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Whitley Park Primary School, Brixham Road, Reading

Transport Statement

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1.0 Introduction

1.1 This Transport Statement has been written by Scott White and Hookins at the request of Ayre Chamberlain Gaunt Architects, and on behalf of the client, Reading Borough Council. It pertains to development at the following address:

Whitley Park Primary School
Brixham Road
Reading
Berkshire
RG2 7RB

A site location plan is provided at Appendix A of this report.

1.2 A new SEND School is being provided at Whitley Park School. The planning application is for works to facilitate this, including parking, landscaping and boundary treatment. The existing vehicular access from Brixham Road will be retained; alterations are proposed to the car park in order to provide an expanded car park, and a one-way drop-off and pick-up facility will also be created to serve the new SEND school provision at the site.

1.3 This Transport Statement will set out the existing and predicted traffic generation associated with the site, examine the impact of development on the local highway network, and point towards design and mitigation measures to reduce any adverse impacts found.

1.4 Scott White and Hookins shall not be liable for the use of this report by any person for any purpose other than that for which the same was produced by Scott White and Hookins.

2.0 Site Audit

2.1 Walking and Cycling Accessibility

2.1.1 The site benefits from existing pedestrian routes from the south, west and the east of the site. Pedestrians arriving from the south can use an existing pedestrian route between houses from Callington Road. Another pedestrian route from the west passes the caretaker's house on Basingstoke Road. The third pedestrian route enters the site from Brixham Road, along the northern edge of the car park. There are full height locked gates on all sides of the existing school site, which are opened during the beginning and end of the school day. These access routes lead directly to the front entrance of the school, and are separated from vehicular traffic.

2.1.2 In terms of cycling accessibility, the residential streets approaching the school (Brixham Road and Callington Road) do not benefit from cycling infrastructure such as cycle lanes and nor does the local distributor road Basingstoke Road.

2.1.3 Reading does however benefit from a radial network of cycling routes emanating from the town centre, including some National Cycle Network routes, and these may be of interest for staff cyclists in particular.

2.1.4 Local Cycle Route R10 runs from Bridge Street Roundabout in the town centre through the neighbourhoods of Whitley and Whitley Wood, leading directly to the front of the school site, as it routes along Brixham Road.

2.1.5 The existing school does not appear to benefit from cycle parking areas at present.

2.2 Public Transport Accessibility

2.2.1 The nearest railway station to the site is Reading's central station, approximately 2.2 miles from the site (49 minutes' walk, or 13 minutes' cycle. This station is a major transport hub, with the following services available:

- Great Western Mainline services towards London Paddington
- Great Western Mainline services towards Bristol Temple Meads, towards Swansea, and towards Exeter.
- Reading to Taunton Line services
- Cross-country services towards Bournemouth or towards Manchester Piccadilly or Newcastle
- Elizabeth Line services to Abbey Wood
- North Downs Line services towards Gatwick Airport
- South Western Railway services towards London Waterloo.

2.2.2 There are a number of bus services within walking distance of the site, as set out in the following table:

Number	Route	Frequency
5 Emerald	Reading Station > Spring Gardens > Whitley > Whitley Wood	5 buses/hour each way, Mon-Sat; 3 buses/hour Sundays
6/6a Emerald	Reading Station > Spring Gardens > Whitley > Whitley Wood	5 buses/hour each way, Mon-Sat; 3 buses/hour Sundays
9/9a/9b Buzz	Reading Station > University > Whitley > Whitley Wood > Stadium > Green Park	1 bus/hour each way Mon-Sat; no service Sundays
154	Beech Hill > Grazeley > Whitley > Reading Centre	1 bus/day each way Mon-Fri
F30	Twyford > Charvil > Earley > Whitley > Stadium	Football Days Service

2.3 Local Highway Network and Car Parking

2.3.1 The principal access road to the site is a residential local access road, off local distributor roads in the form of Basingstoke Road and (to an extent) Northumberland Avenue.

2.3.2 In the wider context, the A33 Road connects at the southern end of Basingstoke Road, providing access to the ring-road network around Reading, which in turn connects to the M4 motorway at Junction 11. At its northern end, Basingstoke Road connects to the A329 Queens Road, which is part of the inner ring-road around Reading town centre.

2.3.3 The Department for Transport (DfT) collates traffic count data for most major roads in the UK, as well as some more minor routes. The following count points are available in proximity to the development site; counts are expressed as Annual Average Daily Traffic Flows (AADTF):

Location, Date	AADTF
Northumberland Avenue, S of Buckland Rd, 2019	9,717 motor vehicles
Whitley Wood Road, E of Northumberland Ave, 2019	3,422 motor vehicles
B3031 Basingstoke Rd, S of Hartland Rd, 2019	12,867 motor vehicles

2.3.4 Currently, the car park serving Whitley Park Primary School is accessed from the eastern entrance off Brixham Road. This car park provides a total of 45 car parking spaces.

2.4 Road Safety Review

2.4.1 In order to examine the road safety record of the local area, Personal Injury Collision Statistics have been sourced for the last five years. General best practice involves examining an area within a radius of 400m of the site, and a search area has been drawn as shown in the plan at Appendix B of this report.

2.4.2 A total of 32 incidents were recorded, including 24 causing slight injury and 8 causing serious injury. These are discussed in greater detail below.

2.4.3 Seven of the incidents involved injury to pedestrians. These included four slight injury collisions and three serious injury collisions, as follows:

- In September 2020, a pedestrian was struck by a car driver on Buckland Road, east of the junction with Basingstoke Road.
- In October 2020, a child pedestrian was struck by a car driver on Callington Road, east of the junction with Basingstoke Road.
- In August 2021, a pedestrian was struck by a motorcyclist on Buckland Road, east of the junction with Basingstoke Road.
- In March 2022, two pedestrians, at least one of whom was a child, were struck by a car driver on Northumberland Avenue, south of the junction with Callington Road.
- In September 2022, a child pedestrian was struck by a car driver on Basingstoke Road, north of the junction with Manor Farm Road.
- In August 2023, a pedestrian was struck by a car driver on Totnes Road, north-east of the roundabout junction with Northumberland Avenue.
- In June 2024, a pedestrian was struck by a vehicle driver on Northumberland Avenue, north of the junction with Callington Road.

The majority of these incidents occurred on or close to the major roads in the vicinity of the site, Basingstoke Road (which is a local distributor road) and Northumberland Avenue. However, it is also noted that three of these incidents involved injury to children.

In the context of the SEND school, it is not expected that the majority of pupils will travel independently, and it is less likely that the pupils will be brought to school on foot. It is nonetheless important that pupils are given education regarding road safety and that this is given appropriate emphasis and repetition in order to safeguard vulnerable users who may be negotiating the local highway network.

2.4.4 A total of ten incidents causing slight injury to cyclists were recorded, including eight slight injury collisions and two serious injury collisions, as follows:

- May 2020 and October 2022, junction of Basingstoke Road and Buckland Road (with a car driver on each occasion).
- June 2020, junction of Torrington Road and Axbridge Road (with a car driver)
- May 2021, on Buckland Road (with a car driver)
- July 2021, on Basingstoke Road (with a car driver and a bus driver)
- October 2021, junction of Manor Farm Road and Basingstoke Road (with a goods vehicle driver)

- April 2024, junction of Brixham Road and Meavy Gardens (with a goods vehicle driver
- June 2024, junction of Stockton Road and Landrake Crescent (with a car driver).
- July 2024, junction of Manor Farm Road and Gillette Way (with a car driver)
- November 2024, Northumberland Avenue south arm of roundabout (with a car driver)

The majority of these incidents occurred at junctions, and so further education campaigns reminding motorists to look carefully when pulling out at junctions may help to reduce the number of collisions. However, it is considered fortunate that the number of serious injury collisions is low.

2.4.5 A total of seven incidents causing injury to motorcyclists were recorded, including six slight injury collisions and one serious injury collision, at the following locations:

- October 2021, on Brixham Road outside no. 105 Brixham Road;
- May 2023, on Basingstoke Road outside no. 305 Basingstoke Road;
- May 2023, on Basingstoke Road outside no. 365 Basingstoke Road;
- June 2023, junction of Basingstoke Road and Callington Road;
- August 2024, junction of Basingstoke Road and Manor Farm Road;
- August 2024, on Basingstoke Road outside no. 433 Basingstoke Road;
- December 2024, on Basingstoke Road outside no.301 Basingstoke Road.

Six out of seven incidents involved a car driver as the other party, and the other involved a goods vehicle driver. It is considered likely that in the four incidents on Basingstoke Road away from junctions, one vehicle was overtaking another and misjudged speed and/or timing of their manoeuvre.

2.4.6 The other two incidents which resulted in serious injury are as follows:

- In April 2022, two car drivers collided on Northumberland Avenue, outside no. 240 Northumberland Avenue.
- In March 2023, on the north arm of the roundabout junction between Northumberland Avenue and Totnes Road, a driver lost control of their vehicle and collided with the roundabout.

2.4.7 Overall, the road safety record in the vicinity of the site is very good, with minimal evidence of highway safety issues on Brixham Road. In the wider area, the safety record is still considered good for an urban area with major roads, but it is important to note that key junctions (such as Basingstoke Road and Manor Farm Road, or Basingstoke Road and Buckland Road) need to be negotiated with extra care, as there is some evidence that collisions are clustered around these junctions. The presence of signal-controlled pelican/ toucan crossings close to these junctions provides a robust means of safeguarding more vulnerable users and should always be used when crossing busy roads.

3.0 Policy Context

3.1 National Planning Policy Framework (NPPF) 2026

3.1.1 The National Planning Policy Framework (NPPF) was updated in August 2026. The overarching aim of the Framework is to proactively deliver sustainable development to support the Government's housing, commercial and infrastructure objectives.

3.1.2 The current Government's revisions to the NPPF provide a greater emphasis on vision and mitigation, but do not greatly affect the Transport considerations. The NPPF continues to require that in the case of specific applications for development, it should be ensured that:

TR3: Locating development in sustainable locations

1. So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:

a. Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical;

b. Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use;

c. Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach;

d. The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution; and

e. In rural areas, opportunities to improve walking, wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed.

2. The Connectivity Tool (Connectivity Tool - GOV.UK) should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of particular locations proposed for development.

TR6: Assessing transport impacts

1. Development proposals that are likely to generate significant amounts of movement should be supported by:

   a. A transport statement or transport assessment (depending on the extent and significance of the transport issues involved), which is proportionate to the nature and scale of the development, so that the likely impacts of the proposal for transport can be assessed and monitored; and

   b. A travel plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time.

2. Transport assessments and statements, and travel plans, should reflect the transport vision for the development and the transport strategy for the area in which it is located, and how these are intended to be achieved (including, in the case of travel plans, identifying fallback options if initial measures do not deliver the expected outcomes).

3. In assessing movement patterns and potential impacts, including whether they are considered to be severe, reasonable future scenarios should be considered, taking into account impacts at relevant times of the day, potential cumulative impacts, multimodal trip generation and the promotion of sustainable modes of travel, and realising the transport vision for the development itself. Development proposals should be considered having regard to these potential impacts and the other policies in this Framework which are relevant.

4. Development proposals should be refused if they would have a severe adverse impact on the transport network (in terms of capacity and congestion, including cumulative impacts), or an unacceptable impact on highway safety; taking into account any mitigation measures proposed as well as any wider network improvements, including measures to support sustainable patterns of movement. This applies both during the construction phase and following completion.

3.2 Reading Borough Local Plan 2019

3.2.1 The current statutory development plan for Reading is the Borough Local Plan, adopted in November 2019. It contains the following relevant Transport policies.

Policy TR1: Achieving the Transport Strategy

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.

Policy TR4: Cycle Routes and Facilities

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 opportunities exist, improvements to that route, including the provision of connecting routes, and/or cycling facilities will be sought within developments or through planning contributions.

Policy TR5: Car and Cycle Parking and Electric Vehicle Charging

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;
- Within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point.

3.3 Reading Borough Revised Parking Standards and Design 2011

3.3.1 In addition to the above Local Plan policy, RBC has adopted parking standards which date back to adoption in October 2011. The standards apply a zonal approach, whereby more accessible zones have lower standards, and less accessible zones have more generous standards. The school site lies within Zone 3, on the grounds that high frequency bus services are available within 400m walk of the site.

3.3.2 The car parking standards are expressed as maxima, unless a developer can prove that their development requires parking at a higher level for exceptional circumstances.

Use	Zone 3 Maximum Standards
Primary School	1 car space per 1 FTE staff; 1 drop off space per 10 pupils
	Motorcycle parking to be provided at 2% of the maximum total car parking provision.
	1 cycle space per 5 FTE staff 1 cycle space per 15 pupils (Years 1-3) 1 cycle space per 10 pupils (Years 4-6)

3.3.3 The Reading standards specify the following requirements for different types of parking:

- Car parking: 2.5m wide by 5m deep recommended
- Disabled car parking: 2.4m wide by 4.8m deep, plus 1.2m margin to side and rear
- Motorcycle parking: 1.5m wide by 2.8m deep.
- Cycle parking: 1m wide by 2m deep

4.0 Existing Trip Generation

4.1 At present, Whitley Park Primary School is a 3 Form Entry school, with capacity to accommodate up to 630 pupils, albeit the existing pupil roll is 518 pupils. In addition, the existing Nursery has a capacity for 30 pupils AM/PM. In terms of staffing, the existing School provides the following helpful details:

- Senior Leadership Team: 4 people
- Wider Leadership Team: 6 people
- Operations Team: 7 people
- SEND Team: 5 people
- Cover Team: 4 people
- Teaching Staff: 21 people
- Teaching Assistants: 37 people
- Early Years Staff: 6 people
- Lunchtime: 3 people

This indicates a total of 93 staff, and an FTE staffing of about 70 people.

4.2 The proposed changes to accommodate SEND school provision on the same site means that the existing Primary School will reduce to 2FE (up to 420 pupils), and the Nursery will reduce to 26 pupils AM/PM. It is expected on that basis that the overall staffing requirement will also reduce by 19%, for a total of 75 staff and an FTE staffing of 56.

4.3 A TRICS-based assessment of trip generation for the staff currently employed at the existing school has been carried out. The full output report is provided at Appendix C. This has subsequently been cross-referenced with the School Travel Plan for Whitley Park Primary School, which appears to have been completed in 2003 but is the most recent version available. It is important to note that the existing School is not operating at full capacity, and if it was doing so, the figures in Table 1 below would be higher.

Table 1: Estimated Existing Staff Travel (at reduced capacity) by Mode (Source: TRICS data and 2003 Travel Plan data)

Mode	Proportion	Calculated Estimate (TRICS)	(2003 Data), Extrapolated
Car Driver, alone	33.2%	23	(31) 37
Car Sharing/Dropped Off	17.9%	13	
Walking	33.0%	23	(22) 27
Cycling	6.7%	5	(2) 2
Bus (or other Public Transport)	9.2%	6	(3) 4
Total	100%	70	(58) 70

4.4 On the basis of the above TRICS data, the maximum staff car parking demand associated with the existing use but following development would be for 29 spaces (23 for solo drivers and up to 6 for car-sharing drivers). Using the 2003 School Travel Plan data instead, this tallies quite closely; if we assume that up to 66% of drivers are sole occupants

this would mean demand for 25 spaces for them, plus up to 6 for car-sharers – a total of 31 spaces. Either way, these demand levels are well below the Reading Borough Parking Standard, which allows 1 car space per FTE staff member.

4.5 In terms of existing pupil travel, the following estimates are available, again cross-referenced with the School Travel Plan data, and extrapolated to cover existing and future pupil numbers including Nursery and Primary pupils:

Table 2: Estimated Existing and Future Pupil Travel by Mode (Source: TRICS data and 2003 Travel Plan data)

Mode	Proportion	Calculated Estimate via TRICS	(2003 data), extrapolated
Dropped alone by car	16.9%	Existing: 93 Future: 75	(57) Existing: 105 Future: 85
Multiple drop-offs by car	10.7%	Existing: 59 Future: 48	
Walking	53.4%	Existing: 293 Future: 238	(226) Existing: 415 Future: 338
Cycling or Scooting	7.3%	Existing: 40 Future: 33	(1.5) Existing: 3 Future: 2
Bus (or other Public Transport)	11.9%	Existing: 65 Future: 53	(14) Existing: 26 Future: 21
Total	100%	Existing: 548 Future: 446	(298.5) Existing: 548 Future: 446

4.6 Whilst the numbers of pupils being dropped off are significant, unlike the proposed SEND pupils, the parent/guardian vehicles are not expected to come into the site. These are significant numbers to be accommodated on the local highway network. However, if the school was operating at full capacity, these numbers would again be higher, and the reduced traffic levels following development should be welcomed by the Local Highway Authority.

4.7 In the case of existing Whitley Park pupils, it is considered likely that many pupils are dropped on Callington Road and walk through the alley to reach the school, as well as on Brixham Road. The school may choose to use staff marshals to better manage these access arrangements and ensure safeguarding of vulnerable young people.

5.0 Predicted Trip Generation

5.1 Overall Scope

5.1.1 The proposed SEND school, which is to be accommodated at the site alongside the existing mainstream Primary School, comprises a SEND Secondary School. It will be delivered in a phased approach, with an initial provision for up to 56 Secondary pupils, with the Secondary provision later increasing for up to 96 pupils.

5.1.2 The school will open in two phases. P1 will be accommodated within the existing school buildings. The external works (including landscaping and parking) to facilitate P1 and P2 forms part of a full planning application. P2 will be accommodated within a new teaching block, which is being considered as an outline planning application.

5.2 Phase 1

5.2.1 Full details of proposed staffing requirements have not been confirmed, and so expectations and assumptions made are set out here for clarity:

- The Secondary Phase 1 will provide a total of 7 classes of 8 pupils, with a requirement for 7 teachers and 21 teaching assistants, plus support and administrative staff.
- The overall Phase 1 staffing requirement is therefore estimated at 58 FTE staff.
- RBC Children's Services has confirmed that their intention is to phase out use of taxis in favour of minibus transport wherever possible; depending on individual needs, some pupils will continue to need 1-to-1 transport; others may be able to arrive in minibuses with a small number of other pupils.
- On the basis that approximately one drop-off vehicle is required per 3 pupils, a drop-off facility capable of accommodating 19 vehicles will be necessary during Phase 1.

5.2.2 Assuming that the travel patterns of future SEND school staff will be similar to those of the mainstream school staff, the SEND school staff will generate the following trips by mode:

Table 3: Predicted Phase 1 SEND Staff Travel by Mode

Mode	TRICS		2003 Travel Data	
	Proportion	Calculated Estimate	Proportion	Calculated Estimate
Car Driver, alone	33.2%	19	53.4%	31
Car Sharing/Dropped Off	17.9%	11		
Walking	33.0%	19	37.9%	22
Cycling	6.7%	4	3.4%	2
Bus (or other Public Transport)	9.2%	5	5.2%	3
Total	100%	58	100%	58

5.2.3 Due to the specialised nature of the staff required for a SEND school, it is considered likely that a higher proportion will need to travel from a distance in comparison to a mainstream

school. While the TRICS data and existing school travel data tally quite closely, it is expected that in reality, higher levels of car travel will be likely to be associated with the specialist school.

5.3 Phase 2

5.3.1 The Phase 2 development will allow for an additional 5 classes of SEND pupils at the Secondary school, which means the following expectations and assumptions:

- Secondary Phase 2 will provide a total of 12 classes of 8 pupils, with a requirement for 12 teachers and 36 teaching assistants, plus support and administrative staff
- Adding the above totals to the staff from Phase 1 will give a predicted total of 94 Full-Time Equivalent staff.
- On the basis that approximately one drop-off vehicle is required per 3 pupils, a drop-off facility capable of accommodating 32 vehicles will be necessary following Phase 2.

5.3.2 Using the same proportions for predicted modal split, the staff travel demand in Phase 2 is predicted to be as follows:

Table 4: Predicted Phase 2 SEND Staff Travel by Mode

Mode	TRICS		2003 Travel Data	
	Proportion	Calculated Estimate	Proportion	Calculated Estimate
Car Driver, alone	33.2%	31	53.4%	50
Car Sharing/Dropped Off	17.9%	17		
Walking	33.0%	31	37.9%	36
Cycling	6.7%	6	3.4%	3
Bus (or other Public Transport)	9.2%	9	5.2%	5
Total	100%	94	100%	94

5.3.3 This evidence suggests a total car parking demand for between 39 and 50 spaces for staff.

5.4 Traffic Impact

5.4.1 As set out in Section 4 of this report, the existing Primary School has a current roll of 518 pupils, the Nursery has 30 pupils and there is a total of 93 staff. Following development, the Primary School will see a reduction in pupils of at least 98, the Nursery will see a reduction in pupils of 4, and there will be likely to be a reduction in staff of circa 18.

5.4.2 In order to assess the impact of development, the increase in staff and pupils using the site associated with the proposed SEND school, can be offset by the reduction in staff and pupils associated with the existing school. These considerations are set out in the following tables:

Table 5: Predicted Staff Travel Demand – Impact Calculation

Mode	Predicted additional SEND staff by mode	Offset of reduced mainstream staff	Overall Impact (Staff Travel)
Car	39	10	+29
Walking	31	7	+24
Cycling	6	0.5	+5.5
Public Transport	9	0.5	+8.5

5.4.3 Having worked out the staff travel impact, these figures can then feed into the pupil travel impact calculations below:

Table 6: Predicted Pupil Travel Demand – Impact Calculation

Mode	Predicted additional SEND pupils by mode	Offset of reduced mainstream pupils	Overall Impact (Staff and Pupil Travel)
Car	32	-28	+33
Walking	Nominal levels	-52	-28
Cycling	Nominal levels	-7	-1.5
Public Transport	Nominal levels	-12	-3.5

5.4.4 The above calculations show clearly that the expectation will be a modest increase in car/vehicle traffic as a result of development, as well as reduced demand for public transport.

5.4.5 Where possible, SEND schools will absolutely seek to enable pupils to travel independently and by non-car modes, however in the vast majority of cases, this is not possible and transport will be arranged by taxi or minibus.

5.4.6 An increase in two-way vehicle trips of 33 per day will manifestly not have a significant impact on the wider highway network, but to put it in proper context, up to 66 vehicle movements represent just 0.52% of daily traffic on the B3031 Basingstoke Road. These levels of activity would be lost within daily fluctuation on the network.

5.4.7 Reading Borough Council Children's Services are currently conducting a wider study on school transport to collate the cost and overall impact of SEND children being sent to private provision, which is sometimes outside the borough. This includes the adverse impact on individual pupils with special needs having to commute, and the added carbon impact of private taxis being used for this transport.

5.4.8 Given that backdrop, the offer of local provision improves the overall number of taxi runs in and out of the borough during peak hours on key Reading roads, impact on vulnerable children and, despite increased staffing numbers, this must be seen as an overall improvement.

6.0 Design and Mitigation

6.1 Design

6.1.1 The proposed design for the splitting of the school site and managing the travel demand for each school has developed through an iterative process of meetings with Reading Borough Council's Planning and Highways services, and with the existing School Headteacher and proposed School Headteacher and their respective teams.

6.2 Existing Mainstream School – Staff Parking

6.2.1 The proposal for car parking at the Whitley Park site is that the existing car park on the eastern side of the buildings will be retained, enlarged and enhanced. This car park will provide 47 car spaces including 2 disabled accessible parking spaces, matching the existing provision but rationalising the layout.

6.2.2 RBC Parking Standards in a "Zone 3" location such as this will allow up to 1 car space per 1 FTE staff member. Our estimate of the future FTE staffing is 56; the proposed provision of 47 spaces therefore represents 84% of the maximum parking standard. The proposed provision reduces any risk of overspill parking demand while also showing restraint in parking provision.

6.3 Proposed SEND School – Staff Parking

6.3.1 The proposed new/extended car park will provide a total of 65 car spaces including 2 disabled accessible parking spaces for use by SEND School Staff.

6.3.2 The same RBC parking standards will allow car parking to be provided in line with FTE staff numbers. Our estimate of FTE staffing for the proposed SEND school is 94; the proposed provision of 65 spaces therefore represents 69% of the maximum parking standard.

6.3.3 The proposed provision is higher than the predicted car parking demand levels set out in Section 5.3 of this report. However, SEND schools are likely to have higher numbers of visiting professionals who will travel to the site for a few hours in the day. Additionally, it may be more likely that in order to recruit specialist staff for a SEND school, those staff may be travelling greater distances and so be more likely to choose to travel by car. In this context, the proposed car parking provision is considered to be justified.

6.4 SEND Drop-off and Pick-up Facilities

6.4.1 The nature of a SEND school means that pupils are in most cases more likely to be brought to and from the site by vehicle, whether this is a car, taxi or minibus. Predicting the travel patterns of these pupils is not possible until the allocation of places has been carried out, and individual needs fully assessed. Some pupils will need individual transport, while others may be able to travel in minibuses with other pupils. The proposed design solution seeks to minimise the traffic impact of pupil drop-off and pick-up in this context, based on estimates in line with other SEND schools we have worked with.

6.4.2 The drop-off and pick up at "Transition times" will operate in the following manner:

a) Vehicles will enter the site from the east (off Brixham Road). The vehicles will make their way around the edge of the car park, heading for a new drop-off plaza which will be created on the western side of the car park. The proposed drop-off facility will be capable of accommodating six vehicles at a time, with a queue behind these of up to 15 vehicles without obstructing Brixham Road.
b) Once the first six pupils have been safely delivered to the building, the first six vehicles can leave the site, and the next six vehicles will pull into the drop-off plaza.
c) In circumstances where a pupil is heightened and refusing to enter or leave their vehicle, or other issues are in play, the proposed design also incorporates a passing lane for safety, which allows other vehicles to negotiate the layout without being stuck in a queue. This feature can be important in enabling a smooth transition time.
d) Once the school is up and running, these arrangements can become very efficient; we have witnessed afternoon transition time at the Iffley Academy in Oxford, and noted that the entire transition traffic can enter and leave the site within 15-20 minutes.

6.4.3 From our experience of other SEND schools, the proposed drop-off provision is likely to be sufficient to cater for up to 96 pupils. Transition times are carefully managed, with children escorted between the vehicles within the drop-off plaza and the school buildings.

6.5 Pedestrian and Cycle Accessibility

6.5.1 The proposed layouts also retain and enhance suitable pedestrian and cycle access at each of the access points to the site, with at least 1.5m wide footways along all routes between the entry gates and school buildings.

6.5.2 The cycle and pedestrian link between Brixham Road and the school secure line will be kept intact, while along the drop-off corridor the pedestrian footway will be defended by bollards. Two separate pedestrian gates will be provided, one leading directly to the SEND school and the other leading to the mainstream school.

6.6 Mitigation

6.6.1 As part of the work to better manage traffic and travel demand associated with the schools, new Travel Surveys are being carried out for the mainstream Primary school staff and pupils which will inform a new and updated School Travel Plan for Whitley Park Primary School.

6.6.2 In addition, a School Travel Plan will be written for the proposed SEND Secondary School which focuses on staff travel demand and also explores opportunities for pupil travel choices where this is appropriate and feasible.

7.0 Conclusions

7.1 This Transport Statement has demonstrated the predicted trip generation associated with the mainstream Primary School and Nursery following development, as well as the predicted trip generation associated with the proposed SEND Secondary School.

7.2 Comparison between the traffic generation of the proposed SEND school and the traffic which will be removed from the site as a result of the reduction in size of the mainstream school has been carried out. This demonstrated that there will be only a very modest increase in traffic associated with the site following development.

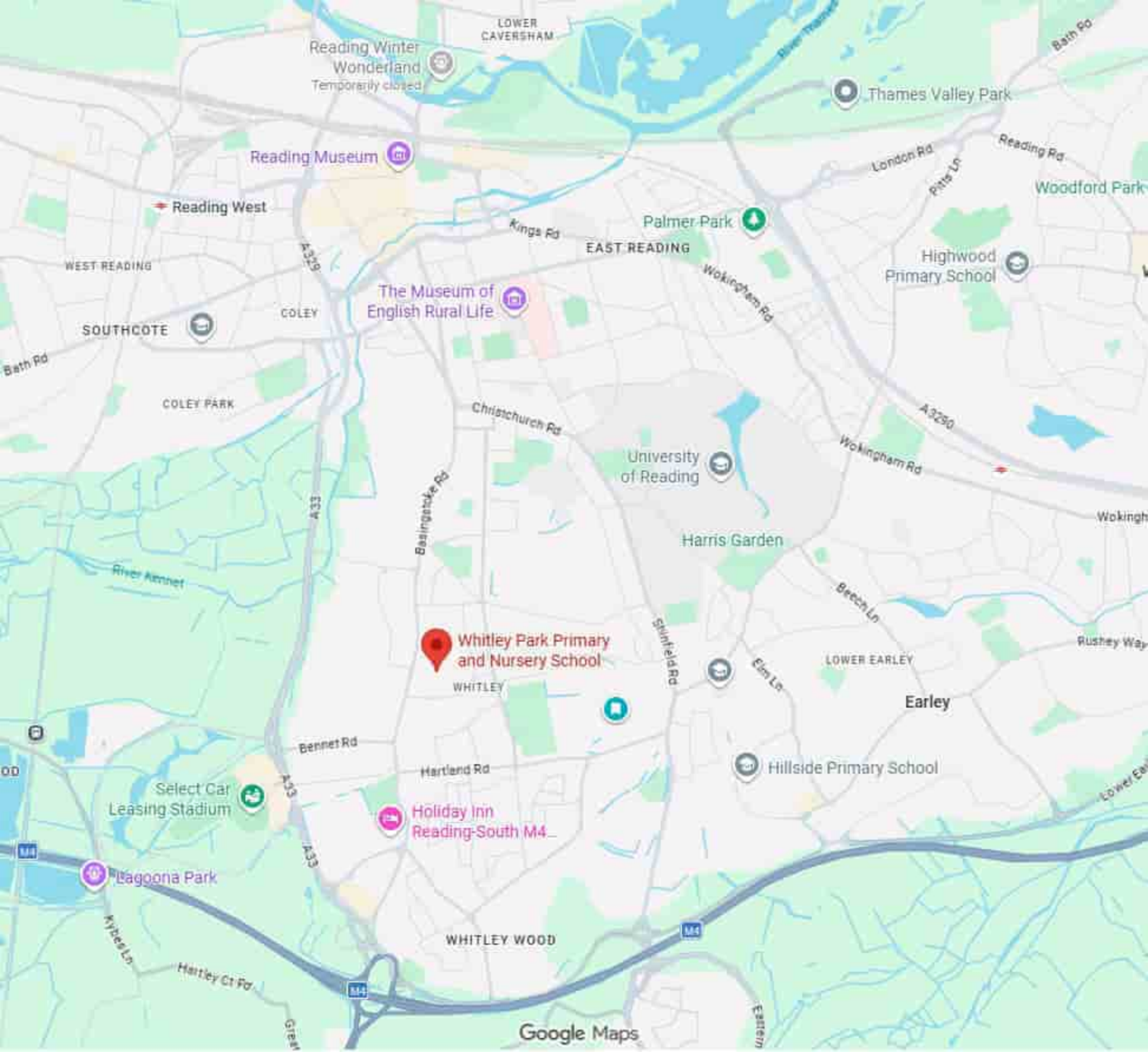
7.3 The site design has been worked on carefully with input from the existing school, proposed school operator and the local authority. Opportunities to improve accessibility by non-car modes have been taken, and additional vehicle parking has been designed into the scheme to prevent overspill car parking demand in the neighbouring residential streets. The proposed one-way working for the drop-off and pick-up facility has been designed to minimise the impact of development on the surrounding streets and ensure that any impacts are mitigated within the site, instead of on the highway network.

7.4 Since the development will not result in a severe cumulative impact on the highway network, nor will it cause or exacerbate highway safety concerns in the locality, it is considered that Planning permission is fully justified from a Transport perspective.

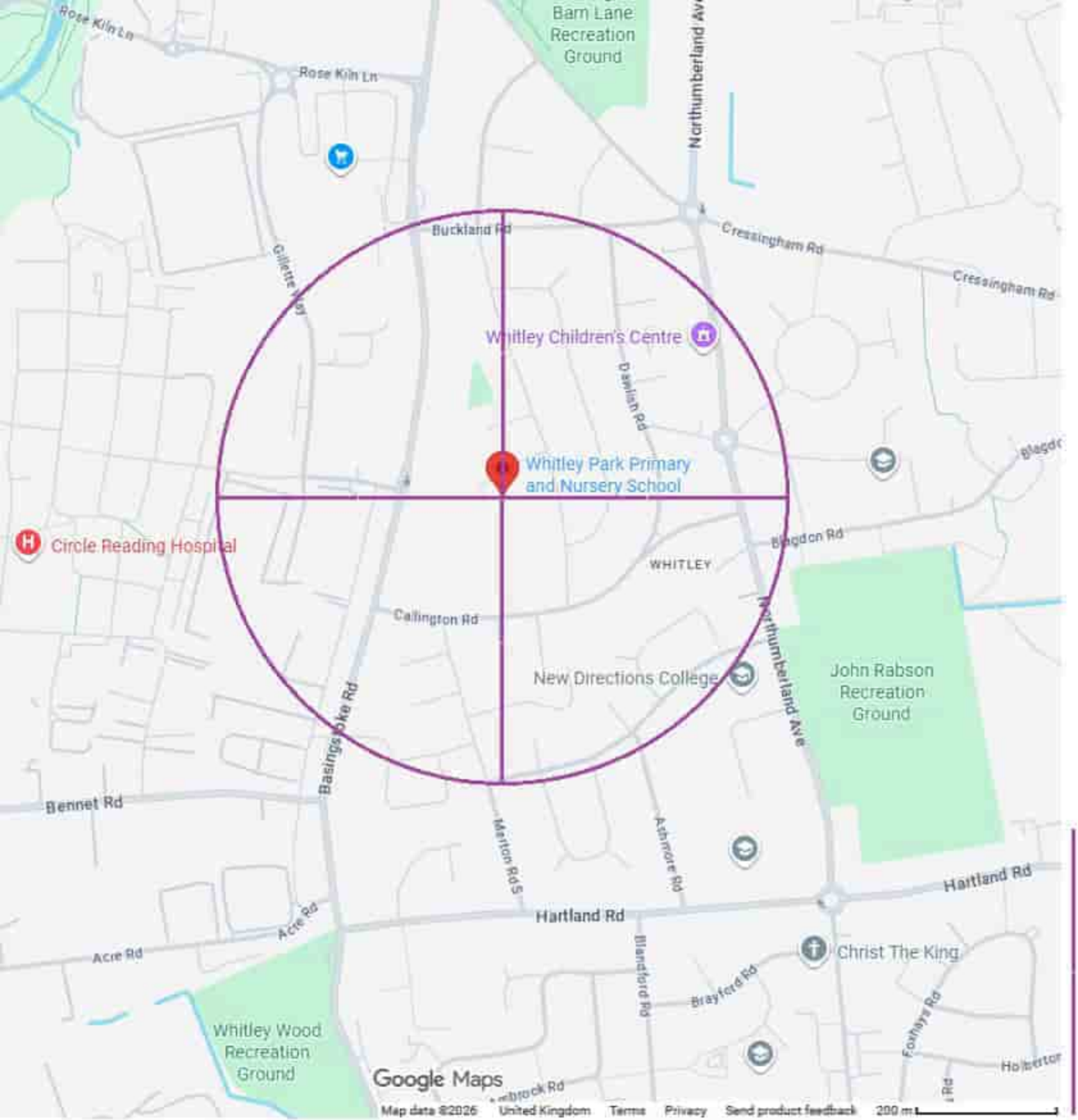
8.0 Appendices

A. Site Location Plan
B. Collision Data Search Area
C. TRICS Assessment
D. Existing School Travel Plan
E. Phase 1 Car Park Layout Plan
F. Phase 2 Car Park Layout Plan
G. Phase 1 Drop-Off Tracking Diagram
H. Fire Tender Tracking Diagram
I. Refuse Vehicle Tracking Diagrams
J. Phase 2 Drop-Off Tracking Diagram

Appendix A
Site Location Plan


LOWER CAVERSHAM
Reading Winter Wonderland
Temporarily closed
Thames Valley Park
Bath Rd
Reading Museum
Reading West
London Rd
Reading Rd
Pitts Ln
Woodford Park
Palmer Park
Kings Rd
EAST READING
WEST READING
A329
Highwood Primary School
Wokingham Rd
The Museum of English Rural Life
COLEY
SOUTHCOTE
Bath Rd
COLEY PARK
Christchurch Rd
A3290
University of Reading
Wokingham Rd
Basingstoke Rd
A33
Harris Garden
River Kennet
Beech Ln
Whitley Park Primary and Nursery School
Shinfield Rd
Elm Ln
LOWER EARLEY
Rushey Way
WHITLEY
Earley
Bennet Rd
Hartland Rd
Hillside Primary School
Select Car Leasing Stadium
Holiday Inn Reading-South M4
M4
Lagoona Park
Kybes Ln
WHITLEY WOOD
Hartley Ct Rd
Google Maps

Appendix B
Collision Data Search Area


Rose Kiln Ln
Rose Kiln Ln
Barn Lane Recreation Ground
Northumberland Ave
Buckland Rd
Cressingham Rd
Cressingham Rd
Gillette Way
Whitley Children's Centre
Danish Rd
Whitley Park Primary and Nursery School
Circle Reading Hospital
Blagdon Rd
WHITLEY
Callington Rd
Northumberland Ave
New Directions College
John Rabson Recreation Ground
Basingstoke Rd
Bennet Rd
Merton Rd S
Ashmore Rd
Hartland Rd
Hartland Rd
Acre Rd
Acre Rd
Blandford Rd
Christ The King
Brayford Rd
Foxleys Rd
Whitley Wood Recreation Ground
Google Maps
Map data ©2026 United Kingdom Terms Privacy Send product feedback 200 m

Appendix C
TRICS Assessment

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 04 - EDUCATION

Category: A - PRIMARY

Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	HC	HAMPSHIRE	1 day
	HF	HERTFORDSHIRE	1 day
	ON	LUTON	1 day
03	**SOUTH WEST**		
	GS	GLOUCESTERSHIRE	1 day
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	1 day
	NF	NORFOLK	1 day
09	**NORTH**		
	TV	TEES VALLEY	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

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Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	PUPILS
Actual Range:	1300 to 4200 (units:PUPILS)
Range Selected by User:	38 to 500 (units:PUPILS)
Parking Spaces Range:	0 - 127

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 19/06/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	1 days
Monday	1 days
Tuesday	3 days
Wednesday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	7
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines

Selected Locations:

Edge of Town	4 days
Suburban Area (PPS6 Out of Centre)	3 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	7 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	6 days

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Secondary Filtering Selection:

Use Class:

F1(a)	7 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

989 - 8587

Population within 1 mile:

10,001 to 15,000	2 surveys
15,001 to 20,000	1 surveys
25,001 to 50,000	3 surveys
5,001 to 10,000	1 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	6 surveys
250,001 to 500,000	1 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	5 surveys
1.1 to 1.5	2 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	6 surveys
Yes	1 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	7 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

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1	**CA-04-A-02**	**PRIMARY SCHOOL**	**CAMBRIDGESHIRE**

ARBURY ROAD
CAMBRIDGE
ARBURY
Suburban Area (PPS6 Out of Centre)
Residential Zone
Gross floor area: 2480 sqm
Survey date: Wednesday 21/06/2023 Survey Type: Manual

2	**GS-04-A-01**	**PRIMARY SCHOOL**	**GLOUCESTERSHIRE**

ROBERT BURNS AVENUE
CHELTENHAM SPA
BENHALL
Suburban Area (PPS6 Out of Centre)
Residential Zone
Gross floor area: 1650 sqm
Survey date: Tuesday 02/05/2023 Survey Type: Manual

3	**HC-04-A-01**	**PRIMARY SCHOOL**	**HAMPSHIRE**

BLUEBELL WAY
WHITELEY
Edge of Town
Residential Zone
Gross floor area: 2970 sqm
Survey date: Tuesday 27/06/2023 Survey Type: Manual

4	**HF-04-A-01**	**PRIMARY SCHOOL**	**HERTFORDSHIRE**

BAKER STREET
POTTERS BAR
Edge of Town
Residential Zone
Gross floor area: 1300 sqm
Survey date: Tuesday 26/03/2024 Survey Type: Manual

5	**NF-04-A-01**	**PRIMARY SCHOOL**	**NORFOLK**

CITY ROAD
NORWICH
LAKENHAM
Suburban Area (PPS6 Out of Centre)
Residential Zone
Gross floor area: 4200 sqm
Survey date: Wednesday 21/09/2022 Survey Type: Manual

6	**ON-04-A-01**	**PRIMARY SCHOOL**	**LUTON**

TENNYSON ROAD
LUTON
Edge of Town
Residential Zone
Gross floor area: 1630 sqm
Survey date: Friday 17/11/2023 Survey Type: Manual

7	**TV-04-A-02**	**PRIMARY SCHOOL**	**TEES VALLEY**

WOLVISTON MILL LANE
BILLINGHAM
Edge of Town
Residential Zone
Gross floor area: 1500 sqm
Survey date: Monday 23/05/2022 Survey Type: Manual

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TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

Total Vehicles

Calculation factor: 1 PUPILS

**BOLD print indicates peak (busiest) period*

Period	Trips per 1 PUPILS PUPILS		
	Inbound	Outbound	Total
08:00-09:00	0.309	0.281	0.590
17:00-18:00	0.020	0.044	0.064
15:00-16:00	0.246	0.264	0.510

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**266**	**0.071**	**0.034**	**0.105**
08:00-09:00	**7**	**266**	**0.309**	**0.281**	**0.590**
09:00-10:00	**7**	**266**	**0.021**	**0.017**	**0.038**
10:00-11:00	**7**	**266**	**0.017**	**0.013**	**0.030**
11:00-12:00	**7**	**266**	**0.020**	**0.019**	**0.039**
12:00-13:00	**7**	**266**	**0.025**	**0.024**	**0.049**
13:00-14:00	**7**	**266**	**0.025**	**0.032**	**0.057**
14:00-15:00	**7**	**266**	**0.033**	**0.028**	**0.061**
15:00-16:00	**7**	**266**	**0.246**	**0.264**	**0.510**
16:00-17:00	**7**	**266**	**0.043**	**0.071**	**0.114**
17:00-18:00	**7**	**266**	**0.020**	**0.044**	**0.064**
18:00-19:00	**7**	**266**	**0.010**	**0.006**	**0.016**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.840**	**0.833**	**1.673**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter Summary:

Trip rate parameter range selected:	38 - 500 (units: PUPILS)
Survey date date range:	23/05/2022 - 26/03/2024
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

Cyclists

Calculation factor: 1 PUPILS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	266	0.011	0.001	0.012
08:00-09:00	7	266	0.076	0.008	0.084
09:00-10:00	7	266	0.002	0.002	0.004
10:00-11:00	7	266	0.000	0.001	0.001
11:00-12:00	7	266	0.001	0.001	0.002
12:00-13:00	7	266	0.002	0.004	0.006
13:00-14:00	7	266	0.001	0.016	0.017
14:00-15:00	7	266	0.001	0.003	0.004
15:00-16:00	7	266	0.008	0.057	0.065
16:00-17:00	7	266	0.002	0.009	0.011
17:00-18:00	7	266	0.006	0.006	0.012
18:00-19:00	7	266	0.000	0.002	0.002
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.110	0.110	0.220

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	38 - 500 (units: PUPILS)
Survey date date range:	23/05/2022 - 26/03/2024
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

Taxis

Calculation factor: 1 PUPILS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**266**	**0.000**	**0.000**	**0.000**
08:00-09:00	**7**	**266**	**0.009**	**0.009**	**0.018**
09:00-10:00	**7**	**266**	**0.000**	**0.000**	**0.000**
10:00-11:00	**7**	**266**	**0.000**	**0.000**	**0.000**
11:00-12:00	**7**	**266**	**0.000**	**0.000**	**0.000**
12:00-13:00	**7**	**266**	**0.001**	**0.001**	**0.002**
13:00-14:00	**7**	**266**	**0.000**	**0.000**	**0.000**
14:00-15:00	**7**	**266**	**0.001**	**0.001**	**0.002**
15:00-16:00	**7**	**266**	**0.005**	**0.004**	**0.009**
16:00-17:00	**7**	**266**	**0.000**	**0.001**	**0.001**
17:00-18:00	**7**	**266**	**0.001**	**0.001**	**0.002**
18:00-19:00	**7**	**266**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.017**	**0.017**	**0.034**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	38 - 500 (units: PUPILS)
Survey date date range:	23/05/2022 - 26/03/2024
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

Pedestrians

Calculation factor: 1 PUPILS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	266	0.043	0.020	0.063
08:00-09:00	7	266	0.589	0.321	0.910
09:00-10:00	7	266	0.023	0.013	0.036
10:00-11:00	7	266	0.007	0.003	0.010
11:00-12:00	7	266	0.024	0.027	0.051
12:00-13:00	7	266	0.041	0.048	0.089
13:00-14:00	7	266	0.030	0.043	0.073
14:00-15:00	7	266	0.030	0.036	0.066
15:00-16:00	7	266	0.290	0.501	0.791
16:00-17:00	7	266	0.025	0.058	0.083
17:00-18:00	7	266	0.019	0.041	0.060
18:00-19:00	7	266	0.002	0.003	0.005
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.123	1.114	2.237

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	38 - 500 (units: PUPILS)
Survey date date range:	23/05/2022 - 26/03/2024
Number of weekdays (Monday-Friday):	7
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

Bus/Tram Passengers

Calculation factor: 1 PUPILS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**7**	**266**	**0.012**	**0.002**	**0.014**
08:00-09:00	**7**	**266**	**0.133**	**0.064**	**0.197**
09:00-10:00	**7**	**266**	**0.003**	**0.002**	**0.005**
10:00-11:00	**7**	**266**	**0.000**	**0.000**	**0.000**
11:00-12:00	**7**	**266**	**0.008**	**0.006**	**0.014**
12:00-13:00	**7**	**266**	**0.011**	**0.012**	**0.023**
13:00-14:00	**7**	**266**	**0.002**	**0.012**	**0.014**
14:00-15:00	**7**	**266**	**0.003**	**0.003**	**0.006**
15:00-16:00	**7**	**266**	**0.061**	**0.113**	**0.174**
16:00-17:00	**7**	**266**	**0.002**	**0.007**	**0.009**
17:00-18:00	**7**	**266**	**0.002**	**0.011**	**0.013**
18:00-19:00	**7**	**266**	**0.000**	**0.000**	**0.000**
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			**0.237**	**0.232**	**0.469**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter Summary:

Trip rate parameter range selected:	38 - 500 (units: PUPILS)
Survey date date range:	21/09/2022 - 26/03/2024
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 04 - EDUCATION/A - PRIMARY

Coach Passengers

Calculation factor: 1 PUPILS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. PUPILS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	7	266	0.000	0.000	0.000
08:00-09:00	7	266	0.000	0.000	0.000
09:00-10:00	7	266	0.000	0.011	0.011
10:00-11:00	7	266	0.000	0.018	0.018
11:00-12:00	7	266	0.005	0.000	0.005
12:00-13:00	7	266	0.000	0.000	0.000
13:00-14:00	7	266	0.000	0.000	0.000
14:00-15:00	7	266	0.005	0.000	0.005
15:00-16:00	7	266	0.000	0.000	0.000
16:00-17:00	7	266	0.000	0.000	0.000
17:00-18:00	7	266	0.018	0.000	0.018
18:00-19:00	7	266	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.028	0.029	0.057

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter Summary:

Trip rate parameter range selected:	38 - 500 (units: PUPILS)
Survey date date range:	23/05/2022 - 17/11/2023
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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Appendix D
Existing School Travel Plan

WHITLEY PARK

NURSERY INFANT & JUNIOR SCHOOLS

TECHNICAL SCHOOL TRAVEL PLAN

CONTENTS

1. Current Situation

2. School Travel Survey

3. Key Issues

4. Site Specific Issues

5. Proposed Action Plan

6. Monitoring & Review

Appendix 1: Figures

Appendix 2: Detailed Survey Analysis

Appendix 3: School Travel Plan Certificate of Completion

1. CURRENT SITUATION

1.1 School Location

Whitley Park Infant and Junior Schools are two separate schools located on the same site on Brixham Road in the Whitley area of south Reading (see Figure 1). Brixham Rd is a residential through-road with light traffic levels throughout the day, but becomes congested at the start and end of the school day (see Photo 1).

1.2 School Catchment

The Whitley Park schools are both local community schools. The Infant School incorporates nursery classes and caters for children from 3 to 6 years old. The Junior School caters for children from 7 to 10 years old.

The school catchment is very compact with nearly 80% of pupils[1] living within 1 km of the two schools. In contrast, teachers and other members of staff are drawn from a wide area, with only 38% of infant school staff and 58% of junior school staff living within 1 km. Figure 2 shows the journey origins of all pupils and staff. At the time of the survey there were 130 pupils on the roll at the nursery, 270 pupils at the infants and 320 pupils attending the Junior School.

1.3 Involvement in Safer Routes to School

The school is to receive Safer Routes treatment during 2004/05. This includes

- A 20mph zone and speed cushions on Brixham Road.
- High visibility railings on Brixham Road, Callington Road and Basingstoke Road.
- Drop kerbs on the side roads approaching the school

1.4 Existing Guidelines on Travel to the School

The School currently has little in the way of travel guidance, but there are a number of activities that are relevant which include:

- Walk to school week;
- The school is involved with the Healthy Schools initiative.
- Cycle training
- Road safety awareness training though Reading Borough Council

[1] Comprises of 83% of Nursery pupils, 87% of infant pupils and 75% of Junior pupils.

1.5 Accesses to the School

There are four pedestrian accesses and one vehicular access to the site (see Photos 2,3 & 4). These allow pedestrian access from Brixham Road, Callington Road and Basingstoke Road. Vehicular access is via Brixham Road (see photo 4). This is intended solely for access to the staff car park, but it is frequently abused by parents causing difficulties at the start and end of the school day.

Photo 1: Narrowing of Brixham Road created by parents and residents parking

Photo 2: Entrance on Basingstoke Road. Not obvious to passing motorists.

Photo 3: Pedestrian access on Callington Road

Photo 4: Segregated pedestrian and vehicular access on Brixham Rd

2. SCHOOL TRAVEL SURVEY

2.1 Background

The Whitley Park School travel surveys were carried out on the 15th of July 2003. The questionnaires were sent home with the pupils as this was deemed to cause the least disruption to the school day.

Conditions on the survey day:

- Weather = Sunny
- School activities that could have affected travel = Class from Year 6 were on a camping trip
- External events that could have affected travel to the school = None

- Comments or problems about the survey = None

2.2 Response Rate

It was not possible to accurately calculate attendance on the day as figures were not provided for all year groups. Similarly, it is difficult to calculate the response rate.

2.3 Current Travel Patterns

The survey showed that 78% of nursery and infant school pupils, and 74% of junior school pupils walked to school, while 11% of nursery and infant school pupils, and 23% of junior school pupils arrived by car (see Charts 1 & 2). This split compares favourably with national figures, which show that on average 54% of primary school children walk to school and 39% are taken by car.

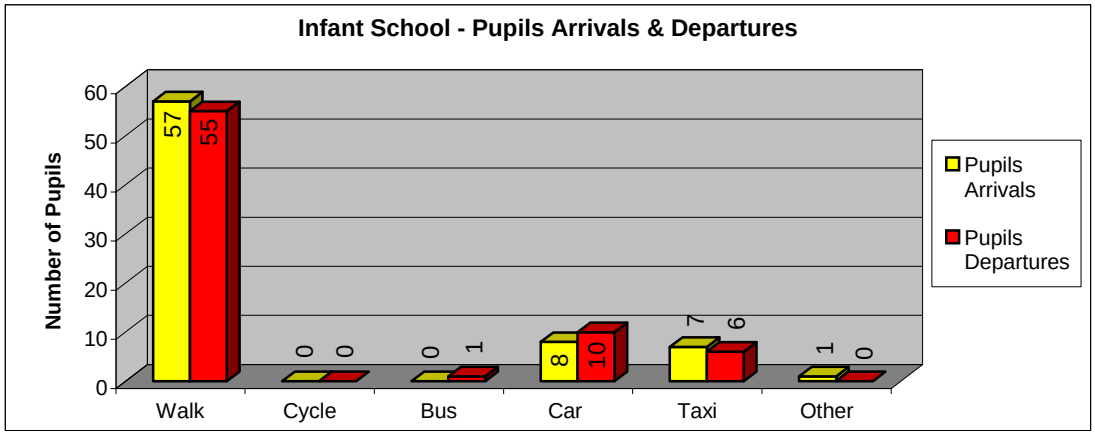

CHART 1

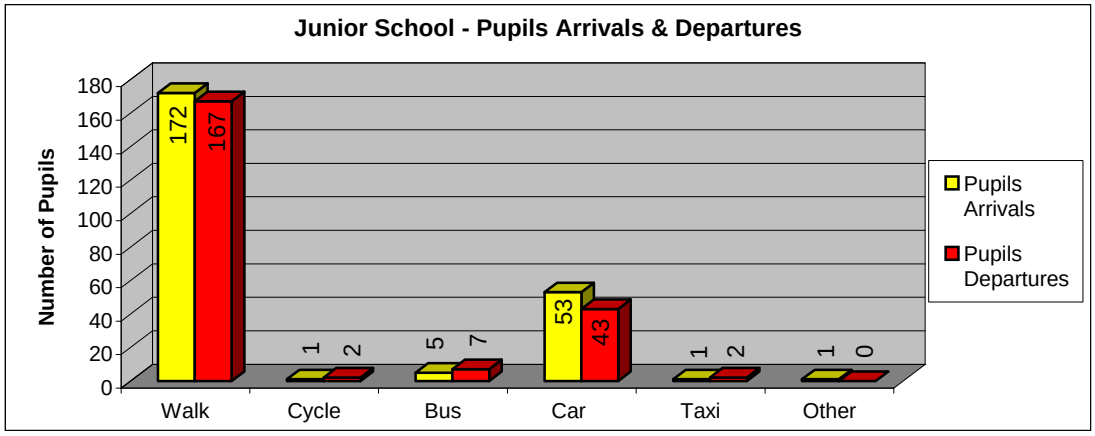

CHART 2

Staff travel habits are markedly different. Amongst infant school staff, 60% of journeys are made by car (Chart 3). The proportion is slightly lower amongst junior

school staff, with 50% arriving by car. This reflects the fact that members of staff generally travel further than pupils.

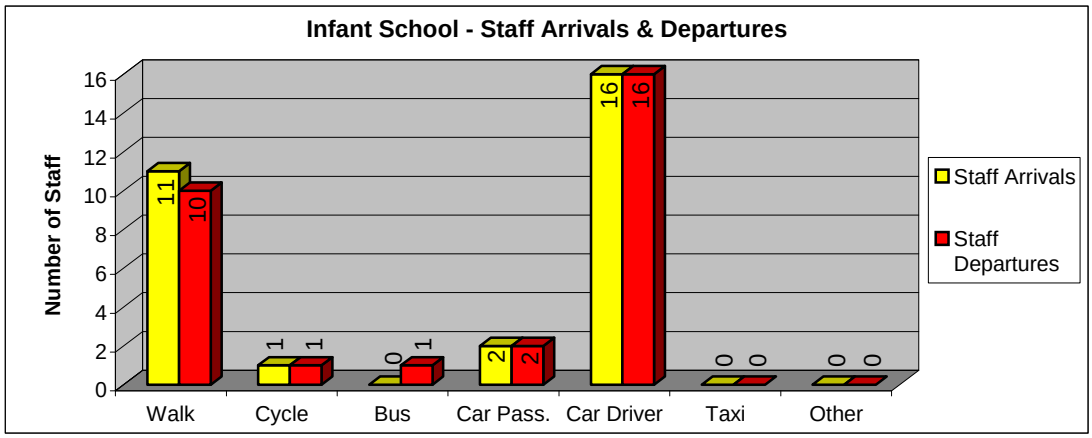

CHART 3

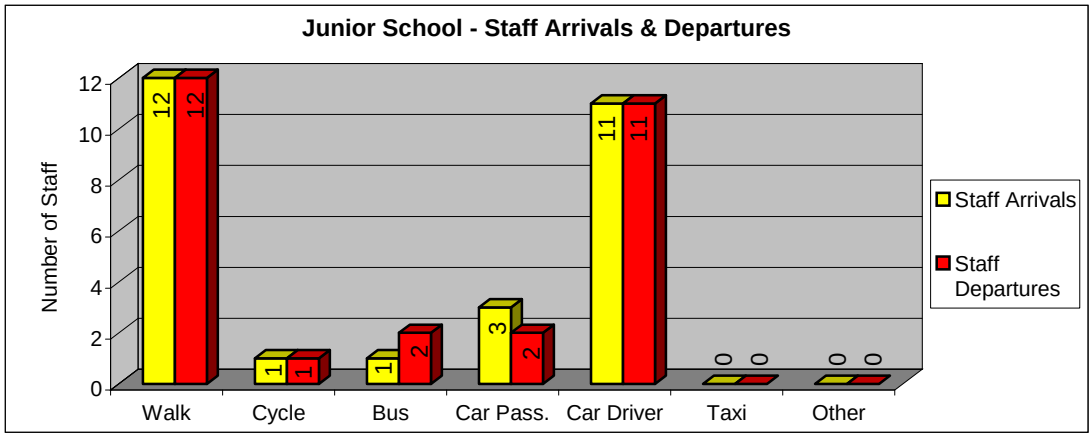

CHART 4

The catchment from which pupils and staff are drawn is illustrated in Figure 2. This shows that around 80% of pupils and 40% of staff live within 1 km of the school, which is equivalent to a 15-minute walk. However, Figure 3 shows that over half of all pupils who arrive by car live within 1 km of the school. Only 3 of the 21 members of staff who arrive by car live within 1 km of the school.

2.4 Arrival / Departure times

Chart 4 shows that the peak period for arrivals amongst infant and nursery pupils was between was between 08:40 and 08:59, with 61% of pupils arriving in this period.

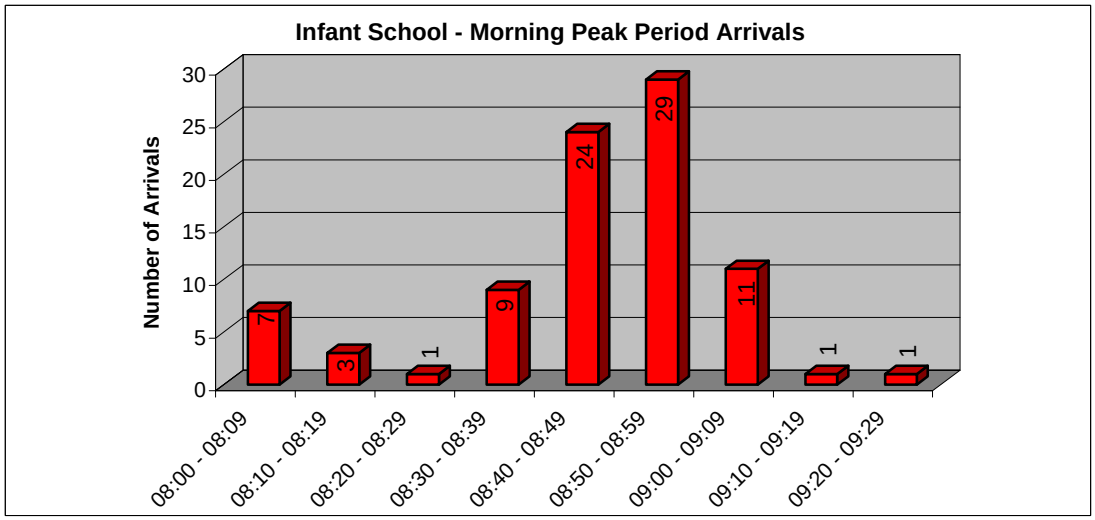

CHART 5

Chart 6 shows that the peak period for junior school pupils to arrive is between 08:40 and 08:49, with 40% of pupils arriving in this 10-minute period.

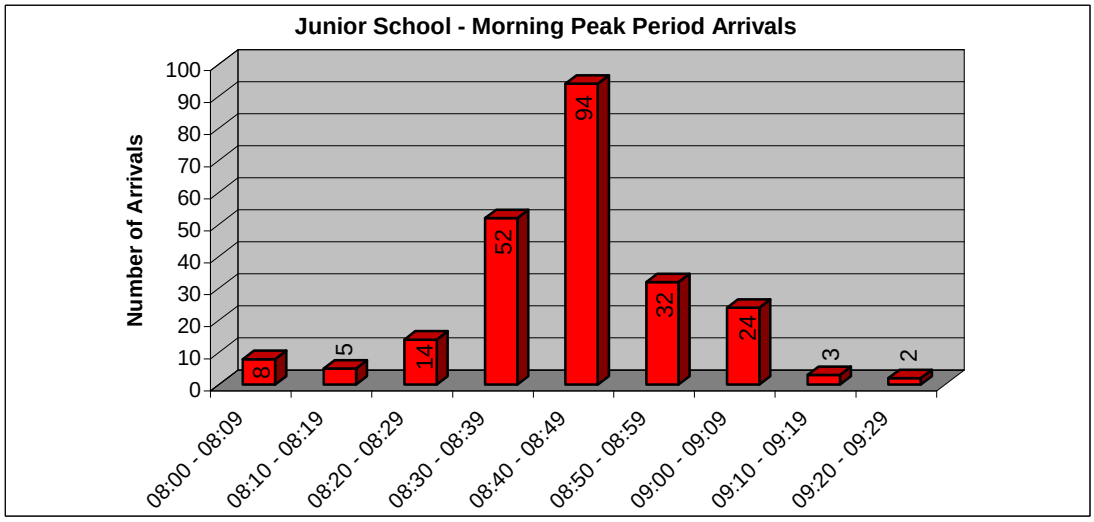

CHART 6

The survey showed that over 60% of nursery and infant pupils leave in the period between 15:00 and 15:09, and 87% of primary pupils leaving between 15:10 and 15:19 (see Charts 7 & 8).

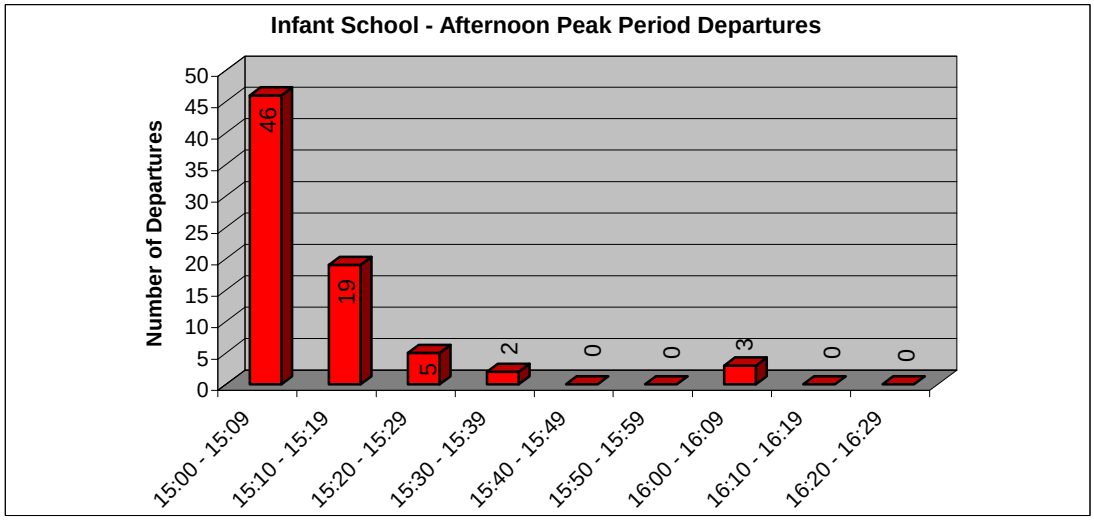

CHART 7

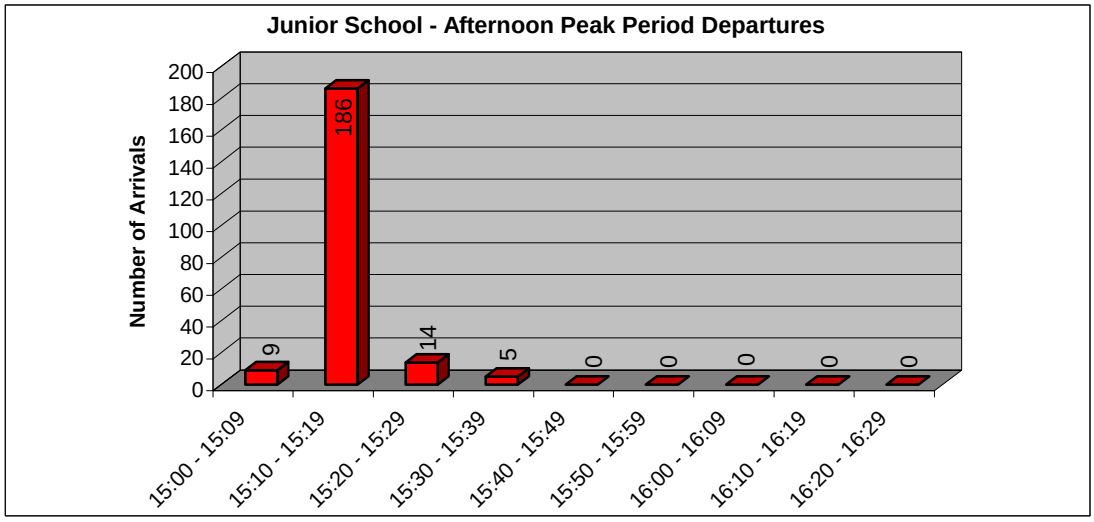

Chart 8

3. KEY ISSUES[2]

3.1 Pedestrians

The number of pupils walking to school is already very high, with most pupils who live within a 1 km radius of the school arriving on foot. The challenge will be to maintain this high level of walking over the coming years.

Responses receive from infant school parents and pupils showed that their main concerns were in relation to difficulties in crossing the road, and the volume and speed of traffic. There were several requests for more school crossing patrols and a significant proportion also indicated that they would like to receive formal training to show how and where to cross the road safely.

Similar issues were raised by junior school pupils, with most citing difficulties in crossing the road, and traffic speeds and volumes amongst as issues that need to be addressed in order to improve the journey to school for those travelling on foot.

The majority of staff at both schools indicated that they lived to far away to be able to walk to school. Several members of the infant school staff also indicated that they had too many books and other items to carry for walking to be a practical alternative. A significant number of respondents thought that there should be wider footways and safer places to cross the road, while the volume and speed of traffic were also cited as critical factors.

3.2 Cycling

The survey showed that there are 2 teachers and 1 pupil who cycle to the two schools. There are few cycle routes in the local area, although many of the surrounding residential roads are relatively lightly trafficked.

Most parents of nursery and infant school pupils thought that their children were too young to cycle, while several thought that it was too far to cycle. Factors that would most encourage additional cycle use were secure cycle parking at the school, more cycle routes, and cycle training. Amongst junior school children, the main concerns were busy roads, the absence of appropriate cycle routes, and the lack of safe places to cross the road.

---

[2] Results show summary of the most frequent responses.

Bicycle ownership amongst staff is very low. Most members of staff who did own a bike indicated that they lived too far away to consider cycling to school. Providing more cycle lanes was the thing that would most encourage members of staff from both schools to cycle.

3.3 Public Transport

Buses account for a very small proportion of trips to and from school. Most pupils of both schools indicated that they lived too close to school to consider travelling by bus. Cheaper fares, and a dedicated school bus were the most commonly cited factors to encourage increased levels of bus use.

A significant proportion of members of staff at both schools indicated that they lived too close to school to consider catch the bus, while others indicated that had too many items to carry for this to be a realistic option. Higher service frequencies and cheaper fares were the factors that would most encourage increased bus use.

3.4 Car

At present, 20% of pupils arrive by car, which is significantly below the national average for children of primary school age. However, the survey results show that only 57% of those pupils who arrived by car travelled with other pupils or members of staff. This figure is slightly lower than at some schools already surveyed in the Reading area, suggesting that there may be potential to increase the level of car sharing that takes place. Amongst members of staff there was some evidence of car sharing taking place, although nearly two thirds of staff travel to school as sole occupants of their vehicles.

The results for journey purpose show that just over 50% of car trips to the school (excluding staff journeys) are part of 'multiple-trips' meaning that the driver is not going directly home, but is travelling on to another destination. This may represent a potential obstacle to modal shift.

4. SITE SPECIFIC ISSUES

4.1 Comments

The survey responses highlighted a number of locations where pupils and staff had concerns, mostly in relation to road safety (see Figures 5 & 6). The locations mentioned most frequently and the problems experienced are summarised below:

Brixham Road – The main concerns at this location were the speed and volume of traffic at the start and end of the school day, and difficulties in crossing the road. The number of cars parked outside the school, and parents parking on the footway mean that children often have to step into the carriageway unsighted from between parked cars. There were several requests for a school crossing patrol. Other issues raised include erratic vehicle movements and difficulties in negotiating junctions.

Callington Road –The survey results indicated that this road experiences similar problems to Brixham Road, with the number and speed of vehicles, and inconsiderate parking being the main issues. Children experience difficulties in crossing the road and are crossing from between parked cars. Also, parents are ignoring the keep clear marking and are parking on the zig-zags.

Cressingham Road – Again, the volume and speed of traffic are cited as the main issues here. Cressingham Road is a cut-through between the M4/A33 and the A327 Shinfield Road and is used as a rat-run in peak hours. Several respondents indicated that they had difficulties in negotiating the junctions on Cressingham Road, particularly those with roundabouts.

Northumberland Avenue – This is a busy road in peak times, and the lack of suitable pedestrian crossing facilities makes it difficult for children to cross. Again, there was some evidence to suggest that children experienced problems at junctions.

Basingstoke Road – Once again, the speed and volume of traffic were amongst the most common complaints for this location. The lack of suitable pedestrian crossing facilities and the number of vehicles turning into and out of Callington Road were also of concern.

General Comments - In addition to the location specific comments, the survey responses also contained a number of more general comments. Most are covered in the comments above. Others include: motorists not driving with sufficient care in the vicinity of the school and on roads leading to the school; and badly-maintained footways and alleys, with overgrown vegetation and trip-hazards.

5. PROPOSED ACTION PLAN

5.1 Aims of the School Travel Plan

See Final School Travel Plan

5.2 Targets

For walking to account for 75% of all journeys to school by 2006.
For 65% of those who arrive by car to car share by 2006.

5.3 School Travel Plan Partners

Current partners are School and Reading Borough Council.

6. MONITORING AND REVIEW

6.1 Monitoring of travel patterns will be carried out by a brief annual "Hands up" survey. Children will be asked during registration to indicate how they arrived at school on the survey day. This will be coordinated by Council Officers. This will then be compared to the targets outlined in the Travel Plan. Where the school is not on track to meet its targets or has achieved them early the plan will be reviewed in conjunction with council officers.

6.2 The school will be contacted periodically throughout the year to voice any queries they have and be provided with any relevant updated information. Officers are also available throughout the year to respond to any issues that arise.

Appendix E

Phase 1 Car Park Layout Plan

Notes

GENERAL

- This drawing is to be read in conjunction with all relevant Engineers and Architects drawings and with the Specification.
- For setting out refer to Architects drawings.
- All dimensions are in millimetres and levels are in metres unless noted otherwise.
- Contractor to take all relevant dimensions on site. Any discrepancies to be advised to the Engineer.
- Contractor to check/scan for services prior to construction to avoid any damage during works.

40 Car Parking Spaces (P1 SEN)

47 Car Parking Spaces for Existing School

PRELIMINARY - NOT FOR CONSTRUCTION

Rev.	Amendment	Drn.	Chkd.	Appd.	Date
P08	Updated layout	JH	JH	JH	16.06.26
P07	Updated layout	JH	JH	JH	25.02.26
P06	Updated layout	JH	JH	JH	11.02.26
P05	Updated layout	JH	JH	JH	30.01.26
P04	Bollards and disabled accessible parking added	JH	JH	JH	02.10.25
P03	Updated layout	JH	JH	JH	01.10.25
P02	Updated following site visit & arb info	JH	JH	JH	03.09.25
P01	For Discussion	JH	JH	JH	27.08.25

Project

Whitley Park Primary School & proposed Secondary SEN School Development

Drawing

Proposed Phase 1 car parking layout with capacity for 40 additional vehicles and 47 re-provided parking spaces.

Client

Reading Borough Council

Scott White and Hookins

Structural Engineering | Civil Engineering | Sustainability and BREEAM | CDM Consultancy

Scale at A1 - 1:200

304906_SWH_ZZ_XX_D_H_5910 P08

Project | Originator | Zone | Level | Type | Role | Number | Rev.

CP004-01_FM_ST_008_D

DO NOT SCALE FROM THIS DRAWING

Appendix F

Phase 2 Car Park Layout Plan

Notes

GENERAL

- This drawing is to be read in conjunction with all relevant Engineers and Architects drawings and with the Specification.
- For setting out refer to Architects drawings.
- All dimensions are in millimetres and levels are in metres unless noted otherwise.
- Contractor to take all relevant dimensions on site. Any discrepancies to be advised to the Engineer.
- Contractor to check/scan for services prior to construction to avoid any damage during works.

40 Car Parking Spaces (P1 SEN)

Further 25 Car Parking Spaces (P2 SEN)

47 Car Parking Spaces for Existing School S

PRELIMINARY - NOT FOR CONSTRUCTION

Rev.	Amendment	Drn.	Chkd.	Appd.	Date
P10	Updated Layout	JH	JH	JH	16.06.26
P09	Updated Layout	JH	JH	JH	25.02.26
P08	Updated Layout	JH	JH	JH	11.02.26
P07	Updated Layout	JH	JH	JH	30.01.26
P06	Clarification on proposed gates	JH	JH	JH	02.12.25
P05	Bollards and disabled accessible parking added	JH	JH	JH	02.10.25
P04	Updated Layout	JH	JH	JH	01.10.25
P03	Updated Layout showing Phasing	JH	JH	JH	23.09.25
P02	Updated layout following site visit and arb info	JH	JH	JH	03.09.25
P01	For Discussion	JH	JH	JH	27.08.25

Project

Whitley Park Primary School & proposed Secondary SEN School Development

Drawing

Proposed Phase 2 car parking layout with overall capacity for 107 vehicles

Client

Reading Borough Council

Scott White and Hookins

Structural Engineering | Civil Engineering | Sustainability and BREEAM | CDM Consultancy

Scale at A1 - 1:200

304906-SWH-ZZ-XX-D-H-5911 P10

Project | Originator | Zone | Level | Type | Role | Number | Rev.

CP004-01_FM_ST_008_D

DO NOT SCALE FROM THIS DRAWING

Appendix G

Phase 1 Drop-Off Tracking Diagram

Notes

GENERAL

- This drawing is to be read in conjunction with all relevant Engineers and Architects drawings and with the Specification.
- For setting out refer to Architects drawings.
- All dimensions are in millimetres and levels are in metres unless noted otherwise.
- Contractor to take all relevant dimensions on site. Any discrepancies to be advised to the Engineer.
- Contractor to check/scan for services prior to construction to avoid any damage during works.

PRELIMINARY - NOT FOR CONSTRUCTION

Rev.	Amendment	Drn.	Chkd.	Appd.	Date
P10	Updated layout	JH	JH	JH	16.06.26
P09	Updated layout	JH	JH	JH	25.02.26
P08	Updated layout	JH	JH	JH	11.02.26
P07	Updated layout (showing P1 only)	JH	JH	JH	30.01.26
P06	Updated layout	JH	JH	JH	27.01.26
P05	Updated layout	JH	JH	JH	26.01.26
P04	Bollards and disabled accessible parking added	JH	JH	JH	02.10.25
P03	Updated layout	JH	JH	JH	01.10.25
P02	Updated layout following site visit and arb info	JH	JH	JH	03.09.25
P01	For Discussion	JH	JH	JH	27.08.25

Project

Whitley Park Primary School & proposed Secondary SEN School Development

Drawing

Phase 1 Drop-Off tracking drawing; practical capacity for 6 vehicles dropping and up to 14 vehicles queuing

Client

Reading Borough Council

Scott White and Hookins

Structural Engineering | Civil Engineering | Sustainability and BREEAM | CDM Consultancy

Scale at A1 - 1:200

304906-SWH-ZZ-XX-D-H-5912 P10

Project | Originator | Zone | Level | Type | Role | Number | Rev.

CP004-01_FM_ST_008_D

DO NOT SCALE FROM THIS DRAWING