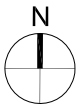
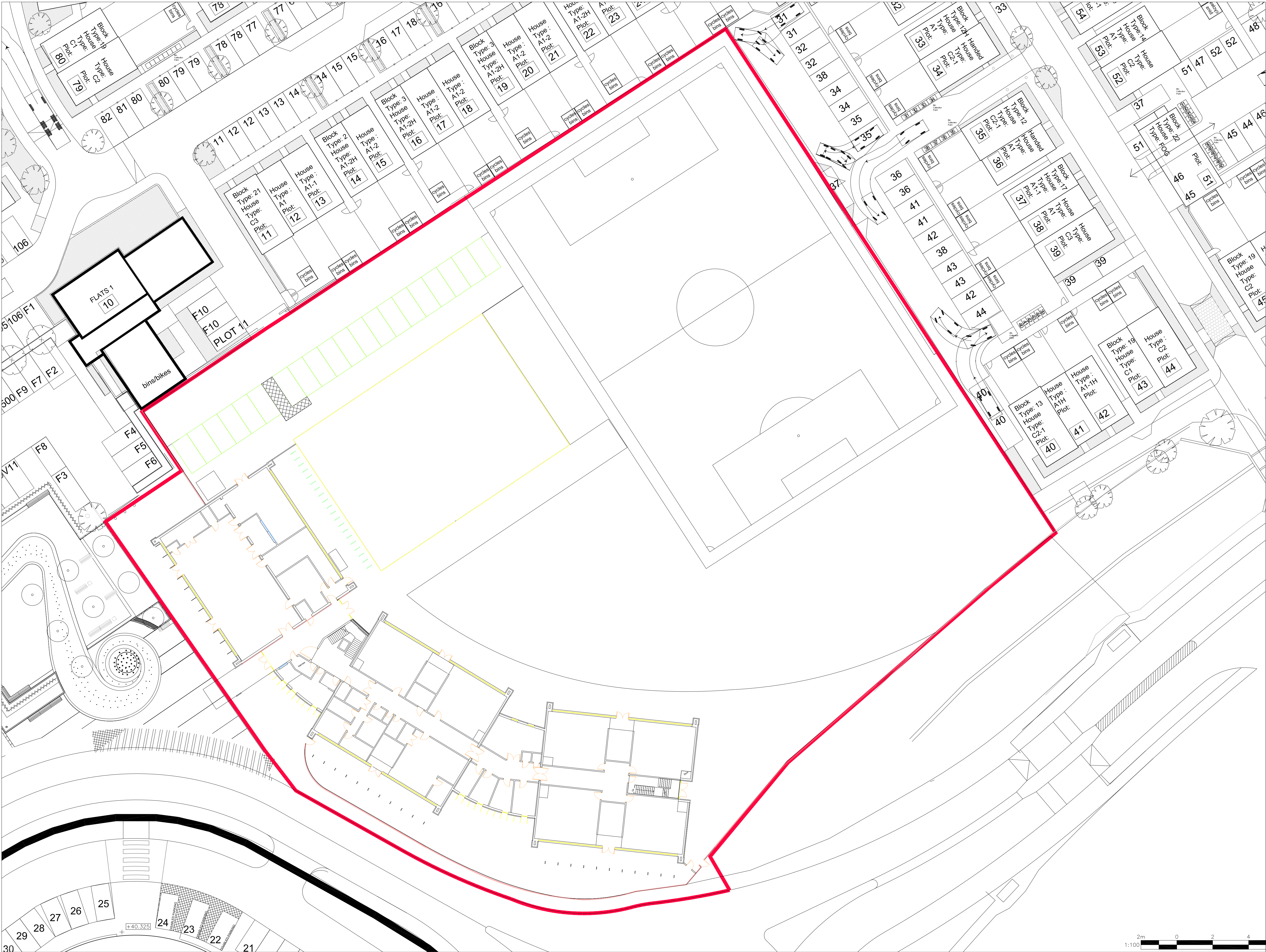


Appendices

Appendix A
Proposed Site Layout



Contractors are not to scale dimensions from this drawing

P2	Red line amended for planning	SG	21/03/18
P1	Staff car park and internal layout amended	SG	12/03/18
Rev	Description	By	Date



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Client
St Edward Homes

Project
**Green Park Village School
Two Form of Entry**

Description
Site layout

Status
For Information

Scale	Drawn	Date
1:250@A1	SG	Feb 18
Job number	Drawing number	Revision
27310	A-2FE-02-100	P2

Original size 100mm @ A1 Copyright Broadway Malyan Limited

Appendix B

Trip Assumptions

Appendix B - Green Park Village School - Trip Assumptions

Assessment of Pupil Trips

			F1	F2
		Nursery	26	FTE (26 morning and 26 afternoon)
Number of Forms	2	Reception	30	30
	15	Yr 1	30	30
		Yr 2	30	30
School Opens 08:45		Yr 3	30	30
School Closes 1515		Yr 4	30	30
		Yr 5	30	30
Number of Pupils	446	Yr 6	30	30
			236	210
				446

Pupil's Travelling to School from Outside GPV

	93%	i.e. 417	of pupils live within Green Park Village (based on RBC factors)
therefore	417		Will live in walking/scooting/ cycling distance and potential walking bus through GPV run by parent volunteers. No parking provision for these people, although some will want to drive due to onward journey to work.
and	29		will need to travel to school from outside GPV
and	-12.0		It is assumed that half the teaching assistants will also be parents therefore 8 parents will be treated as teachers (see next page). Data provided by RBC Highways indicates that each family has on average 1.5 children at the school, however some families are liable to have more than two.
	17.0		individual pupil journeys from outside GPV

Pupil's Arrival and Departure times - Pupils Outside GPV

Breakfast Club Attendees	10%	of pupils arrive at 8am
therefore	2	of non-GPV pupils arrive at 8am
After School Club Attendees	10%	of pupils depart at 4.30pm
therefore	2	of non-GPV pupils depart at 4.30pm
	15	Student Trips at start and end of school day for those who live outside GPV

Breakfast and After School Club Travel Mode Assumptions - Pupils Outside GPV

Drive	65%	-	1.1	1.1	It is considered that all of these trips will be parents parking in the station car park to travel by train into work.
Car Share	20%	-	0.3	0.3	
Cycling	0%	-	0.0	0.0	
Walking	0%	-	0.0	0.0	
Train	5%	-	0.1	0.1	
Bus	10%	-	0.2	0.2	
Total sustainable pupil trips			1	1	
Total car trips			1	1	For the car share, it has been assumed that there are two families sharing per car and so the trips can be halved.

Travel Mode Assumptions At School Opening / Closing Times - Pupils Outside GPV

				Pupil Trips Start	Pupil Trips End	Car Trips	
Drive	37%	-	5.7	5.7	4		
Car Share	40%	-	6.1	6.1	2		Pupils would need to be encouraged to car share through various incentives but this is the most feasible option for reducing car travel especially if linked to awards and prizes.
Cycling	3%	-	0.5	0.5			At most pupils would cycle 2km. This reaches western edge of Whitley and southern edge of Southcote. No cycling routes in vicinity except for one through GP. Ped crossings / Subway over A33 and Basingstoke Road but unlikely to be desirable route for students below Years 5+6. Assume 12% of pupils in years 5 & 6 which equates to 3% of the entire school.
Walking	2%	-	0.3	0.3			Small potential for children to walk from Kennet Island development
Train	3%	-	0.5	0.5			It is considered some pupils will utilise the new railway station between GPV and central Reading. This will be dependant however on services frequencies and prices.
Bus	15%	-	2.3	2.3			It is considered some pupils will use the Greenwave Bus Service. Potential for RBC to encourage this by providing discounts to students and parents for school journeys
TOTAL SUSTAINABLE PUPIL TRIPS			10	10			
TOTAL CAR TRIPS					6		For the car share, it has been assumed that there are two families sharing per car and so the trips can be halved. Data provided by RBC Highways indicates that each family has on average 1.5 children at the school, however some families are liable to have more than two.

Parking Summary at School Opening and Closing Times - Pupils Outside GPV

AM Peak Arrivals

car sharers	2	Car sharers allowed to drop off on site using 10 drop off bays in front of the school on station road. Policed by teachers with children marshalled through school gates.
non car sharer	4	Non car sharers will also be allowed to drop off on site using 10 drop off bays in front of the school on station road.

PM Peak Arrivals

car sharers	2	All parents allowed to park using 10 bays in front of the school on station road for child collection. Proposal of a drive sharing agreement, via the school's drive share website, which will involve payment to residents for use of their free spaces during pick up times, in case the School finds it difficult to meet the identified modal shares or if fewer pupils live within GPV then the 417 predicted. Ideally these residents will also be parents of the school, but the website need not be exclusive to school parents. If more pupils car share then the bays will be restricted for car share use only with other parents relying on the 'drive share' agreements.
non car sharer	4	

Parking Assumptions, Measures & Incentives to Encourage Student Modal Shift

- 1 7 drop off bays at front of school for morning drop off and evening car sharer parking.
- 3 Staggered school finish time to make best use of 7 car share spaces.
- 4 No other parking will be allowed, yellow lines on station approach, enforcement undertaken by the Green Park Village parking enforcement company.
- 5 Home School Agreement on travel to be signed by all parents when child starts year and when agreement is updated
- 6 Set up walking bus routes through GPV to pick up local children, if required.
- 7 Regular assembly about travel and the importance of sustainable travel
- 8 Make sustainable travel a completion between students with rewards and prizes
- 9 Ask students to write their own mini Travel Plan for homework to get them to think about reducing car usage
- 10 Promote car sharing and inform parents that privileged parking is available for those who car share.
- 11 Bikeability training to try to encourage those who can to cycle
- 12 Link sustainable travel to outside classroom work and health initiatives
- 13 Cycle and scooter parking

Staff - Trip Assumptions

Number of Staff	16	Teachers (1 per class)
	16	Teaching Assistants (1 per class)
	1	Head
	2	Admin
	2	Kitchen (2FTE probably 4 part time)
	4	Visitor e.g. music teacher
	41	Total Staff

Teachers generally arrive at school	07:30 to 08:00
Teaching Assistants contracted from	08:30

Staff Person Trips

Staff arriving before 8:30	17	includes teachers and head
Staff arriving after 8:30	18	includes teaching assistants and admin
Staff arriving and leaving during the day	6	includes kitchen staff and visitors
Staff leaving between 15:00 and 15:30	18	includes admin and teaching assistants
Staff leaving after 16:30	17	includes teachers and head

Travel Mode Assumptions

			Total	Pre 8am	8:30 to 9:00	During the day	
	Car Driver	25.0%	10.3	4.3	4.5	1.5	
	Car Share	30.0%	- 12.3	5.1	5.4	1.8	Need similar home address location.
Walking / Running		5.0%	2.1	1.0	1.0	0.3	A few staff may live on GPV.
	Cycling	5.0%	- 2.1	0.9	0.9	0.3	Most staff are unlikely to cycle due to need to carry books for marking.
	Train	10.0%	- 4.1	1.7	1.8	0.6	Will most likely suit limited staff living close to town centre station.
	Bus	25.0%	- 10.3	4.3	4.5	1.5	Will suit any staff living near the bus route
TOTAL PERSON TRIPS			41.0	17.2	18.1	6.0	

resulting in	7	car trips before 8am
	7	car trips after 8.30am
	2	car trips during the day

TOTAL CAR TRIPS = **16.0**

Parking Summary

Total staff car parking spaces currently provided is	16
Total staff car parking spaces required is	16

Parking Assumptions, Measures & Incentives to Encourage Staff Modal Shift

- 20 space teacher car park at rear of school
- Promote car sharing
- Provide priority parking within car park for car sharers
- Provision of incentives to car share
- Provision of information relating to cycle and public transport use
- Introduction of cycle to work scheme
- Provide lockers and changing facilities for staff who cycle / run



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