

Transport Statement

Proposed expansion of Moorlands Primary School, Reading (2 to 3 Form Entry School)

On behalf of **Reading Borough Council**

January 2018

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1. Background

1.1. Overview

1.1.1. This Transport Statement (TS) has been prepared in support of the proposed expansion of Moorlands Primary School, Reading, herein referred to as the School.

1.1.2. The scope and methodology of this report have been agreed in advance with Reading Borough Council's (RBC) Highways Development Planning department who agreed that a Transport Statement would be required in relation to this development. The agreed Scoping Document is attached as Appendix 1. Through pre-app advice, the planning department also set out the scope they would require; the points raised are addressed in the report below.

1.2. Policy and Guidelines

1.2.1. This Transport Statement (TS) has been prepared with reference to local policy and guidelines including:

- National Planning Policy Framework (NPPF) 2012
- RBC's Revised Parking Standards and Design SPD (2011)
- RBC's Draft pre-submission Local Plan (which is under consultation and review at the time of completion of this transport statement) – more detail is provided in Section 1.4 on page 7.
- RBC's Local Transport Plan: Strategy 2011-2026 which, in direct relation to school travel makes the following points:
 - following an increase in walking to school and reduction in car use for the School run between 2006-2011, section 4.48 of the LTP3 document refers to “the challenge ... to further decrease the modal share of cars and continue to encourage walking and cycling for school travel”
 - The LTP3 also identifies the following area wide opportunities for addressing this challenge (page 45): “To build on existing work with schools, to promote safety and healthy lifestyles through appropriate training and promotion of sustainable travel to school”

1.2.2. There is no current approved Neighbourhood Plan for the locality or for Reading as a whole.

1.2.3. The TS should be read in conjunction with the School Travel Plan which will also be submitted with the Planning Application to support the proposed expansion of the School. A Construction Method Statement including details of traffic management will be submitted as a condition of planning consent.

1.3. The School

1.3.1. The School is located in Reading, c.4km west of the town centre and sits within the planning authority area of Reading Borough Council.

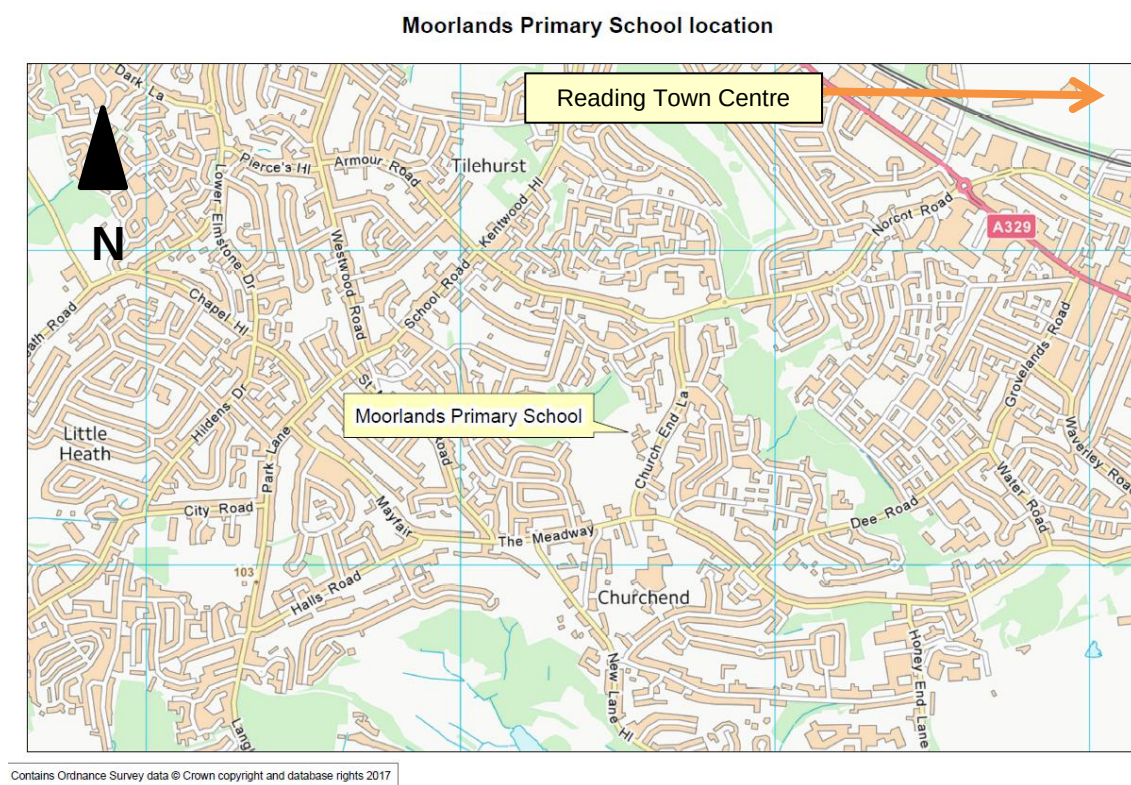


Figure 1: School Location in local context

1.3.2. At present, the School operates with a two form entry, which takes pupils from aged 4-11. A standard 2 form entry school would have capacity for 420 pupils however two bulge years were accepted in 2012 and 2013, adding an additional 14 to the current total pupil numbers, taking it to 434. In addition, 27 children attend an onsite nursery meaning that there are a total of 461 children currently accommodated on site. .

Table 1: Children on roll (excluding nursery)

2017/18	Year R	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Total
Number on roll	60	59	59	55	70	76	55	434

Source: Provided by the School

1.4. Why is the expansion proposed?

- 1.4.1. The School needs to expand in order for it to meet the current shortfall and anticipated increase in pupil numbers arising principally from new residential developments in Central West Reading identified in the Reading Housing and Economic Land Availability Assessment (May 2017) – see Appendix 2 (residents letter) for more information.
- 1.4.2. It is proposed that the School would expand from 420 to 630 permanent pupil places (a 1 form entry increase; 210 additional permanent spaces, 30 children per year group) with progressive entry from September 2019. It is expected that the full 630 spaces would be taken up by September 2025 year. This equates to 169 spaces over the current number on roll.
- 1.4.3. New pupils will come from up to a two mile walking radius of the School. There are four local primary schools within the two mile catchment – Churchend, St. Martin's, Ranikhet and St Michael's. Churchend and St. Michael's have been expanded in recent years but there are no current plans to expand St. Martin's or Ranikhet. Figure 2 (also Appendix 3) shows the sites within the Reading Housing and Economic Land Availability Assessment which are located within a two mile walking radius of the School.
- 1.4.4. Table 2 provides more detail on each site however, it should be noted that these sites are not finalised as the Local Plan is still under consultation. Moreover, pupils from these sites may not necessarily attend the School due to parental choice. This approach gives an indication only of the location of new dwellings and their distance from the School in order to estimate which mode the children might take to travel to and from School.

Moorlands Primary School, Tilehurst, Travel to School 2017, and proposed development sites

Relevant development sites

- Car: 1 - 3 Children
- Bus: 1 - 3 Children
- Cycle or Scoot: 1 - 3 Children
- Park & Stride: 1 - 3 Children
- Walk: 1 - 3 Children

School Catchment Boundary

0-2 Miles from School

School

The map shows the school catchment area for Moorlands Primary School, marked by a blue star. The catchment area is divided into several wards: North Cokes Ward, Tilehurst Ward, Westwood Ward, Eastwood Ward, Northcot Ward, Southcot Ward, and Caversham Ward. The map also shows the school's location and the surrounding area, including the River Thames and the A4 road. The map includes a legend for relevant development sites, school catchment boundary, and distance from school.

Table 2: Local proposed allocations of residential developments within a 2 mile walk of the School

Draft Local Housing Allocations				
Site Code	Name of Site	Number of proposed dwellings*	Pupils generated from each site	Planning Status
SO002	Elvian School, Bath Road	106	31.8	Proposed Local Plan Allocation**
SO003	Alice Burrows Home, Dwyer Road	20	6	Proposed Local Plan Allocation**
SO008	Amethyst Lane	36	10.8	Proposed Local Plan Allocation**
KE002	1025-1027 Oxford Road	11	3.3	Proposed Local Plan Allocation**
KE003	Land adjacent to The Roebuck Public House, Oxford Road	10	3	Proposed Local Plan Allocation**
KE008	Allotments and adjacent land, Kentwood Hill	61	18.3	Proposed Local Plan Allocation**
KE010	Charters Car Sales, Oxford Road	12	3.6	Proposed Local Plan Allocation**
KE019	Norcot Community Centre, Lyndhurst Road	15	4.5	Proposed Local Plan Allocation**
BA002	Rear of 303-305 Oxford Road	14	4.2	Proposed Local Plan Allocation**
BA003	Part of former Battle Hospital, Portman Road	158	47.4	Proposed Local Plan Allocation**
BA004	Land at former Battle Hospital	10	3	Proposed Local Plan Allocation**
TI003	Meadway Comprehensive School, The Meadway	52	15.6	Outline permission granted for 58 dwellings (060117) in 2006), not yet built
NO001	Dee Park (excluding 103 Dee Road)	142	42.6	Outline permission granted, RMA for remaining properties (91) not yet received; others recently built
NO005	St. Georges Hall, St. Georges Road	11	3.3	Permission granted March 2017 (152301), not yet built
NO009	103 Dee Road	34	10.2	Outline permission granted for 42 dwellings (070728) in 2007 but not yet built
		Total:	208	

*in accordance with guidance provided by RBC's Education Department (0.3 primary school children per dwelling)

**Taken from RBC's draft pre-submission Local Plan (which is under consultation and review at the time of completion of this transport statement)

1.4.5. These housing developments will generate an estimated 208 pupils of School age which corresponds very closely to the planned 210 additional places. The trip generation calculations are based on 210 pupils.

1.4.6. It is proposed that the new classrooms would be open in September 2019 and that the new spaces will be filled progressively with the School reaching its full capacity by 2025.

Table 3: Anticipated phasing of pupil numbers

Class Year	Pupil numbers in academic year (red = actual, black = capacity)								
	2017/ 18	2018/ 19	2019 /20	2020/ 21	2021/ 22	2022/ 23	2023/ 24	2024/ 25	2025/26
Year R	60	60	90	90	90	90	90	90	90
Year 1	59	60	60	90	90	90	90	90	90
Year 2	59	59	60	60	90	90	90	90	90
Year 3	55	59	59	60	60	90	90	90	90
Year 4	70	55	59	59	60	60	90	90	90
Year 5	76	70	55	59	59	60	60	90	90
Year 6	55	76	70	55	59	59	60	60	90
Total	434	439	453	473	508	539	570	600	630

1.4.7. There is also a nursery school provision on site; this will not be expanding as part of this proposal. The nursery currently has 50 daily spaces available divided between an AM and PM session (25 spaces in each) for children aged 3-5 years old. Parents are not permitted to drop off or pick up by car on the School site.

2. Existing site conditions

2.1. Location and operation

- 2.1.1. The school site is located approximately 4km northeast of Reading town centre by road. This area falls within the jurisdiction of Reading Borough Council (RBC).
- 2.1.2. The school day begins at 8.55am and ends at 3:10pm for the years R to 2, and 3.15pm for years 3 to 6. A morning club is available before school from 8.00am. An after school club runs from 3:15 pm until 4.15 pm on Wednesdays only. A nursery school also operates from the site. There is no community use of this site. The School site itself is open from 6.30am to 6pm Monday - Thursday, and to 5.30pm on a Friday.

2.2. Local highway network

- 2.2.1. The School is located on Church End Lane in a residential area with a good network of footways. It is north of The Meadway and south of Norcot Road; both local distributor roads with primary bus routes, 30mph speed limits and street lighting. The area of Church End Lane surrounding the main pedestrian and vehicular entrance to the School is subject to a 20mph zone. Parking restrictions including zig-zag lines and double yellow lines are in place in the vicinity of the School.
- 2.2.2. Figure 3 (also within the Design and Access Statement) shows that the School has three pedestrian accesses into the School site from Church End Lane and from a footpath connecting Church End Lane with Calder Close. There is also a walking route in the form of an unmade path from Teviot Road linking into the footpath between Church End Lane and Calder Close. There is another pedestrian entrance into the nursery site. Vehicular access into the staff car park is from Church End Lane, separate from the pedestrian entrance. Teviot Road and Calder Close are subject to 30mph limits.



Figure 3: Pedestrian (red outlined triangles) and vehicular (red filled triangles) entrances

- 2.2.3. Norcot Road and The Meadway are served by high frequency bus routes (Purple 17 and Royal Blue 33 respectively) with bus headways of less than 10 minutes during the daytime. A recent pupil travel survey indicated that c.8% of existing pupils arrive and depart by bus.
- 2.2.4. Site visits to the School indicate that parents who drop-off and pick-up children by car predominantly do so on Church End Lane, the recreation ground car park accessed from Church End Lane, and part of Calder Close closest to the pedestrian entrance. Section 0 provides details of a full parking beat assessment undertaken as part of this transport statement.
- 2.2.5. A recent parent/pupil survey indicated that around 6% of pupils currently “park and stride” i.e. walk the remainder of the journey from the local car parks or roads further from the School. The public recreation ground car park is closest to the School and therefore it is likely that most of those that park and stride do so from this location. The survey also indicated that a small number of parents park at the Church of Jesus Christ of Latter Day Saints on the corner of Church End Lane and The Meadway. Whilst the public recreation ground car park is a public, free to use car park, use of the church car park does not currently have a formal arrangement with the School.

2.3. Local Improvement Works

2.3.1. Reading Borough Council's Highways Development Team has confirmed that there are no planned works in the direct vicinity of the School in relation to any other development.

2.4. Personal Injury Collision review

2.4.1. Personal Injury Collision (PIC) data has been obtained for a 500m radius from the School, for the last five years (1.9.2012 – 31.8.2017). In total there were 19 PICs recorded although from the analysis it appears that only one of these involved a child on the way to or from school.

2.4.2. These 19 PICS resulted in 22 casualties; 3 casualties were recorded as "serious" and 19 as "slight."

2.4.3. 4 incidents involved children of primary school age, resulting in a total of 5 casualties. These are summarised below:

1. A car collided with a bus at bus stop. Two children within the car injured, one seriously. The driver of car was recorded to have a positive breath test. The incident occurred at 20:02, outside of School hours
2. A car driver reversed into their drive and collided with a pedestrian causing slight injury. This occurred during term time at. 08:10.
3. One car driver hit another car on Teviot Road; the second car hit a lamppost and child pedestrian on the pavement. This occurred at 17:03 and is therefore unlikely to have been a journey to or from School.
4. A child ran into the road and was hit by a car. This occurred at 17:14 and is therefore unlikely to be a journey to or from School.

2.4.4. Of all 19 incidents, only two (and one involving a child) occurred on the roads where the School entrances are located.

2.4.5. Of the other recorded incidents 10 (including one of the above) occurred on The Meadway. "Failing to judge path or speed", and "failure to look properly" were the most common recorded causation factors. Speed ("travelling too fast for conditions") was only recorded as a causation factor in one incident.

2.4.6. Analysis of the PICs reflects the volume of traffic carried by the roads to the north and south of the School (particularly The Meadway) and does not highlight any over-riding highway deficiencies or safety concerns that would be exacerbated by the proposed expansion of the School.

2.4.7. A PIC plot and the related casualty record are shown in Appendix 4.

3. Trip generation

3.1.1. Trip generation has been calculated following the method laid out in the scoping document (Appendix 1). The methodology uses an assessment of modal split based on the distance of proposed housing development sites from the School, broadly assuming that the pupils living closest to the School would have the highest rate of walking. The calculations for both pupil and staff trip generation can be seen in Appendix 5. It should be remembered that the bulge classes (14 children) will no longer be accommodated at the School by the time the new classrooms open in September 2019 and therefore, cars associated with these children can be removed from this new trip generation.

3.1.2. **Pupils:** 210 new pupils would each make two trips (or one two-way trip) a day, one journey to school, and one home. Table 4 shows the projected pupils per mode associated with the new pupils.

Table 4: Projected pupils per mode for new pupils.

	Walk	Car	Bus	Cycle or Scoot	Park and Stride	Total
Projected new pupils per mode*	55	93	34	5	23	210

*Figures have been rounded.

3.1.3. If accompanied, the person dropping the child at School may return home, or travel onwards as part of a linked trip e.g. a parent driving to work. The vehicles associated with pupils travelling by car could generate two two-way trips; one in the morning and one in the afternoon as these vehicles will not remain on the school site during the day. When totalled, the projected number of new two-way trips (car and park and stride) associated with additional pupils in each of the AM and PM peaks is 116 (93+23).

3.1.4. The vehicles would be likely to require space on the highway in the vicinity of the school to drop-off and pick-up pupils at school opening and closing times; those who chose to 'park and stride' will likely park further away from the School in an off street car park, or quieter area, and walk the remainder of the journey. It is projected that overall space for an additional 116 vehicles could be needed. As above, cars associated with the bulge year children can be removed from this new demand. Based on the current modal split this equates to a reduction of 6 vehicles, taking the new demand from 116 down to 110. This TS assumes that these vehicles would be accommodated on the local highway where there is sufficient capacity, as demonstrated in section 0 below. The School Travel Plan will also seek to formalise use of the car park at the Church of Jesus Christ of Latter Day Saints for Park and Stride. This car park is under 200m from the School and has 56 standard spaces and 3 accessible spaces. The recent parent/pupil survey indicated that only a few parents currently use this park and stride site.

3.1.5. **Staff:** A total of 22 new staff in 14 full time equivalent posts will be associated with the school expansion, again with growth in numbers of time.

3.1.6. Table 5 shows the projected number of new staff at 2025 per mode based on a recent staff survey with a 49% response rate.

Table 5: Staff Trip Generation

Trip generation by mode for staff (2017)	Walk	Cycle	Car Alone	Car Share	Bus	Other	Total
Current staff modal split %	12.8	0.0	79.4	2.6	2.6	2.6	100%
Projected new staff per mode	2.82	0.00	17.47	0.57	0.57	0.57	22

3.1.7. The vehicles associated with new staff would result in new one-way trips in the morning and afternoon, as the staff would park on site. Therefore, it can be expected that there would be up to 18 one-way vehicular trips on the highways in the morning and afternoon/evening associated with new staff.

3.1.8. **Total trip generation:** From the calculations above, it is projected that there would be an additional 220 one-way trips (110 two-way trips) by car associated with pupils and 18 new one-way trips by car in both the morning and afternoon/evening associated with staff. This results in a total of 238 vehicle movements in both of these periods, as can be seen in Table 6.

Table 6: Projected Trip Generation

Combined projected trip generation due to new expansion per peak	
One way trips associated with pupils	220
One way trips associated with staff	18
Total trips per peak	238

3.1.9. This is considered a robust methodology as it does not include the following caveats that are likely to reduce new trips by car:

- The existence of breakfast/before and after school clubs is likely to space out the arrival/departure of pupils and further lessen the traffic at peak times.
- The “car” and “park and stride” modes assumes that one child is travelling with one driver. The school survey used in this report collects data per child and not per car. Children within one family who would naturally travel together in one car have therefore been counted separately in these calculations. The trip generation is therefore very likely to have overestimated car trips associated with pupils. To give an idea of the current scale of car sharing, there are currently 118 pupils at the School with at least one sibling also attending; following the current modal split, 38% of these children would arrive by car and a further 6% by park and stride; car sharing within families would reduce the cars associated with these children from around 52 to around 26.
- The new intake of pupils will be phased over a number of years which will enable the School Travel Plan to have time to support children and their parents to change towards more sustainable modes

4. Proposed development

4.1. New site layout and access arrangements

4.1.1. The development proposals include:

Accommodation:

- 10 no. new classrooms
- Additional group working spaces
- Extended staff accommodation, including staffroom and offices and refurbishment of existing areas
- Additional ancillary accommodation, including WC's and stores to suit the increased pupil and staff numbers

Modular units:

- Demolish 1no. temporary single classroom unit
- Retain and refurbish 1no. double modular unit for relocated Nursery provision
- Retain 1no. double modular unit for SEN provision

External works:

- Extension to KS-2 playground
- Enhance Early Years external spaces
- Reconfiguration and extension of existing car park and entrance forecourt (gravel car parking spaces stabilised with geo-grid system. Through-route for emergency access).
- Provision of additional car parking spaces off-site

4.1.2. The existing site and development proposals are shown in Appendix 6.

4.1.3. The development proposals comprise of a stand-alone 2-storey KS-2 teaching block, single storey KS-1 teaching block, entrance extension and foundation classroom extension.

4.1.4. There are no proposed changes to pedestrian or vehicular accesses into the School site, or to delivery and waste collections.

4.1.5. Changes to the layout of the on-site school car park are proposed to increase parking capacity. Tracking is currently being undertaken for this area to demonstrate movements for fire appliance accessing the rear of the site. Tracking diagrams will be provided following submission of the planning application.

- 4.1.6. As in the current situation, staff and visitors only are permitted to park on site. Parents are not normally permitted to park or drop-off on site.
- 4.1.7. The proposed staff car park on the adjacent Recreation Ground would be accessed through the public car park. An access controlled barrier is proposed with fob/ card reader access to enter and an induction loop release on exit, using a power supply from the existing school site. The car park will be used by school staff during the week only and at limited other times. RBC Parks department will also have access for maintenance to the Recreation Ground. It is not proposed to open the car park out of school hours for public use, which could cause management difficulties for the school.
- 4.1.8. With regard to construction access, it is proposed that a construction compound is located at the back of the existing recreation ground car park. A temporary construction access route is proposed from the compound through the recreation ground to the rear of the school site for Phase 1 works, to limit the impact of construction vehicles on the school site. See Appendix 7 for more details.
- 4.1.9. For Phases 2 and 3 the compound will remain as per phase 1, though likely on a reduced scale. Contractor access for Phase 2 is proposed through the recreation ground near to the Early Years area of the school, with a managed crossing point for pedestrians, again to minimise the impact on the School. Contractor access for Phase 3 is proposed through the main School vehicular entrance.
- 4.1.10. The new off-site staff car parking will be available for staff prior to the start of Phase 3 building works (although this will likely be without the final top dressing). Alternatively, temporary staff car parking will be provided elsewhere to ensure there will be no reduction in parking for existing staff during the construction phases.
- 4.1.11. The proposed contractor access and phasing is indicative at this stage and will need to be discussed and agreed with the Contractors for Phase 1 and Phases 2 and 3 and in conjunction with RBC's Parks Department.
- 4.1.12. The Construction Method Statement (CMS) will manage the impacts of construction traffic. It is subject to contractor input and approval and will therefore likely be a planning condition. The CMS will include timings, routes and access into site, vehicle restrictions/ traffic management requirements, and measures, as required, to maintain the cleanliness of the public highway.

4.2. On-site parking for staff

- 4.2.1. Approximately 16 parking spaces are currently provided on the school site, one of which is accessible; only 5 of these spaces are marked out. Additionally, when the ground is dry enough, vehicles also park in tandem on a grass mat area behind this car park. During a site visit on 15.11.17, 22 vehicles were parked in total. These spaces are for staff and visitors only; pupil drop off and pick up is not normally permitted on site.
- 4.2.2. The expansion will generate a parking need for the 14 new FTE staff (22 staff in total). Parking requirements have been calculated in line with RBC's Parking Standards and Design SPD (2011). The calculations (shown in Appendix 8) show that 14 new parking spaces are required, 3 of which should be accessible. A powered two wheeler space is also required.
- 4.2.3. It is recognised that there is currently pressure on the parking provision at the existing School resulting in the need for a number of staff to park on the highway. Following discussions with RBC's Highways Development Planning Team, in order to relieve this parking pressure, and bring the parking provision closer to the projected provision for a 3FE School, additional parking spaces will be provided. 22 formally marked and surfaced spaces will be provided on site (to match the current informal provision), and 24 spaces will be delivered off site, within a new parking area accessed through the recreation ground car park. This provision comprises an increase of 6 spaces over requirement in the standard and additionally improves access to the informal spaces in the existing car park which can only currently be used when the ground is dry. 2 powered two wheeler space will also be provided – this exceeds the standard by 1 space.
- 4.2.4. Coaches and mini-buses will continue to pick-up and drop-off on the highway e.g. for School trips.
- 4.2.5. Application of RBC's on-site parking standard requires 3 cycle spaces for staff and 16 for pupils. The School already has an underutilised covered cycle shelter directly in front of the School reception. For this reason, the expansion does not propose to add staff cycle parking. The expansion proposed to increase cycle and scooter provision above the 16 spaces required. It is proposed that 15 racks (providing 30 spaces) would be provided for bicycles, in addition a scooter rack or pod will also be provided. :

4.3. On-street “drop off and pick up” capacity

4.3.1. The School does not currently allow parents to drive onto the School site for “drop off” and “pick up” times. These proposals do not seek to change the existing situation. RBC Highways Development Planning team have stated that they do not insist on the provision of pupil drop off facilities, but, where they are not proposed, a justification should be provided. This justification is provided below.

4.3.2. To assess the existing availability of on-street parking spaces, a parking beat survey was conducted, over a 12 hour period on Tuesday 31st October, on roads local to the school. The methodology of this survey is described in the agreed scoping document. The results and analysis are presented in Appendix 9.

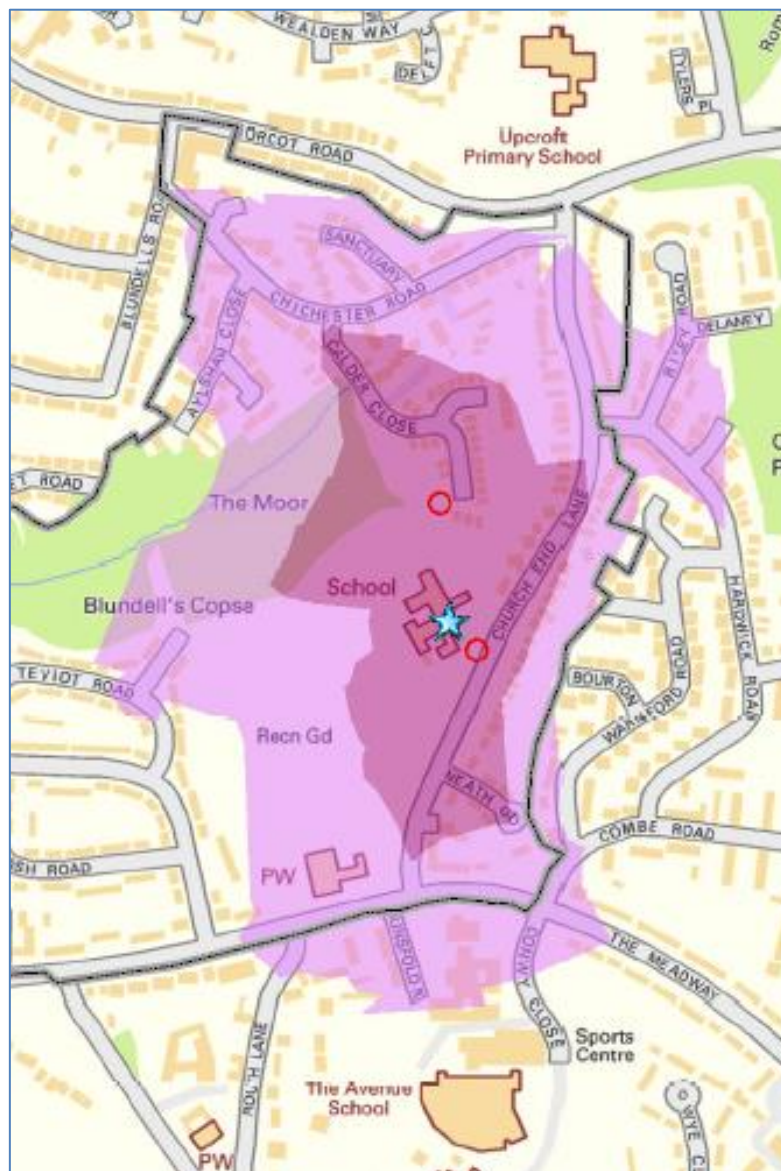


Figure 4: Parking Beat Survey area, red circles denote pedestrian entrances, blue star denotes School site

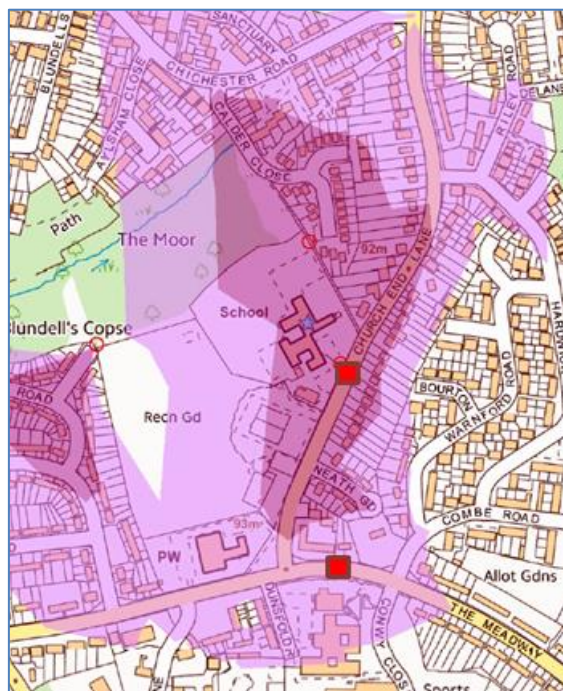
4.3.3. Figure 4 shows the area of the parking survey that has been analysed. A slightly wider search area was originally surveyed; this search area included a new pedestrian entrance from Teviot Road which increased the parking available within 200m and 400m of any School entrance. However, on comparison of this proposed entrance to the location of proposed housing allocations, the entrance was not considered to be beneficial, that is, it would not offer a significant improvement in walking times from home to school. The entrance was therefore removed from the search area, which reduced the search area to that shown in Figure 4.

4.3.4. Trip generation calculations (Section 3) showed that a requirement for up to 116 new cars for pupil drop off and pick up could be generated by the new residential developments. As the bulge classes will no longer attend the School at this time, cars associated with these children (an estimated 6 spaces based on existing modal split, which would have been counted in the parking beat survey, see Section 3.1.4) will no longer be utilised, leaving a requirement for up to 110 new vehicles. Whilst it is noted that parents would wish to park in very close proximity to the School, it would not be possible for every parent to do this on the existing highway and, therefore, a walk of a few minutes from the car to the School is considered acceptable. The parking beat survey demonstrated that space for the new vehicles could be readily accommodated within a 400m walking distance (approximately a 5min walk)¹ (see Appendix 9 for full details). Whilst site visits support feedback from residents that the sections of the roads closest to the School (within 200m; Church End Lane, Neath Gardens and Calder Close) already experience some parent parking at drop off and pick up times, the parking beat survey identified that these roads still have a level of spare capacity. Parents will be reminded of considerate parking practices as part of the School Travel Plan.

4.3.5. In addition to the survey area, the public recreation ground car park, very close to the School, is already well used by parents of the School for drop off and pick up of children for park and stride. Although there is sufficient on-street capacity, there is also potential to increase park and stride capacity through formalising the use of the car park at the Church of Jesus Christ of Latter Day Saints. This is subject to negotiation with representatives of the Church.

¹ The publication Guidelines for Providing Journeys on Foot (The (Chartered) Institute of Highways and Transportation, 2000) states at paragraph 3.30 that “an average walking speed of approximately 1.4 m/s can be assumed, which equates to approximately 400m in five minutes or three miles per hour.” This walking speed can be disaggregated to 80 metres per minute. Clearly, some people will walk at a greater pace and some at a lesser pace however this walking pace is conventionally accepted for use within Transport Assessments and Travel Plans. Thus, 400m would therefore equate to walking times of approximately 5 minutes and 800m to 10 minutes.

4.4.1. At the request of RBC, automated traffic counts (ATCs) for speed and volume were undertaken from 15th to 22nd of November on The Meadway and Church End Lane (locations shown in Figure 5).



4.4.2. Full results are presented in Appendix 10.

4.4.3. Of note, The Meadway demonstrated a two-way 24 hour mean average speed of 26mph (the posted limit is 30mph) and a two-way, 5 day, 24 hour average daily flow of just under 15,000 vehicles. Multiple controlled crossings are located along this road to help pedestrians to cross, including crossings close to the junction with Church End Road.

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5. Consultation

5.1. Consultation stages

Proposal to expand

5.1.1. Consultation on the proposal to expand was held between the 1st and 29th September 2017, with a drop-in event held at Moorlands Primary School on 20th September 2017. Letters were sent out to local residents. Approximately 30 people attended and 16 responses were received by post or email. Of the responses, the following concerns relating to traffic and parking (from 11 of the 16 responses) were raised:

- Traffic volumes and congestion on roads close to the School at the start and end of the School day (in relation to safety and air quality)
- Lack of visible traffic and parking enforcement
- Lack of safe crossing points
- Speed of vehicles on roads close to the School
- Parking capacity
 - Staff parking on the highway
 - Parent drop off and pick up parking (with particular reference to Church End Lane and Calder Close)
- Inconsiderate parking behaviours e.g. parking across residential driveways, on double yellow lines and on bends
- Unsupervised child pedestrians crossing roads inappropriately
- Verbal abuse directed towards residents by parents in relation to parent parking behaviours

5.1.2. In addition, 3 responses suggested providing/increasing parent parking off of the highway.

Second drop-in session

A second drop-in session to share progress on the proposals took place on 13th December 2017. No further written responses were received following this event.

5.1.3. It is not projected that the expansion of the School will have a severe impact on the highway, or exceed local legal parking capacity. Nor are there any underlying casualty issues relating to the school or school journeys, therefore no physical mitigation works are proposed.

5.1.4. RBC parking guidelines will be adhered to, or exceeded as agreed with RBC Highways Development Planning team, and as described in Section 4.2.

5.1.5. Concerns raised relating to the existing situation and the school expansion which can reasonably be addressed are covered within the School Travel Plan which includes materials to support measures to reduce the pressures of increased trips on local roads; such as the promotion of considerate parking practices; park and stride sites; and initiatives such as:

- Walk to School Week
- Bikeability and scooter training
- Junior Travel Ambassadors
- Road safety training

6. Summary and Conclusions

6.1. Summary

6.1.1. This Transport Statement has been provided by Hampshire Services on behalf of Reading Borough Council. It is submitted in support of a planning application that seeks planning permission to permanently expand Moorlands Primary School from a 2FE to 3FE form school. The School pupil numbers will increase over a seven year period and the proposed permanent capacity is ultimately 630 pupils.

6.1.2. This TS has been produced to provide the necessary information for the local highway and planning authorities to assess the development in terms of accessibility, highway safety and the impact of the development traffic on the local highway network.

6.2. Conclusions

6.2.1. The School is located on Church End Lane, a residential area in Reading c.4km west of the town centre, and sits within the planning authority area of Reading Borough Council. There are opportunities for pupils, parents and staff to travel by sustainable transport modes. The site can be accessed by a good network of footways connecting the school to local residential areas.

6.2.2. In light of the assessment work and analysis within this Transport Statement, it is considered that the proposed school expansion development is not anticipated to have a severe impact on the local highway network provided that the measures within Construction Traffic Management Plan are implemented. Increased parking provision for staff is being provided in with regard to with RBC's parking guidelines and discussions with RBC's Highways Development Planning team. Measures within the School Travel Plan could further help to minimise and reduce any impact for vehicular traffic. There is sufficient capacity to meet the likely additional demand for pupil drop-off and pick-up within a short walking distance (400m) of the School.

6.2.3. Consequently, it is considered that there are no significant highways and transportation matters that should prevent this planning application from being approved.