



Hampshire
County Council



Hampshire
Services

Transport Statement Addendum in support of:

Proposed Relocation and New Build Construction
of Phoenix College Special Educational Needs
School, Reading.

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

January 2020

Client reference: E02966

Strategic Transport
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1. Background

1.1. Overview

- 1.1.1. This Addendum has been produced in response to the Reading Borough Council (RBC) Transport Development Planning team's request for additional information following submission of a planning application for the relocation and new build construction of Phoenix College special educational needs school. The school is proposing a relocation from its existing site in Christchurch Road to a new site in Hamilton Road, which are both in Reading.
- 1.1.2. This document should be read in conjunction with the Transport Statement submitted as part of the planning application (September 2019) under planning reference: 191634.
- 1.1.3. The submitted Transport Statement outlined an estimated pupil trip generation to the new Hamilton Road site that could be expected at peak hours (based on current data from the School). It concluded that the site could accommodate the anticipated number of vehicles (11) associated with pupil pick-up and drop-off and would provide staff parking provision in accordance with RBC's parking guidelines and discussions with RBC's Highway Development Planning Team.
- 1.1.4. Following submission of the Transport Statement comments were received from RBC's Transport Development Planning team in relation to the anticipated trip generation. A request was made for inclusion of staff trips, and a comparison of the anticipated trip generation against previous uses. This was not undertaken in the first instance as following submission of the Scoping Report (Appendix 1 in the Transport Statement) RBC did not set this as a requirement of the Transport Statement.
- 1.1.5. Following the submission of the Transport Statement, the proposed car park layout has been amended and vehicle tracking has been updated accordingly. Plans the vehicle tracking, a revised car park plan and a description of these amendments also feature within this Addendum.

1.2. Level of Assessment

- 1.2.1. The Hamilton Road Site was originally used as a sixth form college. This use ended approximately 20 years ago. The Site has most recently been used as office space and a SureStart Children's Centre, at the same time.
- 1.2.2. Due to the fact that the building's use as a 6th Form College was some time ago it was difficult to ascertain any data on pupil or staffing numbers from that time. Therefore, the trip generation presented below is based on the Sites most recent use only in relation to office space and as a SureStart Children's centre.
- 1.2.3. A TRICS (Trip Rate Information Computer System) assessment of similar sites was used in order to establish a comparison trip generation. TRICS is the system that challenges and validates assumptions about the transport impacts of new developments. It is the national system of trip generation analysis, a large database of inbound and outbound transport surveys covering a wide variety of development types.
- 1.2.4. This Addendum will compare the trip rate for the former sites use to compare the anticipated trip rate as featured within the Transport Statement.
- 1.2.5. Calculations are based on information supplied by RBC's Education Asset Management Team in January 2020, for estimated staffing numbers at the offices and the children's centre. This information was supplied as follows in Table 1:

Table 1: Staffing and Pupil number estimate at former site

Children's Centre	
SureStart Children's Centre Staff	3
SureStart Children's Centre Pupils	10
Office Space	
Health Team Staff	10
CAT Team Staff	10
Social Care Staff	20
Youth Service Staff	10

1.3. TRICS Assessments – previous use

- 1.3.1. A TRICS assessment was undertaken to assess the trip rate from the building's previous use as office space. At that time, the building also accommodated a Sure Start Centre. A TRICS assessment of the Sure Start use was not possible as this land use is not available within the selection programme. Moreover, as the facility would have provided 'drop-in' sessions throughout the day it is unlikely that any trips related to people attending these sessions occurred in the peak hours. Therefore, the 10 Sure Start 'pupils/attendees' have been excluded from the assessment. The SureStart Centre staff (3 in total) have been added to the office staff number, making a total of **53 staff** associated with the site's previous use.
- 1.3.2. Six comparable TRICS survey sites were available to use in the assessment of the office use. The information from these sites was used in order to produce an average estimated trip rate per member of staff. All six survey sites selected were located within a 'residential/edge of town centre' setting, similar to that of the current site.
- 1.3.3. As no information was available (either from online planning applications or provided by RBC) as to how the floor space was shared between the offices and children's centre, the site assessment was based on total staff numbers, provided by RBC's Education Asset Management Team, as outlined in Table 1. Full details on the filtering and outputs of the TRICS assessment can be found in **Appendix 1** of this addendum.
- 1.3.4. The TRICS assessment showed that the highest levels of arrivals and departures were between 08:00-09:00 in the AM peak and 17:00-18:00 in the PM peak. The outputs detailed in Tables 2 and 3 below demonstrate peak arrival and departure trip generations.
- 1.3.5. TRICS produced a combined vehicle arrival and departure trip rate of 0.525 per member of staff in the AM peak hour and 0.342 in the PM peak hour. These figures were then multiplied against the 53 members of staff to produce the figures detailed in Table 2 below:

**Table 2: Estimated One-Way Trip Rate for Office Staff
Peak AM & PM Times**

Mode	TRICS Estimated Trip Rate AM Peak (8:00-9:00)	TRICS Estimated Trip Rate PM Peak (17:00-18:00)
Vehicles	28*	18

*rounded up

1.3.6. Table 2 outlines that there would have been approximately **of 28 AM and 18 PM one-way vehicle trips** associated with the office use space that would occur at peak periods.

1.3.7. Trip rates for other modes are included in **Appendix 1**.

1.4. Trip generation - proposed use

1.4.1. As referenced in Section 3 of the Transport Statement, the anticipated trip generation for the new use of the building, as a SEN facility, would see up to 11 vehicles, including cars and mini-buses (11 two-way trips/22 one-way trips) for pupils.

1.4.2. In order to estimate the staff trip rate to the new proposed use typical travel to work patterns for this area were assessed against NOMIS data¹ (Census 2011) for travel to the Middle Super Output Area (MSOA²) reference number 012. Area 012 is outlined in Figure 1 below:

¹ TRICS data for secondary school staff at comparable sites appeared to include pupil drop off on-site, which has already been accounted for within this application, and was therefore not appropriate for this assessment.

² A 'MSOA' is a geospatial statistical unit used in England and Wales to facilitate the reporting of small area statistics.

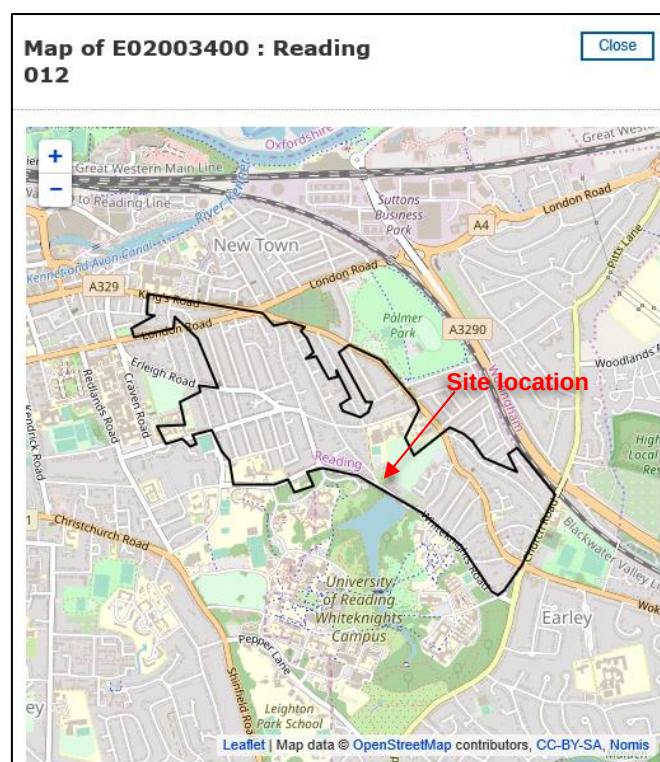


Figure 1 – Outline of area MSOA 012

1.4.3. The results of travel to work data for this area are summarised in Table 4 below (full modal share details are outlined within **Appendix 2**):

Table 4: MSOA 012 Travel to Work Data

All categories: Method of travel to work (2001 specification)											
	Work mainly at or from home	Under-ground metro, light rail or tram	Train	Bus, minibus or coach	Taxi	Motor-cycle, scooter or moped	Driving a car or van	Passenger in a car or van	Bicycle	On foot	Other method of travel to work
MSOA Mode Share as %	0%	0%	3%	7%	0%	1%	51%	3%	8%	28 %	0%
Estimated use for 28 school staff	0	0	1	2	0	0	14	1	2	8	0

1.4.4. From table 4 it can be seen that up to **15 vehicles (15 one-way trips in each peak hour)** would be anticipated. Given that this MSOA area also contains a large secondary school and a University Technical College, main employment destinations, this would be considered a robust assessment for school staff travel to work.

1.4.5. Table 5 below summarises the trip generation figures for the previous site's use and proposed. It highlights the difference in peak hour vehicle related trips.

Table 5: Vehicle Only Peak Hour One-Way Trip Generation Comparison

	Previous Site (Office staff)	New Site use (SEN education facility - pupils and staff)	Trip Difference (+ or -)
AM Peak Hour Trips	28	37 (22 pupil and 15 staff)	+9
PM Peak Hour Trips	18	37 (22 pupil and 15 staff)	+19

1.4.6. Table 5 outlines that within the AM peak hour there could be a difference of +9 one-way trips from the site's previous use, against its anticipated new one. The PM peak could see a difference of +19 one-way trips.

1.4.7. The difference in trip generation from the site's previous use to its anticipated use shows that the differences are small, and the resulting anticipated impact on the highway is expected to be minimal.

1.4.8. It is worth noting however that sufficient staff parking will be accommodated on site against RBC guidelines, within the new layout, against the total of 28 staff. Furthermore, staff trips to and from the site are more than likely to be spread out away from peak hours, due to the fact the building will be open from 06:30am until 08:00pm. Although there will be some provision of after-school activity, it is anticipated that most pupils would leave the site before the PM peak, further spreading trips away from peak hours.

2. Updated Site Layout

- 2.1.1. Since the submission of the Transport Statement the layout of the site, in relation to car parking, has changed. This is due to feedback from Sports England about the new car park area encroaching on the playing field and to help accommodate tracking movements of large vehicles (i.e. refuse trucks) on site.
- 2.1.2. There is an existing car park which is shared with Maiden Erlegh School that has 95 spaces, of which, 35 spaces are allocated for use by the former Hamilton Centre, this was agreed under planning ref: 14/02858/F, when the Maiden Erlegh Secondary School was established in 2015.
- 2.1.3. It is proposed to redesign this car park to allow flow for the drop off of the Phoenix College students and replace some spaces in an additional parking area. In the reconfigured layout there will be 87 standard spaces, 4 accessible bays, 3 minibus bays and 3 parking spaces for powered two-wheel vehicles. The Phoenix College staff will use up to 28 of the parking spaces.
- 2.1.4. There will also be a drop off area for SEN transport (minibuses and taxis) which can be used for deliveries too.
- 2.1.5. **Figure 2** below outlines the new layout of the site. This plan, together with a wider plan of the site, is included in **Appendix 3**.



Figure 2: Updated car park layout

3. On-Site Vehicle Tracking (pupil related vehicles)

3.1.1. Within the TS it was established that 11 vehicles would be associated the School drop off and pick up of pupils. In terms of vehicle footprint requirements within the site, vehicle tracking was undertaken to ascertain that these 11 vehicles could be accommodated on site at peak times.

3.1.2. **Figure 3** below displays the tracked number of vehicles that will queue within the confines of the site.

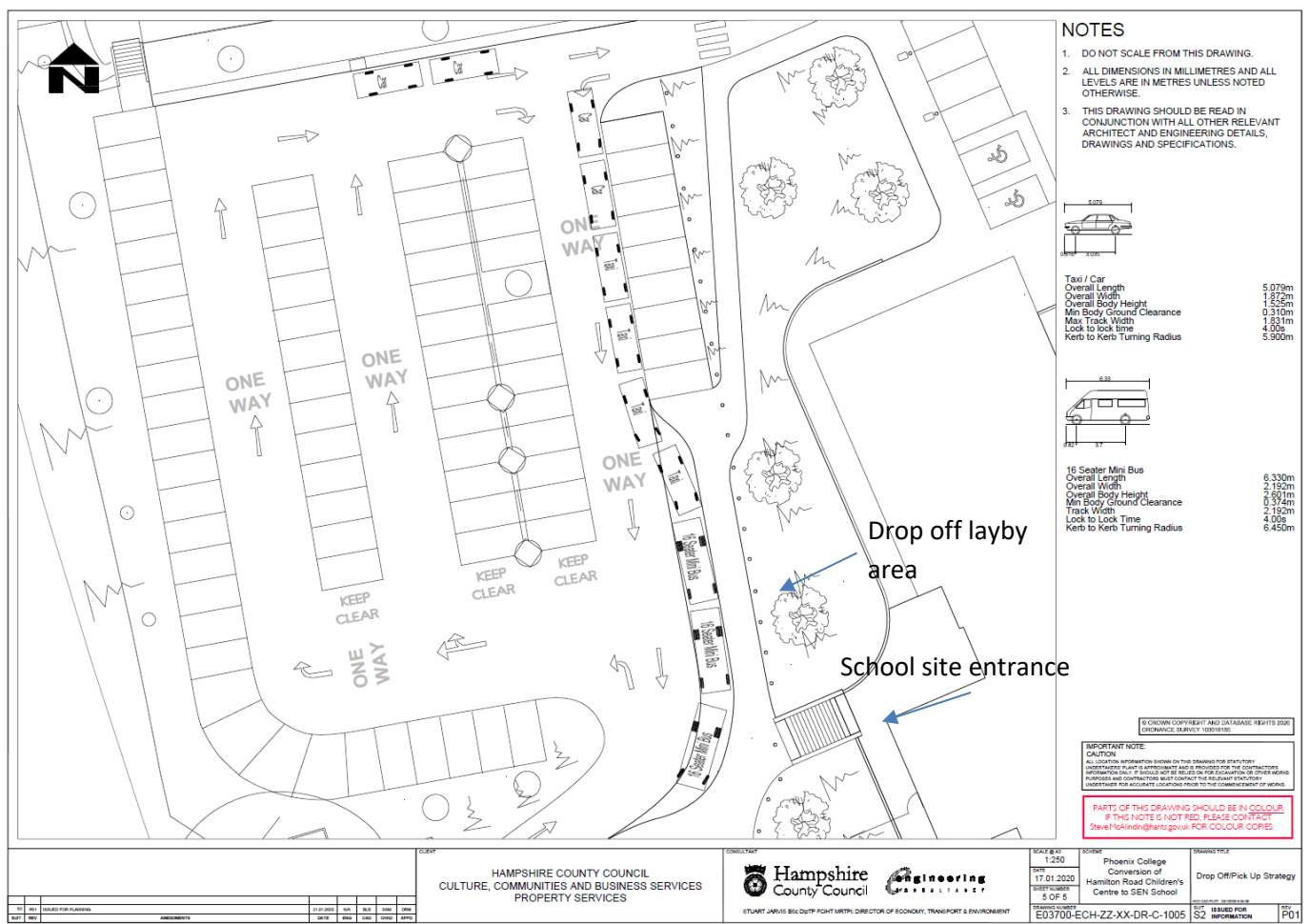


Figure 3 – On-site vehicle tracking queue

3.1.3. **Figure 3** demonstrates that the site can accommodate all 11 estimated SEN vehicles, queuing together, minimising any impact on the local highway network. It should be stressed that this tracking queue is based on a 'worst – case' scenario, if all 11 vehicles would turn up at once, at peak times. In reality pupil related vehicles are likely to spread out at peak hours, especially with the presence of before and after school activities. A larger version of the tracking drawing is available in **Appendix 4**.

3.1.4. Any potential queue on the site however would only last for a very short period, whilst vehicles pick up and drop off pupils. Furthermore, to assist in the car park's operation a car park movement strategy is to be introduced as outlined by the directional arrows in Figure 2.

4. Summary

4.1.1. As set out above, the difference in projected vehicle trips to and from the site is low and expected to have very minimal impact on the highway.

4.1.2. Staff will be amply accommodated on site. Pupil drop off and pick up will occur on site.

4.1.3. Vehicle tracking has been undertaken to demonstrate that the site could accommodate all anticipated pupil vehicles.

4.1.4. As stated in the Transport Statement vehicle trips for pupils to this type of educational facility are subject to change year on year dependant on the pupil's individual needs and location.

4.1.5. In light of the analysis within the TS and this Addendum, it is considered that any net estimated increase in vehicle movements, against previous site use at peak hours, would not have a detrimental impact on the surrounding local highway network.