

The Ridgeway Primary School, Hillbrow, 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:

The Ridgeway Primary School
Hillbrow
Reading
Berkshire
RG2 8JD

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

- 1.2** A new SEND School is being provided at Ridgeway School. The planning application is for works to facilitate this, including parking, access from Hillbrow, landscaping and boundary treatments. The existing vehicular accesses from Hillbrow and from Willow Gardens will be retained; the existing north car park will also be retained, but alterations are proposed to the southern car park in order to provide an expanded car park; 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 and the north of the site; pedestrians arriving from the south can use an existing pedestrian route through the wooded area to the west of Hillbrow. This pedestrian route connects Whitley Wood Road with the site; pedestrian guard railing is in place on WWR, the route is signed and lit. A full height locked gate is at the edge of the school site, which is opened during the beginning and end of the school day. This access route leads directly to the front entrance of the school, and is separated from vehicular traffic.
- 2.1.2 Pedestrians arriving from the north can use the existing pedestrian footway along one side of Willow Gardens, which leads directly to the school's rear entrance. This also benefits from a full-height gate which is opened during the beginning and end of the school day. A pedestrian route is available along the eastern edge of the school site which can be followed round to the front entrance of the school. This pedestrian route is within the outer secure line of the school site.
- 2.1.3 In terms of cycling accessibility, the two residential streets approaching the school (Hillbrow and Linden Road) do not benefit from cycling infrastructure such as cycle lanes; the footpath from Whitley Wood Road is also for use by pedestrians only.
- 2.1.4 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.
- 2.1.5 Local Cycle Route R10 runs from Bridge Street Roundabout in the town centre through the neighbourhoods of Whitley and Whitley Wood, providing good links to Hartland Road/Whitley Wood Road (south of Hillbrow).
- 2.1.6 Local Cycle Route R2 runs from Kennet Side in the town centre through Whitley and into Lower Earley, providing good links to Sycamore Road and Cedar Road (east of Linden Road).
- 2.1.7 The existing school benefits from several cycle parking areas, as follows:
- 10 covered stands to the south of the access from Willow Gardens (20 spaces)
 - 5 covered stands to the west of the access from Willow Gardens (10 spaces)
 - 5 covered stands to the north of the access from Whitley Wood Road (10 spaces)

2.2 Public Transport Accessibility

2.2.1 The nearest railway station to the site is at Earley, approximately 2.2 miles from the site (46 minutes' walk, or 12 minutes' cycle. The following typical off-peak services are available:

- 2 trains per hour towards London Waterloo via Richmond
- 2 trains per hour towards Reading

2.2.2 The alternative is to use Reading Station, which as the main station in the area has many more services; it lies approximately 2.6 miles from the site and is a 57 minute walk or a 14 minute cycle. The following services are 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.

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

Number	Route	Frequency
3 Leopard	Reading Station > Whitley > Shinfield > Arborfield > Wokingham	4 buses per hour each way, Mondays to Saturdays
81	Caversham Heights > Abbey School, Reading School > St Joseph's Convent > Bulmershe School	Schools Service
92	MereOak P&R > Spencers Wood > Shinfield Road > Central Reading	

2.3 Local Highway Network and Car Parking

2.3.1 As set out above, both of the access roads to the site are residential local access roads, off local distributor roads in the form of Whitley Wood Road and Beech Road/Blagdon Road.

2.3.2 In the wider context, the A327 Shinfield Road connects at its southern end with a ring-road network around Reading, which in turn connects to the M4 motorway at Junction 11. At its northern end, the A327 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
A327 Shinfield Rd, N of Whitley Wood Rd, 2024	12,504 motor vehicles
Beech Road, N of Linden Road, 2009	2,143 motor vehicles
A327 Shinfield Road, S of Whitley Wood Rd, 2017	10,649 motor vehicles
Whitley Wood Rd, S of jct with Hartland Rd, 2019	3,422 motor vehicles
B3031 Basingstoke Rd, S of Hartland Rd, 2019	12,867 motor vehicles

2.3.4 Currently, the main car park serving The Ridgeway Primary School is accessed from the northern entrance off Willow Gardens. This car park provides a total of 42 car parking spaces, including 1 disabled accessible car parking space.

2.3.5 The southern entrance off Hillbrow leads to a smaller car park with spaces for up to 10 cars and 3 minibuses.

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 12 incidents were recorded, including 11 causing slight injury and just one causing serious injury. These are discussed in greater detail below.

2.4.3 In January 2019, a pedestrian sustained serious injuries when struck by a car driver on Shinfield Road, north of Shinfield Rise. The location lies within a small local shopping parade, with a groceries store, petrol station, and takeaways all in close proximity to the site of the incident. It is likely that the pedestrian was crossing the street, and either did not look properly, or the car driver was driving at a higher speed than the pedestrian thought. No engineering measures could be justified to have prevented this incident.

2.4.4 In July 2021, a pedestrian sustained slight injuries when struck by a car driver on Shinfield Road, north of Elm Road. The location is close to The Sportsman Public House, and the junction between Shinfield Road and Elm Road is signal-controlled. It seems likely that the pedestrian was crossing the street away from the formal crossing point, and that as above, they either did not look properly or the car driver was unable to avoid hitting the pedestrian.

An overall record of two injuries to pedestrians within 5 years in the whole of the search area does not indicate that there is a significant risk to pedestrians in the locality.

- 2.4.5 Only one incident was found within the search area involving injury to a child. In October 2020, a child was injured when two car drivers collided on Whitley Wood Road, west of the junction with Shinfield Road. The location of the incident is close to the signal-controlled junction, and it is considered likely that one driver went into the back of the other driver's car while queuing at the traffic lights.

One incident in five years in the whole of the search area does not indicate that there is a significant risk to children in the locality.

- 2.4.6 A total of six incidents causing slight injury to cyclists were recorded, all of which occurred along Shinfield Road, as follows:

- January 2020, at the junction with Beech Road (with a car driver)
- June 2022, at the junction with Elm Road (with a goods vehicle driver)
- February 2019, south of the junction with Elm Road (with a car driver)
- April 2022, south of the junction with Elm Road (with a car driver)
- September 2020, north of the junction with Shinfield Rise (with a car driver)
- August 2020, at the junction with Whitley Wood Road (with a car driver)

Nearly all of these incidents occurred within a 20mph speed limit zone, and it is considered that the lower traffic speeds are likely to have contributed to the reduced severity of the injuries to cyclists. However, it would be preferable if there were fewer incidents. It is noted that there are relatively wide footways along the key section of Shenfield Road, and it is speculated that a shared foot and cycle path could be a consideration for the local authority.

Nonetheless, six cyclist incidents in five years remains relatively low, and it is not considered that there is a significant risk to cyclists in the locality.

- 2.4.7 A total of three incidents causing slight injury to motorcyclists were recorded, in the following locations:

- November 2020, at the junction between Shinfield Road and Elm Road; it is likely that this was a collision at the traffic lights when one vehicle stopped unexpectedly.
- April 2021, at the junction between Whitley Wood Road and Tamarisk Avenue; it is likely that one person was pulling out of the junction and did not see the other.
- November 2021, on Shinfield Road south of Beech Road; it is likely that one was overtaking the other and misjudged their trajectory.

All three incidents involved a car driver as the other party. It is not considered that three incidents in five years indicates a significant risk to motorcyclists in the locality.

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, The Ridgeway Primary School is a 3 Form Entry school, with capacity to accommodate up to 630 pupils. The actual current cohort numbers 413 pupils as of September 2025. In addition, the existing Nursery provides 26 places (AM only).

4.2 In terms of staffing, the existing Primary School provides the following helpful details:

- Senior Leadership Team: 3 people
- Wider Leadership Team: 6 people
- Early Years Team: 8 people (3 P/T)
- KS1 Team: 8 people
- Lower KS2 Team: 11 people
- Upper KS2 Team: 10 people (2 P/T)
- Other: 4 people (1 P/T)
- Office Staff: 4 people
- Site Team: 9 people (8 P/T)
- Lunchtime: 3 people (3 P/T)

This indicates a current total of 106 staff, and an FTE staffing of about 52 people.

4.3 The proposed changes to accommodate SEND school provision on the same site means that the existing Primary School will reduce to a capacity of 2FE (up to 420 pupils). It is expected that the overall staffing requirement will remain as existing, on the grounds that the existing pupil numbers are already equivalent to a 2FE School.

4.4 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 2015 School Travel Plan for The Ridgeway Primary School, which 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 2015 Travel Plan data)

Mode	Proportion	Calculated Estimate (TRICS)	2015 Data, extrapolated
Car Driver, alone	33.2%	17.6	37 (17)
Car Sharing/Dropped Off	17.9%	9.5	
Walking	33.0%	16.8	13 (6)
Cycling	6.7%	3.7	2 (1)
Bus (or other Public Transport)	9.2%	4.4	-
Total	100%	52	52 (24)

4.5 On the basis of the above TRICS data, the maximum FTE staff car parking demand associated with the existing use would be for 23 spaces (18 for solo drivers and up to 5 for car-sharing drivers) – a total of 36 spaces. Using the 2015 School Travel Plan data instead,

this suggests that demand may be as follows; if we calculate on the basis of the TRICS modal split that 66% of the car 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. In practice, it is likely that there are times when parking demand exceeds these calculated figures, due to a greater proportion of the total staff being on-site, however using the FTE staffing numbers provides a robust average demand estimate.

- 4.6** In terms of existing pupil travel, the following estimates are available, again cross-referenced with the School Travel Plan data:

Table 2: Estimated Existing Pupil Travel by Mode
(Source: TRICS data and 2015 School Travel Plan data)

Mode	Proportion	Calculated Estimate (TRICS)	(2015 data), extrapolated
Dropped alone by car	16.9%	75	(10) 109
Multiple drop-offs by car	10.7%	48	
Walking	53.4%	238	(30) 326
Cycling or Scooting	7.3%	33	(1) 11
Bus (or other Public Transport)	11.9%	53	-
Total	100%	446	(41) 446

- 4.7** 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 so the reduced traffic levels should be welcomed by the Local Highway Authority.
- 4.8** In the case of existing Ridgeway pupils, it is considered likely that many pupils are dropped on Whitley Wood Road and walk a short distance through the woodland to reach the school. A similar scenario is considered likely on Linden Road, as parents drop off around this loop road and pupils walk a short distance to access the school via Willow Gardens. 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, is an SEND Primary School designed to accommodate up to 72 pupils. The initial intake (referred to as 1a), will be for a total of up to 48 pupils, followed by a second intake (referred to as 1b), giving a total of up to 72 pupils. For the purposes of this assessment, reference is made to the two intakes but, for the avoidance of doubt, all of the works to facilitate the operation of the school at full capacity form part of this full planning application, i.e. it is not a “phased development.”

5.2 Intake 1a

- 5.2.1 Full details of proposed staffing requirements have not been confirmed, and so expectations and assumptions made here are set out for clarity.
- Intake 1a will cater to a total of 6 classes of 8 pupils, with a requirement for 6 teachers and 18 teaching assistants, plus support and administrative staff. We have assumed up to 44 staff in total, which would equate to circa 35 Full-Time Equivalent staff.
 - Intake 1a will provide for up to 48 pupils; from our extensive experience of other SEND projects (in Oxfordshire, Bedfordshire, Hampshire and Cambridgeshire) a reasonable estimate is drop-off demand for 1 vehicle per 3 pupils.
 - 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 above basis therefore, a drop-off facility capable of accommodating 16 vehicles will be necessary for Intake 1a.
- 5.2.2 Assuming that the travel patterns of future SEND school staff will be similar to those of the mainstream school staff, the predicted total staff will generate the following trips by mode:

Table 3: Predicted Intake 1a Staff Travel by Mode

Mode	TRICS		2015 Travel Data	
	Proportion	Calculated Estimate	Proportion	Calculated Estimate
Car Driver, alone	33.2%	15	71%	31
Car Sharing/Dropped Off	17.9%	8		
Walking	33.0%	14	25%	11
Cycling	6.7%	3	4%	2
Bus (or other Public Transport)	9.2%	4	-	-
Total	100%	44	100%	44

- 5.2.3 Due to the specialised nature of the staff required for an SEND school, it is considered likely that a higher proportion will need to travel from a distance in comparison to a mainstream school. For that reason, it is considered likely that the estimate provided by the 2015 Travel Data is more robust than the TRICS estimate in regard to car parking demand, meaning an initial parking demand for up to 31 car parking spaces.

5.3 Intake 1b

- 5.3.1 The assumptions made for Intake 1b are similar to those made for Intake 1a, with the following effects:
- Intake 1b will provide for a total of 9 classes of 8 pupils, with a requirement of 9 teachers and 27 teaching assistants, plus support and administrative staff. We have assumed up to 66 staff in total, which would equate to circa 53 FTE staff.
 - Using the same proportions, up to 72 pupils are likely to require up to 24 vehicles. This therefore is the target capacity for the drop-off facility.
- 5.3.2 Using the same data to predict future Staff Travel patterns for the Intake 1b gives the following estimates:

Table 4: Predicted Intake 1b Staff Travel by Mode

Mode	TRICS		2015 Travel Data	
	Proportion	Calculated Estimate	Proportion	Calculated Estimate
Car Driver, alone	33.2%	22	71%	47
Car Sharing/Dropped Off	17.9%	12		
Walking	33.0%	22	25%	16
Cycling	6.7%	4	4%	3
Bus (or other Public Transport)	9.2%	6	-	-
Total	100%	66	100%	66

5.4 Traffic Impact

- 5.4.1 As set out in Section 4 of this report, the existing Primary School has a capacity for up to 630 pupils and an existing total of 106 staff. Following development, the Primary School will see a reduction in pupil capacity of 210. The Nursery numbers will remain the same, but will offer AM and PM coverage in future.
- 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 pupil capacity associated with the existing school. These considerations are set out in the following tables:

Table 5: Predicted Travel Demand Impact Calculations

Mode	Predicted additional SEND staff by mode (Intake 1b)	Predicted additional SEND pupils by mode (Intake 1b)	Offset of reduced mainstream pupil capacity	Overall Impact
Car/Taxi/Minibus	47	24	-58	+13
Walking	16	Nominal levels	-112	-96
Cycling	4	Nominal levels	-15	-11
Public Transport	0	Nominal levels	-25	-25

- 5.4.3** The above calculations show clearly that the expectation will be a small increase in vehicle traffic as a result of development, as well as reduced demand for public transport.
- 5.4.4** 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 as set out above, transport will be arranged by taxi or minibus.
- 5.4.5** An increase in two-way vehicle trips of 13 per day will manifestly not have a significant impact on the wider highway network, but to put it in proper context, up to 26 vehicle movements represent just 0.21% of daily traffic on the A327 Shinfield Road. These levels of activity would be lost within daily fluctuation on the network.
- 5.4.6** 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.
- 5.4.7** 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 Ridgeway site is that the existing car park on the northern side of the buildings will be retained and enhanced, and will be allocated for Primary School staff only. This car park will provide 44 car spaces including 1 disabled accessible parking space (an overall increase of 2 car spaces within this area).
- 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 FTE staffing is circa 52; the proposed provision of 44 spaces represents 85% of the maximum parking standard. The proposed provision is a reduction from the current provision (of 53 spaces) and also corresponds with predicted car parking demand, thus reducing the risk of overspill parking demand whilst also showing restraint in parking provision.

6.3 Proposed SEND School – Staff Parking (Intake 1a and 1b)

- 6.3.1 The same RBC parking standards will allow car parking for the proposed SEND School to be provided in line with FTE staff numbers. Our estimate of FTE staffing for Intake 1a and 1b is a total of 53 people; the proposed provision is 40 car parking spaces, including 2 disabled accessible spaces.
- 6.3.2 As the car parking is being built at the outset, there will be a higher proportion of parking for Intake 1a staff (above the Council's maximum parking standard). However, once Intake 1b staff arrive, the proportion will reduce to 75.5% of the maximum standard. The overall provision will therefore align more closely with restraint-based parking standards. The rationale is that once Intake 1a is up and running, and the Travel Plan is being implemented, there should be a reduction in car parking demand from the initial staff cohort, reducing any increase in car parking demand associated with new staff who arrive for Intake 1b. On this basis the proposed car parking provision is considered to be justified.
- 6.3.3 For the avoidance of doubt, the existing site car parking totals 52 spaces, and the proposed site car parking totals 84 spaces, meaning a net increase in parking of 32 spaces.

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 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. In addition, Reading Borough Council Childrens' Services are working to a policy whereby taxis are replaced by minibuses wherever possible, to reduce traffic impact as well as cost.
- 6.4.2 We have also sourced information via Reading Borough Council that the existing Holy Brook SEND School has a demand profile of 15 taxis and 2 minibuses for their 32 children.
- 6.4.3 The drop-off and pick up at "Transition times" will operate in the following manner:
- a) Vehicles will enter the site from the north, via Willow Gardens (off Linden Road). The vehicles will make their way along the eastern side of the school site, heading for a new drop-off plaza which will be created on the south-eastern side of the schools' buildings. The proposed drop-off facility will be capable of accommodating six vehicles at a time, with a queue behind these of up to 19 vehicles, without obstructing access to and from the residential properties on Willow Gardens.
 - 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 ongoing, the proposed design also incorporates a passing lane for safety, which allows other vehicles to negotiate the layout without being stuck in the queue. This feature can be important in enabling a smooth transition time.
 - d) Once the school is up and running, the arrangements can become very efficient; we witnessed afternoon transition time at Iffley SEND Academy in Oxford, noting that the full transition traffic can enter and leave the site within no more than 15 to 20 minutes.
- 6.4.4 From our experience of other SEN schools, the proposed drop-off provision for up to 25 vehicles is likely to be sufficient to cater for up to 75 pupils arriving or departing. 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 either end of the site, with at least 1.2m wide footways along all routes between the entry gates and school buildings.
- 6.5.2 From the south, a new pedestrian zebra crossing will be installed on the route between the pedestrian gate from Whitley Wood Road and the existing school main entrance.
- 6.5.3 From the north, new pedestrian links will be created between the pedestrian gate from Willow Gardens and access along the northern and eastern sides of the school buildings, including a route connecting to the pedestrian plaza on the southern side of the site, adjacent to the main pedestrian entrances to both of the schools.
- 6.5.4 Within the north car park, the existing cycle shelter west of the oak tree (providing 10 spaces) will be retained, and the existing cycle shelters on the east side of the site (providing a further 20 spaces) will be relocated to the east side of the oak tree. A third cycle shelter will be retained on the southern side of the site, which provides a further 10 spaces. This means that 40 cycle spaces for the existing school will be retained within the proposals in secure, covered storage facilities.
- 6.5.5 In addition, six cycle lockers will be provided for staff at the SEND school, close to the main entrance to the SEND school. These will include one larger locker suitable for use by adaptive bicycles.

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

7.0 Conclusions

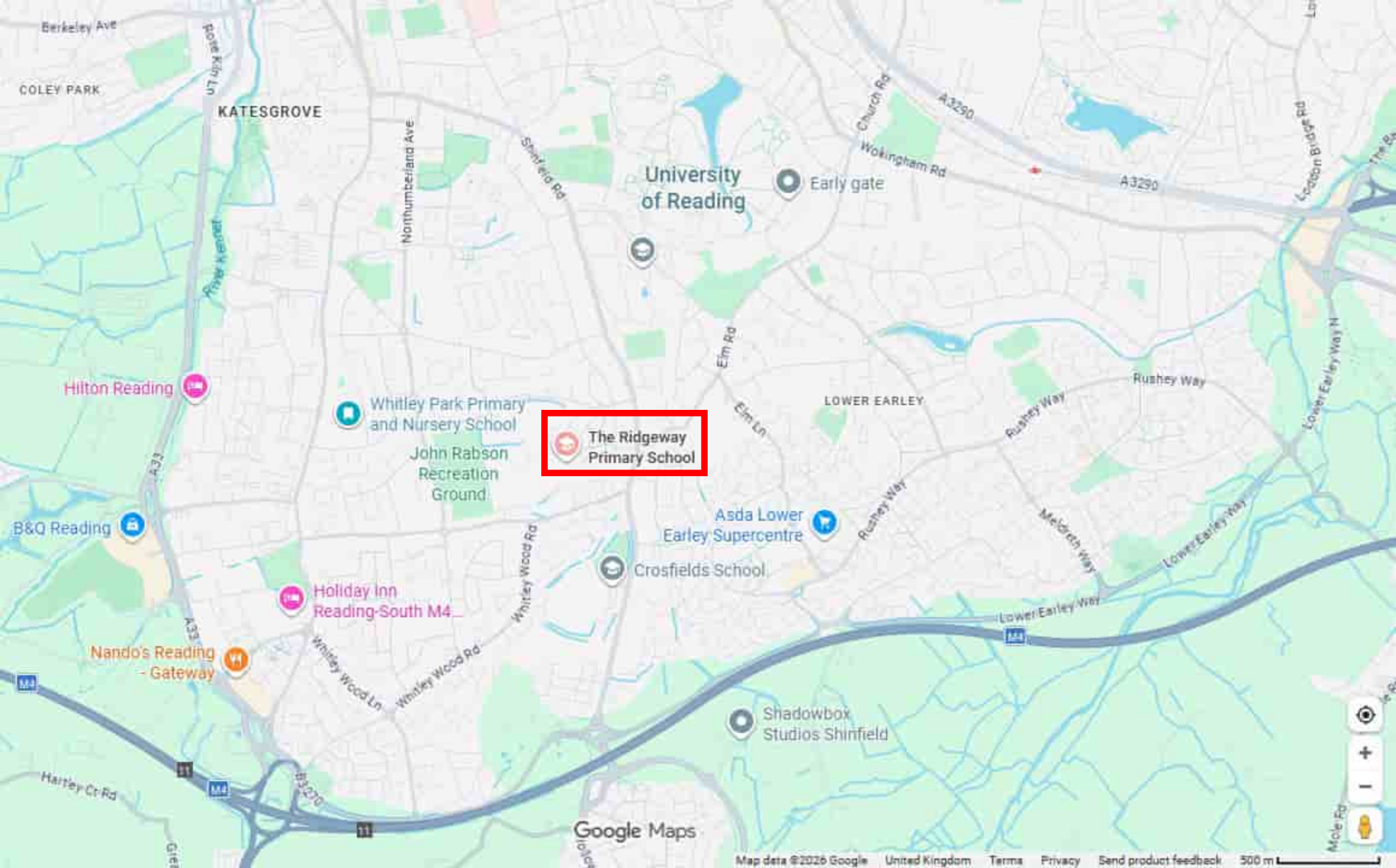
- 7.1** This Transport Statement has demonstrated the predicted trip generation associated with the mainstream Primary School and Nursery following development, as well as the predicted trip generation associated with the proposed SEND Primary School.
- 7.2** Comparison between the traffic generation 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. Proposed Whole Site Layout Plan**
- F. North Car Park Layout Plan**
- G. Refuse Vehicle Tracking Diagram**
- H. Fire Tender Tracking Diagram**
- J. South Car Park Layout Plan**
- K. Drop-Off Tracking Diagram**

Appendix A

Site Location Plan



University of Reading

Early gate

The Ridgeway Primary School

Whitley Park Primary and Nursery School

John Rabson Recreation Ground

Asda Lower Earley Supercentre

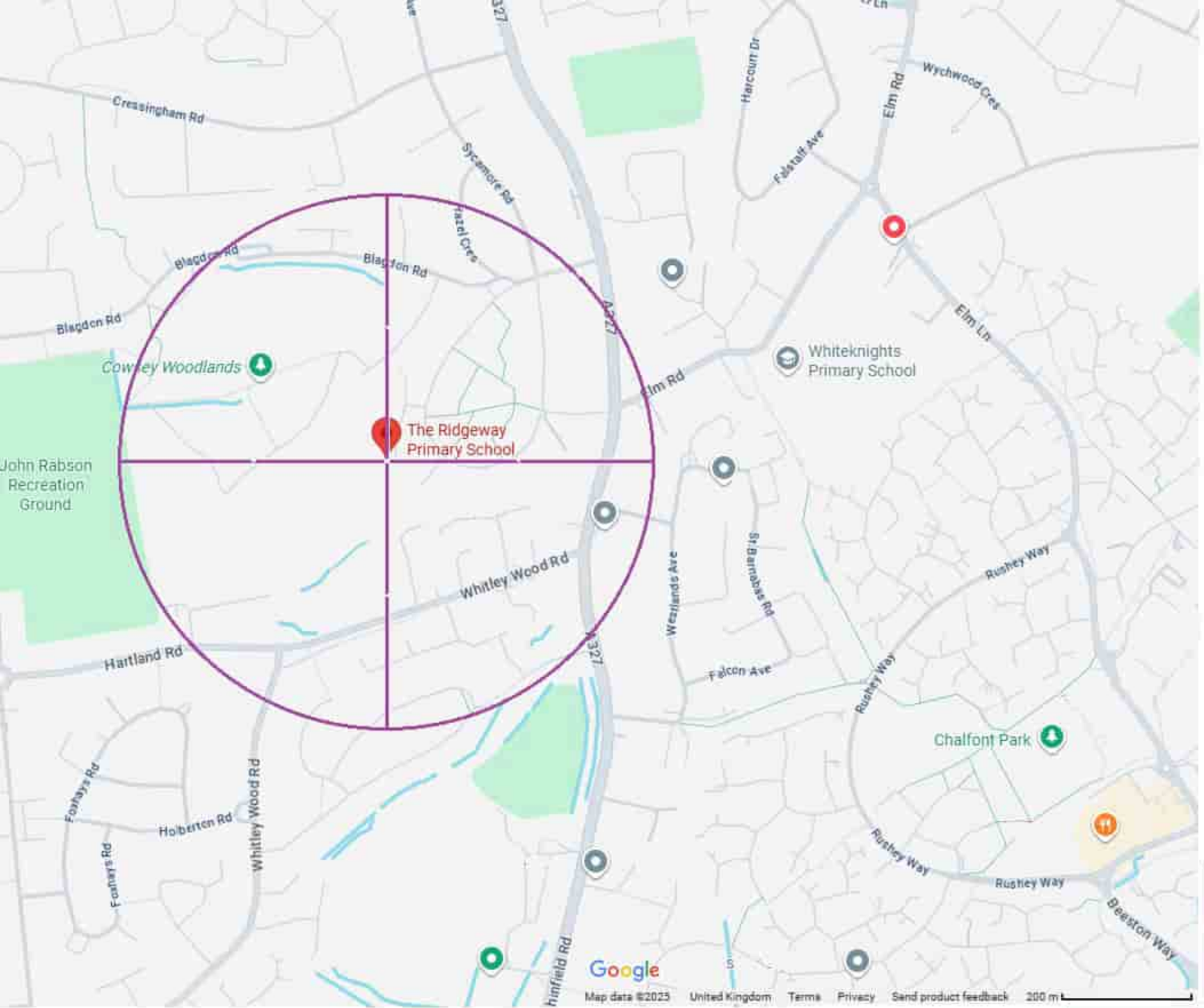
Crosfields School

Shadowbox Studios Shinfield

Google Maps

Appendix B

Collision Data Search Area



The Ridgeway
Primary School

Whiteknights
Primary School

Chalfont Park



Map data ©2023

United Kingdom

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200 m

Appendix C

TRICS Assessment

Audit Code: 1884c2e9-71ce-47a3-a8f8-5ae52d89ce6c

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.

Audit Code: 1884c2e9-71ce-47a3-a8f8-5ae52d89ce6c

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 undertaken 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

Audit Code: 1884c2e9-71ce-47a3-a8f8-5ae52d89ce6c

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.



Audit Code: 1884c2e9-71ce-47a3-a8f8-5ae52d89ce6c

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

Audit Code: 1884c2e9-71ce-47a3-a8f8-5ae52d89ce6c

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

Audit Code: 1884c2e9-71ce-47a3-a8f8-5ae52d89ce6c

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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Audit Code: 1884c2e9-71ce-47a3-a8f8-5ae52d89ce6c

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.

Audit Code: 1884c2e9-71ce-47a3-a8f8-5ae52d89ce6c

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.

Audit Code: 1884c2e9-71ce-47a3-a8f8-5ae52d89ce6c

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:

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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.

Audit Code: 1884c2e9-71ce-47a3-a8f8-5ae52d89ce6c

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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Audit Code: 1884c2e9-71ce-47a3-a8f8-5ae52d89ce6c

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.

Audit Code: 1884c2e9-71ce-47a3-a8f8-5ae52d89ce6c

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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The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]



Audit Code: 1884c2e9-71ce-47a3-a8f8-5ae52d89ce6c

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.

Appendix D

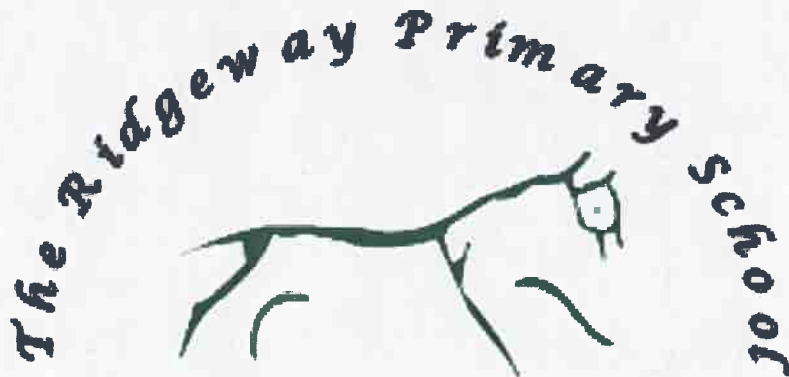
Existing School Travel Plan



Reading
Borough Council
Working better with you

The Ridgeway Primary School

(870/2020)



Inspire, motivate & challenge

SCHOOL TRAVEL PLAN 2015

Contents

1. Our School

- 1.1 Introduction*
- 1.2 School Details*
- 1.3 Current Involvement*

2. School Travel Survey and Consultation

- 2.1 Survey Details*
- 2.2 Survey Results*

3. Journey to school Consultation

4. Problems and Opportunities

5. What we want to achieve

- 5.1 Objectives*
- 5.2 Targets*

6. Planning for Change

7. Keeping Track

- 7.1 Monitoring*
- 7.2 Review*

8. School Travel Plan Agreement

9. Appendices

- 9.1 Reading Buses Network Map*
- 9.2 Reading Cycle Routes & Network Map*
- 9.3 Pupil Postcodes and Walking Distance Map*
- 9.4 School Location Plans*
 - 9.4.1 Site Plan*
 - 9.4.2 Town Plan*

1. Our School

1.1 Introduction

The aim of our school travel plan will be to encourage and facilitate safe and sustainable travel to and from our school for our pupils, parents and staff.

We would like to achieve this in a variety of ways, to consider the needs of all of our families, whilst at the same time inspiring our children to take an active role in implementing new and exciting schemes.

Our children, parents and staff have completed travel questionnaires. From this we have been able to capture the issues that they face on their daily journeys to school, in order for us to review fit-for-purpose solutions to tackle travel burdens.

New Development

One of the reasons for us updating our school travel plan is that the school will be expanding to a full three form-entry school. This will be achieved by building a new two-storey teaching block containing 12 classrooms and support spaces. As well as a second block that will accommodate a new entrance, kitchen, hall and staffroom. External play areas will be expanded to meet the needs of the expanding school which includes the provision of a synthetic turf pitch. The vehicle route to the school is also changing leading to the new entrance with a visitor car park. This means that we will be caring for an additional 60 pupils per school year group. For us, this makes a focus on safe and sustainable travel a school-wide goal for the forthcoming years.

1.2 School Details

The Ridgeway Primary School caters for pupils aged 4 to 11 years old. We have 330 pupils in the school at present. Currently we have no SEN pupils with specific transport needs attending the school.

The school day starts at 9:00 am, although our doors are open and we begin supervision from 8:50am. Children finish school at 3:15pm. The school also provides a breakfast club from 7:45 am and an after-school club until 6:00 pm

The areas that our pupils are travelling to the school from can be seen in the 'pupil postcodes & walking distance map' in the appendices.

School location

For location plans for our school, please refer to the 'site plan' & 'town plan' in the appendices.

Transport Links

The current Reading Bus' and Reading Cycle network maps can be found in the appendices. These maps indicate which routes serve our school and which onward connections could be used for travel where necessary.

1.3 Current involvement in school travel activities and education

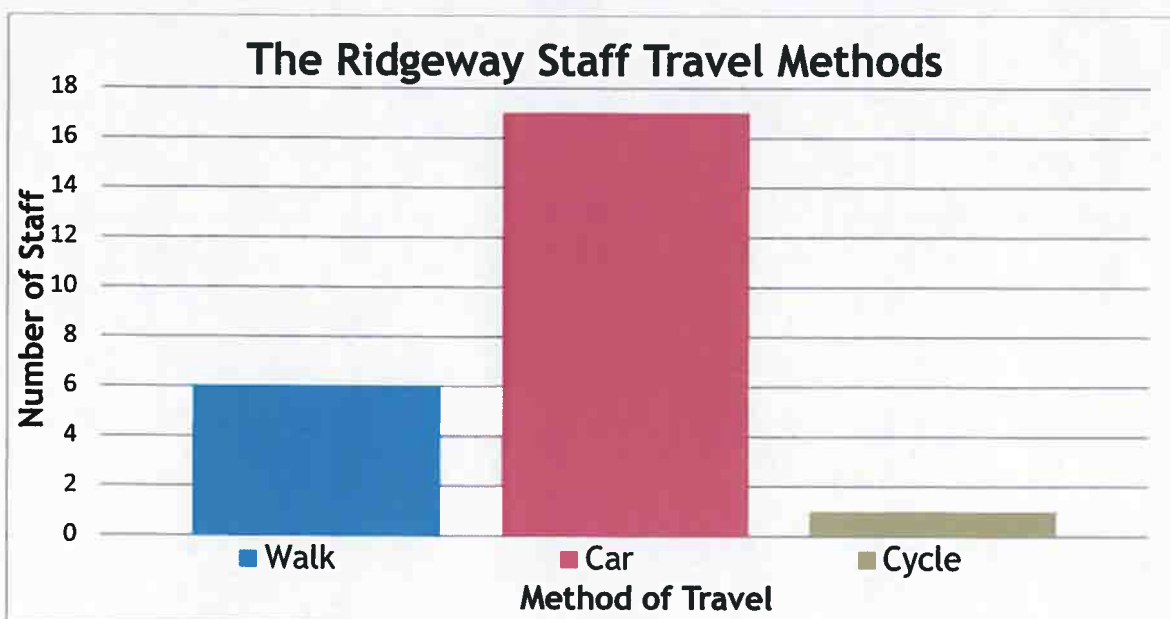
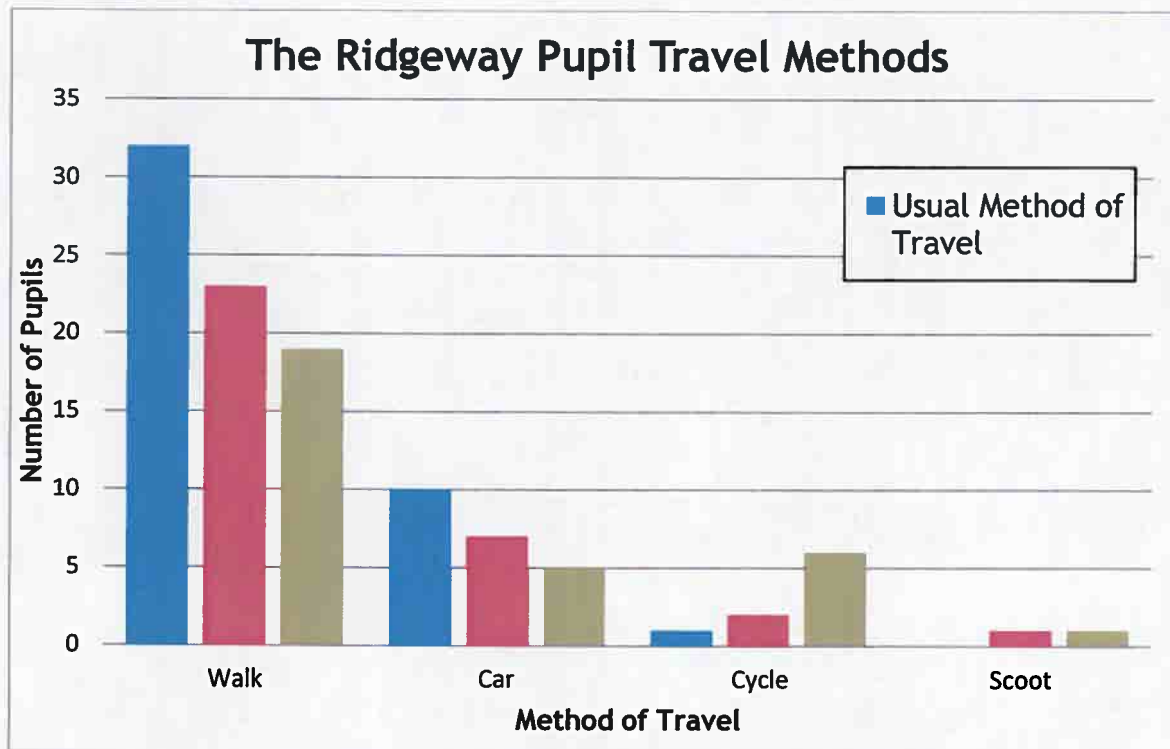
- Beat The Street – an annual summer term initiative to encourage walking to school.
- Walk to School Week – an annual event to encourage children to walk to school and support the health benefits associated.
- Bike Week – an annual opportunity to promote cycling to the children as a source of fitness and fun which included free cycling events to provide everyone an opportunity to get on their bikes.

2. School travel survey and consultation

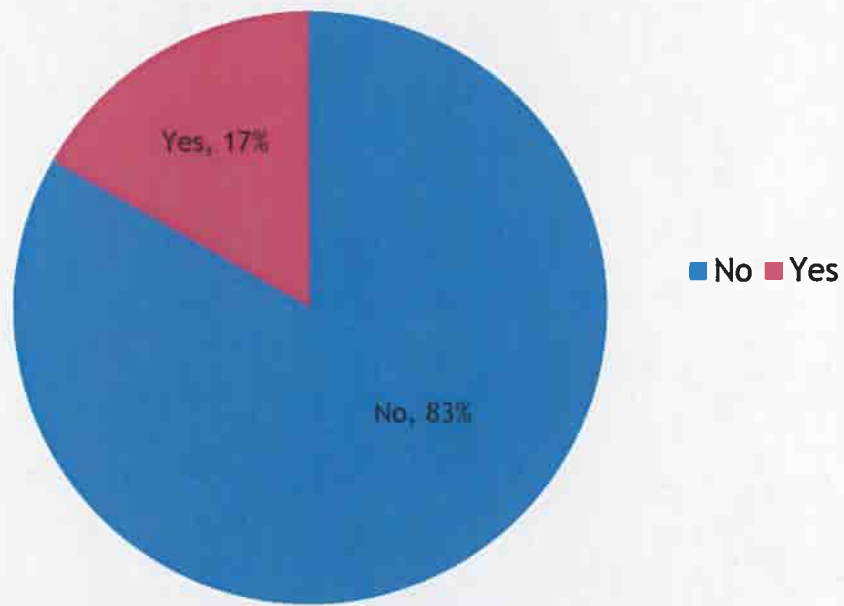
2.1 Survey details

In 2014 parents, pupils and staff were asked to complete a written survey about how their children get to school. The survey was completed by 39 pupils and 24 members of staff. From this we have been able to capture the issues that they face on their daily journeys to school, in order for us to review fit-for-purpose solutions to tackle travel burdens.

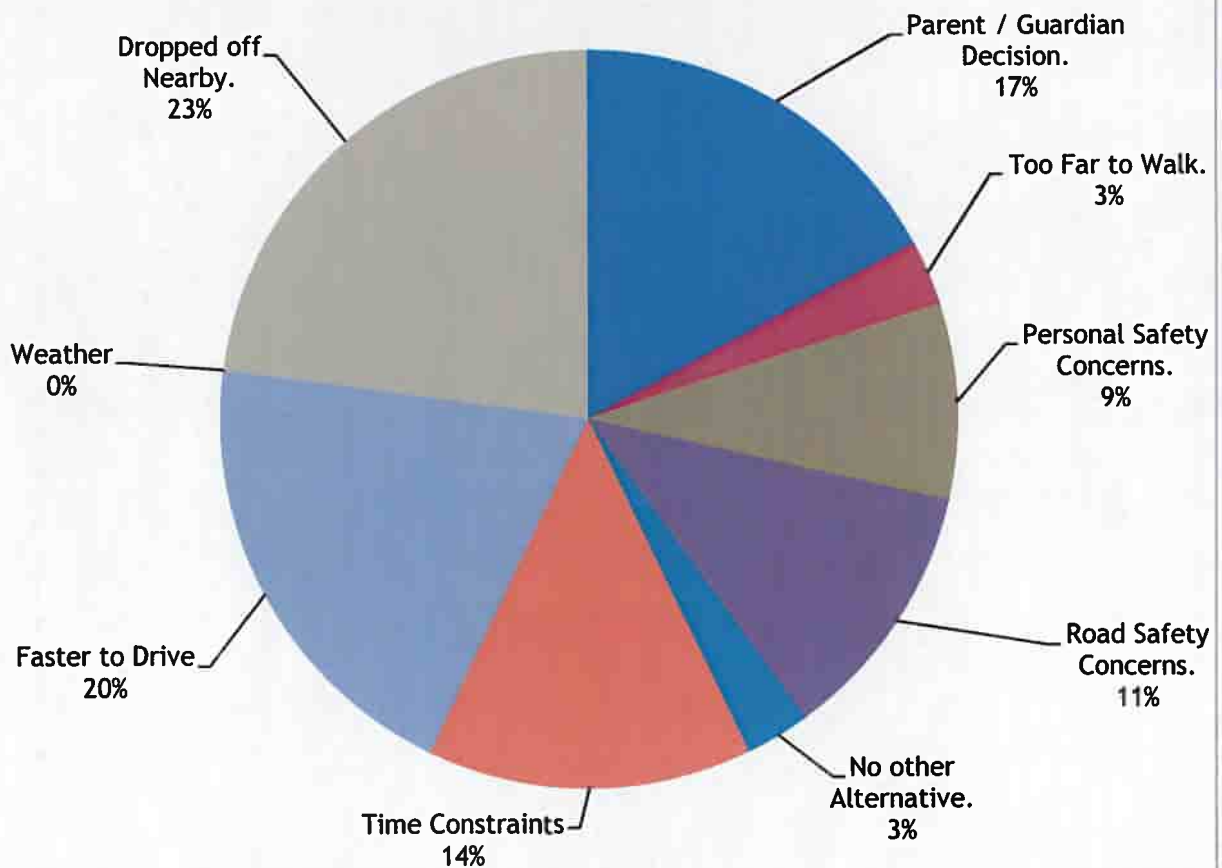
2.2 Survey results



Pupil Car Sharing



Reasons for Car Usage



3. Journey to school consultation

As part of the travel to school questionnaires pupils, parents and staff were all given the opportunity to put forward their thoughts and views on their journeys to school. This helps to identify any key and overarching issue or problem that different groups face on their journeys to school. The questionnaire has also given the people who make their journeys to school every day the opportunity to put forward their suggestions and what they would like to be done towards solving these issues.

Parent and pupil comments;

Concerns with journeys to school

- Cars being parked on the pavement forcing pedestrians, wheelchair users and pushchairs to use the road
- During the Winter months, Willow Gardens and Linden Road are not always gritted creating slip hazards on ice and snow
- Congestion caused by traffic from M4 and A33
- Inadequate road surfaces and pot holes
- No cycle paths
- Main crossroad by local shops not well synced and bus stop directly after traffic lights causing congestion
- Overgrown bushes on the footpath between Whitley Wood Road and the school

Suggestions for improvements to the journey to school

- Make Linden Road one-way to help traffic flow during peak times
- Make areas of Linden Road residents only parking or permit parking and encourage parents to park further away to spread the congestion
- Make improvements to the road surfaces making it safer for drivers
- Move bus stop by local shops further up the road so that it is not directly after the traffic lights
- The school could offer a lockable covered bike shed to encourage more children to cycle/scoot to school with the option of leaving their bike/scooter there during the school day
- Introduce a zebra crossing at the top of Cressingham Road, possibly with a lollipop man or lady
- Have speed bumps on Linden Road, Sycamore Road and Hazel Crescent to make the road safer for children walking to school
- Ensure the footpath is kept clean and that bushes are regularly maintained

4. Problems and Opportunities

	Problems	Opportunities
Walking	Crossing roads near to the school. A few parents are worried about their safety when walking to school	Pupil training to improve their road safety skills. Take part in walk to school weeks.
Cycling	Parents have expressed that they would be more inclined to walk with their children to school whilst they cycled if lockable covered shelters were available.	Look at the possibility of installing additional cycle parking at the school. Encourages staff who do not own a bike but would like to, to look at the bike to work scheme. Distribute cycle maps to staff and parents. Offer pupil training in safe cycling to improve their road safety skills.
Public Transport	Many live too close to the school for public transport to be a viable option.	Have up to date bus timetables available at school reception for those who wish to travel by bus.
Car	High levels of traffic around the school are also a concern for those on foot or cycling. Many parents park their cars inappropriately on Linden Road and Willow Gardens making it dangerous for parents/pupils to walk along the footpaths and cross the roads. The parking also aggravates local residents when their driveways are affected.	Encourage car sharing to reduce the number of car trips to the school site. Write to parents reminding them to be considerate when driving to and from school. Ask traffic wardens to carry out spot checks around the school to discourage illegal behaviour. Introduce traffic measures to prevent people parking on Willow Gardens and blocking appropriate access.

5. What we want to achieve

5.1 Objectives

The objectives for our school travel plan are to;

- Increase the amount of pupils and staff who walk and cycle to school.

5.2 Targets

The targets that we hope to achieve through our school travel plan are;

1.	Liaise with the RBC to provide equipment to create temporary road markings for cycle routes. This could be changed each term to encourage the children to cycle to school.
2.	Provide the students with Bikeability training to promote safer cycling and the health benefits associated.
3.	To provide more information to prospective parents about local footpaths and public transport to school. This will be to encourage walking and cycling rather than parents parking on Hillbrow or Linden Road. This information will include local bus routes, walking distance maps and local cycle routes (as shown in appendices 9.1, 9.2 & 9.3).
4.	Liaise with RBC Highways to review initiatives to reduce the number of vehicle trips to the school along Willow Gardens and Linden Road.
5.	Add additional bike shelters in an appropriate location within the school grounds to encourage children to cycle and scoot to school with the option of somewhere to leave their bikes/scooters during the school day.

6. Planning for Change

Action	Person / Team Responsible	Other Parties Involved	Target / Objective	Timescale for Implementation
Provide new covered cycle/scooter shelter	The Ridgeway	RBC expansion project	To encourage pupils to scoot/cycle & walk to reduce car traffic	Within the next academic year
Pupils to create posters and signage to provide warnings and information to road users e.g. 'No parking', 'Slow down-School Children'	Pupils at the schools	RBC team, Police advisory team, etc.	To teach children about safe places to park and where to cross roads & to make parents/road users more aware via personal posters	Within the next academic year
Provide copies of walking routes to the school	School to work with RBC team, contact Marian Marsh		To encourage walking to school via recognised preferred pedestrian routes marked with appropriate signage	Within the next academic year
Provide copies of bus timetables at school reception	The Ridgeway	Reading Buses	Increase awareness of public transport in effort to reduce car traffic	
Provide pupils with Bikeability training	The Ridgeway	Bikeability	Teach the children how to safely cycle to and from school	Within the next academic year

7. Keeping Track

7.1 Monitoring

Our school travel plan will be monitored on a termly basis as part of the School Council's meetings, to ensure pupil involvement. The team responsible for delivering the action plan will also monitor the travel plan on a termly basis to keep track of any progress made towards any of the actions.

7.2 Review

Our travel plan will be reviewed on an annual basis. We will assess our progress towards the targets set out in this plan using the national school census data. We will also review our entire action plan at this stage and update and modify it as necessary in preparation for the new school year each September.

In addition any review of our travel plan will consider pupil travel needs arising from new developments in education and transport provision and our School Travel Plan will be revised as necessary to take account of these.

8. School Travel Plan Agreement

We support the content of our school travel plan

Head teacher

Name: MADELEINE COSGROVE

Signature: *M. Cosgrove*

Date: 21/3/16

Chair of Governors

Name: MARIAN LIVINGSTON

Signature: *M. Livingston*

Date: 29/4/16

Reading Borough Council (Education Sign Off)

Name:

Signature:

Position:

Date:

Reading Borough Council (Transport Sign Off)

Name:

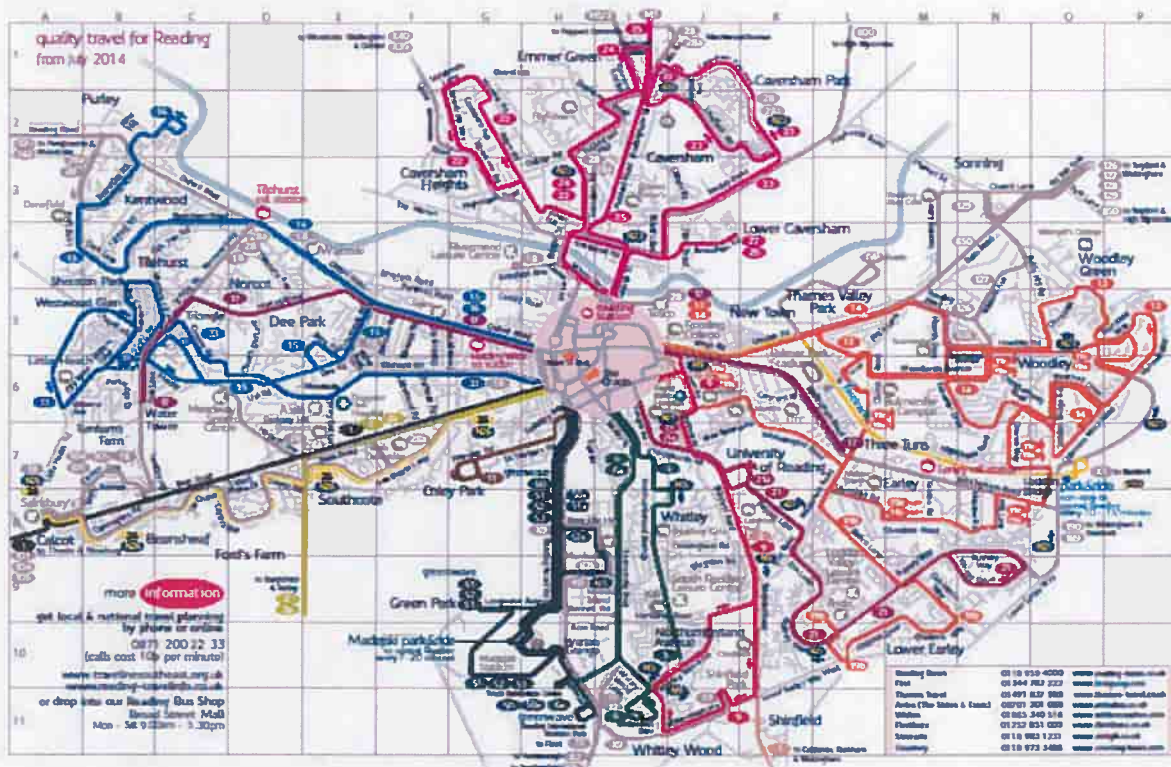
Signature:

Position:

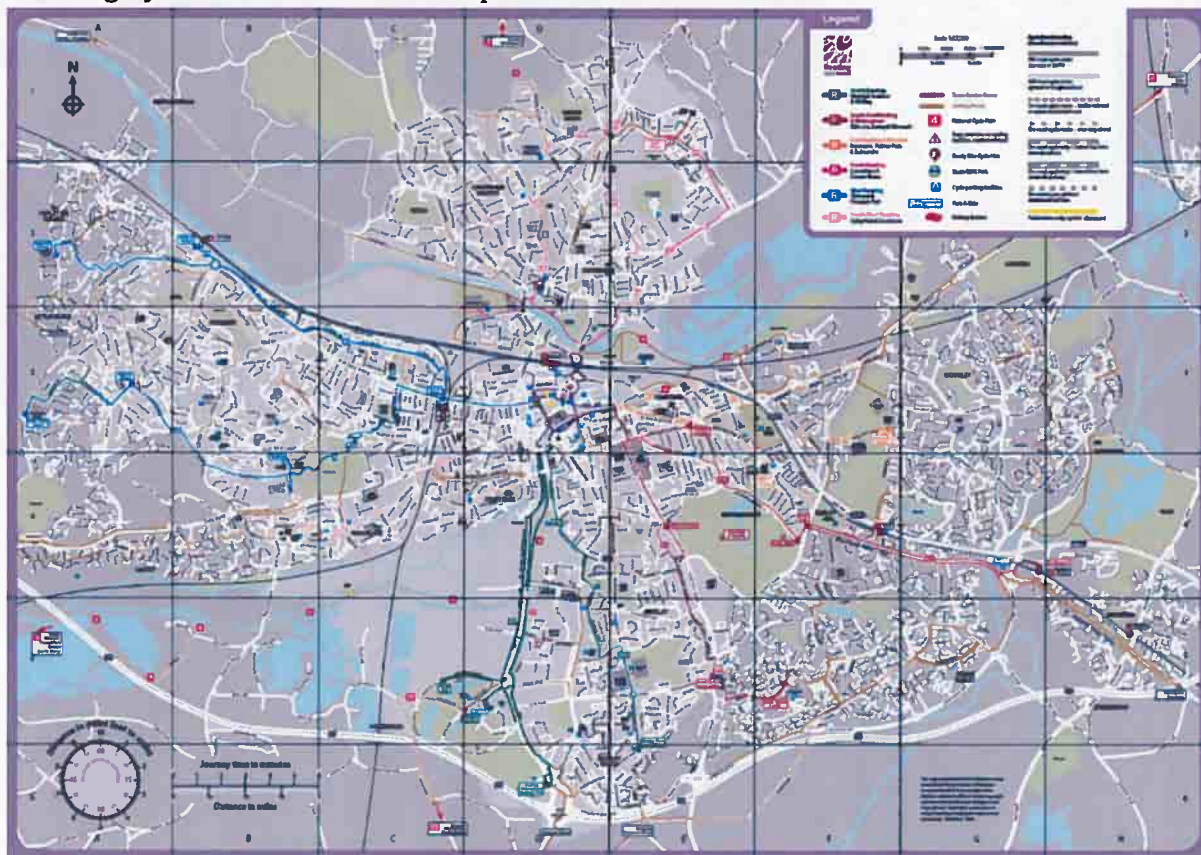
Date:

9. Appendices

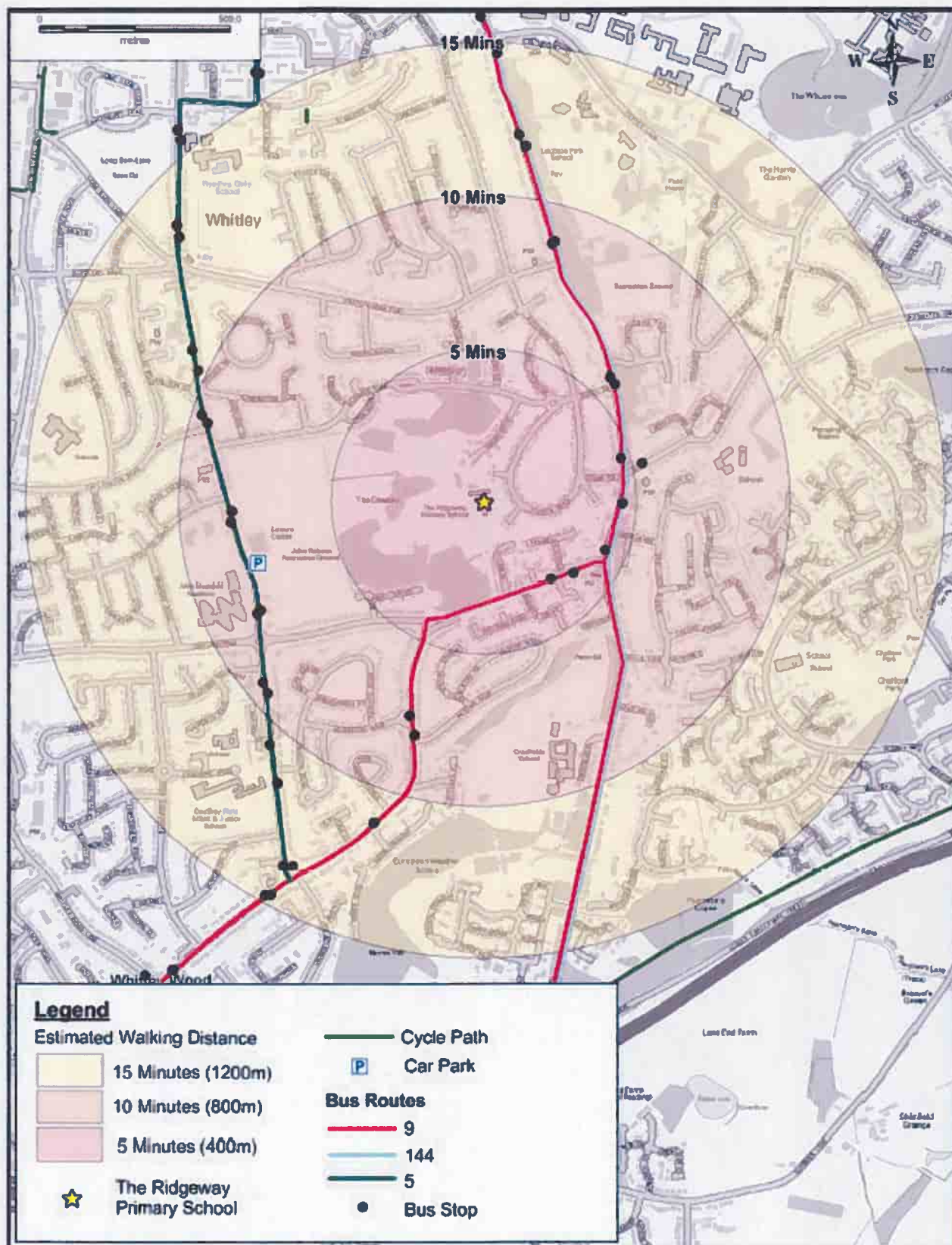
9.1 Reading Bus Network Map



9.2 Reading Cycle Routes Network Map



9.3 Pupil Postcodes and Walking Distance Map



The Ridgeway Primary School Transport Options

Produced by GIS & Mapping Services

Date 23/06/2014

Scale at A4 1:13000

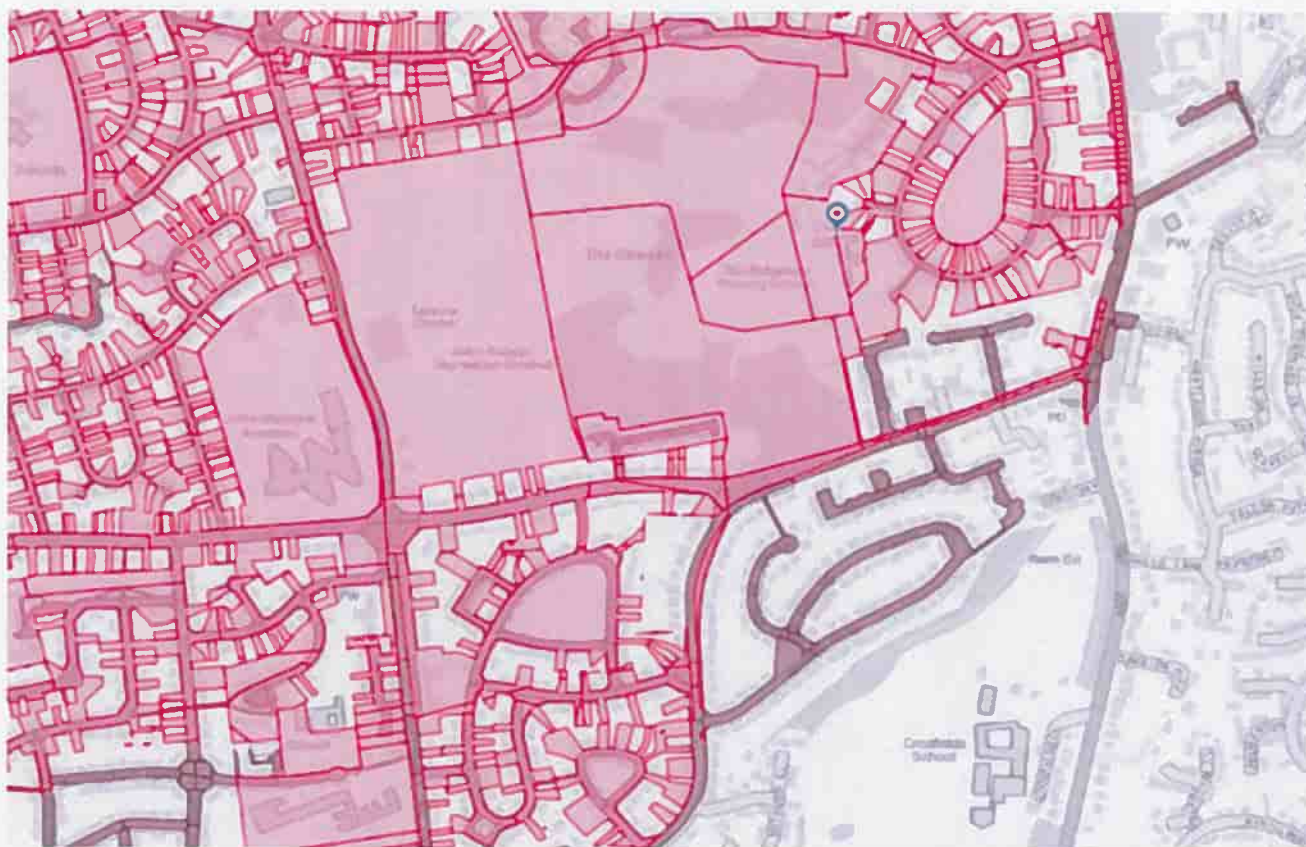
Ref 53509 - G:\MData\CD\Ed & Com\Schools\School Walking distances\The Ridgeway Walking wor

© Crown copyright and database rights 2014 Ordnance Survey 100019672

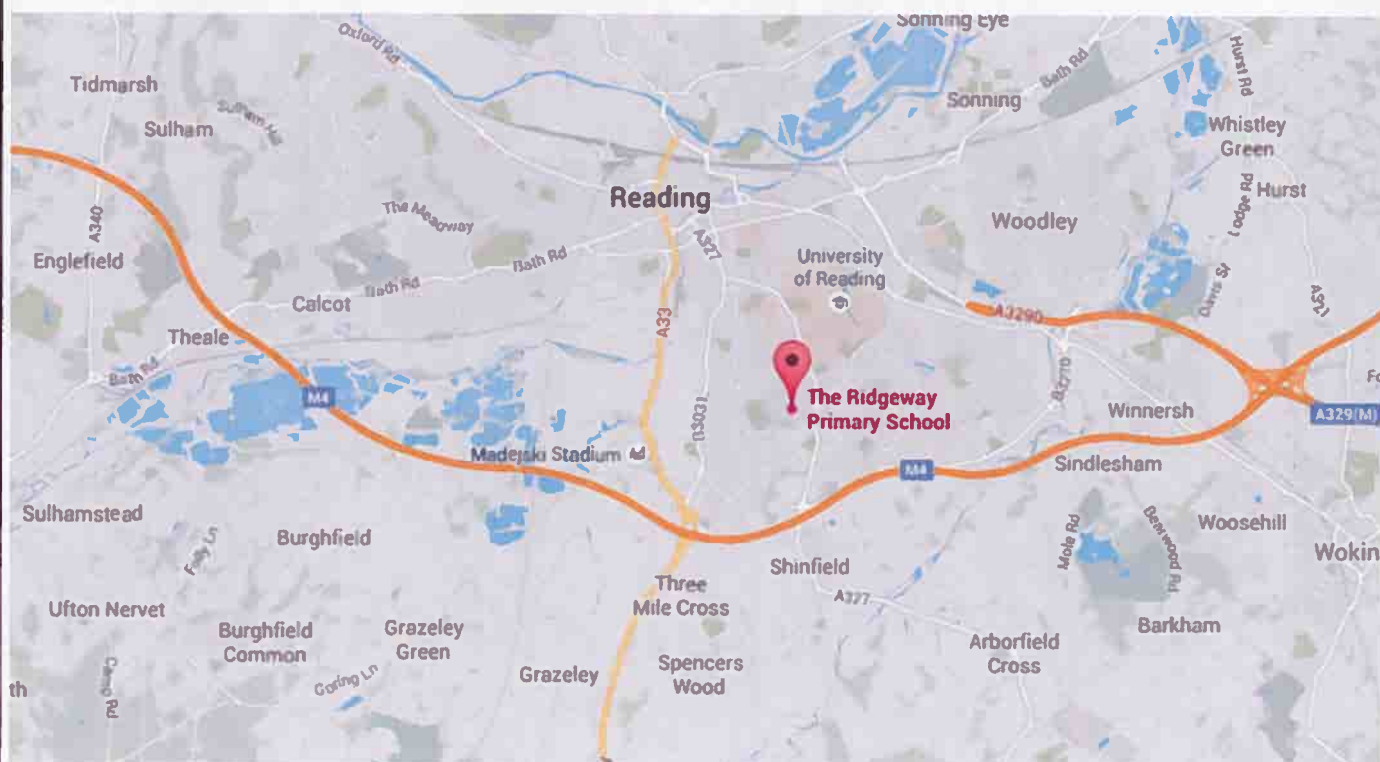


9.4 School Location Plans

9.4.1 Site Plan



9.4.2 Town Plan



Appendix E

Proposed Whole Site 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.

PRELIMINARY - NOT FOR CONSTRUCTION

P03	Updated Layout	JH	JH	JH	10.07.2026
P02	Further Details Added	JH	JH	JH	08.07.2026
P01	For Information	JH	JH	JH	07.07.2026
Rev.	Amendment	Dm.	Chkd.	Appd.	Date

DO NOT SCALE FROM THIS DRAWING

Existing Retained Car Parking (42 spaces including 1 Disabled accessible space)

Proposed New Car Parking (42 spaces including 2 Disabled accessible spaces)

As shown in the drawing above, during morning drop-off and afternoon pick-up, vehicles will enter the site from Willow Gardens, and exit through Hillbrow.

The proposed layout allows six vehicles to drop off or pick up at a time, with a queuing lane for a further 19 vehicles. This means all vehicle traffic during peak times is managed within the site, and no congestion will occur on roads in the surrounding area.

The school will manage traffic on site using marshals and by communicating with the vehicle drivers.

Ridgeway Primary School and proposed Primary SEND School Development

Proposed Site Layout showing existing & proposed car parking & pick-up/drop-off

Client
Reading Borough Council

Structural Engineering
Civil Engineering
Sustainability and BREEAM
CDM Consultancy

Scale at A1 - 1:250
304906_SWH_ZZ_XX_D_H_5906 P03
Project | Originator | Zone | Level | Type | Role | Number | Rev.

CP004-01_FM_ST_008_D

Appendix F

North 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.

PRELIMINARY - NOT FOR CONSTRUCTION

Rev.	Amendment	Drn.	Chkd.	Appd.	Date
P07	Updated Drawing	JH	JH	JH	20.08.26
P06	Updated Drawing	JH	JH	JH	12.02.26
P05	Updated Drawing	JH	JH	JH	09.02.26
P04	Updated Drawing	JH	JH	JH	29.01.26
P03	Confirmed Layout to match existing parking	JH	JH	JH	04.09.25
P02	Updated Layout following Site Visit & Arb Info	JH	JH	JH	03.09.25
P01	For Discussion	JH	JH	JH	18.08.25

Ridgeway Primary School and proposed Primary SEN School Development

Existing North Car Park Layout with capacity for 44 cars (incl. 1 disabled bay)

Client
Reading Borough Council

Scott White and Hookins
Structural Engineering | Civil Engineering | Sustainability and BREEM | CDM Consultancy

Scale at A1 - 1:200
304906_SWH_ZZ_XX_D_H_5900_P07
Project | Originator | Zone | Level | Type | Role | Number | Rev.

DO NOT SCALE FROM THIS DRAWING

Appendix G

Refuse Vehicle 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

P07	Updated Layout	JH	JH	JH	20.08.26
P06	Updated Layout	JH	JH	JH	12.02.26
P05	Updated Layout	JH	JH	JH	29.01.26
P04	Updated Tracking	JH	JH	JH	07.01.26
P03	Updated Layout	JH	JH	JH	04.09.25
P02	Updated Layout	JH	JH	JH	02.09.25
P01	For Discussion	JH	JH	JH	18.08.25
Rev.	Amendment	Drm.	Chkd.	Appd.	Date

Ridgeway Primary School and proposed Primary SEN School Development

Tracking for 9.6m long Reading BC Refuse Collection Vehicle (RCV)

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_5902 P06
Project | Originator | Zone | Level | Type | Role | Number | Rev.

DO NOT SCALE FROM THIS DRAWING

Appendix H

Fire Tender Tracking Diagram



GENERAL

- PRELIMINARY - NOT FOR CONSTRUCTION

Ridgeway Primary School and proposed
Primary SEN School Development

Drawing

Client
Reading Borough Council

Scale at A1 - 1:250

304906_SWH_ZZ_XX_D_H_5903 P07

CP004-01 FM ST 008 D

Appendix J

South Car Park Layout Plan



DO NOT SCALE FROM THIS DRAWING

- 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

P08	Updated Drawing	JH	JH	JH	20.08.26
P07	Updated Drawing	JH	JH	JH	12.02.26
P06	Updated Drawing	JH	JH	JH	29.01.26
P05	Updated Drawing	JH	JH	JH	26.01.26
P04	For Discussion	JH	JH	JH	09.01.26
P03	Updated Drawing	JH	JH	JH	23.09.25
P02	Updated Drawing	JH	JH	JH	03.09.25
P01	For Discussion	JH	JH	JH	18.08.25
Rev.	Amendment	Dm.	Chkd.	Appd.	Date

Ridgeway Primary School and proposed Primary SEN School Development

Drawing
Proposed South Car Park (Phase 2)
with 41 car spaces incl. 2 disabled bays

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_5904_P08
Project | Originator | Zone | Level | Type | Role | Number | Rev.

Appendix K
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

P07	Updated Drawing	JH	JH	JH	20.08.26
P06	Alterations to drop-off kerb radii	JH	JH	JH	22.06.26
P05	Updated Drawing	JH	JH	JH	12.02.26
P04	Pedestrian Routes Added	JH	JH	JH	05.02.26
P03	Updated Drawing	JH	JH	JH	29.01.26
P02	Updated Drawing	JH	JH	JH	26.01.26
P01	For Discussion	JH	JH	JH	09.01.26
Rev.	Amendment	Dm.	Chkd.	Appd.	Date

Project

Ridgeway Primary School and proposed Primary SEN School Development

Drawing
Drop-Off Facility with 6 bays adjoining the entrance plaza and with queuing capacity for up to a further 19 vehicles
Client
Reading Borough Council

Scott White and Hookins
Structural Engineering Civil Engineering Sustainability and BREEM CDM Consultancy

Scale at A1 - 1:200

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

CP004-01_FM_ST_008_D

