.30 Although short stay parking is available on the surrounding streets, the car parking management plan will seek to discourage parents from doing so.
- 4.31 Currently 100% of the staff use the St Anne's car park and parents prefer to use the Chester Street (12.9%) and Waitrose (27.4%) car parks and 33.1% park on Cromwell Road, while 26.7% park elsewhere. It is envisaged that the some of the parental trips will be linked journeys (combining shopping and drop off).
- 4.32 A number of parents also park further away from the site and walk their children to school as this encourages walking at a young age and avoids congestion near the school. Their journeys may become wholly sustainable as they grow up and are able to walk longer distances.

- 4.33 As pictured previously in **Photograph 3.3** the current temporary school premises has racks for 30 bicycles / scooters, which are well used and locations have been identified for further expansion of cycle parking. RBC recommend that for a D1 Primary School use that 1 space per 5 FTE staff, 1 space per 15 pupils (years 1-3) and 1 space per 10 pupils (years 4-6) are provided; this equates to a minimum requirement for 32 cycle / scooter parking spaces. Cycle parking provision will be increased to a minimum of 32 cycle / scooter parking spaces in accordance with the RBC policy requirement.

Construction

- 4.34 Whilst details of the construction of the site are yet to be finalised, given that this is a modular expansion of an existing temporary school, it is unlikely that the construction of the site will generate significant vehicle trips. All construction traffic, however, will follow the routes previously agreed with RBC during the construction of the main temporary school premises.

Travel Plan

- 4.35 A Travel Plan (RPS Report Reference: JNY8221-02b) has been implemented by the school and this has been updated to reflect the additional proposed development and the latest modal split data from the school and has been submitted with the planning application (RPS Report Reference JNY9556-02). The plan forms an update of that previously agreed and encourages pupils and staff to travel to the temporary site by sustainable modes thereby helping to minimise the traffic generation of the school.
- 4.36 Through active implementation of the existing Travel Plan, the school has recently achieved a ModalShift STARS bronze award, being the first and currently the only school in reading to achieve this national award.

Car Sharing

- 4.37 Staff, parents, pupils and visitors are actively encouraged to car share to The Heights Primary School and have been made aware of the various national and local car share schemes that exist. The school has considered enrolling in www.school-carshare.co.uk (a website designed specifically for schools who want a convenient way to implement and manage their own Car Share scheme online). Whilst parents have shown interest in car sharing, they have managed to do so to date without the need for the school to pay for / formalise such a service. This will be kept under review.

Overview

- 4.38 This section provides the details of the development proposals, which comprise:
1. The extension of the temporary planning permission to enable the site to continue to accommodate The Heights Primary School for a temporary period of a further two years, up to the end of the 2019/2022 academic year;
 2. The provision of additional modular accommodation to provide 6 further classrooms, 4 of which would to be provided for classes, one as a studio and one as a staffroom;
 3. The provision of 100 additional pupil places;
 4. A minimum of 2 additional cycle / scooter parking spaces to accord with RBC policy;

5. Main pedestrian access to be retained from the recreation ground located immediately to the west of the school;
6. Vehicular access to be retained from Gosbrook Road;
7. 4 short stay drop-off car parking spaces to be retained on site to enable teachers to drop-off and pick up heavy loads, one of which is designed for disabled users;
8. Staff car parking spaces provided for within St. Anne's Church car park;
9. Refuse collection and servicing to continue to be undertaken on site; and
10. Updated Travel Plan to incorporate the additional development and up-to-date modal split data, and to continue to be actively implemented.

4.39 This section demonstrates that safe and suitable access to the site can be provided in accordance with the requirements of the NPPF.

5 TRIP GENERATION

Introduction

- 5.1 This section considers the potential trip generation of the additional proposed 100 expanded temporary pupil places by all modes of travel based upon the current operations at the existing 225 pupil school.
- 5.2 Staff and pupil travel surveys were carried out on in March 2018. The travel survey results are attached at **Appendix 8** and summarised in **Chart 3.1 and 3.2**.

Existing Primary School Trips

- 5.3 Given the operational hours of the school, it is likely that peak trip generation would occur between the hours of 08:30 and 09:30 (drop off occurring between the breakfast club and school start time) and 15:15 to 16:15 hours (pick-up occurring between the end of the School day and After School Club). The trip generation of the proposed development has therefore been assessed for these peak hours, albeit for the afternoon peak hour, operational capacity assessments have been carried out for the period between 16:00 to 17:00 hours given that background traffic flow is higher for this hour, therefore presenting a worst case scenario.
- 5.4 As shown previously in **Chart 3.1**: 16.3% of the pupils walk to school, 11.9% cycle or scoot to school, 4.4% take public transport, 41.9% are driven to a car park within the area and walk to school and just 25.6% are driven closer to the site. For the purposes of this assessment it is assumed that 67.5% of pupils are driven to school (via park and walk or drive closer to site). This survey represented 71% of the pupil so there is a reasonable degree of confidence that the data is reflective of the entire school.
- 5.5 School starts at 9:15 and finishes at 15:30, but it is noted that on average 18% of pupils attend the breakfast club and 23% attend the after school club, spreading out the period over which pupils arrive and depart the school.
- 5.6 As indicated previously the school currently employs 25 FTE members of staff. It is estimated that the staff trips are spread out with 40% of staff arriving during the morning peak (08:30-09:30) and 50% departing during the afternoon peak (16:00-17:00).
- 5.7 The existing modal splits are summarised in **Table 5.1** below.

Table 5.1: Existing Pupil and Staff Mode Split

Mode	Mode Split	
	Pupil	Staff
Walk	16.3%	9.5%
Cycle	11.9%	0%
PT	4.4%	9.5%
Car	67.5%	81%
Total	100.0%	100.0%

Source: School Travel Survey

Proposed School Extension Trip Generation

- 5.8 As previously indicated the proposed additional temporary school accommodation will provide pupil places for 100 further students. It is envisaged that these pupils will behave similarly to the existing pupils in travel terms so their observed car trips have been increased pro rata by 1.25 times.
- 5.9 However, it is understood that 31 of the 50 (62%) additional pupils in the September 2018 intake will have siblings at the school. It can therefore reasonably be assumed that only 38% of the proposed car based pupil trips will be new to the network.
- 5.10 As noted previously, a proportion of pupils attend the breakfast / after school clubs spreading out the period over which pupils arrive and depart the school; as such it is estimated that 80% of additional pupils would arrive at the school during the morning peak hour (08:30-09:30) and 45% would depart during the afternoon peak hour (16:00-17:00).
- 5.11 Based on the above, it is therefore predicted there will be an additional 21 car based student trips during the morning peak (08:30-09:30) and 12 car based student trips during the afternoon peak (16:00-17:00).
- 5.12 The additional pupils will be supported by 7.5 additional FTE staff, which is predicted to result in an additional two car based trips to the St Anne's car park during the morning peak (08:30-09:30) and three from the car park during the afternoon peak (16:00-17:00). This accounts for the spread of staff arrivals / departures across the morning and afternoon periods.
- 5.13 Using the results of the previously presented travel survey it is predicted that pupil and staff trips to/from the school, during the peak hours, will be by the following modes in **Table 5.2**

Table 5.2: Proposed Peak Hour Person Trips

Mode	Mode Split		AM						PM					
			Pupil		Staff		Total		Pupil		Staff		Total	
	Pupil	Staff	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
Walk	16.3%	9.5%	13	13	0	0	13	13	8	8	0	0	8	8
Cycle	11.9%	0%	10	10	0	0	10	10	6	6	0	0	6	6
PT	4.4%	9.5%	4	4	0	0	4	4	2	2	0	0	2	2
Car	67.5%	81%	21	21	2	0	23	21	12	12	0	3	12	15
Total	100.0%	100.0%	48	48	3	0	51	48	41	41	0	4	41	45

Source: Consultant Calculations. Note: Figures may not sum due to rounding.

Summary

- 5.14 This section demonstrates that the proposed development would generate minimal additional trips by all modes of travel. With respect to car trips, 23 and 15 additional one-way trips are expected in the morning and evening peak hours respectively. Regarding sustainable modes, the development would generate an additional 13 and 8 walking trips, 10 and 6 cycling/scooter trips and 4 and 2 public transport trips during the morning and evening peaks respectively.

6 TRAFFIC IMPACT

Introduction

- 6.1 This section describes the assessment year, future traffic flows, development traffic distribution and results of the operational assessments.

Future Year Traffic

- 6.2 Should the school still be on its temporary site by the 2019/20 school year, it will have 325 pupils. The assessment of the traffic impact of the development therefore considers the worst case scenario of 2020.
- 6.3 To establish future year peak hour traffic flows against which the impacts of the potential residential development can be assessed the 2018 observed morning and evening peak hour traffic flows shown on **Figures 2 and 3** have been growthed using the Department for Transport (DfT) software TEMPRO.
- 6.4 The TEMPRO software presents the output of the DfT's National Trip End Model, which forms part of the National Transport Model (NTM).
- 6.5 To account for general traffic growth on the highway network, the base background traffic data has been factored to a base assessment year using NTM. The DfT's WebTag Guidance Unit 3.15.2 advises the use of NTM in preference to the National Road Traffic Forecasts (NRTF) as the NTM data is based on a more up-to-date model. The dataset used for the assessment is the latest predictions from Version 7.2 of the NTM data set.
- 6.6 **Table 6.1** presents the growth rates extracted from TEMPRO for 2020 for the urban area of Reading.

Table 6.1: Growth Rates

Period of growth	Local Roads	
	AM Peak	PM Peak
2018 to 2020	1.05	1.044

Source: TEMPRO 7.2

- 6.7 The 2018 surveyed flows include the trips associated with the current temporary 225 pupil school. The 2020 background traffic flows are shown in **Figure 5** (morning peak) and **Figure 6** (afternoon peak).

Escort Education Trips

- 6.8 The 2002 report entitled '*Increasing car dependency of children: should we be worried?*' (Mackett et al, 2002) identified that of all escort education trips to schools by car, only 28% of these trips are undertaken for this sole purpose. It could therefore be anticipated that only 28% of the trips generated to the school could be regarded as truly new to the network, as the trip is already being undertaken to a place of work or as part of another journey purpose.

- 6.9 It is therefore reasonable to assume that of the vehicular trips travelling to the site 72% of these trips would already be on the network. These trips would be 'diverted' to the site, with parents dropping off or picking up their children to and from school en route to or from their workplace.

Traffic Distribution

'Diverted' Traffic

- 6.10 'Journey to Work' data from the 2011 Census has been extracted to establish the distribution of traffic from the Reading 002 MSOA (medium-layer super output area) which forms the catchment area of the proposed school. The results are attached at **Appendix 9**.
- 6.11 A total of 2,884 people travel to work from the Reading 002 MSOA. The data shows that 95 people or 3% of those live and work within the local MSOA and therefore would not appear at the junctions that form the study area (paragraph 1.10). Of the remaining 2,789 journeys to work from the MSOA, it has been identified that 88% of these would be destinations south of the river and 12% to destinations north of the site towards Emmer Green or western Caversham.
- 6.12 Of those travelling southbound, it is reasonable to assume that two-thirds would use the Caversham Bridge river crossing (given the number of business parks / industrial estates located in this direction and access to the M4 motorway) and one-third would use the second river crossing accessed from George Street (given the large business parks / industrial estates, including the head office of Microsoft Corporation located in this direction).
- 6.13 Of the total traffic originating from the catchment area, 70% has been assumed to enter / leave the study area at the Bridge Street / St Peters Hill / Church Street signal controlled junction, 18% (including those that have been diverted from destinations to the north) would enter / leave the study area at the Church Street / Prospect Street / Gosbrook Road junction, and 12% would travel to destinations north of study area.
- 6.14 Of the diverted traffic, it has been assumed that those travelling southbound (88%) to their final destination would use either the Chester Street or Waitrose / St Martins Precinct car parks. Those travelling northbound (12%) have been assumed to use Chester Street car park. A total of 25% would therefore use the Chester Street car park, and 34% would use the St Martins Precinct or Waitrose car parks.
- 6.15 The distribution of diverted traffic in the morning and afternoon school peaks are shown in **Figures 7 and 8** respectively.
- 6.16 The assignment of diverted traffic in the morning and afternoon peaks are shown in **Figures 9 and 10**, respectively.

'New' Traffic Distribution

- 6.17 New trips to the school have been assumed to be made for the sole purpose of journeys to school rather than combined with another journey purpose. 'New' traffic has therefore been distributed according to the geographical distribution of pupils' home locations.
- 6.18 Of the total traffic, it has been assumed that 90% would originate in Caversham Heights and 10% would originate from north of the site. For simplicity, it has been assumed that traffic generated by staff will follow the same distribution.

- 6.19 It has been assumed that all staff car based trips would use the St Anne's Church car park, 50% of pupil car based trips the Waitrose or St Martins Precinct car parks and the remaining 50% of pupil trips would use the Chester Street car park and therefore would not appear within the study area.
- 6.20 The distribution of new traffic in the morning and afternoon peaks are shown in **Figure 11**.
- 6.21 The assignment of new traffic in the morning and afternoon peaks are shown in **Figure 12**.
- 6.22 The distribution of the diverted and new traffic does not take into account the traffic that would use local public house car parks or local roads.

With Development Future Year Traffic Flows

- 6.23 The diverted and new traffic has been added to the base traffic flows for 2020 and are shown in **Figures 13** and **14** respectively.
- 6.24 It should be noted that the above does not take into account sibling numbers and therefore reduced trip generation or the impact of the Travel Plan which will result in a modal shift from car to other modes of travel.

Operational Capacity Assessments

- 6.25 Operational assessment of junctions within the study areas have been undertaken for 2021 'Without Development' and 2020 'With Development' scenarios using TRL software Junctions 9 and JCT software LINSIG. Junctions 9 has been used to model the mini-roundabouts, while LINSIG has been used to model the signal controlled junctions.
- 6.26 Anecdotal evidence and the queue length surveys (attached at **Appendix 6**) suggest that the section of the highway network which forms the study area is congested and queues at junctions interact with the next junction. It is therefore not possible to accurately validate each traffic model. However, the operational assessments provide a good measure to understand the impact of the proposed development.
- 6.27 Junctions 9 provides two main measures of junction capacity and operation, namely the ratio of traffic flow to capacity (RFC) and queue length. These measurements are discussed briefly below:

Junction Performance (RFC)

- 6.28 Within Junctions 9 the RFC (ratio of flow to capacity) provides the primary measure of junction performance and is reported for each entry arm. An RFC of 1.0 indicates that traffic demand is equal to capacity. When an RFC exceeds 1.0 the arm is considered to be operating in excess of capacity, and queuing will occur.

Queue Length

- 6.29 Queue length provides an indication of how the overall junction performance may affect adjacent junctions on the highway network.
- 6.30 LINSIG provides two main measures that are the degree of saturation and queue lengths.

Degree of Saturation

- 6.31 Degree of saturation (%) is a ratio of demand to capacity on each approach to the junction. A value of 100% means that demand and capacity are equal and no further traffic is able to progress through the junction.

Bridge Street / Church Street / Church Road Signal Controlled Junction

- 6.32 The Bridge Street / Church Street / Church Road signal controlled junction has been modelled using LINSIG software for the 2020 'Without Development' and 2020 'With Development' scenarios. The results of the analyses are summarised in **Table 6.2** while the full results are attached at **Appendix 10**.

Table 6.2: LINSIG Results - Bridge Street / Church Street / Church Road Signal Controlled Junction

Link	2020 'Without Development'				2020 'With Development'			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Deg Sat (%)	Max Queue	Deg Sat (%)	Max Queue	Deg Sat (%)	Max Queue	Deg Sat (%)	Max Queue
Church Street	63.9%	5	51.5%	4	64.1%	6	51.9%	4
Bridge Street (Left)	35.2%	3	58.3%	8	35.3%	3	58.4%	8
Bridge Street (Ahead)	70.4%	9	72.5%	11	70.4%	9	72.5%	11
Church Road	64.2%	8	67.4%	7	64.8%	9	67.7%	7
PRC	27.8%		24.2%		27.8%		24.2%	
Delay (pcuHr)	10.55		10.16		10.62		10.23	

Source: Linsig

- 6.33 The queue length surveys carried out suggest that both the Church Street and Bridge Street approaches to the junction experience significant queuing, which may be due to exit blocking given the congestion experienced on Church Street. However, as this junction has been modelled as an individual junction, the results do not reflect this.
- 6.34 Whilst it can be seen that the junction operates well within capacity in the 2020 'With Development' scenario; it can also be seen that the traffic associated with the school has minimal impact on delay at the junction and queuing does not significantly increase.

Church Street / Prospect Street / Gosbrook Road/ South Street / Archway Road Double Mini Roundabout Junction

- 6.35 The Church Street / Prospect Street / Gosbrook Road / South Street / Archway Road double mini roundabout junction has been modelled using Junctions 9 for the 2020 'Without Development' and 2021 'With Development' scenarios. The results of the analyses are summarised in **Table 6.3** and the full results are attached at **Appendix 11**.

Table 6.3: Junctions 9 Results - Church Street / Prospect Street / Gosbrook Road / South Street / Archway Road Double Mini Roundabout

Link	2020 'Without Development'				2020 'With Development'			
	AM Peak		PM Peak		AM Peak		PM Peak	
	RFC	Max Queue	RFC	Max Queue	RFC	Max Queue	RFC	Max Queue
Church Street	0.76	3	0.87	6	0.76	3	0.88	6
Prospect Street	0.98	15	0.92	9	0.99	17	0.92	9
Gosbrook Road (linked)	0.39	1	0.60	2	0.40	1	0.61	1
South Street	0.01	0	0.01	0	0.01	0	0.02	0
Gosbrook Road (East)	0.27	0	0.40	1	0.27	0	0.41	1
Archway Road	0.13	0	0.31	0	0.13	0	0.31	1

Source: Junctions 9

- 6.36 It can be seen that the approaches of the junction would operate within theoretical capacity during the peak hours in the 2020 'Without Development' and 'With Development' scenarios.
- 6.37 The Prospect Street approach to the junction however, is predicted to operate very close to capacity in the 2020 'Without Development' scenario, with an RFC of 0.98 in the morning peak and 0.92 in the evening peak.
- 6.38 With the addition of development traffic through the junction the Prospect Street approach operates slightly closer to its theoretical capacity, with an RFC of 0.99 in the morning peak, with no change in the evening peak period.
- 6.39 The development traffic is predicted to increase queue lengths at the junction by a maximum of two vehicles during the morning peak on Prospect Street. However queuing results from Junctions 9 cannot be relied upon when the model operates close to capacity. In all other instances queue lengths increase by 0-1 vehicles as a result of the development traffic.
- 6.40 The assessment demonstrates that the proposed additional pupils associated with the temporary site for The Heights Primary School would have minimal impact on the operation of this junction.

Gosbrook Road / George Street Signal Controlled Junction

- 6.41 The Gosbrook Road / George Street signal controlled junction has been modelled using LINSIG software for the 2020 'Without Development' and 2020 'With Development' scenarios. The results of the analyses are summarised in **Table 6.4** and the full results are attached at **Appendix 10**.

Table 6.4: LINSIG Results - Gosbrook Road / George Street Signal Controlled Junction

Link	2020 'Without Development'				2020 'With Development'			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Deg Sat (%)	Max Queue	Deg Sat (%)	Max Queue	Deg Sat (%)	Max Queue	Deg Sat (%)	Max Queue
Gosbrook Road (W Ahead Right)	93.5%	17	76.3%	5	93.6%	17	76.3%	5
Gosbrook Road (E Left Ahead)	92.5%	16	80.1%	8	92.5%	16	80.1%	8
George Street (Left)	25.3%	0	62.7%	1	25.3%	0	62.4%	1
George Street (Right)	88.2%	9	78.4%	9	88.2%	9	77.4%	9
PRC	-3.9%		12.4%		-4.0%		12.4%	
Delay (pcuHr)	24.76		12.69		24.78		12.56	

Source: LinSig

- 6.42 **Table 6.4** demonstrates that the Gosbrook Road / George Street signal controlled junction currently operates within capacity and would continue to do so with the additional pupils in 2020, the additional pupils having very little impact on the operation of this junction, with no resulting increases in queue length on any arm of the junction.

Car Parking Impact

- 6.43 Based on the existing travel survey, it is predicted that over the peak hours up to 11 additional vehicles will park in the Chester Street car park, 11 vehicles in the Waitrose or St Martins Precinct car parks and three additional vehicles will use St Anne's Church car park (staff vehicles). It is considered that the level of demand for the shoppers' car parks located in Caversham centre could be readily accommodated and would not have a severe impact on the operation of these in NPPF terms.
- 6.44 The car parking management plan prepared prior to the opening of the school in September 2014 ensures that best use of the St Anne's Church car park is obtained to meet the needs of St Anne's Catholic Primary School and staff at The Heights Primary School.

Impacts on Non-Car Modes of Travel

- 6.45 It is likely that the proposed additional temporary accommodation for 100 pupils could generate circa 78 additional two-way walking trips and 54 cycling/scooter trips to and from the school over a daily period, excluding any school excursions.
- 6.46 The local footway network, pedestrian crossings and cycle network provides sufficient facilities for children, parents and staff to walk or cycle to the site.
- 6.47 It is anticipated that the additional pupils would generate 24 additional two-way public transport trips, that can easily be accommodated by the existing public transport networks.

Summary

- 6.48 This assessment considers the potential impact on the local highway and transport networks of the additional pupils and staff travelling to the site during the morning and evening peak hours.

- 6.49 It is considered that the trips generated by the proposed additional temporary accommodation would not have a severe impact on the operation of the local transport networks or road safety in NPPF terms.
- 6.50 The operational assessments show that the proposed development would not have a significant impact on the operation of the surrounding junctions.
- 6.51 In the context of the NPPF, it is not considered that the proposed development will have a severe impact on the junctions on the surrounding local highway network.
- 6.52 It is also noted that any impacts associated with the temporary school location would be short term in the locality, lasting for the duration of the temporary planning permission. Further, the maximum impacts would be for one academic year only (2019 / 2020), when the school is at its maximum capacity.

7 SUMMARY AND CONCLUSIONS

- 7.1 This Transport Assessment has been prepared to accompany a planning application for the extension of the existing temporary planning permission for 82 Gosbrook Road, Caversham to operate as a D1 school until the end of the 2019 / 2020 school year and for the provision of additional temporary modular accommodation to provide an capacity for an additional 100 pupil places to enable the school to continue to grow organically, to a maximum of 325 pupil places.
- 7.2 The school has been in temporary occupation at the site since September 2014; however, its current temporary consent expires at the end of the current school year (2017 / 2018). Permanent facilities are being sought and will not be ready for occupation in September 2018, thus necessitating the proposals associated with this application. This TA considered these proposals.
- 7.3 The site is located within a highly accessible and sustainable location. It is very well located to take full advantage of existing local facilities and amenities.
- 7.4 Personal Injury Accident (PIA) data demonstrates that there are no road safety issues within the vicinity of the site that would be exacerbated as a result of the proposed development.
- 7.5 Given that the school is temporarily located outside of its catchment area, Caversham Heights, the school runs flexible drop off / pick up times as well as Breakfast and After School Clubs to help parents. This results in the trips generated by the site being spread over a longer period than typical, rather than being concentrated over a short period of time if the school had a fixed start and end time.
- 7.6 The site will continue to be accessed by vehicle from the private access road off Gosbrook Road, which also serves the flats known as Elizabeth House. The school access is only used by service vehicles and staff / pupils with accessible needs being dropped off via prior agreement.
- 7.7 The main pedestrian access to the school will be retained from the recreation area located immediately to the west of the school site.
- 7.8 30 existing cycle / scooter parking spaces are provided. It is proposed to increase this provision to a minimum of 32 spaces in accordance with the minimum RBC policy requirements.
- 7.9 Staff car parking is currently provided for at St Anne's Church car park and as agreed with the Church is shared with St Anne's Catholic Primary School. This arrangement will continue.
- 7.10 Drop off / pick up parking is not provided on site given the constrained nature of the access road, which is not wide enough to allow two vehicles to pass, and the constrained nature of the whole site. No changes to this arrangement are proposed.
- 7.11 A School Travel Survey of current staff and pupils indicated that 9.5% of staff and 16.3% of children walk to the school; 0% of the staff and 11.9% of the children cycle or scoot to school; 9.5% of staff and 4.4% of children travel to school by public transport and 81% of staff and 68% of children drive / are driven part or all of the way to the school.

- 7.12 The existing School Travel Plan has been updated to further promote walking, cycling, the use of public transport and car sharing.
- 7.13 18% and 23% of the pupils are currently enrolled in the Breakfast club and After School club respectively, therefore traffic and parking demand is dispersed across a longer period of time rather than concentrated over a half hour period as it is for traditional schools.
- 7.14 Parents are also able to use local shopping car parks such as Chester Street, Waitrose and St Martins Precinct car parks. These car parks are within a short distance of the school and parents have quoted this as an opportunity to encourage young children to walk from an early age.
- 7.15 The existing car parking management plan determines the most appropriate use of the St Anne's Church car park and considers how best to use the car park to meet the needs of The Heights Primary School and St Anne's Catholic Primary School who also use it. It also considers other local car parks that could be used by parents and discourages parents from parking on surrounding local streets.
- 7.16 A trip generation assessment has been undertaken for the additional 100 pupils and 7.5 FTE staff, based on the current modal split for the school. 62% of additional pupils will have siblings already at the school, therefore it is reasonably assumed that only 38% of car trips associated with the proposed development will be new to the network.
- 7.17 The assessment demonstrates that no significant impacts are expected to occur on the local transport networks and given the quality of the existing pedestrian, cycling and public transport provision in the locality it is expected that the additional trips can be readily accommodated.
- 7.18 A report by Mackett et al (2002) identified that of all escort education trips to school by car, only 28% were new trips to the network. This means that 72% of the trips generated by the proposed school (associated with pupils) are already on the highway network and would be 'diverted' to the site, possibly on their way to another end destination such as a workplace. This suggests that of the total traffic generation from the proposed development during the morning peak hour (23 one-way trips), 15 one-way vehicular trips would be diverted to the site and 8 one-way vehicular trips would be new to the network, while during the afternoon peak hour (total of 15 one-way trips) 9 one-way vehicular trips would be diverted to the site and 6 one-way vehicular trips would be new to the network.
- 7.19 Operational capacity assessments have been carried out for the following junctions:
1. Church Street / Bridge Street / Church Road signal controlled junction;
 2. Church Street / Prospect Street / Gosbrook Road / South Street / Archway Road double mini-roundabout junction; and
 3. Gosbrook Road / George Street signal controlled junction.
- 7.20 The assessments show that the addition of traffic generated by the proposed additional modular accommodation would be minimal and would not have a notable impact on the operation of the above junctions or highway safety.

- 7.21 It is noted that any impacts associated with the temporary school location would be short term in the locality, lasting for the duration of the temporary planning permission. Further, the maximum impacts would be for one academic year only (2019 / 2020).

Conclusion

- 7.22 In conclusion, the Transport Assessment establishes that the site is acceptable to serve the proposed additional temporary school accommodation, which would accommodate 100 additional pupils, supported by circa 7.5 additional FTE members of staff.
- 7.23 It has also been concluded that the impact of the temporary proposed development would not have a severe residual impact on the local highway or transport networks or highway safety in accordance with the requirements of the NPPF and impacts would be short term, lasting for the duration of the temporary planning permission. Furthermore, the development will provide a safe means of access to the site.

FIGURES

Figure 1 – Site Location Plan

Figure 2 – Base 2018 Traffic Flows (AM Peak 08:30 to 09:30)

Figure 3 – Base 2018 Traffic Flows (PM Peak 16:00 to 17:00)

Figure 4 – Location of Students

Figure 5 – 2020 Base Traffic Flows (AM Peak 08:30 to 09:30)

Figure 6 – 2020 Base Traffic Flows (PM Peak 16:00 to 17:00)

Figure 7 – Distribution of Diverted Traffic (AM Peak 08:30 to 09:30)

Figure 8 – Distribution of Diverted Traffic (PM Peak 16:00 to 17:00)

Figure 9 – Diverted Traffic (AM Peak 08:30 to 09:30)

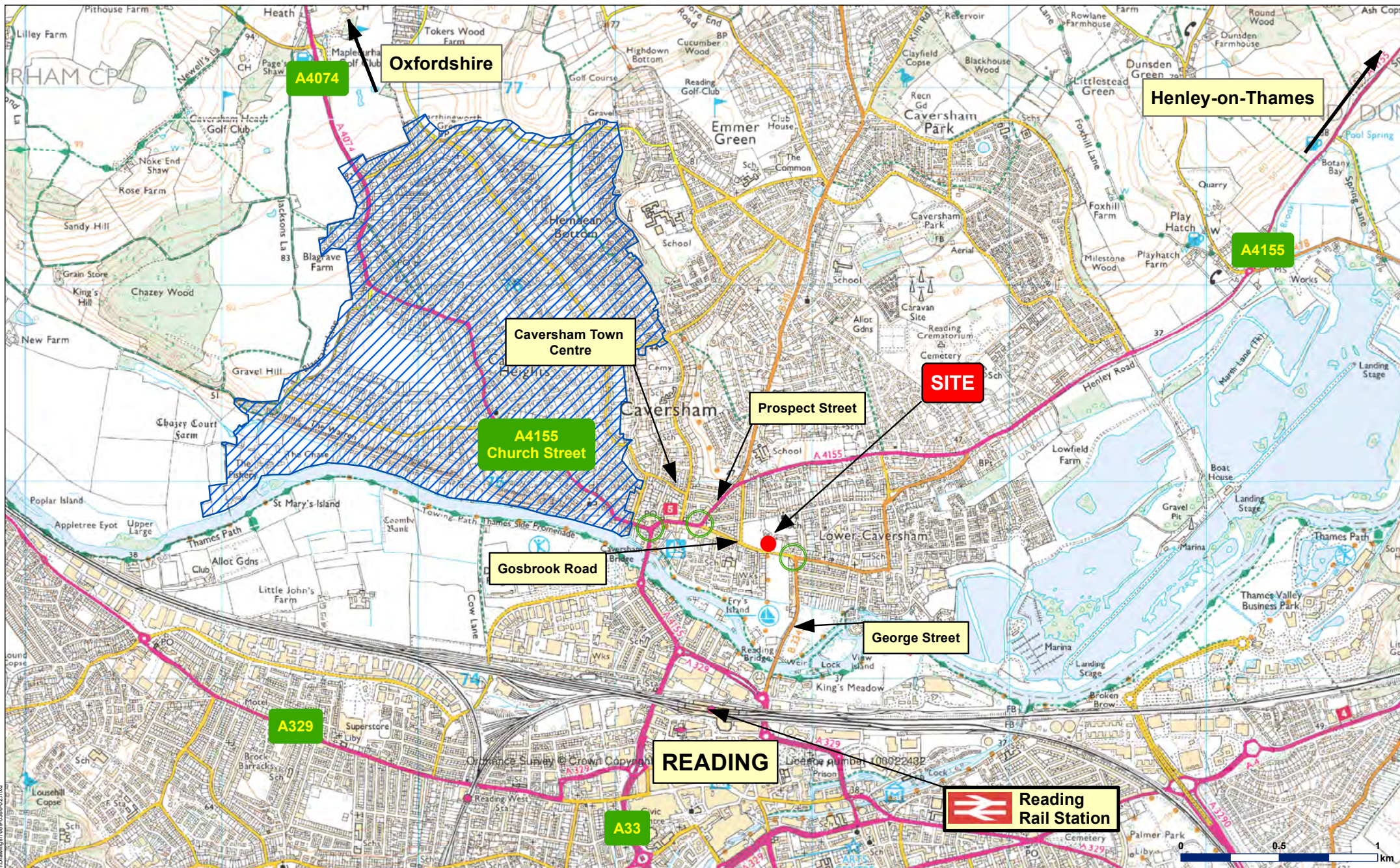
Figure 10 – Diverted Traffic (PM Peak 16:00 to 17:00)

Figure 11 – Distribution of New Traffic (Peak Hours)

Figure 12 – New Traffic (Peak Hours)

Figure 13 – 2020 'With Development' Traffic Flows (AM Peak 08:30 to 09:30)

Figure 14 – 2020 'With Development' Traffic Flows (PM Peak 16:00 to 17:00)



Legend

- Site Location
- The Heights Primary School Catchment Area
- Junctions Assessed



Date: July 2015

Scale: NTS

Rev: --

Dwg. No: JNY8626-01

Drawn: JC

Checked: SRD

Project:
THE HEIGHTS PRIMARY SCHOOL, CAVERSHAM

Title:
SITE LOCATION PLAN

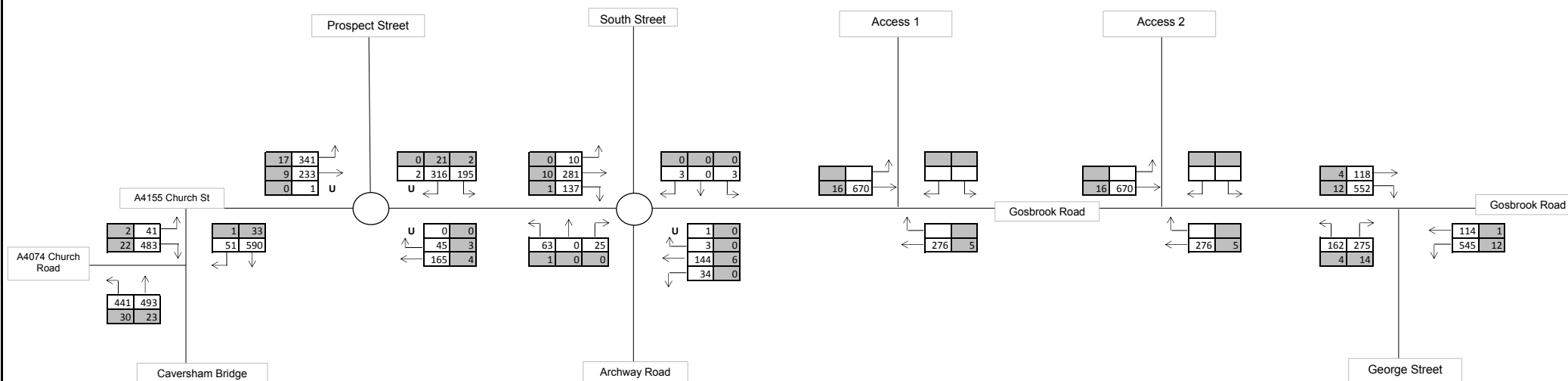
Figure No:

1

Transport



■ Total HGV's and Buses
U U-turns



140 London Wall
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The Heights Primary School, Reading

Observed 2018 Traffic Flows AM Peak (08:30 - 09:30)

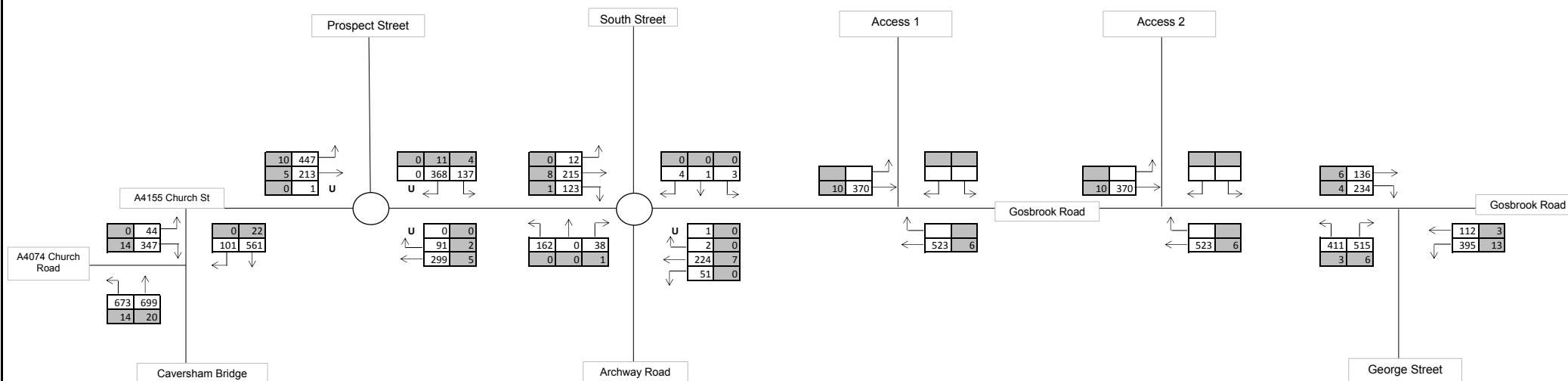
Figure No. 2

Date: Mar 2018

Job No: JNY9556



■ Total HGV's and Buses
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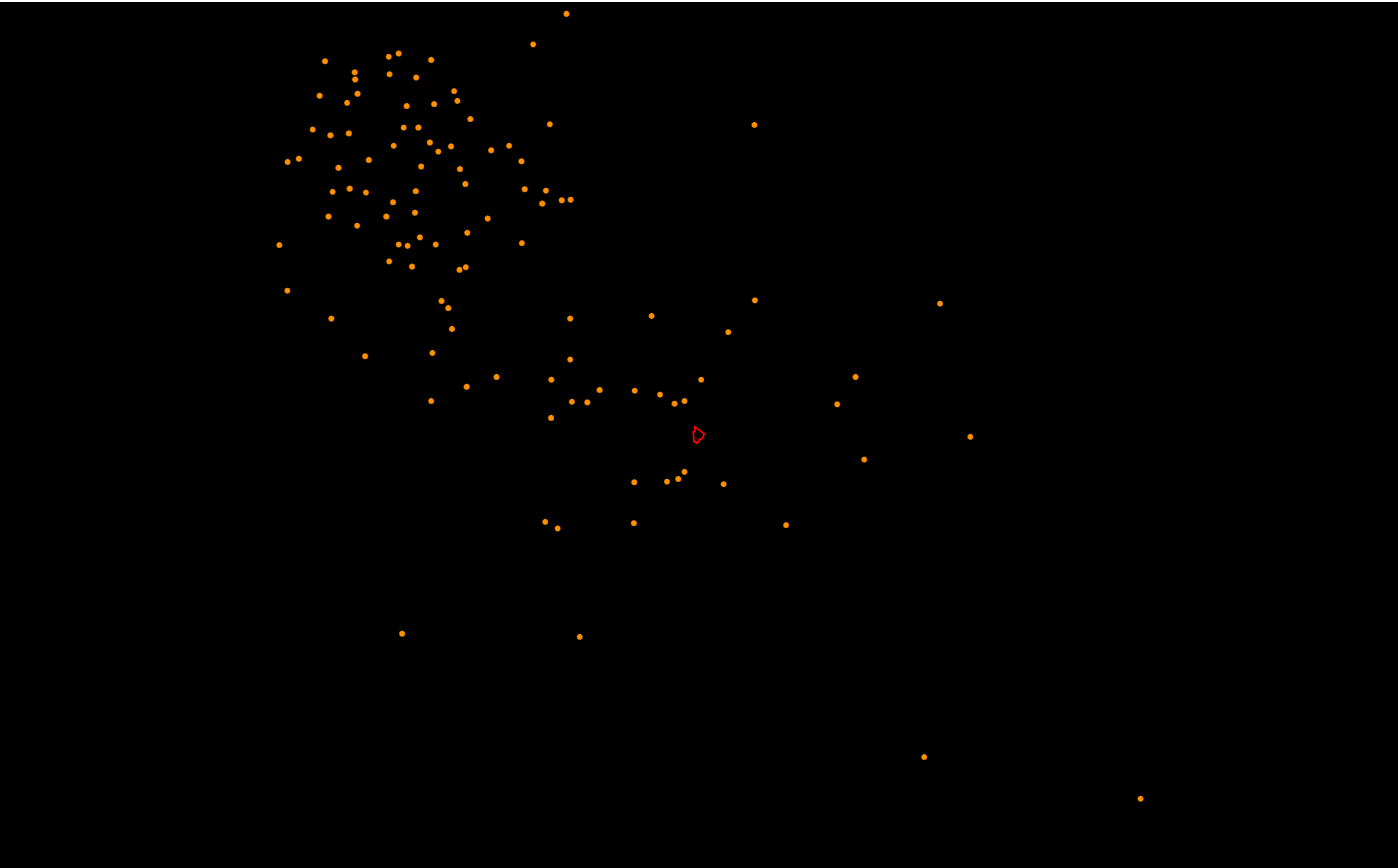
The Heights Primary School, Reading

Observed 2018 Traffic Flows PM Peak (16:00 - 17:00)

Figure No. 3

Date: Mar 2018

Job No: JNY9556

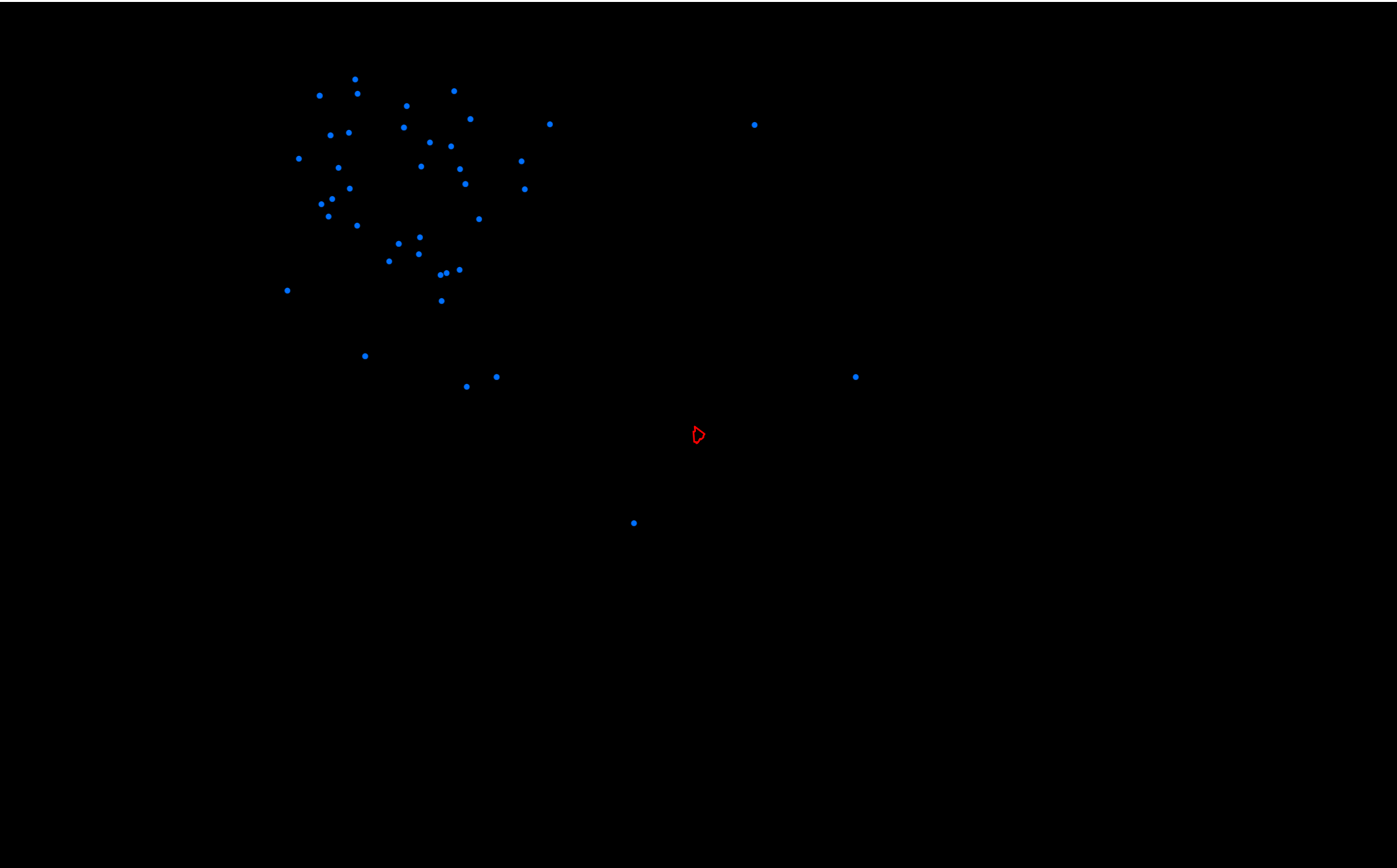


 Site boundary  Postcodes



Date: Mar 2018	Scale: 1:25,000	Rev: 1
Drwg. No: JNY9556	Drawn: CR	Checked: SD

Project: THE HEIGHTS, READING
Title: HOME LOCATIONS OF EXISTING PUPILS
Figure No: 6a



 Site boundary  Postcodes

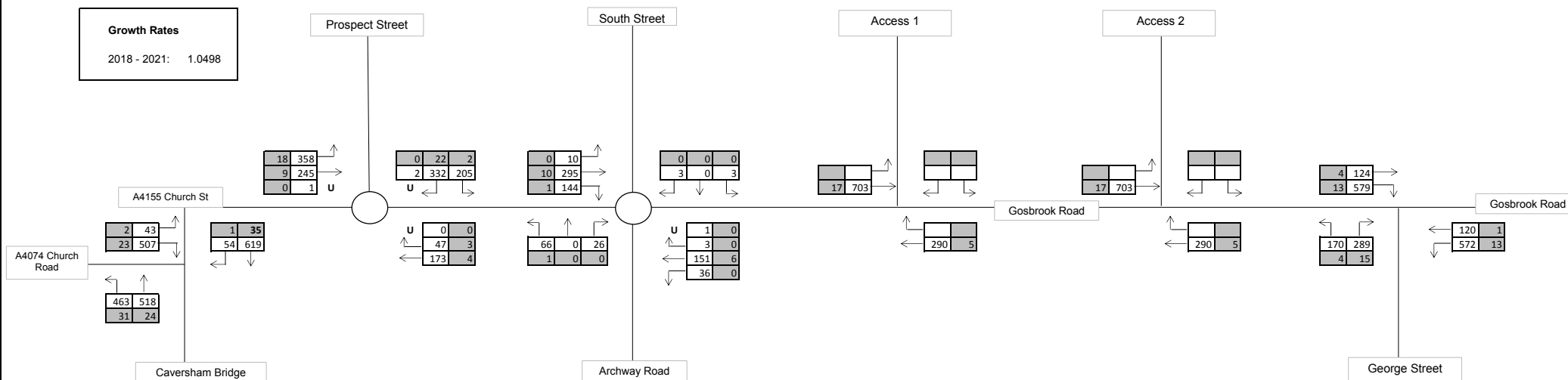
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			Title: HOME LOCATIONS OF PROSPECTIVE PUPILS
Date: Mar 2018	Scale: 1:25,000	Rev: 1	Figure No: 6b
Drwg. No: JNY9556	Drawn: CR	Checked: SD	



■ Total HGV's and Buses
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Growth Rates

2018 - 2021: 1.0498



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The Heights Primary School, Reading

Growthed 2020 Traffic Flows AM Peak (08:30 - 09:30)

Figure No. 5

Date: Mar 2018

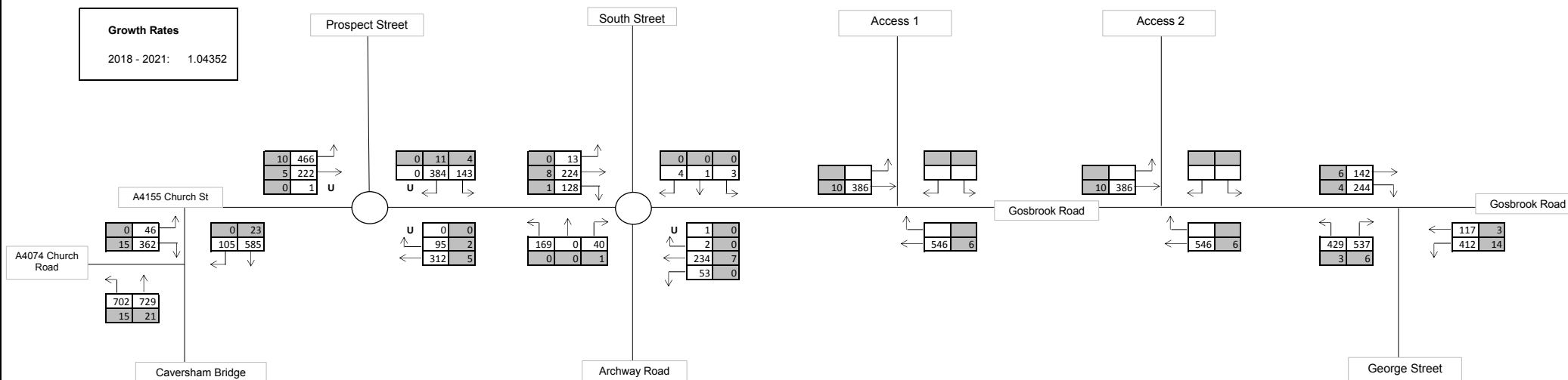
Job No: JNY9556



■ Total HGV's and Buses
U U-turns

Growth Rates

2018 - 2021: 1.04352



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The Heights Primary School, Reading

Growthed 2020 Traffic Flows PM Peak (16:00 - 17:00)

Figure No. 6

Date: Mar 2018

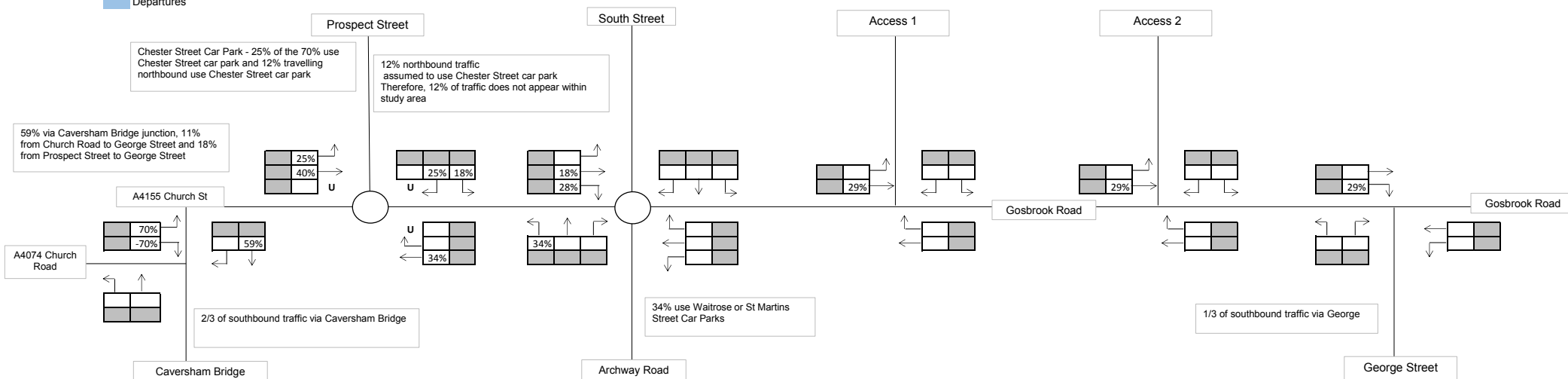
Job No: JNY9556

Transport



■ Total HGV's and Buses
U U-turns

Note: 88% travelling to Southern Reading and Motorway
12% Travelling North of Prospect Street
Arrivals
Departures



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The Heights Primary School, Reading

Diverted Traffic Distribution AM Peak (08:30 - 09:30)

Figure No. 7

Date: Mar 2018

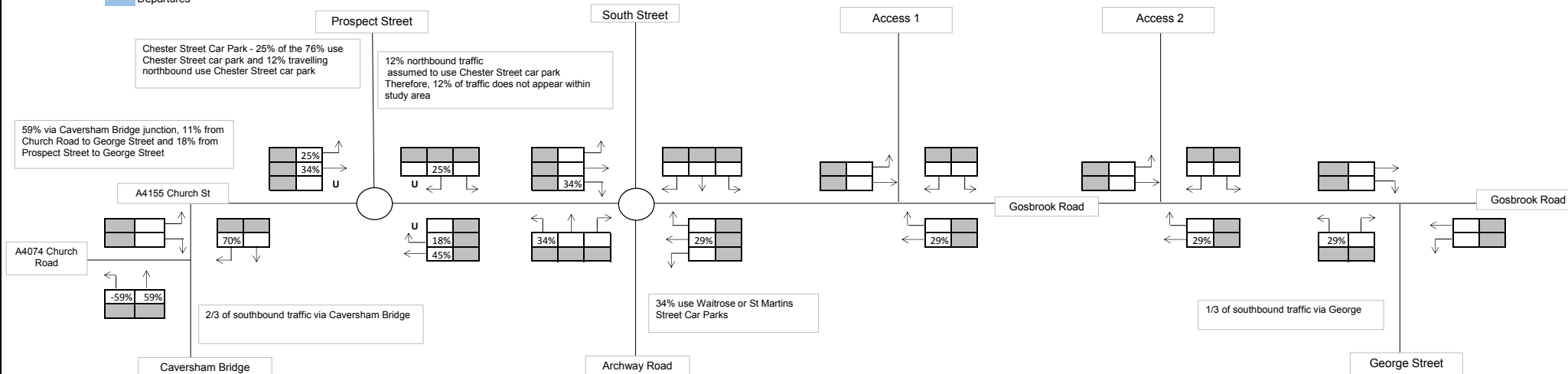
Job No: JNY9556



■ Total HGV's and Buses
U U-turns

Note: 96% travelling to Southern Reading and Motorway
4% Travelling North of Prospect Street

■ Arrivals
■ Departures



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The Heights Primary School, Reading

Diverted Traffic Distribution PM Peak (16:00 - 17:00)

Figure No. 8

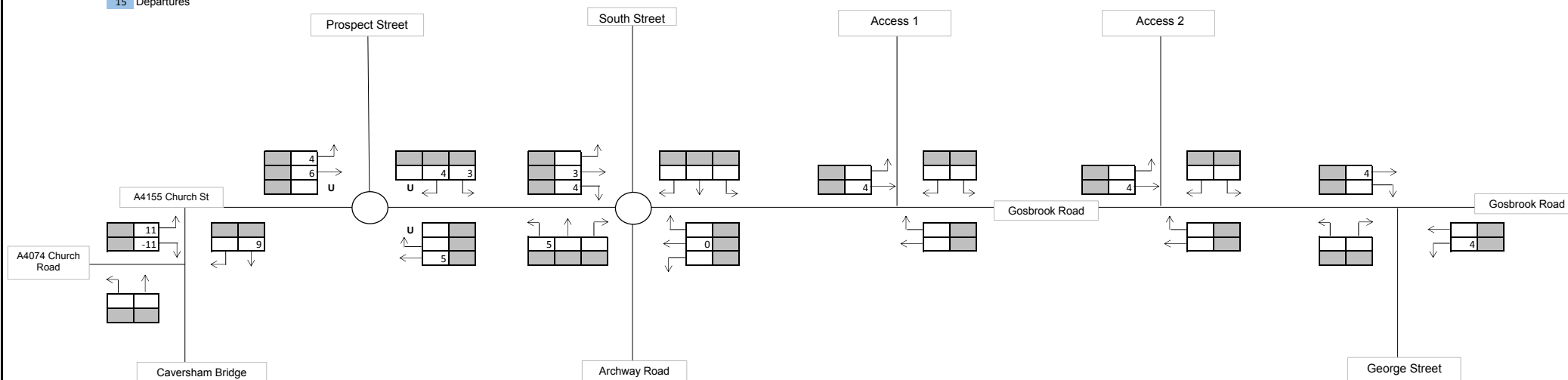
Date: Mar 2018

Job No: JNY9556



■ Total HGV's and Buses
U U-turns

15 Arrivals
15 Departures



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The Heights Primary School, Reading

Diverted Traffic AM Peak (08:30 - 09:30)

Figure No. 9

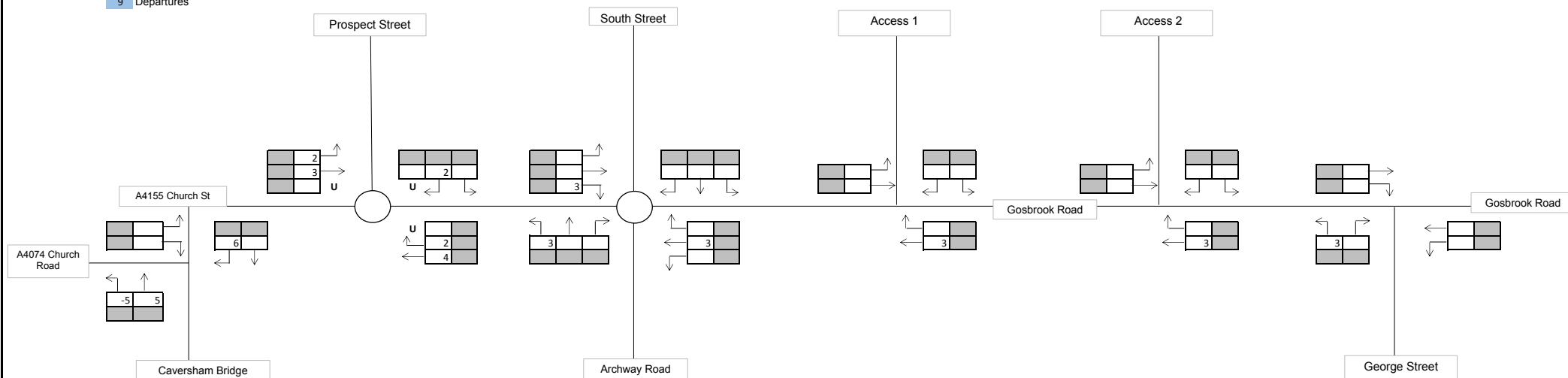
Date: Mar 2018

Job No: JNY9556



Total HGV's and Buses
U U-turns

9 Arrivals
9 Departures



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The Heights Primary School, Reading

Diverted Traffic PM Peak (16:00 - 17:00)

Figure No. 10

Date: Mar 2018

Job No: JNY9556

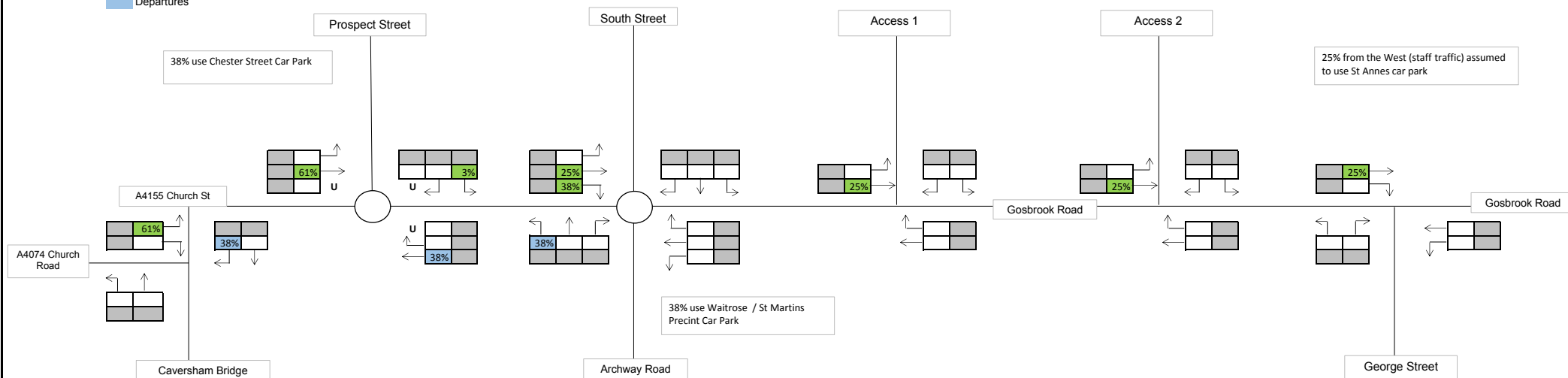
Transport



■ Total HGV's and Buses
U U-turns

Based on pupil home postcodes
90% Caversham Heights
10% north of site

■ Arrivals
■ Departures



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The Heights Primary School, Reading

Distribution of New Traffic (AM Peak Hour)

Figure No. 11

Date: Mar 2018

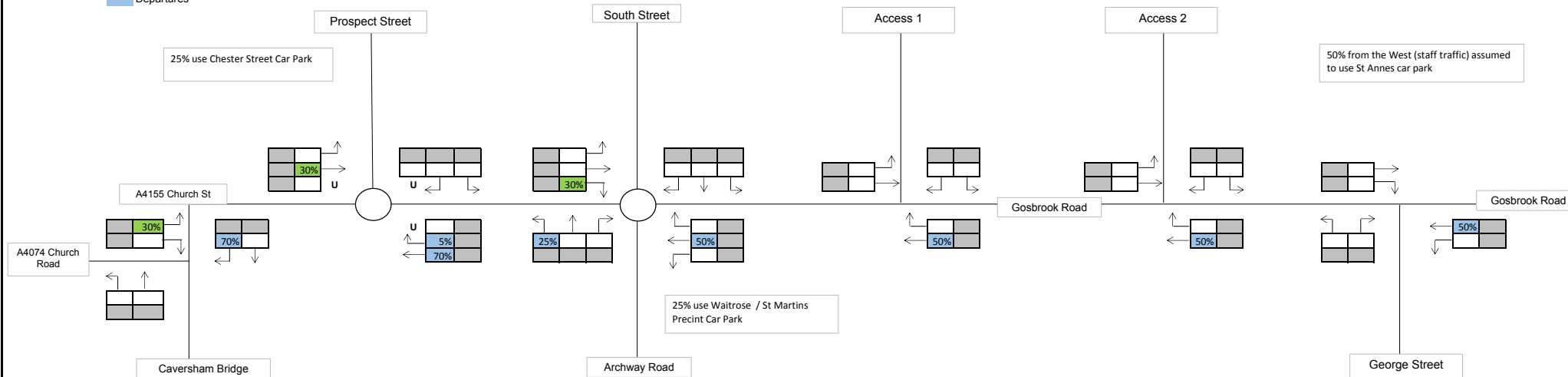
Job No: JNY9556



■ Total HGV's and Buses
U U-turns

Based on pupil home postcodes
90% Caversham Heights
10% north of site

■ Arrivals
■ Departures



140 London Wall
London, EC2Y 5DN
T: +44(0)20 7280 3300 E: transport@rpsgroup.com

The Heights Primary School, Reading

Distribution of New Traffic (PM Peak Hour)

Figure No. 11

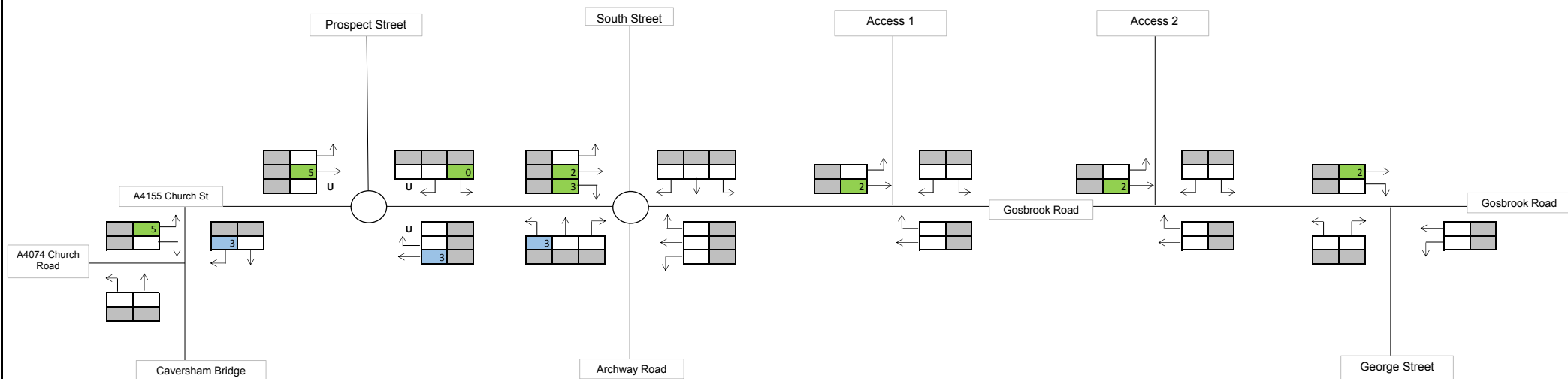
Date: Mar 2018

Job No: JNY9556

Transport



New Trips 8 Arrivals
6 Departures



140 London Wall
London, EC2Y 5DN
T: +44(0)20 7280 3300 E: transport@rpsgroup.com

The Heights Primary School, Reading

Development Traffic Flows AM Peak (08:30 - 09:30)

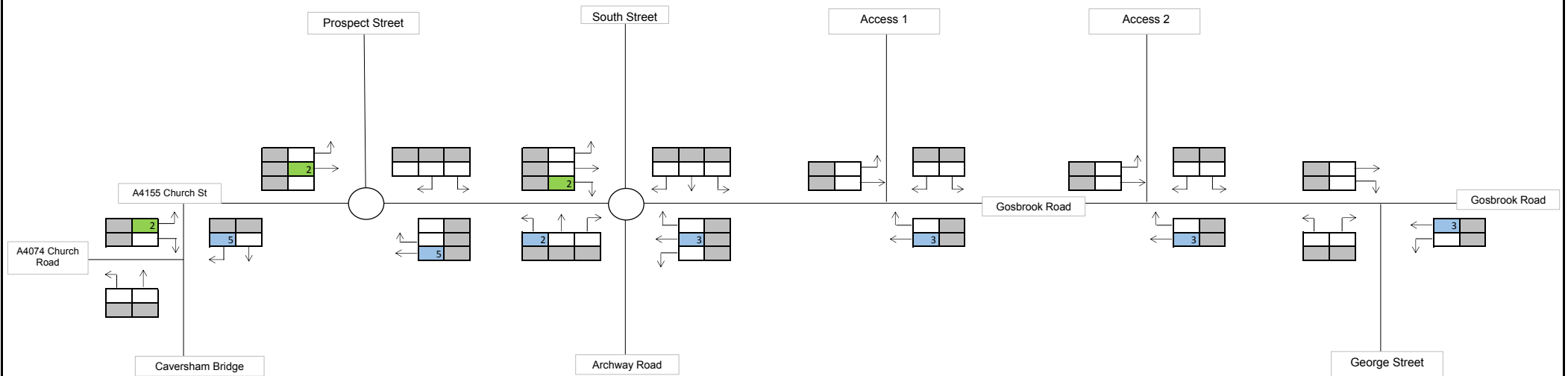
Figure No. 12

Date: Mar 2018

Job No: JNY9556



New Trips 3 Arrivals
6 Departures



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London, EC2Y 5DN
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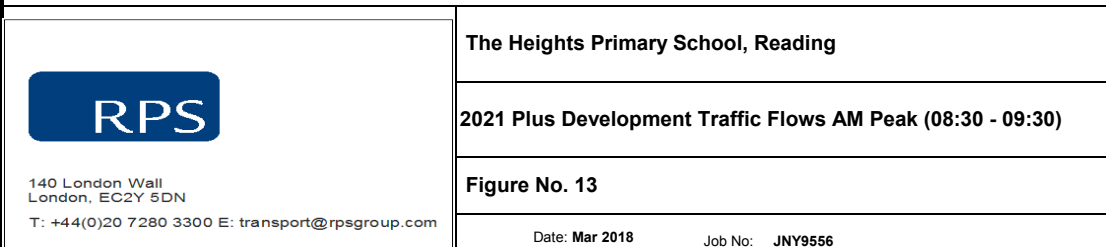
The Heights Primary School, Reading

Development Traffic Flows PM Peak (16:00-17:00)

Figure No. 12

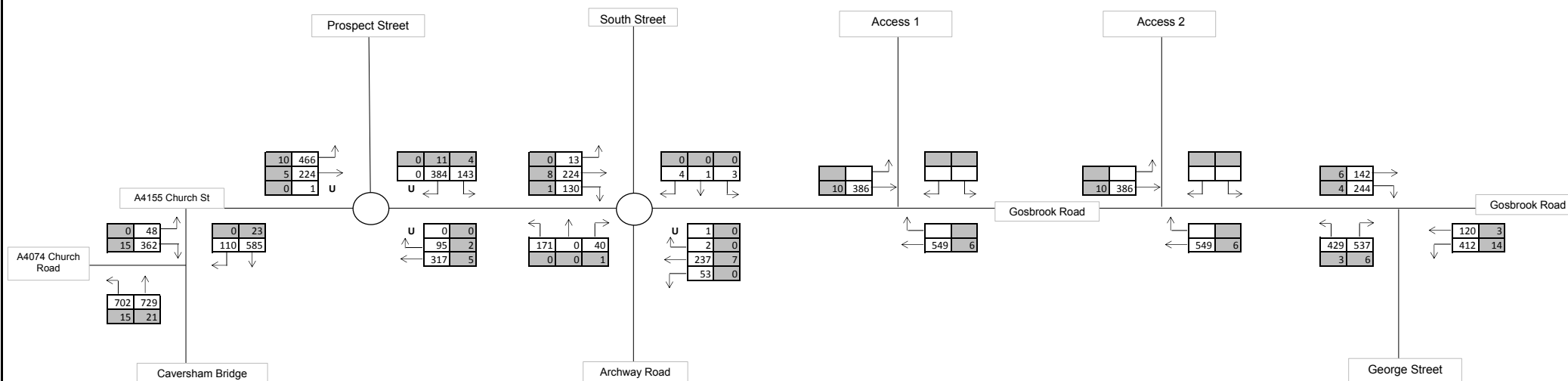
Date: Mar 2018

Job No: JNY9556





■ Total HGV's and Buses
U U-turns



140 London Wall
London, EC2Y 5DN
T: +44(0)20 7280 3300 E: transport@rpsgroup.com

The Heights Primary School, Reading

2021 Plus Development Traffic Flows PM Peak (16:00 - 17:00)

Figure No. 14

Date: Mar 2018

Job No: JNY9556

Transport

APPENDICES

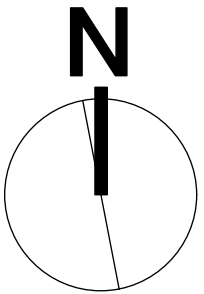
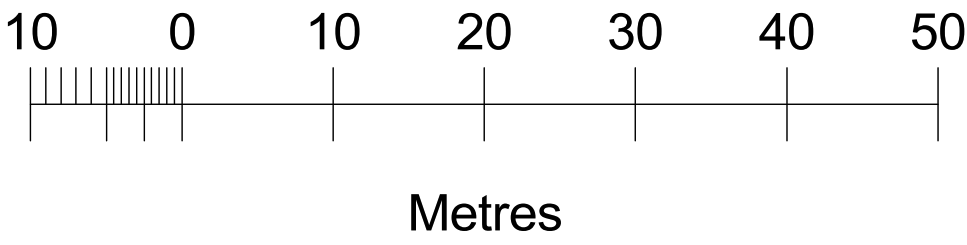
APPENDIX 1 – EXISTING AND PROPOSED SITE LAYOUT



- KEY**
- Existing Vehicular Entrance
 - Existing Pedestrian Entrance
 - Site Development Boundary
 - Site Ownership Boundary
 - tree removed
 - Existing Chain link Fence
 - 1.2m timber picket fence, natural finish
 - 2.1m steel weldmesh fence, powder coated green

NOTES

- 1 Proposed 2 storey temporary classroom block
- 2 Form new opening in brick wall, steel gate and macadam path
- 3 Hardlandscaping associated with new block (macadam)
- 4 Area of park to be sectioned off for school use only (2165m2 for informal soft play)
- 5 Formation of temporary opening in chain link fence for contractors access



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rev	description	date	by

 PROJECT The Heights Primary School Expansion on Temporary Site				HCC Property Services, Three Ministers House, 76 High Street, Winchester SO23 8UL. tel: (01962) 847801 Property Services SHEET CONTENTS Proposed Site Plan	
SCALE 1000 @A3	DATE 21.03.18	DRAWN. MJC	CHKD. RB	DRAWING No. E03620-A-PL-1020	REVISION

Planning

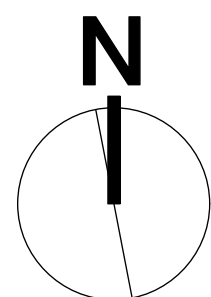
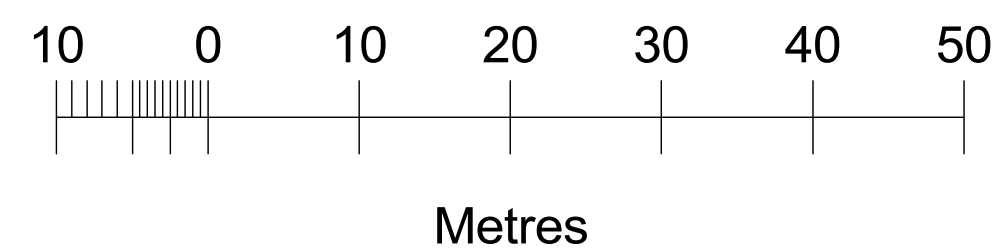


- KEY**
- Existing Vehicular Entrance
 - Existing Pedestrian Entrance
 - Site Development Boundary
 - Site Ownership Boundary

NOTES

- | | | | |
|---|---------------------------------------|---|---|
| 1 | Existing Heights Primary School Site | 7 | Sports Pavillion (Schools) |
| 2 | Recreation Ground | 8 | Playground used by Heights Primary only |
| 3 | St Annes Primary School Playing Field | 9 | Area subject to S77 Disposal |

- | | |
|---|-------------------------|
| 4 | St Annes Primary School |
| 5 | St Annes Church |
| 6 | Christchurch Meadows |



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rev	description	date	by

				HCC Property Services, Three Minsters House, 76 High Street, Winchester SO23 8UL. tel: (01962) 847801		
PROJECT The Heights Primary School Expansion on Temporary Site				SHEET CONTENTS Existing Site Plan		
SCALE 1000 @A3	DATE 21.03.18	DRAWN. MJC	CHKD. RB	DRAWING No. E03620-A-PL-1010		REVISION

Planning

APPENDIX 2 – PREVIOUS SCOPING CORRESPONDENCE

Chanika Farmer

From: Saunders, Chris <Chris.Saunders@reading.gov.uk>
Sent: 06 June 2014 16:57
To: Chanika Farmer
Cc: Shelley Dix; McDaniel, Kevin
Subject: RE: The Heights Primary School, Caversham
Attachments: IMAG0740.jpg; Access Options.jpg

Dear Chanika

Thank you for your email and I have now had the opportunity to look at the site and consider your proposals. I comment as follows.

- 1) Share staff parking and drop-off parking with St Annes - The issue with this is we have to ensure that the extra staff using the St Annes school car park do not have a detrimental effect on the parking provision for the existing school. The starting point for the existing school would be our current parking standards which require the school to have 1 space per 2 FTE staff and 1 drop off space per 10 pupils. Then if there is spare capacity the same parking standards will be applied to the new school.
- 2) Make the access road which routes around the flats one-way (as shown in the attached sketch) to allow access from the western access and exit via the eastern access to Gosbrook Road - While in principle I have no issues with this, the problem is the road is private and also serves the Elizabeth Court Flats. Extensive residential parking occurs and any one system will have to be informal as a formal traffic regulation order could not be applied. Also some form of buy in from the residents would be required so the system was not widely ignored.
- 3) Create a school bus system whereby children are picked up from the home locations or local bus stops and dropped off at the layby on Gosbrook Road immediately outside the block of flats. Similar for pick up. - While again in principle I support this process and it would allow the site to be more sustainable, the issue is that the layby is a general parking bay which allows 2 hour parking between 8am and 6.30pm , Monday to Friday and unlimited at other times. As the attached photo , taken this afternoon shows it is well used by local people and therefore there is no guarantee that a bus could park in there at school start and finish times, and outside the bay the parking restrictions along this busy route are no parking Monday to Saturday 8am to 6.30pm. A change to a bus only lay by would require a change to the TRO which would require committee approval followed by a statutory consultation period. The earliest we could take this to committee would be the Autumn and experience shows that there is likely to be strong opposition to the removal for the bay given this is one of the few areas where visitors can park. As you say given the various restrictions in the area other locations for drops offs are extremely limited.

I hope this information is of use and if you need anymore, please do contact me.

Kind Regards

Chris Saunders IEng, FIHE
Transport Development Control Manager
Reading Borough Council
Civic Centre



From: Chanika Farmer [mailto:chanika.farmer@rpsgroup.com]
Sent: 28 May 2014 15:47
To: Saunders, Chris
Cc: Shelley Dix
Subject: RE: The Heights Primary School, Caversham

Dear Chris,

Following our conversation last week, I am writing to discuss the access options available for the temporary site for The Heights School off Gosbrook Road, Caversham.

The access options we are currently considering are as follows;

1. Share staff parking and drop-off parking with St Annes School – we are currently in discussions with St Annes;
2. Make the access road which routes around the flats one-way (as shown in the attached sketch) to allow access from the western access and exit via the eastern access to Gosbrook Road; and
3. Create a school bus system whereby children are picked up from the home locations or local bus stops and dropped off at the layby on Gosbrook Road immediately outside the block of flats. Similar for pick up.

At this stage, I would be grateful for your comments on the above.

As far as we are aware, the local roads in the vicinity of the temporary site are part of a Controlled Parking Zone. However, if you are aware of a location which could be used for drop-offs please do let us know and we will investigate this option further.

Kind regards,

Chanika

Senior Consultant - RPS Planning & Development

20 Western Avenue, Milton Park,
Abingdon, Oxfordshire, OX14 4SH.
United Kingdom

Tel: +44 (0) 1235 432 190
Fax: +44 (0) 1235 834 698
Direct: +44 (0) 1235 437 124
Email: chanika.farmer@rpsgroup.com
www: www.rpsgroup.com

From: Saunders, Chris [<mailto:Chris.Saunders@reading.gov.uk>]
Sent: 20 May 2014 17:51
To: Chanika Farmer
Cc: Allen, Marc
Subject: The Heights Primary School, Caversham - Traffic Signal data

Chanika

Thank you for your email.

The best person to contact regarding signal timings for the junctions in Caversham is Marc Allen who is copied in on this email. His direct line is 0118 9372811.

Kind Regards

Chris Saunders IEng, FIHE

Transport Development Control Manager

Reading Borough Council

Civic Centre

Reading Borough Council

RG1 7AE

Tel 0118 937 3949

From: Chanika Farmer [<mailto:chanika.farmer@rpsgroup.com>]
Sent: 19 May 2014 14:42
To: Saunders, Chris
Subject: RE: The Heights Primary School, Caversham

Dear Chris,

Thanks for your time on the phone this afternoon.

Please could you confirm who it would be best to speak to regarding the signal timings for the two signalised junctions that require to be modelled?

Kind regards,

Chanika

Chanika Farmer BSc MSc MCIHT
Senior Consultant - RPS Planning & Development
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United Kingdom

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Fax: +44 (0) 1235 834 698
Direct: +44 (0) 1235 437 124
Email: chanika.farmer@rpsgroup.com
www: www.rpsgroup.com

From: Saunders, Chris [<mailto:Chris.Saunders@reading.gov.uk>]
Sent: 16 May 2014 17:40
To: Chanika Farmer
Cc: Shelley Dix; Eatough, Richard; McDaniel, Kevin; Milner, Myles; Lockwood, Andy
Subject: RE: The Heights Primary School, Caversham

Dear Chanika

Thank you for your email below and the assumptions made for a transport statement and unfortunately I have to say I do have difficulties in accepting some of these. I comment as follows.

The major problem I have is that this is a temporary location for The Heights Primary School and as the name indicates the permanent site for the school will be within the Caversham Heights / Mapledurham area. Given this is over 2 miles from the site and the proposals are for a primary school it is very optimistic to assume that parents will walk or cycle to go to the school and given there is no direct bus links again that parents will use this mode. Therefore I cannot accept a reduction in vehicle trips of 30% for sustainable modes.

I also note your use of TRICS for the previous nursery use, however as you note in your email the previous use relocated ½ mile to the east in Amersham Road. Therefore I recommend a survey of this site is undertaken so accurate trip rate information can be obtained.

With regards parking provision the site is located within zone 2 of this authority's parking standards and the site will require 1 space per 2 FTE staff and 1 drop off space per 10 pupils. This cannot be relaxed given the severe parking issues within the area and this is backed up by guidance within the National Planning Policy Guidance document released by the CLG in March 2014 which states that travel plans “ *should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets*” and “*While Travel Plans are intended to promote the most sustainable forms of transport, such as active travel, they should not be used to justify penalising motorists - for instance through higher parking charges, tougher enforcement or reduced parking provision (which can simply lead to more on street parking).*”

Given the above and the requirements of the Department for Transport guidance on Transport Assessments with regards thresholds the proposals will require a Transport Assessment and not a Transport Statement. This is due to the proposals generating more than 100 two way movements per day, generating more than 30 two way movements in an one hour and the congested nature of the roads in Lower Caversham during the peak period.

Given the catchment of the proposed school and the route required to get to the new school I will require the central spine of Caversham to be assessed and this will including the junctions at St Peters Hill / Caversham Bridge/ Church Street; Church Street / Prospect Street / Gosbrook Road and Gosbrook Road / George Street.

I hope this information is of use and if you require any further details please do contact me.

Kind Regards

Chris Saunders IEng, FIHE

Transport Development Control Manager

Reading Borough Council

Civic Centre

Reading Borough Council

RG1 7AE



From: Chanika Farmer [<mailto:chanika.farmer@rpsgroup.com>]

Sent: 16 May 2014 11:41

To: Saunders, Chris

Cc: Shelley Dix

Subject: The Heights Primary School, Caversham

Dear Chris,

You may be aware of proposals for temporary accommodation for The Heights School at a site off Gosbrook Road, in Caversham. At a recent pre-application meeting held, Richard Eatough who was in attendance advised that we get in contact with yourself with regard pre-application discussions on highways and transport matters.

Background

The site was previously in use by Caversham Nursery, which relocated to a facility at Amersham Road in 2009. A certificate of lawful use as a childrens' nursery school (use class D1) was granted earlier this year.

The proposals for the site comprise temporary accommodation for The Heights School for a total of 150 pupils.

Travel Plan

The scheme will be designed to encourage a majority of pupils and staff to travel to school by sustainable modes of transport without recourse to the private car. Therefore, a Travel Plan, which will be submitted as part of the forthcoming planning application, will have an important role to play during the school's occupation of the site. The Travel Plan will include hard and soft measures and an action plan to meet targets set.

Transport Statement

Given the proposed scale of development, a Transport Statement is considered to be sufficient. As part of the Transport Statement, an appraisal of the existing and future accessibility of the site by all modes of transport will be carried out. The report will also draw a comparison between the lawful use of the site, as a nursery, and the proposed use of the site, as a primary school.

It is proposed to obtain and analyse Personal Injury Accident Data for the last three years for the following areas:

1. Gosbrook Road for its length between Prospect Street and George Street;
2. Westfield Road;
3. Falkland Road; and
4. Cromwell Road.

We are currently considering the access strategy for the site and we will provide details when these are finalised.

The TRICS database has been interrogated under land use 'Education' and sub-category 'Nursery' for multi modal trip rates which are to be used to estimate the trip generation of the previous use of the site. The resulting trip rates are attached for your comment.

The TRICS database has also been interrogated under land use 'Education' and sub-category 'Primary School' for multi-modal trip rates to be used to estimate the trip generation of the proposed use of the site. The resulting trip rates are attached for your comment.

You will note that the attached trip rates are based on surveys for sites which do not have a Travel Plan unlike the proposed school. The catchment area of the school is Caversham, which is within walking and cycling distance of the school. The area benefits from good connectivity with walking and cycling routes and good public transport. The Travel Plan measures will also be effective encouraging travel by foot, cycle or public transport. We do not anticipate the development to give rise to significant traffic generation.

Therefore, it is proposed to apply a discount to the vehicular trip generation of The Heights School of 30%, these trips will be transferred to walking, cycling and public transport.

It is not considered necessary to undertake operational assessments of the local junctions or links given the scale of the development.

At this stage, I would be grateful if you could please confirm the following:

1. Scope of the Transport Statement and Travel Plan;
2. Car parking standards to be used;
3. Area of search for PIA data and number of years of assessment;
4. Agreement of proposed trip rates and trip discount methodology; and
5. Policies against which the development proposals will be assessed against.

I look forward to hearing from you. If you would like to discuss any of the above, please do not hesitate to contact me.

Kind regards,

Chanika

Chanika Farmer BSc MSc MCIHT
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Direct: +44 (0) 1235 437 124
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www: www.rpsgroup.com

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APPENDIX 3 – 2018 SCOPING CORRESPONDENCE

Harrison Bains

From: Shelley Dix
Sent: 06 March 2018 13:13
To: Cook, Darren
Cc: Chater, Michael; Harrison Bains
Subject: RE: The Heights Primary School: Transport Scope of Work (JNY9556)

Hello Darren

Thanks again for your quick response, this is very helpful.

A 20mph scheme would be helpful.

There is possibly an action for the school through the School Travel Plan to continue the education of the parents in terms of alternative suitable places to park and walk to the school site to ease any pressures locally. I will discuss with the school what we can do to actively discourage parents from dropping directly to the school or on the roads immediately surrounding the site.

Obviously, we would like to keep any costs to a minimum, for what is a temporary site, albeit not quite as temporary as had been originally envisaged.

Kind regards
Shelley

Shelley Dix
Associate Director (Transport) - RPS Planning & Development
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London, EC2Y 5DN.
United Kingdom
Tel: +44 (0) 20 7280 3300
Mobile: +44 (0) 7919 215465
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www: www.rpsgroup.com

From: Cook, Darren [mailto:Darren.Cook@reading.gov.uk]
Sent: 06 March 2018 13:05
To: Shelley Dix <DixS@rpsgroup.com>
Cc: Chater, Michael <michael.chater@hants.gov.uk>; Harrison Bains <Harrison.Bains@rpsgroup.com>; Ben Dance <Ben.Dance@rpsgroup.com>
Subject: [EXT] RE: The Heights Primary School: Transport Scope of Work (JNY9556)

Hi Shelley,

Apologies I was supposed to write accessibility to the site not access to the site. Issues that have been raised by parents were that the footways are insufficient in width, there are concerns about crossing facilities, request for permits to park on Gosbrook Road (which will not be entertained) as well as a request to install signage which would not comply with the TSRGD however in this case the Council are proposing a 20mph scheme which would be subject to a TRO and we are awaiting funding to progress this.

I hope that this is of help but if you have any further questions please let me know.

Kind regards,

Darren Cook
Transport Development Control Manager
Transport | Directorate of Environment and Neighbourhood Services (DENS)

Reading Borough Council
Civic Offices
Bridge Street
Reading
RG1 2LU

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07814 169457

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



From: Shelley Dix [<mailto:DixS@rpsgroup.com>]
Sent: 06 March 2018 08:26
To: Cook, Darren
Cc: Chater, Michael; Harrison Bains; Ben Dance
Subject: RE: The Heights Primary School: Transport Scope of Work (JNY9556)

Hello Darren

Many thanks for your quick response, I really appreciate it.

Thank you for confirming you are happy with the previously agreed scope of work.

With regard to a thorough assessment of the access to the site, please can you clarify what you would like this to constitute to be sure we address this appropriately. I am assuming that a junction capacity assessment will not be required on the basis minimal vehicles actually access the site?

Kind regards
Shelley

Shelley Dix
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Email: DixS@rpsgroup.com
www: www.rpsgroup.com

From: Cook, Darren [<mailto:Darren.Cook@reading.gov.uk>]
Sent: 05 March 2018 17:11
To: Shelley Dix <DixS@rpsgroup.com>
Cc: Chater, Michael <michael.chater@hants.gov.uk>; Harrison Bains <Harrison.Bains@rpsgroup.com>; Ben Dance <Ben.Dance@rpsgroup.com>
Subject: [EXT] RE: The Heights Primary School: Transport Scope of Work (JNY9556)

Hi Shelley,

I am ok thanks.

I am happy that the TA is consistent with the previous planning applications. With regards the Junction assessments I think this would be useful for them to be updated along with updated survey results.

Just so you are aware I have received numerous correspondence from the Mapledurham Councillor in terms of parking and access to the school following complaints to her from her constituents who have children at the school. I would therefore suggest that a thorough assessment of the access to the site is undertaken based on the travel patterns of the existing pupils.

If you have any further questions then please let me know.

Kind regards,

Darren Cook
Transport Development Control Manager
Transport | Directorate of Environment and Neighbourhood Services (DENS)

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From: Shelley Dix [<mailto:DixS@rpsgroup.com>]
Sent: 05 March 2018 16:21
To: Cook, Darren
Cc: Chater, Michael; Harrison Bains; Ben Dance
Subject: The Heights Primary School: Transport Scope of Work (JNY9556)
Importance: High

This is an EXTERNAL EMAIL. STOP. THINK before you CLICK links or OPEN attachments.

Hello Darren

I hope you are keeping well.

I understand from Mike Chater that you are aware a planning application is soon to be submitted to extend the temporary planning permission for The Heights Primary School to enable them to remain at the Gosbrook Road site for a further two school years beyond this August and to provide additional accommodation for 120 pupils (60 per year) to enable the school to continue to grow, whilst the permanent site is being finalised.

To support the planning application we are intending to submit a revised Transport Assessment and updated Travel Plan to take account of the current pupil and staff modal splits for the school and current operations for the school.

We are intending to use the methodology previously approved in conjunction with the original 2014 application and subsequent 2015 applications and trust this will be acceptable? The TA will look at the potential impact of the additional 120 pupils and associated teaching staff.

As part of the 2014 application, we undertook traffic flow surveys and junction assessments of the following junctions at the request of RBC:

- i. St Peters Hill / Bridge Street / Church Street signal controlled junction;
- ii. Church Street / Prospect Street / Gosbrook Road mini roundabout junction;
- iii. Gosbrook Road / South Street / Archway Road crossroad junction; and
- iv. Gosbrook Road / George Street signal controlled junction.

Please can you confirm whether you will be requiring updated junction assessments to take account of the additional 120 pupils and associated staff? If yes, please can you confirm whether we can use the 2014 traffic flows and growth these using Temprow growth factors or whether you require new traffic surveys to be undertaken?

To provide sufficient time for the application to be determined and to enable the required work to be undertaken to ensure the school is ready for the 2018 Autumn term, we have been given an application submission deadline of 28th March 2018, and therefore are up against it!

I would therefore be very appreciative if you can review and advise as soon as possible, to afford us the time to commission the surveys and analyse the results etc should this be required.

Please can you also advise if you require any changes to the methodology and / or additions.

I look forward to hearing from you shortly.

Kind regards
Shelley

Shelley Dix
Associate Director (Transport) - RPS Planning & Development
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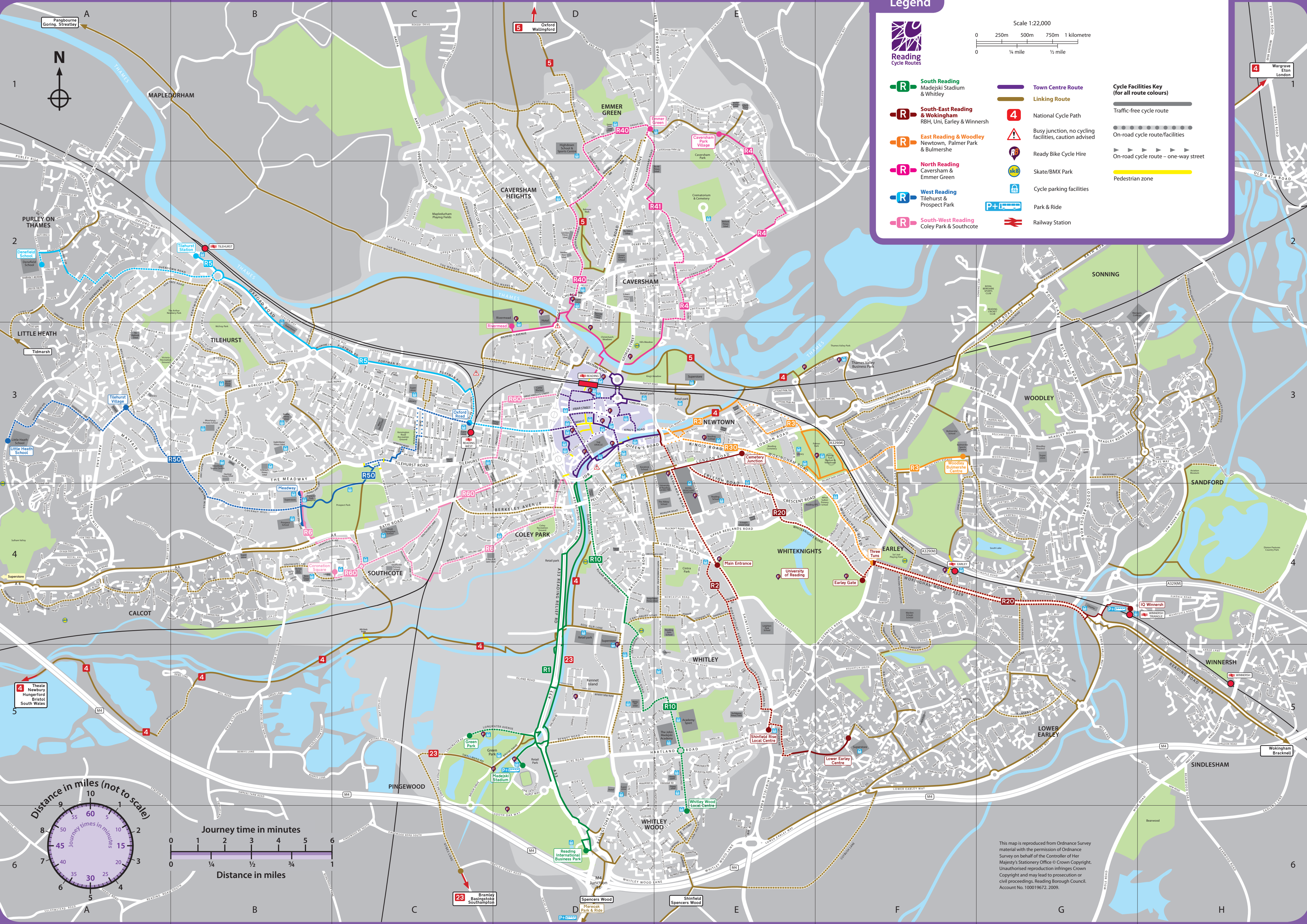
This e-mail message and any attached file is the property of the sender and is sent in confidence to the addressee only.

Internet communications are not secure and RPS is not responsible for their abuse by third parties, any alteration or corruption in transmission or for any loss or damage caused by a virus or by any other means.

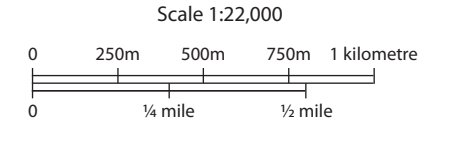
RPS Group Plc, company number: 208 7786 (England). Registered office: 20 Western Avenue Milton Park Abingdon Oxfordshire OX14 4SH.

RPS Group Plc web link: <http://www.rpsgroup.com>

APPENDIX 4 – CYCLE ROUTES MAP



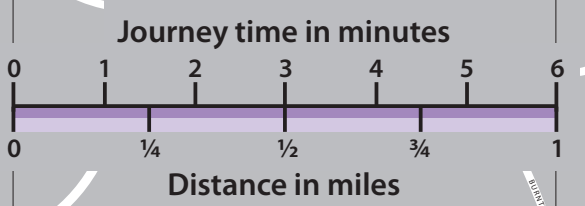
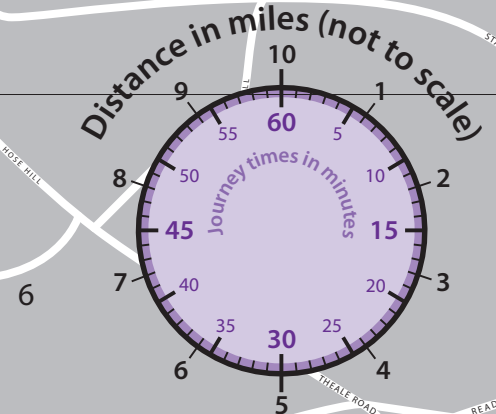
Legend



- South Reading**
Madejski Stadium & Whitley
- South-East Reading & Wokingham**
RBH, Uni, Earley & Winnersh
- East Reading & Woodley**
Newtown, Palmer Park & Bulmershe
- North Reading**
Caversham & Emmer Green
- West Reading**
Tilehurst & Prospect Park
- South-West Reading**
Coley Park & Southcote

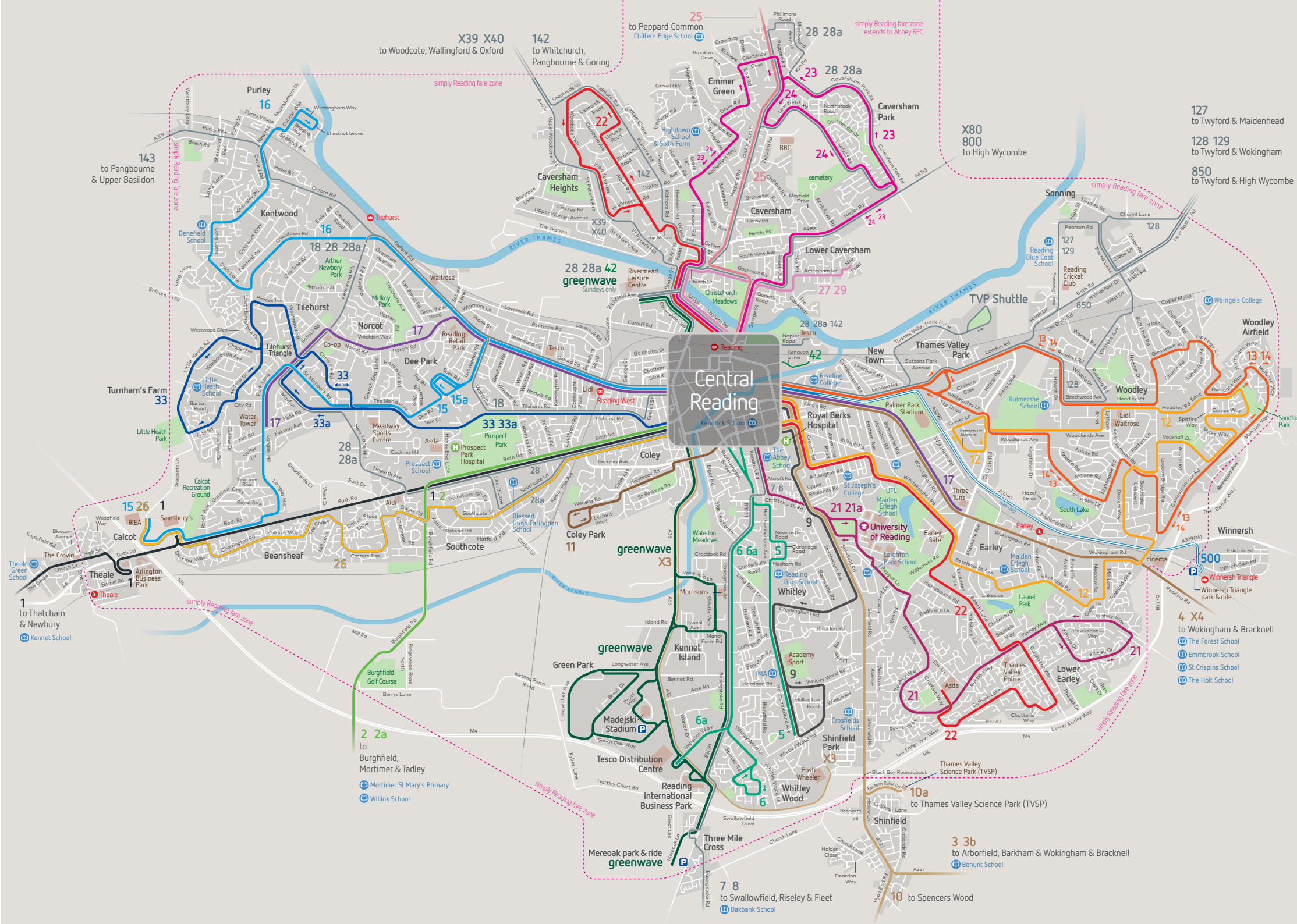
- Town Centre Route**
- Linking Route**
- 4** National Cycle Path
- Busy junction, no cycling facilities, caution advised
- Ready Bike Cycle Hire
- Skate/BMX Park
- Cycle parking facilities
- Park & Ride
- Railway Station

- Cycle Facilities Key (for all route colours)**
- Traffic-free cycle route
 - On-road cycle route/facilities
 - On-road cycle route – one-way street
 - Pedestrian zone



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APPENDIX 5 – BUS ROUTES MAP



APPENDIX 6 – TRAFFIC SURVEY RESULTS
