

# TRANSPORT STATEMENT LAND AT QUEEN'S ROAD, CAVERHAM, READING

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LAND AT QUEEN'S ROAD, CAVERSHAM, READING, RG4 8DN

TRANSPORT STATEMENT  
FEBRUARY 2023

PREPARED FOR GRAVITAS PROPERTY GROUP LIMITED  
PREPARED BY KRONEN LIMITED

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## CONTENTS

- 1 INTRODUCTION
- 2 EXISTING CONDITIONS - EXISTING SITE INFORMATION
- 3 EXISTING CONDITIONS - SUSTAINABLE TRANSPORT NETWORK
- 4 EXISTING CONDITIONS - ROAD NETWORK
- 5 PROPOSED DEVELOPMENT - PROPOSED SCHEME INFORMATION
- 6 PROPOSED DEVELOPMENT - PROPOSED PARKING
- 7 PROPOSED DEVELOPMENT - PROPOSAL POLICY INTEGRATION & IMPACTS
- 8 SUMMARY & CONCLUSIONS

## APPENDICES

- A CYCLE MAPPING

# 1 INTRODUCTION

## 1.1 INTRODUCTION

KRONEN has been instructed to prepare this Transport Statement to accompany a proposed development at Land at Queen's Road, Caversham, Reading, RG4 8DN (in the Reading Borough Council planning authority area).

## 1.2 EXISTING SITE

The site is currently vacant / undeveloped land and has been used as a car park since March 2020.

The site is a corner site adjacent the Queen's Road / Mill Road simple priority junction.

The site has a dropped kerb access from Mill Road.

## 1.3 PROPOSAL

The proposal is for the construction of 3 × 3-bedroom houses.

The proposal reinstates the footway and kerb on Mill Road and creates a new dropped kerb vehicle access on Queen's Road serving 6 × parking spaces / 2 × spaces per dwelling in a tandem parking arrangement.

## 1.4 TRANSPORT STATEMENT STRUCTURE AND CONTENTS

Sections 2 to 4 of this Transport Statement report detail the existing site, the site's accessibility using sustainable transport modes and the adjoining highway network.

Sections 5 to 7 of this report detail the proposals and their transport impact and integration with planning policy and guidance.

## 2 EXISTING CONDITIONS - EXISTING SITE INFORMATION

### 2.1 LOCATION

The proposed redevelopment site is Land at Queen's Road, Caversham, Reading, RG4 8DN.

Cookham Design Partnership are the project architects. Refer to Cookham Design Partnership's accompanying plans for the application site's location and site boundary.

### 2.2 EXISTING SITE INFORMATION

The site is currently vacant / undeveloped land and has been used as a car park since March 2020.

### 2.3 EXISTING ACCESS ARRANGEMENTS AND PARKING

The site is a corner site adjacent the Queen's Road / Mill Road simple priority junction.

The site has a 3.7m wide dropped kerb access from Mill Road.

### 3 EXISTING CONDITIONS - SUSTAINABLE TRANSPORT NETWORK

Reading town centre boundary is approximately 700m walk distance from the site over Reading Bridge.

"Manual for Streets" (Department for Transport and Department for Communities and Local Government, 2007) includes the concept of the "walkable neighbourhood" which includes the (p.45) "range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot".

Reading town centre and its amenities and services are within the site's walkable neighbourhood.

The site has access to local cycle routes and the R4 route (Caversham Park Village, Henley Road and Starr Road to Reading Station) is accessed from Mill Road to the river tow path.

Transport for London have recently devised the concept of "Active Travel Zones", these are 20 minute cycle travel time zones from a point of interest. The site's ATZ covers most of the Council area as shown in Appendix A.

The site has access to the 23, 24, 25, 27, 29 and 800 bus services from stops within 350m walk distance as follows:

- 25, 27, 29 services from Caversham Laundry stops on George Street
- 24, 25, 29 services from King's Road stops on George Street
- 23, 29, 800 services from St John's Road stops on Gosbrook Road

The site also has access to rail services from Reading Railway Station which is approximately 900m walk distance over Reading Bridge; within the "Guidance for Providing for Journeys on Foot" (IHT, 2000) acceptable 2000m commuting walking range / threshold.

Reading Railway Station is a major Regional Interchange Station.

Based on all the above, the site is considered to be sustainably located, with access to services / facilities on foot, access and various bus services and to Reading Railway Station.

## 4 EXISTING CONDITIONS - ROAD NETWORK

### 4.1 ROAD NETWORK

As discussed the site is a corner site adjacent the Queen's Road / Mill Road simple priority junction.

Queen's Road / Mill Road are single carriageway unclassified local access roads / residential streets.

The site is in close proximity to a traffic calming bollard on Queen's Road.

The site has a 3.7m wide dropped kerb access from Mill Road.

### 4.2 PARKING

The site falls inside Reading BC's O2R Permit Parking Zone which restricts parking Mondays to Fridays 9am to 5.30pm and all Saturday and Sunday. Having contacted Reading BC Network Management it is understood that roads east of the site were included in the O2R Zone following a Zone expansion in 2019.

## 5 PROPOSED DEVELOPMENT - PROPOSED SCHEME INFORMATION

The proposal is for the construction of 3 × 3-bedroom houses.

The proposal reinstates the footway and kerb on Mill Road and creates a new dropped kerb vehicle access on Queen's Road serving 6 × parking spaces / 2 × spaces per dwelling in a tandem parking arrangement.

The proposal includes a total of 6 × secure and covered cycle parking spaces in an external store.

Refer to Cookham Design Partnership's accompanying plans of the proposal.

# 6 PROPOSED DEVELOPMENT - PARKING

As discussed the proposal is for the construction of 3 × 3-bedroom houses.

The proposal reinstates the footway and kerb on Mill Road and creates a new dropped kerb vehicle access on Queen's Road serving 6 × parking spaces / 2 × spaces per dwelling in a tandem parking arrangement.

The proposal includes a total of 6 × secure and covered cycle parking spaces in an external store.

To assess whether the proposed parking provision is appropriate Development Plan policies have been assessed.

## 6.1 VEHICLE PARKING

Section 4.5 Transport of "Reading Borough Local Plan" (Reading BC, 2019) refers to "Revised Parking Standards and Design Supplementary Planning Document" (Reading BC, 2011).

Mapping in Revised Parking Standards and Design SPD categorises the site location as "Zone 2, Primary Core Area".

For a C3 Dwelling House with 3 bedrooms the Residential Parking Provision matrix provides a standard of 2 × spaces per dwelling.

The proposal is considered policy / standards compliant and therefore acceptable.

Local Plan Policy TR5 states all new houses with off-street parking should provide a charging point. The proposal includes a charging point for each house, 3 × charge points in total and therefore complies with the policy. It is considered that this provision could be secured by planning condition.

## 6.2 CYCLE PARKING

The Parking Standards and Design SPD's Minimum cycle parking standards matrix provides a standard of 2 × spaces per dwelling for C3 Dwelling Houses with 3 bedrooms.

The proposal is considered policy / standards compliant and therefore acceptable.

# 7 PROPOSED DEVELOPMENT - PROPOSAL POLICY INTEGRATION & IMPACTS

## 7.1 SUSTAINABLE LOCATION

The site is within walking distance of Reading town centre, has good cycle access, has access to bus services and to rail services from Reading Railway Station.

Accordingly the application site is considered to be reasonably sustainably located for an Outer London setting with various sustainable travel mode options and supports / is supported by the National Planning Policy Framework (MHCLG, 2021) core planning principles and promoting sustainable transport policies.

## 7.2 VEHICLE AND CYCLE PARKING

As discussed in the previous Section, the proposal's parking is considered policy / standards compliant and therefore acceptable.

## 7.3 ACCESS AND LAYOUT

The proposal removes the existing dropped kerb access and reinstates the footway and kerb on Mill Road.

This existing dropped kerb access, currently used as a car park access for 10 to 20 × parking spaces, is within 2m of the Queens' Road / Mill Road junction which would not comply with Reading BC's current "Vehicle crossing policy" ([Online] <https://www.reading.gov.uk/vehicles-roads-and-transport/roads-and-streets/dropped-kerbs-apms-and-disabled-boxes/vehicle-crossing-policy/> [Accessed February 2023]).

The proposal creates a new dropped kerb vehicle access on Queen's Road serving 6 × parking spaces / 2 × spaces per dwelling in a tandem parking arrangement.

The tandem parking has been designed to allow individual households to independently use the parking spaces.

Parking spaces have been designed to be 4.8m × 2.4m in size, dropped kerb design would need to be discussed at detailed design stage with Reading BC engineers but the total width of the dropped section would be less than 10m wide, per Reading BC's Vehicle crossing policy.

As discussed the site is in close proximity to a traffic calming bollard on Queen's Road, as such the highway outside the site is a lightly trafficked low speed environment.

On balance the proposals are considered a road safety improvement compared with the existing site arrangements.

## 7.4 SERVICING

The external refuse store is within a 20m push / pull of the public highway and is considered acceptable for local authority collections.

With regards to other domestic servicing requirements, typically requiring access for vehicles up to large 4.6t vans, e.g. domestic removals and Mercedes Benz Sprinter DPD / Amazon Vans etc., it is considered this could take place from the carriageway / kerbside from Queen's Road.

Proposals are considered acceptable and refuse arrangements could be secured by planning condition or agreement.

## 7.5 TRIPS AND TRIP IMPACT

Given that the proposals are for a modest 3 × dwelling proposal it is considered that detailed trip generation calculations are not required as the proposals' trip impacts are likely to be minimal / insignificant and within the day-to-day variations of traffic on the wider local distributor / strategic road network.

It is considered that the proposals are acceptable / not objectionable in this regard.

## 7.6 CONSTRUCTION

A Construction Logistics Plan (CLP) will be prepared prior to works starting, should the application be approved and in the event a CLP is deemed necessary by Reading BC.

This report has been prepared by a qualified / accredited CLOS / TfL / CILT / SECBE "Construction Logistics Planning Practitioner" ([\[https://constructionlogistics.org.uk/\]](https://constructionlogistics.org.uk/)) (Alexander Osborn BSc Hons, PG Dip, CMILT, FCIHT, FIHE - Construction Logistics Planning Practitioner ID "00329"). It is considered that the site / works would be "low impact" and as such a standalone Outline CLP to support the application should not be necessary.

In response to any planning condition a contractor's Detailed CLP should be prepared in accordance with "Construction Logistics Planning Guidance" (TfL) prior to works starting.

The Detailed CLP will be structured as follows:

1. Introduction
2. Context, considerations and challenges
3. Construction programme and methodology
4. Vehicle routing and site access
5. Strategies to reduce impacts
6. Estimated vehicle movements
7. Implementing, monitoring and updating

## 7.7 TRANSPORT IMPACTS AND SUMMARY

The development is in a sustainable and accessible location and is not considered to have any significant transport impacts.

It is considered that the development supports / is supported by policies in:

- "Reading Borough Local Plan" (Reading BC, 2019)
- "Revised Parking Standards and Design Supplementary Planning Document" (Reading BC, 2011)
- National Planning Policy Framework (MHCLG, 2021)

The current proposals are not considered to have unacceptable safety impacts or other severe transport impacts in the context of The National Planning Policy Framework policy of only preventing or refusing development on transport grounds where "there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe" (p.32, MHCLG, 2021).

## 8 SUMMARY

KRONEN has been instructed to prepare this Transport Statement to accompany a proposed development at Land at Queen's Road, Caversham, Reading, RG4 8DN.

### 8.1 EXISTING SITE

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### 8.3 SUMMARY

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Sections 5 to 7 of this report assessed the proposals and their transport impacts and integration with planning policy and guidance.

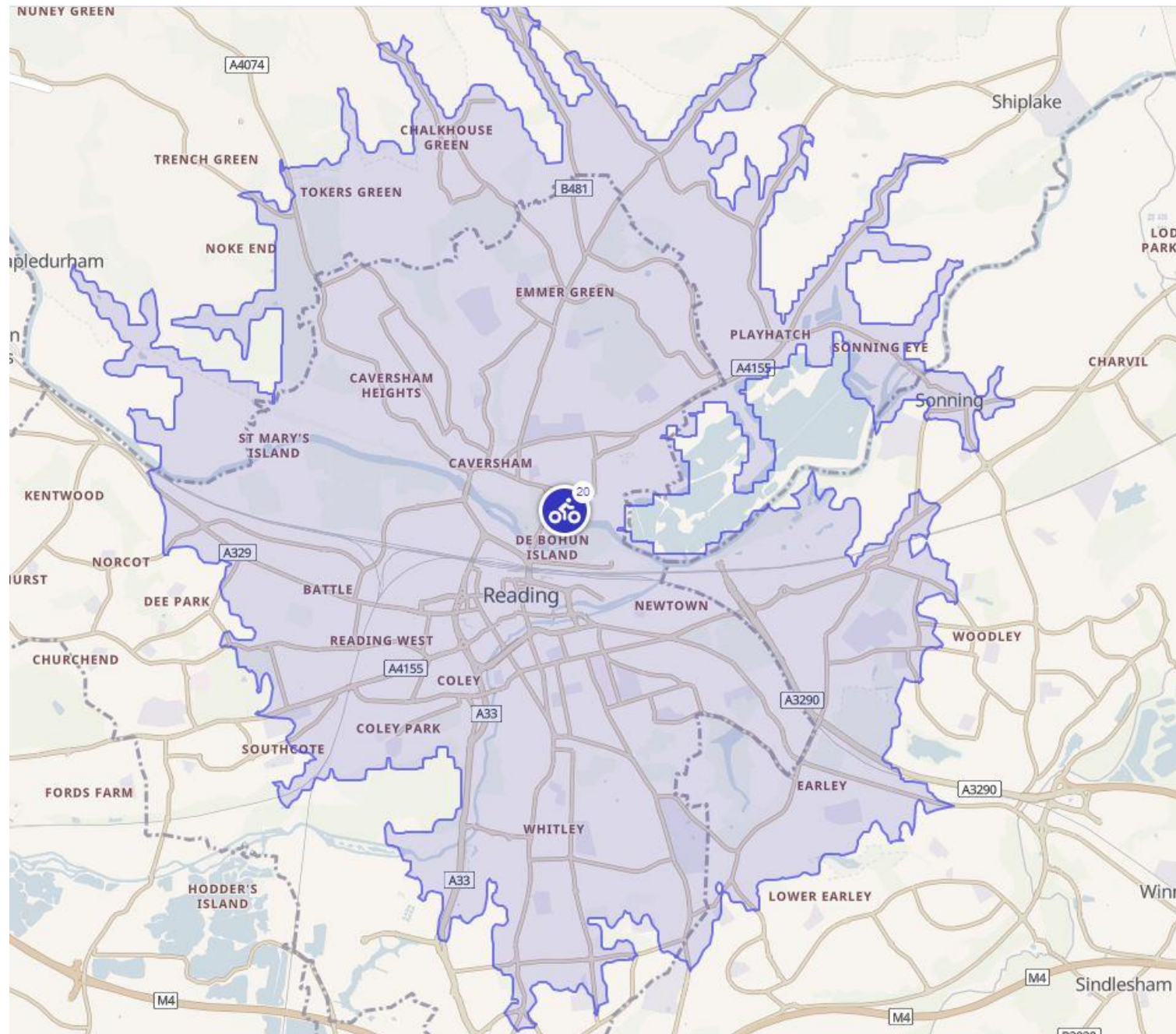
As set out in this Transport Statement, the proposals are in a sustainable and accessible location and are not considered to have any significant transport impacts.

It is considered that the development supports / is supported by policies in:

- "Reading Borough Local Plan" (Reading BC, 2019)
- "Revised Parking Standards and Design Supplementary Planning Document" (Reading BC, 2011)
- National Planning Policy Framework (MHCLG, 2021)

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# APPENDIX A



APPENDIX A  
"ACTIVE TRAVEL ZONE" (20 MINUTE CYCLE TRAVEL ISOCHROME)