



modetransport.co.uk

The Abbey School

The Abbey Junior School, Christchurch Road, Reading

Transport Statement

May 2018



The Abbey School

The Abbey Junior School, Christchurch Road, Reading

Transport Statement

OFFICE ADDRESS:

9 Greyfriars Road
Reading
RG1 1NJ

PROJECT NO:

J323197

DATE:

May 2018

REPORT NO.

2

PREPARED:

MF

DATE ISSUE:

14/05/2018

STATUS:

Live

CHECKED:

LF

AUTHORISED:

LF

CHANGE LOG.

VERSION NO.

Version 1.2

DATE:

17/05/2018

CHECKED BY:

LF

REASON FOR CHANGE:

Final Issue

CONTENTS

1	INTRODUCTION	1
1.1	Overview	1
1.2	Report Structure	2
2	PLANNING POLICY CONTEXT	3
2.1	Introduction	3
2.2	National Planning Policy Framework (NPPF)	3
2.3	Reading Borough Council Sites and Detailed Policies Document (2012)	3
2.4	Summary	4
3	EXISTING SITUATION	5
3.1	Introduction	5
3.2	The Abbey School Layout and Operation	5
3.3	Local Highway Network Conditions	6
4	PERSONAL INJURY ACCIDENT DATA REVIEW	8
4.1	Introduction	8
4.2	Review and Analysis	8
4.3	Summary	9
5	PROPOSED DEVELOPMENT	10
5.1	Introduction	10
5.2	Development Proposals	10
5.3	Access and Egress Arrangements	10
5.4	Refuse and Servicing	11
5.5	Fire Tender Emergency Access	11
6	CAR PARKING PROVISION	12
6.1	Existing Car Parking Provision	12
6.2	Proposed Parking Provision	12
6.3	Summary	12
7	SUMMARY AND CONCLUSION	13
7.1	Summary	13
7.2	Conclusion	13

APPENDICES

APPENDIX A – RBC PRE-APP

© Copyright mode transport planning. All rights reserved

This report has been prepared for the exclusive use of the commissioning party and unless otherwise agreed in writing with mode transport planning, no other party may copy, reproduce, distribute, make use of, or rely on the contents of the report. No liability is accepted by mode transport planning for any use of this report, other than for the purposes for which it was originally prepared and provided.

Opinions and information provided in this report are on the basis of mode transport planning using due skill, care and diligence in the preparation of the same and no explicit warranty is provided as to their accuracy. It should be noted and is expressly stated that no independent verification of any of the documents or information supplied to mode transport planning has been made.

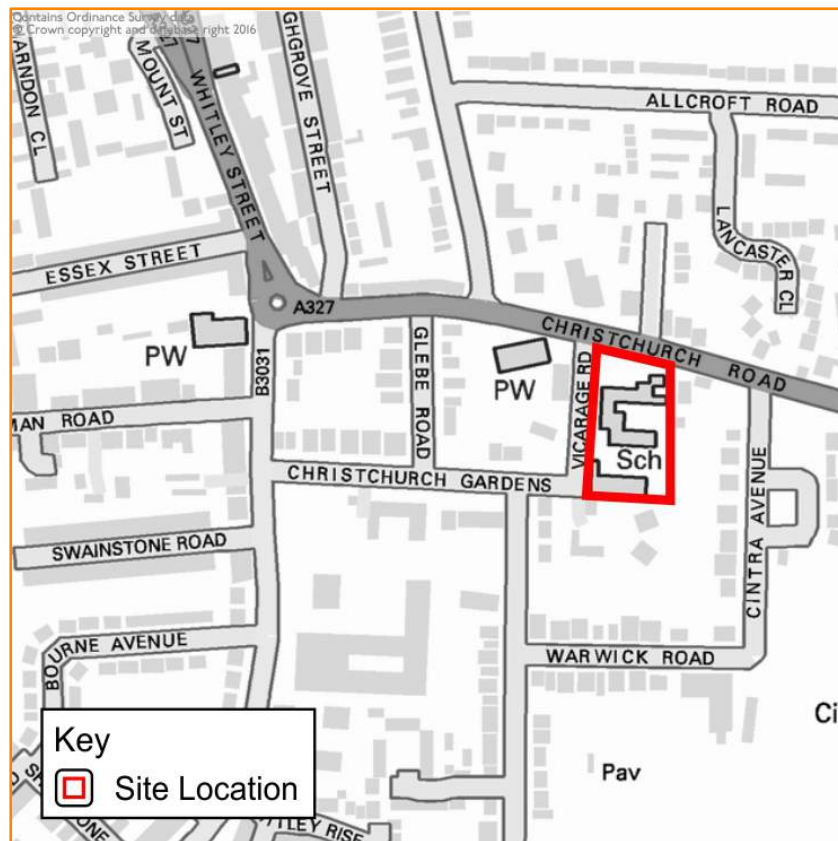
APPENDIX B	– EXISTING HIGHWAY NETWORK
APPENDIX C	– PIA DATA
APPENDIX D	– INDICATIVE SITE LAYOUT
APPENDIX E	– ACCESS & EGRESS ARRANGEMENT
APPENDIX F	– COACH SWEPT PATH ANALYSIS
APPENDIX G	– HGV/REFUSE SWEPT PATH ANALYSIS
APPENDIX H	– FIRE TENDER SWEPT PATH ANALYSIS

1 Introduction

1.1 Overview

- 1.1.1 Mode Transport Planning (mode) have been instructed by The Abbey School, an independent girls' day school, to prepare a Transport Statement (TS) to accompany a full planning application for the extension and reconfiguration of access and on-site car parking at the Kensington building within The Abbey Junior School site on Christchurch Road, Reading, Berkshire.
- 1.1.2 The Abbey Junior School is located approximately 1.4km to the south-east of Reading town centre. The site is located within the Reading Borough Council (RBC) unitary authority area. The site location is shown in Figure 1.1.

Figure 1.1: Abbey Junior School Kensington Building Site Location Plan



- 1.1.3 The Abbey Junior School campus is located to the south-east of Reading town centre, fronting on to the A327 Christchurch Road to the north and Vicarage Road to the west. The surrounding area is of mixed land uses, with a hotel site located north and residential dwellings bordering the Junior School site to the south and south-east.
- 1.1.4 The development proposals are for improvements to the Junior School but are not expected to facilitate an increase in staff or pupil numbers. The primary purpose of the reconfiguration of the access arrangement is to provide a high quality and formalised access and egress that conforms to good

practice design standards and improves on the existing sub-standard access arrangements, which raise a number of safety concerns.

- 1.1.5 Within the Kensington building, the development proposals include the addition of a reception area, main entrance, medical room, a new cloakroom, a new food technology room, new meeting rooms and to provide a dedicated cold storage room.
- 1.1.6 A design-led approach has been taken to the layout proposed for the reconfiguration of the access arrangements at the site, taking into account the space available and the local highway network conditions. This Transport Statement provides the detailed justification for the amendments proposed and the implications of this on the day to day operations at The Abbey Junior School campus.
- 1.1.7 The development proposals and the scope of assessment have been subject to pre-application discussion with RBC. A formal pre-application response from RBC is appended to this report at **Appendix A**. The pertinent transport points raised in the RBC pre-application response relating to staff car parking have been addressed in this Transport Statement.

1.2 Report Structure

- 1.2.1 Following this introduction, the TS will be structured as follows:
 - **Chapter 2** describes the local planning policy in relation to the development;
 - **Chapter 3** describes the local highway network;
 - **Chapter 4** provides an overview of the recent Personal Injury Accident Data;
 - **Chapter 5** describes the proposed development including the proposed access arrangements and car parking;
 - **Chapter 6** consider the car parking arrangements at the site; and
 - **Chapter 7** provides the summary and conclusions.

2 Planning Policy Context

2.1 Introduction

2.1.1 This chapter considers adopted transport and land use policies as they relate to the development proposals. The chapter will review the following documents:

- National Planning Policy Framework (NPPF);
- Reading Borough Council Core Strategy, 2015; and
- Draft Reading Borough Local Plan, 2017.

2.2 National Planning Policy Framework (NPPF)

2.2.1 The NPPF was published in March 2012 and sets out the Government's policies for England and how these are expected to be applied.

2.2.2 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Twelve core land-use planning principles are put forward to underpin both plan-making and decision-taking, one of which is to “*actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.*”

2.2.3 At paragraph 32, the document provides guidance for how developments should be assessed and determined. It states that:

“All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of 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.”

2.2.4 Paragraph 35 suggests that development should be located and designed where practical to, among other things, give priority to pedestrian 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.

2.3 Reading Borough Council Sites and Detailed Policies Document (2012)

2.3.1 The Sites and Detailed Policies Document (SDPD) forms part of the Reading Borough Council Local Development Framework (LDF). The LDF is responsible for the development in Reading and is used for making decisions on planning applications.

2.3.2 Policy DM12 relates to access, traffic and highways and is referred to for development proposals that include new or altered access arrangements. The policy states the following:

“Development will only be permitted where:

- Accesses and works to the highway comply with the adopted standards of the Transport Authority;
- The development would not have a material detrimental impact on the functioning of the transport network;
- The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;
- The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and
- For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.
- Proposals involving either the construction of a new site access, or a material increase in the use of an existing site access, directly onto the Classified Highway Network will not be acceptable if they would be likely to result in the encouragement of the use of the network for short local trips or compromise the safe movement and free flow of traffic on the network or the safe use of the road.”

2.4 Summary

- 2.4.1 In summary, the main aim of policy in relation to the development proposed, is to ensure safe access is provided on to the local highway network and that any means of access proposed is assessed for all future uses.

3 Existing Situation

3.1 Introduction

- 3.1.1 This chapter outlines The Abbey School operation and its location in the Reading area. A summary of the surrounding highway network is provided for context.

3.2 The Abbey School Layout and Operation

- 3.2.1 The Abbey School is an independent girls' day school with three main school operations; the Nursery School, The Abbey Junior School and The Abbey Senior School. The nursery school is located in the Knell building along Vicarage Road with the Kensington building of The Abbey Junior School located immediately to the east of the Vicarage Road carriageway. The Abbey Senior School is located along Kendrick Road to the north.
- 3.2.2 The Abbey Junior School is accessed from both Christchurch Road and Vicarage Road. The main Junior School reception is located in the Kensington building, which fronts on to Christchurch Road and has an access in the north-western corner of the site from the Christchurch Road and Vicarage Road junction. A further egress is provided on to Christchurch Road, which is also the main servicing access to the site.
- 3.2.3 The Junior School is accessed by pupils from gates along Vicarage Road, where a 'kiss and drop' arrangement is facilitated by the school during the morning drop-off period, with no parking or access allowed into the main frontage area from the Christchurch Road.
- 3.2.4 The onsite frontage area outside of the Kensington building provides a staff car parking area and also a drop-off location for parents or guardians dropping pupils at the pre-school breakfast club. This area is the main servicing location for the Junior School. Staff car parking is undertaken both formally and informally on the site and double parking does occur. An extract of the Architect's site layout plan for the existing site is provided in **Figure 3.1** below, which highlights the marked car parking spaces currently onsite.

Figure 3.1: Extract from Architect's Existing Site Layout Plan



- 3.2.5 At present, the frontage area provides 21 formalised car parking spaces, although these are not all provided to a design standard and some do result in the blocking of other spaces.
- 3.2.6 The access is approximately 3.2 metres in width. The existing vehicular access is not suitable to accommodate all servicing or coach manoeuvres from either the Christchurch Road or Vicarage Road approaches. Pedestrian visibility is also restricted given the proximity of the access to the junction.
- 3.2.7 The existing egress is located approximately 45 metres to the east of the junction between Christchurch Road and Vicarage Road directly onto Christchurch Road. The egress is approximately 3.4 metres in width. The egress has a drop kerb alignment over the footway, it is of note that the existing egress presents no pedestrian visibility and substandard vehicular visibility.

3.3 Local Highway Network Conditions

- 3.3.1 The A327 Christchurch Road passes along the northern boundary of the site and runs on an east to west axis between A327 Shinfield Road and Whitley Street roundabout. The A327 connects to the A329 which forms a strategic one-way road network around the town centre.
- 3.3.2 Christchurch Road is a single carriageway road, subject to a 30mph speed limit. Along the site frontage the carriageway is approximately 7 metres in width. A bus stop is located along the site frontage to the west of the existing egress, approximately 30 metres to the east of the existing egress there is a pelican crossing. Additionally, there is a school warning sign to the east. Christchurch Road widens at the

Vicarage Road junction to facilitate right-turning movements without blocking the eastbound Christchurch Road carriageway.

- 3.3.3 Vicarage Road links Christchurch Road to the north with Christchurch Gardens to the south. Vicarage Road is a school 20-miles per hour zone, with speed bumps and on-street parking restrictions in the form of controlled parking bays, school keep clear markings and a bus cage marking for a bus stand.
- 3.3.4 The on-street road markings have been marked on a drawing surrounding the school site to identify the existing conditions present. Drawing J32-3197-PS-009 is included at **Appendix B**.

4 Personal Injury Accident Data Review

4.1 Introduction

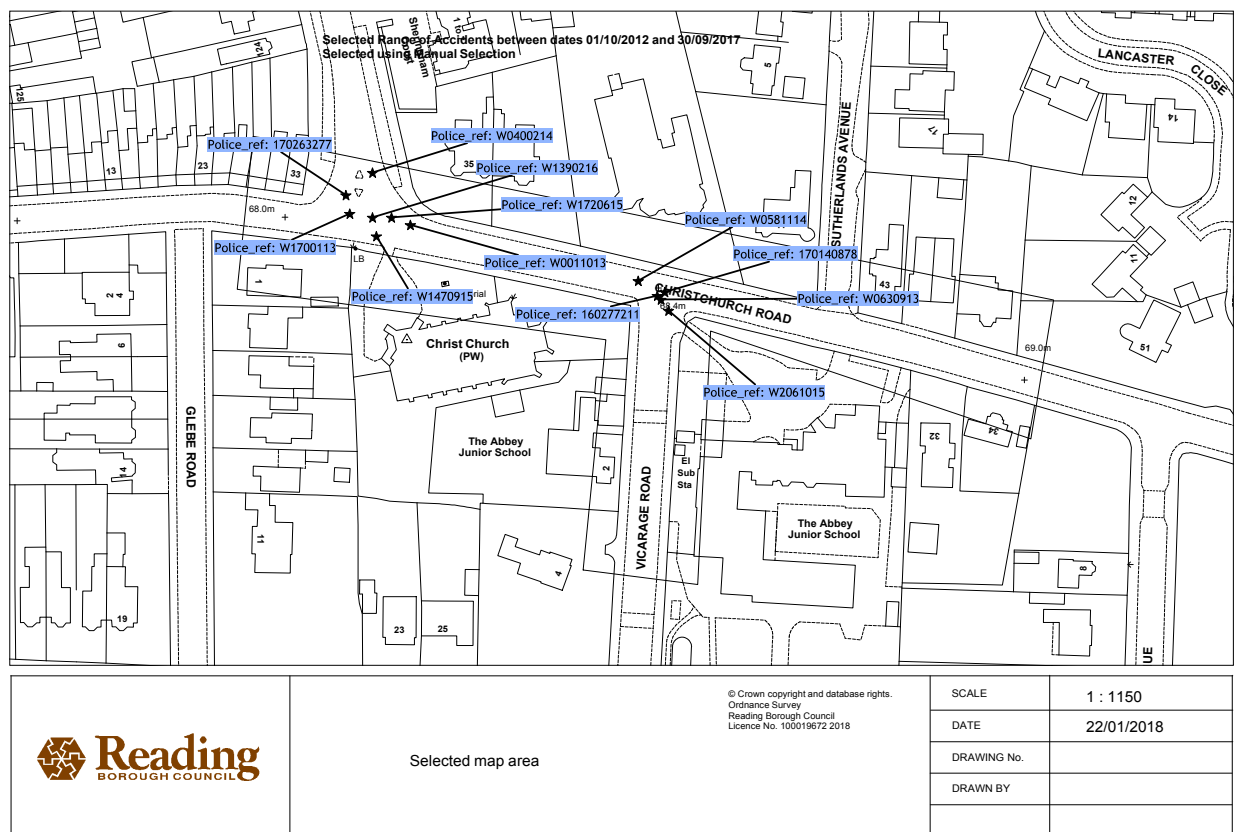
4.1.1 This section reviews the Personal Injury Accident (PIA) data records for the immediate study area around The Abbey Junior School.

4.2 Review and Analysis

4.2.1 The PIA records refer to accidents that occurred on the public highway that resulted in personal injury. The study covers the latest available 5-year period (01/10/2012 to 30/09/2017). A full summary of the PIA data is appended to this report at **Appendix C**.

4.2.2 This review covers Christchurch Road, Vicarage Road and the junction between Christchurch Road and Kendrick Road. The plot area can be seen in **Figure 4.1**.

Figure 4.1: Plot Location of PIA data

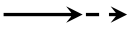
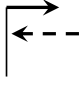
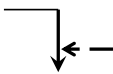
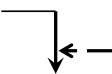


4.2.3 A total of 12 accidents were recorded between 01/10/12 and 30/09/2017, of which three were classified as serious with the remaining nine classified as slight. Five of the recorded accidents occurred at, or on approach to, the junction of Christchurch Road and Vicarage Road, which currently acts as the vehicular access to The Abbey Junior School.

4.2.4 A further breakdown of the five accidents recorded at the junction has been undertaken in **Table 4.1** below.

Table 4.1: Summary of Personal Injury Accident Data of Interest

Location : Christchurch Road/Vicarage Road junction
Road accidents between 1st Oct 2012 and 30th Sept 2017

Accident No.	1	2	3	4	5
Reference No.	W0581114	170140878	W0630913	W2061015	160277211
Date	7 November 2014	10 May 2017	9 September 2013	25 October 2015	28 September 2016
Day	Friday	Wednesday	Monday	Sunday	Wednesday
Time	20:13	17:36	22:19	15:02	17:30
Severity	SLIGHT	SERIOUS	SLIGHT	SLIGHT	SLIGHT
Dark/light	DARK/STREET LIGHTS	LIGHT	DARK/STREET LIGHTS	LIGHT	LIGHT
Weather	FINE	FINE	FINE	FINE	FINE
Road Surface	WET/DAMP	DRY	WET/DAMP	DRY	DRY
No. vehicles	2	2	1	1	2
Vehicle 1	Car	Car	Car	Car	Car
Vehicle 2	Pedal Cycle	Pedal Cycle			Pedal Cycle
No. casualties	1	1	1	1	1
Casualty 1	Pedal Cycle F 40	Pedal Cyclist M 35	Pedestrian M 55	Pedestrian F 23	Pedal Cycle M 29
Causation	V1 travelling east along Christchurch Road, has collided with PC1 waiting to turn right onto Vicarage Road	V1 turned right onto Christchurch Road from Vicarage Road, hit by PC1 overtaking stationary vehicle	V1 turned right onto Vicarage Road from Christchurch Road hit P1 (Intoxicated) crossing Vicarage Road	V1 has turned right onto Vicarage Road and hit crossing P1	V1 turned right onto Christchurch Road from Vicarage Road, hit by PC1 travelling west along Christchurch Road
Manoeuvre					
Location	Christchurch Road / Vicarage Road junction	Christchurch Road / Vicarage Road junction	Christchurch Road / Vicarage Road junction	Christchurch Road / Vicarage Road junction	Christchurch Road / Vicarage Road junction

4.2.5 All five accidents in the immediate proximity to the existing access involved vulnerable road users, although no vulnerable road users were school pupils. Three of the five accidents occurred between 17:30-20:13 hours when vehicle and pedestrian movements from The Abbey Junior School will be low.

4.2.6 It can be deduced that there is an association between vehicular movements to and from Vicarage Road and vulnerable road users.

4.2.7 No direct correlation between the accidents summarised and the operation of The Abbey Junior School's existing access arrangements can be inferred from the accident data. Nevertheless, the observed risk of the current functionality of the junction would indicate the relocation of the vehicular access would be a rational mitigation response.

4.3 Summary

4.3.1 In summary, a review of the accident data found all accidents in the close proximity to the existing access involved vulnerable road users. Advocating that given the location of the existing vehicular access to a cluster of accidents, The Abbey Junior School will benefit from the relocation of the vehicular access.

5 Proposed Development

5.1 Introduction

- 5.1.1 This chapter provides a summary of the development schedule and provides detail on car and cycle parking, multimodal access (including vehicle access improvements) and servicing arrangements.

5.2 Development Proposals

- 5.2.1 The development proposal includes the provision of extensions and alterations to the existing Kensington building at The Abbey Junior School. The proposals have been prepared to accommodate additional teaching space including, a new studio and classroom a reconfiguration of the reception and amendments to the kitchen and food-tech room. An indicative site layout plan is provided at **Appendix D**.
- 5.2.2 All of the internal amendments and extensions will provide updated facilities for the school and are not expected to result in additional pupils or staff numbers at the existing school site.
- 5.2.3 The primary purpose of the reconfiguration of the access arrangement is to provide a high quality and formalised access and egress that conforms to good practice design standards and improves on the existing access arrangements. In addition, cycle parking will be provided within the school frontage site for staff and visitors.

5.3 Access and Egress Arrangements

- 5.3.1 A new access arrangement is proposed that has been developed from a design-led perspective. The school requires a variety of servicing vehicles (refuse, recycling, kitchen deliveries) as well as occasional coaches to be able to access the school. With this in mind, the access and egress have been designed to accommodate the entry and egress manoeuvres for these servicing vehicles, with the internal car park layout designed around the manoeuvre of a coach through the site and with regard to a number of trees on the site boundary that are protected as part of the conservation area designation.
- 5.3.2 The existing vehicular access point on the Christchurch Road and Vicarage Road junction will become a landscaped pedestrian only access, with full kerbs reinstated in this location.
- 5.3.3 Appropriate signage will clearly mark the access and egress to the site to minimize any confusion and all vehicles will use the same access and egress points.
- 5.3.4 The new access will be formed from a widened existing access point onto Christchurch Road. This has been designed to allow a full-size coach to access the school site from both directions along Christchurch Road. Gates are to be provided into the school for security purposes and these will open inwards and not on to the highway. The posts for the gates are set back to allow for pedestrian visibility splays to be provided at both access and egress locations.
- 5.3.5 A new vehicular egress will be taken from the site onto Vicarage Road, along the western boundary of The Abbey School Junior School. There are no on-street parking or waiting restrictions in this location that would be impacted by the establishment of egress in this location. Pedestrian visibility splays of 2 metres x 2 metres are provided onto Vicarage Road.

- 5.3.6 The new internal layout will provide 19 car parking spaces provided along the access road. The aisle width needed for the servicing vehicle swept paths would allow for a temporary drop-off within the aisle, whilst still allowing a vehicle to manoeuvre around the stationary vehicle. Rather than providing car parking spaces for parents or guardians to utilise for the Breakfast Club drop-off, this marked area will be utilised to encourage drop-offs to be of a short duration of time.
- 5.3.7 The proposed site access and egress arrangements are attached at **Appendix E**. This drawing demonstrates the following design features:
- A 6.6-metre-wide bellmouth onto Christchurch Road with 4 metre radii, facilitating a one-way left-in & right-in movements, as a significant improvement on the existing narrow dropped kerb egress;
 - Visibility splays of 2.4 x 43 metres are provided from the access along Christchurch Road;
 - A new 4.5-metre-wide bellmouth onto Vicarage Road with 2 metre radii, facilitating one-way left-out & right-out movements;
 - Achievable 2.4 x 21m visibility splay in both directions from the new egress onto Vicarage Road in line with the Manual for Streets (MfS) standards for the 20mph speed limit; and
 - A new formalised and marked access road carriageway with a minimum of 6 metres aisle width along its length from Christchurch Road to Vicarage Road.
- 5.3.8 These new vehicular access and egress arrangements do not require the movement of any street furniture or road markings.
- 5.3.9 The largest vehicle expected to access the site is a coach, for a robust assessment a Van Hool TDX25 13.15 metre coach has been shown accessing the site from Christchurch Road and egressing onto Vicarage Road at **Appendix F**.

5.4 Refuse and Servicing

- 5.4.1 Servicing and refuse/recycling collection will continue to be undertaken within the site but will now utilise the revised site access arrangements and circulation.
- 5.4.2 Swept path analysis of a 11.52 metre rigid HGV and 11.643 metre refuse vehicle can be found appended to this report at **Appendix G**.

5.5 Fire Tender Emergency Access

- 5.5.1 For emergency use only, a new vehicular access has been proposed off of Vicarage Road. A swept path analysis has been undertaken of a fire tender accessing and egressing the southern section of The Abbey Junior School from Vicarage Road appended to this report at **Appendix H**.

6 Car Parking Provision

6.1 Existing Car Parking Provision

- 6.1.1 The existing layout at The Abbey Junior School provides 21 marked car parking spaces on the site as shown in Figure 3.1. The spaces are not all marked at 2.4m by 4.8m (minimum expected size) and a number of the spaces are not accessible at all time if cars are parked in the other spaces.

6.2 Proposed Parking Provision

- 6.2.1 The proposed site layout plan (included at Appendix D) provides a new layout that includes parking provision for 19 spaces, including 2 Blue Badge holder parking bays. All bays are designed in accordance with RBC car parking design standards. The new car parking provision will allow for the following:
- 17 car parking spaces at 2.5 x 5 metres;
 - 2 disabled parking spaces at 2.4 x 4.8 metres with 1.2 metre hatching;
 - Dedicated drop-off bay on the access road carriageway;
 - Dedicated pedestrian access into the site and a crossing point (zebra) over the site access road providing access to the main reception area.
- 6.2.2 In accordance with RBC parking standards the 17 car parking spaces provide sufficient parking for up to 34 full-time members of staff in accordance for Zone 2 standards for 'D1 Primary Education – 1 per 2 FTE staff'.
- 6.2.3 It is of note that the drop-off zone is for 'Before School Care & After School Care' pupils and not for the use of general trips to and from the school. The school's policy requires that a parent or guardian is required to enter the school and register their child at the Breakfast Club. Outside of the access period of staff arrivals and departures and the Breakfast Club drop-off the car park the gates will be kept closed except for known servicing access requirements (e.g. kitchen deliveries or waste collection).
- 6.2.4 The Abbey Junior School has an arrangement with the Hillingdon Prince Hotel located to the north of the Christchurch Road carriageway opposite the school. The School utilises the Hillingdon Prince Hotel car park during school hours only for any additional parking requirements and the 4 staff vehicles that would be displaced as a result of the proposed amendments to the frontage, will be advised to park in the hotel car park.

6.3 Summary

- 6.3.1 In summary, the proposals for The Abbey Junior School access road and car park redesign will provide 19 parking spaces in accordance with current design standards and a formalized layout that is suitable for the school's operational needs. Whilst there will be a reduction in spaces, with a net loss of 4 spaces, this will be mitigated through an agreement that the school has with a nearby hotel operator to utilise their car park during school hours (at the quietest time for the hotel operation). On this basis, there should be no impacts arising on the local highway network of the proposed amendment to onsite parking numbers.

7 Summary and Conclusion

7.1 Summary

7.1.1 mode transport planning (mode) have been instructed by The Abbey School to prepare a Transport Statement (TS) to accompany a full planning application for the extension of the Kensington building at The Abbey Junior School, Christchurch Road, Reading. In addition to the building amendments, a reconfiguration of the front access arrangements and parking area is also proposed.

7.1.2 As a result of this assessment the following points have been identified:

- The existing access arrangements to the school do not accord to the latest design guidance in terms of junction location or visibility splays and improvements proposed seek to amend this to provide an access and egress that accord with design standards;
- A review of the PIA records for the latest 5-year period has identified a number of accidents at the Vicarage Road/Christchurch Road junction all involving vulnerable road users (pedal cyclists or pedestrians) although none of these occurred at the school drop-off or pick-up periods. There were no recorded accidents at either of the site access junctions.
- The site conforms to both national and local policies applicable to a reconfigured existing site with access improvements;
- The proposals are for improvements to the Junior School but are not expected to facilitate and increase in staff or pupil numbers at the school;
- Car and cycle parking spaces will be provided onsite in accordance with RBC design guidance;
- The revised car park layout would result in a net loss of 4 onsite car parking spaces, but the displaced staff will be able to park in a hotel car park located to the north of Christchurch Road, thus mitigating any impacts in terms of overspill car parking on surrounding roads;
- The design of the access and egress arrangements is design-led to cater for the vehicles that require access to the School at present, which accords to the design principles set out within Manual for Streets;

7.2 Conclusion

7.2.1 In conclusion, the extension and reconfiguration of the site access arrangements and internal car parking area has been designed in accordance with RBC design guidance and Manual for Streets and provides mitigation for the overall loss of 4 car parking spaces on the site. Therefore, there is no residual impacts on the local highway network and the proposal should be considered acceptable in transport terms.

Birmingham

☎ 0121 794 8390

London

☎ 020 7293 0217

Manchester

☎ 0161 974 3208

Oxford

☎ 01865 389 440

Reading

☎ 0118 206 2945

✉ info@modetransport.co.uk

📍 modetransport.co.uk

🐦 [@mode_transport](https://twitter.com/mode_transport)