



The Abbey Senior School Sixth Form Building
Kendrick Road, Reading

Transport Statement

For

The Abbey Senior School

Document Control Sheet

The Abbey Senior School Sixth Form Building
Kendrick Road, Reading
The Abbey Senior School

This document has been issued and amended as follows:

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8 th November 2019	1 st Draft	Charlotte Hiscott	Chris Saunders
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1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of The Abbey Senior School, Reading to support the proposed provision of an extension to the existing sixth form, a new dining hall and a replacement sixth form parking area.
- 1.2 The site is located on Kendrick Road, approximately 1 kilometre to the south east of Reading town centre and 1.5 kilometres to the south east of Reading railway station within the unitary authority of Reading Borough Council.
- 1.3 The site is also accessible by the more sustainable modes of travel including foot, cycle and public transport. For example, Kendrick Road is served by regular bus services providing frequent connections to the town centre, university and railway station.
- 1.4 The proposed new facilities are to cater for the existing number of staff and pupils. The existing dining hall is undersized and cramped while the existing sixth form is undersized, poorly lit with no designated study or teaching areas.
- 1.5 This Transport Statement has been prepared in accordance with current best practice guidelines and demonstrates that:
 - ▶ The proposals accord with national and local policies relevant to transport;
 - ▶ Suitable and appropriate access to the site can be achieved via the internal estate roads;
 - ▶ The proposals will make provision for car parking having regard to adopted local parking standards and available on-street car parking; and
 - ▶ The level of traffic associated with the proposals will not lead to harm to the existing operation and free flow of traffic on the adjoining highway network.
- 1.6 Following this introduction, this Transport Statement is split into 5 sections as follows:
 - ▶ Section 2 outlines the transport planning policies that are considered to be relevant to this application;
 - ▶ Section 3 sets out the existing use of the site and description of the surrounding area and highway network;
 - ▶ Section 4 provides an overview of the proposed development and details of the proposed access, parking and servicing arrangements;
 - ▶ Section 5 assesses the trip generating potential of the proposals and provides an overview of the impacts these are likely to have; and
 - ▶ Section 6 summarises the key findings and conclusions of this report.

2.0 Transport Policy

Overview

2.1 The key policy documents which set the context for the development proposals are as follows:

- ▶ National Planning Policy Framework (February 2019);
- ▶ Reading Borough Local Plan (November 2019); and
- ▶ Reading Borough Council Local Development Framework Supplementary Planning Document (October 2011)

National Planning Policy Framework (NPPF)

2.2 The National Planning Policy Framework (NPPF) February 2019 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 102 says that;

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

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

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

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

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

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

2.4 Section 9 of the NPPF deals with 'Promoting Sustainable Transport'. Paragraph 103 states that:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.5 Off-street parking provision is referred to by Paragraph 105, which says that, in setting local parking standards for development, local planning authorities should take into account accessibility; the type, mix and use of the development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.

2.6 Paragraph 106 states:

"Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local

authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."

- 2.7 Paragraph 108 addresses the relationship between development and sustainable transport as follows:

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

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

- 2.8 Paragraph 109 says that "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

- 2.9 Paragraph 110 suggests that development should be located and designed where practical to, among other things, give priority to pedestrians and cycle movements, have access to high quality public transport facilities, create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians and consider the needs of people with disabilities by all modes of transport. Additionally, allow efficient delivery of goods and access by emergency vehicles and be designed to enable charging of plug-in and other ultra-low emission vehicles.

- 2.10 Paragraph 111 states:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

Reading Borough Local Plan (November 2019)

- 2.11 The Plan takes a positive approach to conserving and enhancing Reading's considerable but, in the past, often overlooked historic legacy.

- 2.12 With regard to a strategic approach to transport, Policy TR1 states:

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

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

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

- 2.13 With regard to sustainable design and construction, Policy CC2 states:

"All major non-residential developments or conversions to residential are required to meet the most up-to-date BREEAM 'Excellent' standards, where possible;

All minor non-residential developments or conversions to residential are required to meet the most up-to-date BREEAM 'Very Good' standards as a minimum; and

All non-residential development or conversions to residential should incorporate water conservation measures so that predicted per capita consumption does not exceed the appropriate levels set out in the applicable BREEAM standard. Both residential and non-residential development should include recycling greywater and rainwater harvesting where systems are energy and cost effective."

2.14 With regard to mitigating transport issues, Policy TR3 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."*

2.15 With regard to cycling, Policy TR4 states:

"Developments will be expected to make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities. Development of new facilities for cycling, such as cycle hire points and cycle parking, will be acceptable.

The cycle routes identified in the most up-to-date Cycling Strategy will be maintained, enhanced and added to or extended. Development will not detrimentally affect an identified cycle route. Where appropriate exist, improvements to that route, including the provision of connecting routes, and/or cycling facilities will be sought within developments or through planning contributions."

2.16 With regard to car, cycle and electric car parking, Policy TR5 states:

"Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.

Development should make the following provision for electric vehicle charging points:

- ▶ *All new houses with dedicated off-street parking should provide charging points; and*
- ▶ *Within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point."*

2.17 With regard to new and existing community facilities, Policy OU1 states:

"On-site intensification of some facilities, particularly schools, may result in some loss of open areas. This may be acceptable where the impact on open areas is minimised, and the area has no specific use, or where that use can satisfactorily be accommodated elsewhere on the site, subject to other policies in the plan. The above does not include loss of sports pitches and playing fields, which should only be developed where:

- ▶ *An assessment clearly shows the area to be surplus to requirements; or*
- ▶ *The loss would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or*

- *The development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.*

New community facilities should be located where there is a choice of means of travel (including walking and cycling), and in existing centres where possible.

Proposals involving the redevelopment of existing community facilities for non-community uses will not be permitted, unless it can be clearly demonstrated that there is no longer a need to retain that facility."

Reading Borough Council Local Development Framework Supplementary Planning Document (October 2011)

- 2.18 Parking standards for development are set out in the Borough Council's 'Parking Standards and Design Supplementary Planning Document', adopted in October 2011. The guidance operates on a zonal system depending on the proximity of sites to local centres and public transport provision, with the site located within the Primary Core Area. The requirements for developments within the primary core area, are set out in the table below.

Type of Development	Parking Standards	Cycle Parking Standards	
		Building User Range	Minimum number of cycle parking spaces as a percentage of building users
D1 Further/Higher Education	1 per FTE teaching staff	<500	10%
	1 per 4 non-FTE teaching staff	501-1000	7%
	1 per 30 students	>1000	5%

Table 2.1 – Required parking standards within zone 2

Summary

- 2.19 On the basis of the above review, it is evident that the location of a site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Furthermore, appropriate provision should be made for parking and facilitating access by more sustainable forms of travel by providing connections to existing networks.
- 2.20 The following sections of this report review the accessibility of the site and evaluate whether the development proposals will encourage the use of sustainable modes of transport. In addition to this, a further assessment has been undertaken to establish the impact of the proposals upon the local highway network.

3.0 Baseline Conditions

Overview

- 3.1 So that the context of the site can be established, a detailed review of the study area has been undertaken. The following text provides a summary of the results of this review, makes reference to the location of the site and sets out an overview of the accessibility of the site by a variety of modes of transport.

Site Details

- | | |
|-----|---|
| 3.2 | The senior school, which has 544 secondary and 172 sixth form pupils is located on Kendrick Road, 250 metres south of its junction with the A4 London Road and 430 metres north of the its junction with the A327 Christchurch Road. Kendrick Road is circa 7 metres wide, street lit, provided with footways and subjected to a 20 miles per hour. Parking restrictions are in force along Kendrick Road, consisting of "No Waiting at Any Time" and Permit Holder / Pay and Display parking spaces in force 7 days a week between 8am and 5.30pm. |
| 3.3 | The school buildings are located to the east of Kendrick Road, while the school playing field and hockey pitch is situated to the west of Kendrick Road. To ensure pupils and staff can cross Kendrick Road safely a pelican crossing is provided. |
| 3.4 | The senior school is located within the administrative boundary of Reading Borough Council (RBC) and has been shown on Figure 3.1 below. |



Figure 3.1: Site Location

- 3.5 The senior school currently is provided with 79 parking spaces, with 59 parking spaces located at the front of the site for staff, 4 of which are for disabled users and 20 parking spaces located at the rear of the site for the sixth form.

- 3.6 In addition, seven covered Sheffield cycle stands, provide cycle parking for 14 bicycles located adjacent to the school minibus parking area to the south of the main school buildings.

Sustainable Transport Accessibility

- 3.7 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:

- ▶ Most people will walk to a destination that is less than one mile (Planning for Walking, 2015)
- ▶ The bicycle is a potential mode of transport for all journeys under five miles (Planning for Cycling, 2015); and,
- ▶ Walking distances to bus stops should not exceed 400 metres with people being prepared to walk twice as far to rail stations (Planning for Walking, 2015).

- 3.8 Notwithstanding the above, it should be noted that the NPPF recognises that the policies and measures required in different communities to maximise sustainable transport solutions will vary from rural to urban locations. Moreover, Manual for Streets (MfS) identifies 'walkable neighbourhoods' as being:

"characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may comfortably access on foot".

- 3.9 It is also important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, MfS and TD91/05 of the Design Manual for Roads and Bridges contend that walking can be used to access a variety of destinations within a range of up to two kilometres and two miles respectively. Finally, it is also important to acknowledge that 81% of all trips that cover a maximum distance of one mile are completed on foot (National Travel Survey, 2017).
- 3.10 It is also noteworthy that BREEM 2018 regulations state that a complaint transport node includes any bus service within 650 metres and/or any railway station within 1000 metres of an assessed buildings main entrance. The service stopping at the node must provide transport from or onward travel to either an urban centre, major transport node or a community focal point.
- 3.11 This section provides a summary of the level of accessibility within the local area which in turn enables any future site users to make a variety of choices about how they travel to and from the site.
- 3.12 Having access to non-car modes of travel along with access to local services and amenities within walking and cycling distance from the site negates the need for students, staff and visitors to the site to have a private motor car.

Public Transport Accessibility

- 3.13 Figure 3.2 below shows that the site is in a highly accessible location in close proximity to a number of bus stops, with Reading and Reading West Stations 1.5km and 2.6km away respectively.



Figure 3.2: Existing Transport Links

Access by Bus

- 3.14 Bus Stops are located on Kendrick Road, London Road, Redlands Road and Whitley Street, which all provide services into the town centre and station as well as providing links to out of town destinations. A copy of the Reading bus route map is provided within **Appendix A**.
- 3.15 The Morgan Road bus stop, located on Kendrick Road approximately 30m north of the school's main entrance, services the northbound and southbound route 21 routes, which provides links to the town centre, station, University of Reading and Lower Earley. Timetable information is provided at the stops and streetlighting increases safety during darker hours.
- 3.16 Furthermore, the bus stop on London Road 290 metres from the school entrance is served by the in to town services of routes 3, 3b, 10, 19a, 19b, 19c while the out of town services to the University of Reading, Shinfield, Spencers Wood, Wokingham and Bracknell and several other nearby towns and villages are served by bus stops on Redlands Road 640 metres from the school's main entrance. The bus stops have timetables and route plans to provide traveller information.
- 3.17 The Morgan Road and London Road bus stops are significantly within the 650 metre BREEM requirement to be classified as a compliant transport nodes, while the Redland Road bus stop is also within the BREEM requirement.
- 3.18 In addition, the Whitley Street bus stop, servicing the 7, 5, 6 and 6a routes is located approximately 770m from the site. Users benefit from street lighting, a shelter and timetable information and route plans at the stop.
- 3.19 Table 3.1 below sets out in detail the bus services which can be accessed within approximately 10 minutes' walk from the schools main entrance.

Service Number	Local Bus Stops			Route	Average Service Headway (minutes)		
	Whitley Street	Morgan Road	UoR London Road (into town), Redlands Road (out of town)		Mon-Fri	Sat	Sun
3			√	Reading Station – Arborfield, Finchamstead – Wokingham Station	30	30	N/a
3b			√	Reading Station – Arborfield, Crowthorne – Bracknell Bus Station	60	60	60
5	√			Reading Station – Whitley – Engineers Court	9	10	20
6	√			Reading Station – Whitley – Engineers Court	10	10	20
6a	√			Reading Station – Whitley – Engineers Court	30	30	30
9			√	Reading Station – RBH-Whitley – Three Mile Cross	60	60	N/a
10			√	Reading Station – RBH South Wing – Spencers Wood	30	30	60
19a			√	Reading Station Earley – Woodley – Reading Station	60	60	N/a
19b			√	Reading Station – Earley – Lower Earley ASDA	60	60	N/a
19c			√	Reading Station – Woodley – Earley – Reading Station	60	60	N/a
21		√		Reading Station – UoR – Lower Earley	7	15	20

Table 3.1: Existing Bus Services

School Bus Provision

- 3.20 The school provides 8 bus services solely for pupils use prior to and after each school day. The routes cover a large area of the Thames Valley and north Hampshire and are detailed on Figure 3.3 below.

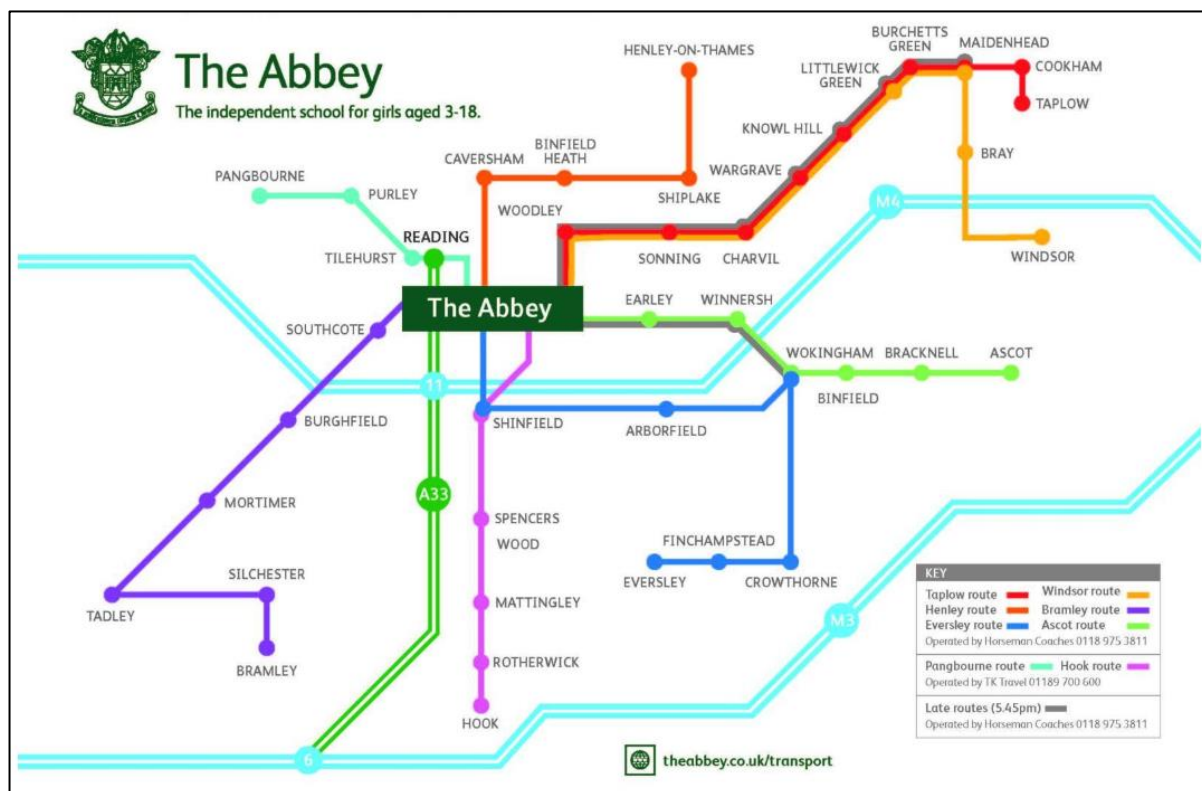


Figure 3.3 – Abbey School Bus Routes

Access by Rail

- 3.21 The site is 1.4 kilometres from Reading Station which has links to multiple London Stations as well as much of the South of England, as shown in Table 3.2 below. The station is within a 10 minute bus journey or a 20 minute walk from the school's main entrance.

Station		Operator	Via	Average Service Headway (minutes)
London	London Waterloo	South Western Railway	Direct	30
	London Paddington	Great Western Railway	Direct	4
Southampton Central		Cross Country	Direct	60
Oxford		Great Western Railway	Direct	20
Didcot Parkway		Great Western Railway	Direct	20
Basingstoke		Great Western Railway	Direct	30
Guildford		Great Western Railway	Direct	30
Maidenhead		Great Western Railway	Direct	15
Bristol		Great Western Railway	Direct	30
Birmingham		Cross Country	Direct	30

Table 3.2: Rail Services from Reading Station

- 3.22 The railway stations identified in Table 3.3 all provide a connection to other mainline stations which in turn give connections to towns and cities further afield.

Pedestrian Access

- 3.23 The site is located along Kendrick Road, with a rear entrance that leads to Acacia Road providing access to Redlands Road and the Royal Berkshire Hospital. Kendrick Road provides a link to London Road in the north and Christchurch Road in the south.
- 3.24 The footways are provided with dropped crossings at junctions and street lighting is present along the entirety of Kendrick Road, London Road and Christchurch Road. There are signalised pedestrian crossings on Kendrick Road, London Road, and Christchurch Road to enable pedestrians to cross all roads safely.
- 3.25 The Institute for Highways and Transportation (IHT) provides guidance on distances considered suitable for a journey on foot. A journey of up to 2km is considered acceptable by most people, which based on an average walking speed of 80 metres per minute equates to a 25-minute journey. Figure 3.4 below shows walking isochrones for 5,10,15,20 and 25 minute walk times from the schools main entrance and shows that a significant area of the town can be easily reached by foot.

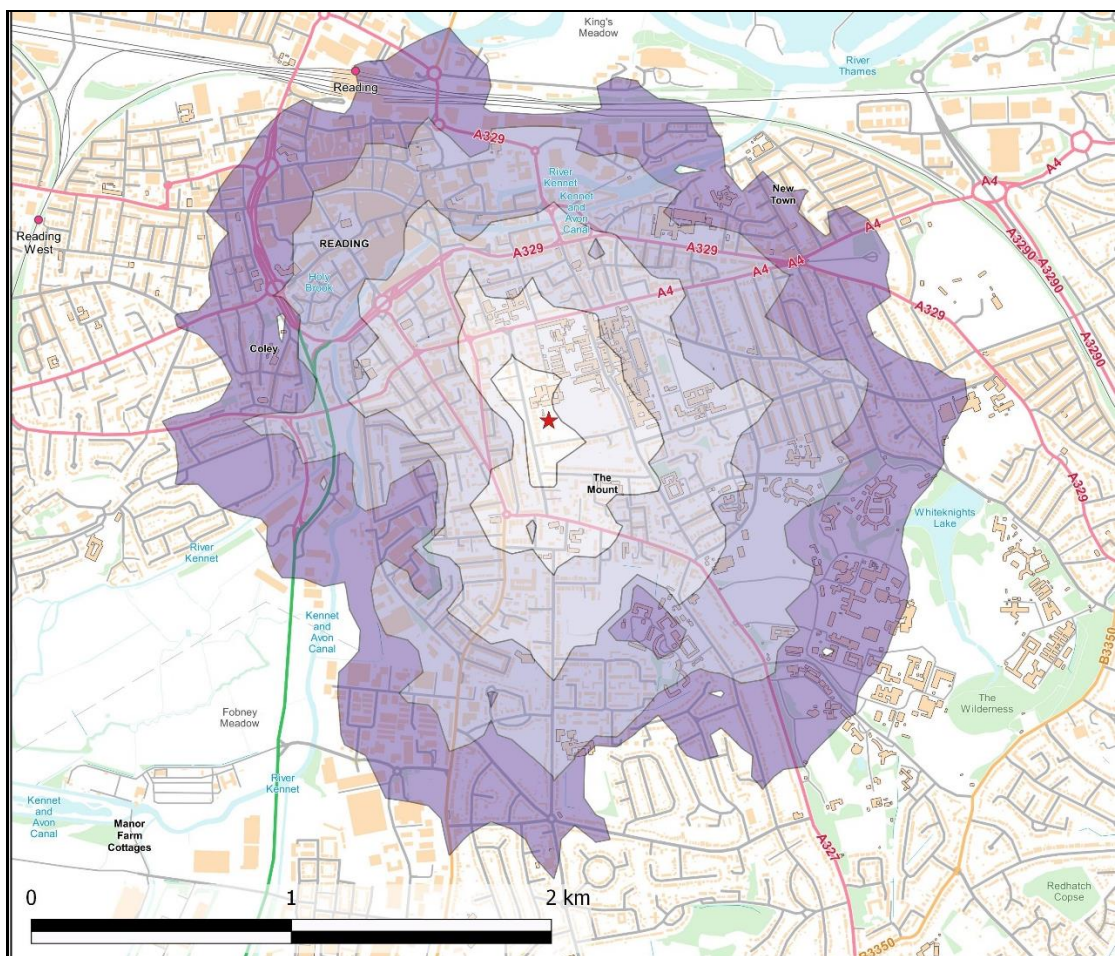


Figure 3.4: 25-minute (2km) Walking Isochrone

- 3.26 Local centres consisting of shops, restaurants, pubs and local services are located on London Road, 350 metres to the north and Whitley Street, 675 metres to the south. In addition, Reading Town Centre is approximately 850m north of the site, which consists of wide range of leisure, retail, restaurant and service provision, while the Royal Berkshire Hospital, Redlands Road entrance is 500 metres to the east of the School.

Cycle Access

- 3.27 Reading is provided with an extensive network as shown on the Cycleway map within **Appendix B**. Kendrick Road, Morgan Road and Redlands Road are part of cycle routes providing access to the town centre and areas to the south while off road cycle paths are provided along London Road which provide connections to the east and west.
- 3.28 It is generally accepted that a distance of up to 5km is acceptable to most cyclists. As stated above, a large number of amenities, services, leisure uses, and places of worship are located within 2km and thus the provision expands considerably over a 5km distance. Cycling isochrones, for 5,10,15,20 and 25 minute ride times based on the IHT recommend average ride time of 5.4 metres per second have been set out on Figure 3.5 below.

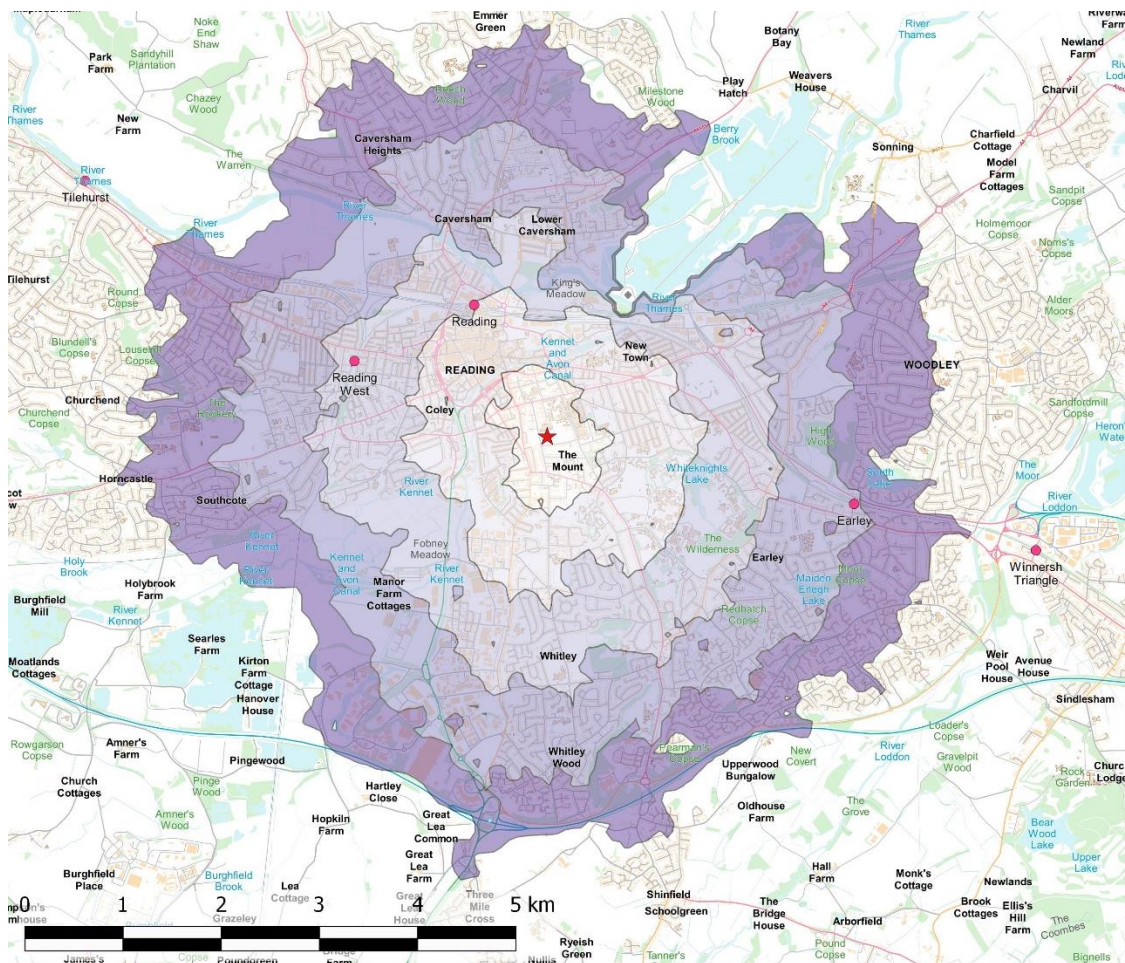


Figure 3.5: 5km Cycling Isochrone

- 3.29 The above figure demonstrates the area which can be accessed within a 5km cycle ride, which includes the entirety of Reading. The permeability of the street network enables cyclists to travel close to their natural desire lines and thus undertake direct routes.

Access to Amenities

- 3.30 In accordance with BREEAM requirements an assessment has been made of the proximity of local amenities from the school's main entrance and these are detailed within Table 3.3 below.

Amenity	Location	Distance from main Entrance
Food Outlet – Tesco Express	London Road	470 metres
Access to cash -Tesco Express ATM	London Road	470 metres
Outdoor Space – School Tennis Courts	Rear of School Buildings	50 metres
Leisure Facility for fitness and sports – School Hockey Pitch	Kendrick Road	100 metres
Publicly available postal facility	Kendrick Road, junction with London Road	270 metres
General Medical Centre – Royal Berkshire Hospital	Redlands Road	350 metres
Pharmacy -Lloyds	Milman Road	880 metres

Table 3.3 – Distance to Amenities

- 3.31 As shown in Table 3.3 the school is within close proximity to a number of amenities and all within a 15 minute walk distance of the school's main entrance.

Disability Access

- 3.32 The neighbouring highway network includes facilities to assist persons with disabilities including visual impairment. The pelican crossing on Kendrick Road adjacent to the senior school entrance has tactile paving as well as having spinning cones on the underside of the green man box to assist those who are visually impaired.
- 3.33 The bus stops on Kendrick Road are ramped to enable access for persons with disabilities while the buses used on the route have low floor access. The buses also included tannoy announcements on board informing passengers of the next bus stop reached
- 3.34 The pedestrian crossings at the junction of London Road and Kendrick Road are provided with tactile paving, while the pelican crossing across London Road is also provided with cones under the green man box.
- 3.35 Within the senior school car park, a raised pedestrian crossing is in place, as shown on Figure 3.6 below, with tactile paving to enable persons with disabilities to travel from the footways along Kendrick Road to the main senior school entrance safely.



Figure 3.6 – Raised Crossing within Senior School Car Park.

- 3.36 The tactile paving, pelican crossing together with the facilities on the buses themselves enable persons with disabilities including visual impairment to travel to the senior school safely.

BREEAM Accessibility Index

- 3.37 The BREEAM sustainability assessment method requires that a public transport Accessibility Index (AI) is calculated for the site. The AI is calculated in a process similar to TfL's Public Transport accessibility Level (PTAL). It considers the proximity of local public transport nodes and the number of services that are accessible via these nodes during the sites typical operating hours. The calculation accounts for bus stops within 640 metres and railway stations within 960 metres of the site.
- 3.38 The site benefits from an AI of 10.05, characterised as a good level of public transport accessibility. The full calculation report is included at **Appendix C**.

Summary

- 3.39 The above review demonstrates the senior school is readily accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car. In addition to this it has been established that the site is well located to a range of key local amenities. It is therefore considered that its location accords with the guiding principles of the National Planning Policy Framework.

4.0 Proposed Development

- 4.1 The proposals consist of a new dining hall, kitchen, green roof and sixth form areas, including 4 new sixth form classrooms, a new sixth form common room and sixth form study space for the Abbey Senior School. The proposals are to enhance the existing facilities at the school to improve social wellbeing of staff and pupils as well as improving pupil productivity and as a result the number of staff or the pupil capacity will remain unaltered.
- 4.2 The new buildings will be constructed to the rear of the school which will affect the existing tennis courts and existing 20 space sixth form car parking, which will be relocated. The relocated car park will still be accessed by driveway to the south of the main buildings and will still be provided with 20 spaces. The proposed site layout is within **Appendix D**.

Parking

Car Parking

- 4.3 The new sixth form car park will replicate the existing sixth form provision of 20 space, with 10% of these spaces designated for blue badge holders. These spaces will be designated for use by Sixth Form students only and, as such, their level of use will not change as a result of the proposals.
- 4.4 The access to the sixth form car park will remain the same as the existing via the access way from the main car park adjacent to the south flank of the main school buildings.
- 4.5 To encourage the use of electric cars and to meet BREEAM requirements eight car parking spaces within the front car park will be provided with car charging points.
- 4.6 Also, to encourage car sharing, three spaces within the front car park will also be converted to car share spaces in accordance with BREEAM requirements.
- 4.7 The location of the electric car charging and car share spaces are shown on the plan within **Appendix E**.

Cycle Parking

- 4.8 The existing cycle parking will remain in its existing location adjacent to the school minibus parking area to the south of the main school buildings.

Servicing

- 4.9 The site will be serviced as existing via Acacia Road. Secure external refuse storage is provided with level access from the existing Kitchen and Dining Room.
- 4.10 Deliveries and other servicing activity will also take place via Acacia Road as per the existing arrangements.

Summary

- 4.11 In terms of servicing and deliveries the proposals will operate in the same manner as the existing site, while there will be no increase in parking provision. However to encourage car sharing and the use of electric vehicles, dedicated electric charging points and car share spaces will be provided within the existing car park.

5.0 Trip Analysis

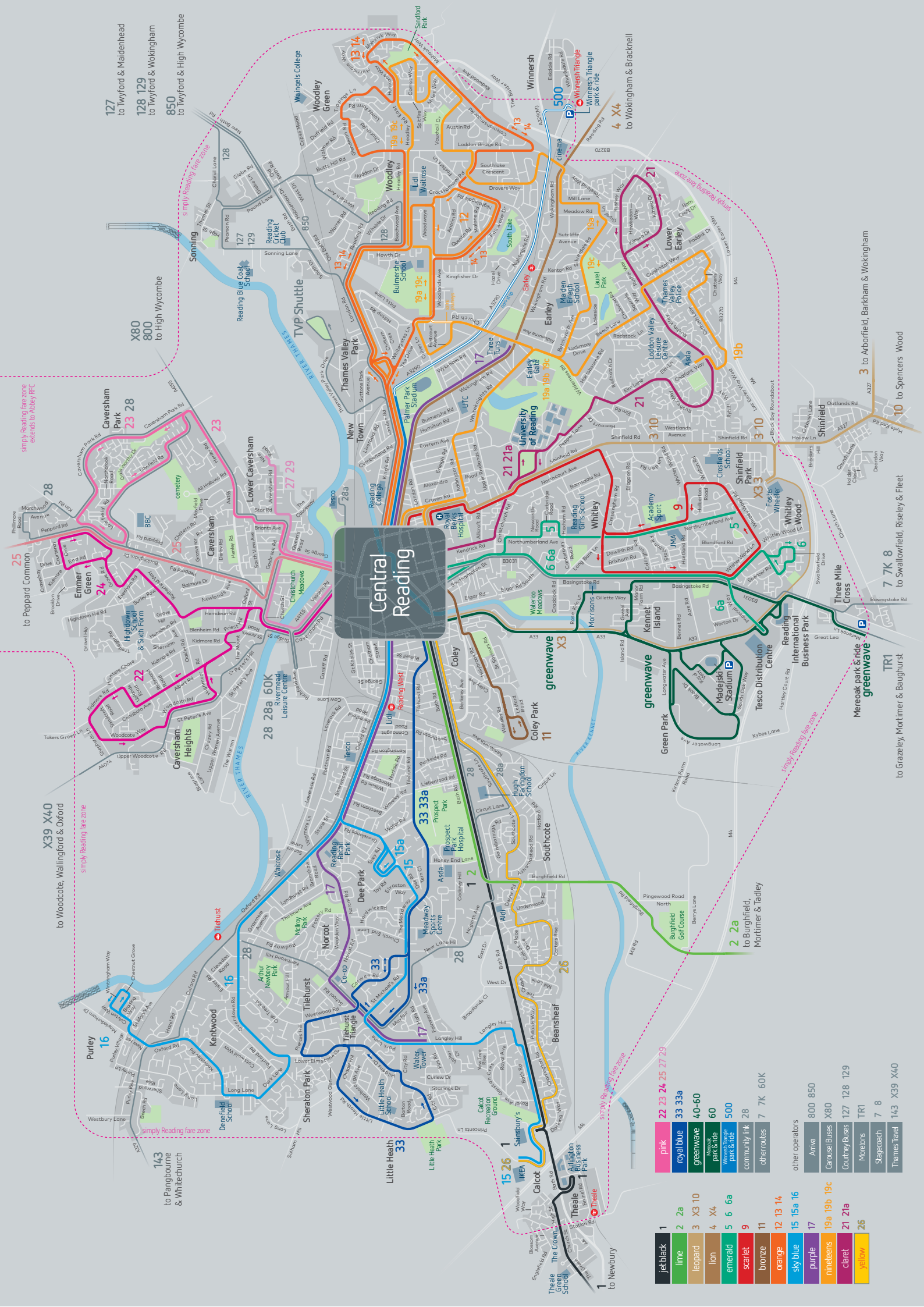
- 5.1 This development is intended to improve the existing facilities of the site for pupils and staff and will not result in the senior school's pupil capacity or staff numbers increasing. Therefore, the development is expected to generate no additional trips to the site.
- 5.2 Neither less the senior school has updated their Travel Plan as part of these proposals, which encourages modal shift and car sharing for pupils and staff. Wherever possible staff and pupils are encouraged to use modes of transport other than a single occupancy vehicle, which are available in close proximity to the school and detailed within Section 3.
- 5.3 Taking this into account, it is considered highly unlikely that the proposals will lead to any material impact on the operation of local transport networks, let alone the severe impact referred to in the NPPF as legitimate grounds to resist development.

6.0 Summary and Conclusion

- 6.1 This Transport Statement has been prepared on behalf of The Abbey Senior School, Reading to support the proposed provision of an extension to the existing sixth form, a new dining hall and a replacement sixth form parking area.
- 6.2 The proposed new facilities are to cater for the existing number of staff and pupils. The existing dining hall is undersized and cramped while the existing sixth form is undersized, poorly lit with no designated study or teaching areas.
- 6.3 The level of accessibility to and from the site by all non-car modes of travel has been assessed. Public transport availability enables the town centre and railway station, where connecting services to many towns are available, to be easily reached on frequent services. The location of the site enables future site users to gain access to a number of local services and amenities on foot, within a 2km walk, or by bike, within a 5km cycle ride. The school is considered to be in a highly accessible location.
- 6.4 The proposed development is forecast to result in no change in traffic generation to and from the site when compared to the existing school, thereby resulting in no impact on the surrounding road network.
- 6.5 In summary this transport statement has demonstrated that:
- ▶ The School is spatially very well located to access sustainable transport modes;
 - ▶ The proposals for a new kitchen, dining hall and sixth form facilities, will not result in an increase in the pupil capacity of the school or staff numbers.
 - ▶ The proposed new car parking spaces are to accommodate existing demand within the site and replicated the existing sixth form parking provision which will be lost as a result of the new buildings; and,
 - ▶ The proposals will have no material yet alone severe impact on the adjacent highway network.
- 6.6 Therefore, in accordance with paragraph 109 of NPPF, there are therefore no transport or highway reasons why planning permission should be withheld or refused.

Appendix A

Reading Bus Map



127 to Wyford & Maidenhead
128 129 to Wyford & Wokingham
850 to Wyford & High Wycombe

25 to Peppard Common
28 to Woodcote, Wallingford & Oxford

23 28 to Peppard Common
24 to Woodcote, Wallingford & Oxford

22 to Woodcote, Wallingford & Oxford

16 to Woodcote, Wallingford & Oxford

143 to Pangbourne & Whitechurch

127 to Wyford & Maidenhead
128 129 to Wyford & Wokingham
850 to Wyford & High Wycombe

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- 1 jet black
- 2 lime
- 3 leopard
- 4 lion
- 5 emerald
- 6 scarlet
- 7 bronze
- 8 orange
- 9 sky blue
- 10 purple
- 11 nintetens
- 12 13 14
- 15 15a 16
- 17
- 18 19a 19b 19c
- 19 20
- 21 21a
- 22
- 23
- 24
- 25
- 26

- other operators
- Arriva 800 850
- Carousal Buses X80
- Courtney Buses 127 128 129
- Morabns TR1
- Slagcoach 7 8
- Thames Travel 143 X39 X40

where to catch your bus in Central Reading

Reading**buses**



download the Reading Buses app

buy mobile tickets, plan your journey &
get live bus times on your phone



route

towards

your bus stops

jet black	1	Theale/Thattham/Newbury	EP	FP	CA	CQ
lime	2 2a	Burghfield/Mortimer/Tadley	EP	FP	CA	CQ
leopard	3	+ RBH/Arborfield/Wokingham	CR	FM	SA	MA MF
leopard	X3	Shinfield Park (Direct)	EP	FP		
lion	4, X4	+ College/Wokingham/Bracknell	CT	FN	EO	ME
emerald	5	Northumberland Ave	MI	CR	CU	SC MC
emerald	6 6a	Whitley Wood/Tesco depot	MI	CR	CU	SC MC
scarlet	9	+ RBH/Shinfield Park	CR	FM	SA	MA MF
bronze	11	Coley Park	MI	CR	FM	EO MC
leopard	10	+ RBH/Spencers Wood	CR	FM	SA	MA MF
orange	12	+ College/Woodley Centre	EM	MF		
orange	13 14	+ College/Woodley Centre/Woodley/Woodley Green	EM	MF		
sky blue	15 15a	Tilehurst/Dee Park/IKEA	FE	CX		
sky blue	16	Purley	FE	CX		
purple	17	+ College/Wokingham Road (Three Tuns)	CY	FN	EO	ME
purple	17	+ College/Tilehurst (Water Tower)	MG	MM	CN	CW
nineteens	19a 19b 19c	+ RBH/+ UoR/Woodley or Lower Earley	CR	FM	SA	MA MF
claret	21 21a	+ UoR/ Lower Earley	CR	CU	EK	MA
pink	22	Caversham Heights	FL	EL	NA	
pink	23	Caversham Park	FJ	EL	NA	
pink	24	Emmer Green	FL	EL	NA	
pink	25	Sonning Common/Peppard Common	FJ	EL	NA	
yellow	26	Calcot	EK	FP	CA	CQ
pink	27	Lower Caversham via Caversham Centre	FJ	EL		
shuttle	29	Lower Caversham	FJ	EL		
royal blue	33 33a	Turnhams Farm/Tilehurst	FE	CB	CQ	
Winnersh Triangle park&ride	500	Winnersh Triangle park&ride	MQ	CS	FM	EO MC
Merebrook park&ride	60	Merebrook park&ride	CS	SD	MC	
greenwave	40-60	Kennet Island/Green Park/+ Madejski Stadium/RIBP	CS	SD	MC	
community link	18 28	Purley/Tilehurst Triangle/Caversham/Calcot/ Tesco (Napier Road)	EP	FP	CA	CB CQ
			CU	NF	NG	MP

operated by First

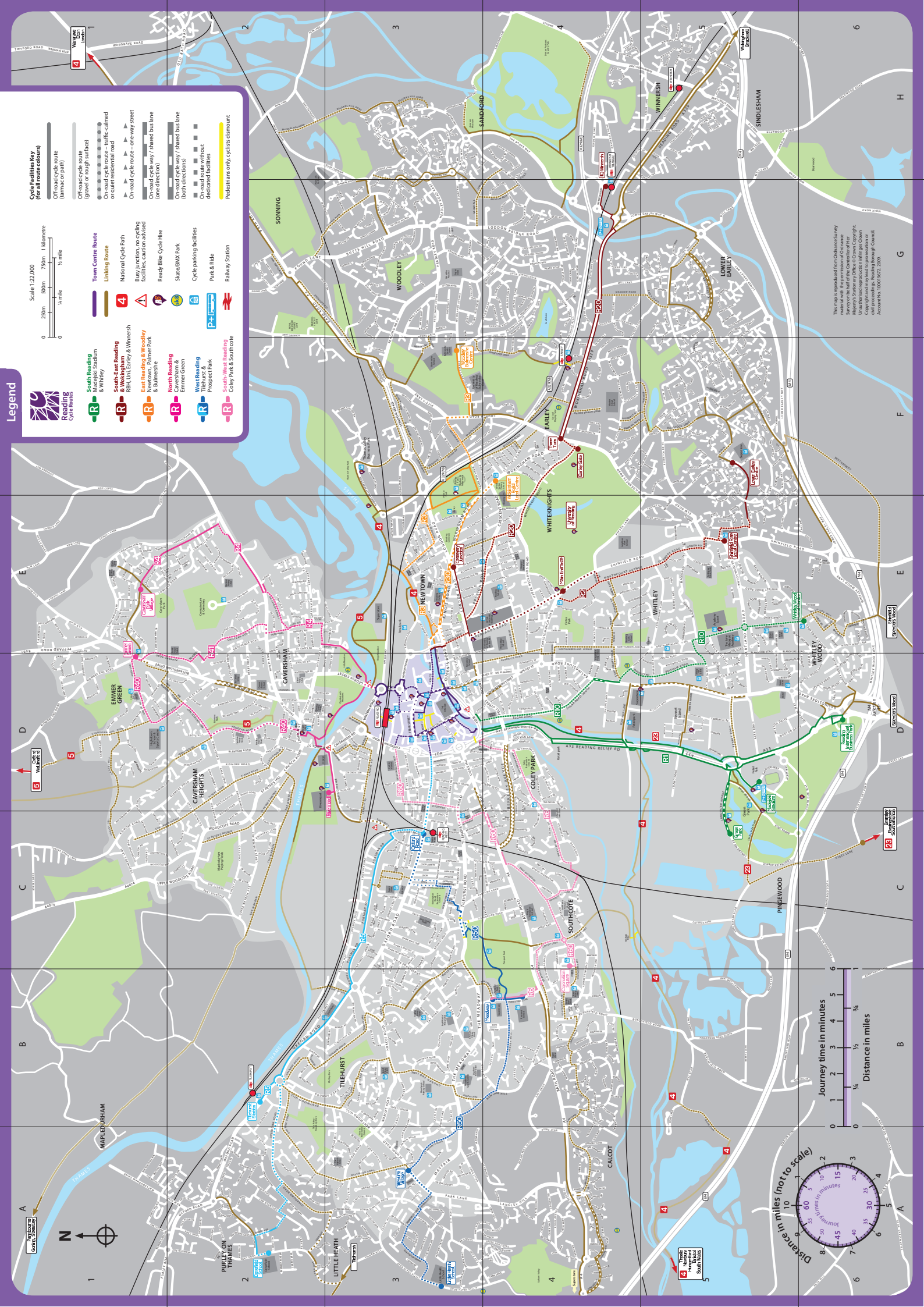
railair

+ Heathrow Airport

see map

Appendix B

Reading Cycle Map



Cycle Facilities Key (for all route colours)

Scale 1:22,000
0 250m 500m 1 kilometre
0 1/4 mile 1/2 mile

Legend

South Reading
Marple Stadium & Whitley

South-East Reading & Wokingham
Horn, Winkley & Winkley

East Reading & Woodley
Crown, Palmer Park & Sandford

North Reading
Emmer Green

West Reading
Prospect Park

South-West Reading
Crown Park & Southcote

Town Centre Route
Linking Route

National Cycle Path
Buy junction no cycling facilities, caution advised

Ready like Cycle Hire

State/BMX Park

Cycle parking facilities

Park & Ride

Railway Station

Cycle Facilities Key (for all route colours)

Off-road cycle route (gravel or rough surface)

On-road cycle route - traffic-calmed or quiet residential road

On-road cycle route - one-way street

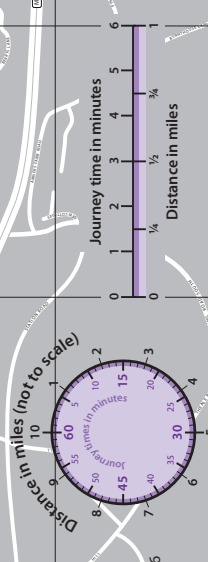
On-road cycle way / shared bus lane (one direction)

On-road cycle way / shared bus lane (both directions)

On-road route without dedicated facilities

Pedestrians only, cyclists dismount

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Appendix C

BREEM Sustainability Assessment

The Abbey Senior School, Reading - Accessibility Index

Parameters	
Walk Speed (metres/min)	80
Bus reliability (mins)	2
Rail reliability (mins)	0.75

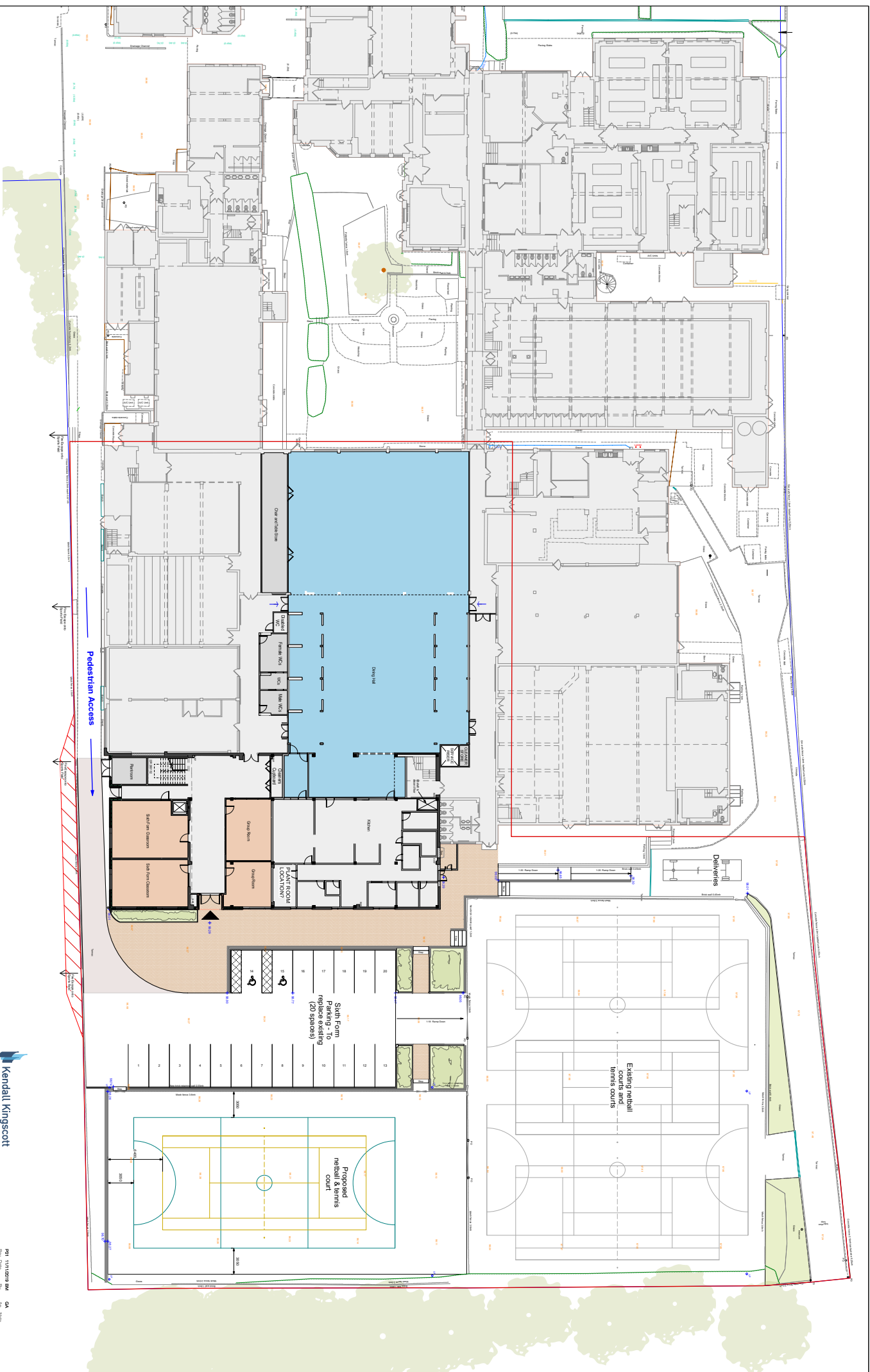
Services	Stop	Distance	Frequency	Weight	Walk time	SWT	Average SWT	Access	EDF	AI
BUSES										
3 Westbound	UoR London Road	290	2	0.5	3.63	15.00	17.00	20.63	1.45	0.73
3b Westbound	UoR London Road	290	1	0.5	3.63	30.00	32.00	35.63	0.84	0.42
10 Westbound	UoR London Road	290	2	0.5	3.63	15.00	17.00	20.63	1.45	0.73
3 Eastbound	Redlands Road	640	2	0.5	8.00	15.00	17.00	25.00	1.20	0.60
3b Eastbound	Redlands Road	640	1	0.5	8.00	30.00	32.00	40.00	0.75	0.38
10 Eastbound	Redlands Road	640	2	0.5	8.00	15.00	17.00	25.00	1.20	0.60
9	Redlands Road	640	0.5	0.5	8.00	60.00	62.00	70.00	0.43	0.21
19a	UoR London Road	290	1	0.5	3.63	30.00	32.00	35.63	0.84	0.42
19b	UoR London Road	290	1	0.5	3.63	30.00	32.00	35.63	0.84	0.42
19c	UoR London Road	290	1	0.5	3.63	30.00	32.00	35.63	0.84	0.42
7	Morgan Road	30	1	0.5	0.38	30.00	32.00	32.38	0.93	0.46
21	Morgan Road	30	9	1	0.38	3.50	5.50	5.88	5.11	5.11
TOTAL AI										10.50

Note:

Assumptions:
Walk distances taken from the centre of the site

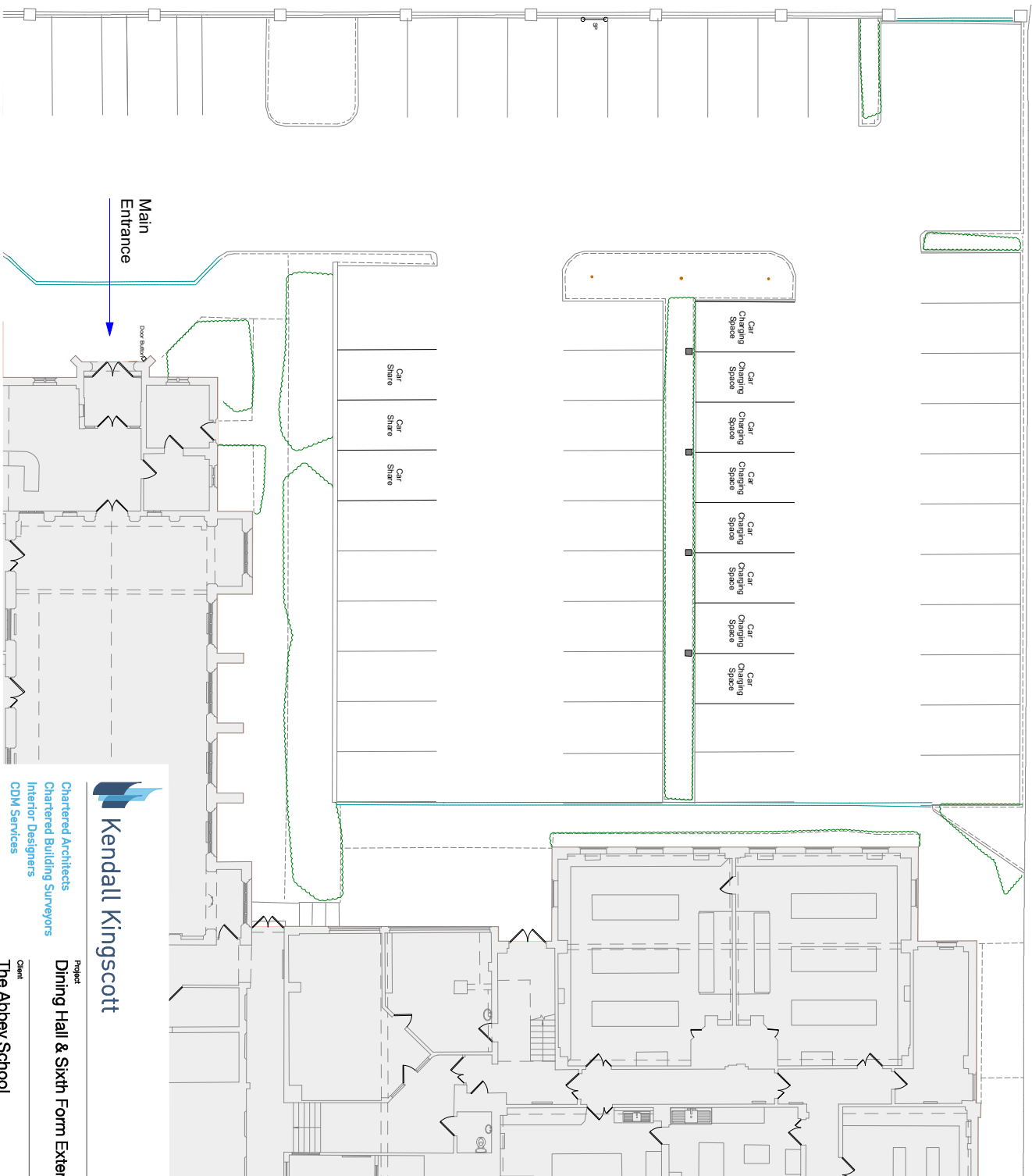
Appendix D

Architects Site Layout Plan



Appendix E

Electric Charging and Car Share Spaces



Chartered Architects
Chartered Building Surveyors
Interior Designers
CDM Services

Glentworth Court, Lime Kiln Close
Stoke Gifford, Bristol BS34 8SR
+44 (0)117 931 2062
www.kendallkingscott.co.uk

Project
Dining Hall & Sixth Form Extension

Client
The Abbey School

Scale Paper Size Filename
1:200 ISO A3 181006 Master.wxp
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Drawing Title
Proposed Front Car Park

P01 06/12/2019 BM GA
Rev Date By Ap Note

Project Number Drawing Number Revision
181006-1405 P01

Date Drawn Checked Purpose/Status
06/12/19 BM GA PLANNING

Check all dimensions and levels on site

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