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ISLAND ROAD GYPSY & TRAVELLER TRANSIT SITE TRANSPORT STATEMENT

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1. INTRODUCTION

1.1 Background

Ramboll has been commissioned by Reading Borough Council (RBC) to produce this Transport Statement (TS) to support a planning application for a proposed Gypsy & Traveller transit site off Island Road, Reading (the 'proposed development').

1.2 Scope

Ordinarily, a brief scoping process would be undertaken to establish and agree (without prejudice) the scope of transport planning work required in support of the planning application for the proposed development. However, the applicant (RBC) has received preliminary pre-application internal feedback from RBC Highways, with respect to the overall scope of transport work required in support of this planning application.

Therefore, the scope of this TS was established prior to instruction, and is summarised below, based on pre-instruction information provided by the applicant (RBC) to Ramboll:

"The application should be submitted with a Transport Statement.

Although there is a small number of plots the application should include trip rate data to establish the increase in trips that would be generated by the development.

An assessment should be provided of the access location to make sure that it is a suitable distance of the other existing accesses along Island Road.

The proposal will need to provide tracking diagrams illustrating that two-way movements can be provided at the access to the site and for movements into and out of the proposed parking bays. Based on this tracking assessment the junction may be able to be revised to suit.

A footway should be provided leading into the site from the Island Road footway.

The gates should open inwards away from the public Highway with clarity provided on how the gates will be managed. As a minimum the gates should be set back the distance of a car and caravan to ensure that vehicles are not protruding out into the carriageway.

It would also need to be confirmed how the site will be managed, I [RBC Highways officer] note there are 6 plots but each plot can accommodate 2 caravans and cars. Will each plot be booked by an individual / group that will allow access to both car parking spaces or will these two spaces within a plot be able to be booked individually, should it be the later [sic] then the car parking spaces must be independently accessible.

A bin store is proposed at the entrance of the site and this should be located within 10m of where a vehicle can get to. I [RBC Highways officer] also have concern regarding servicing being from the carriageway given that queues associated with RE3 do extend out onto Island Road and have extended as far back as the Thames Water entrance. It is therefore requested that on site turning be provided."

1.3 Site Location

The proposed development is located on a site off Island Road, Reading. The site is positioned on the south side of the road, between the RE3 Recycling Centre and a Thames Water facility. See Figure 1.1.

Figure 1.1: General Location of Proposed Development



1.4 Document Structure

This TS proceeds as follows:

- Section 2 – Baseline Conditions, including cycle, pedestrian, public transport and highway accessibility and existing personal injury accident data
- Section 3 – Policy Review of relevant transport and planning policies
- Section 4 – Description of the Proposed Development
- Section 5 – Estimated Vehicle Trip Generation for the proposed development
- Section 6 – Review of Policy and Design Guidance Compliance
- Section 7 – Summary & Conclusions

2. BASELINE CONDITIONS

This section presents an overview of existing local transport conditions, including the nature and description of the surrounding environs, the surrounding pedestrian and cycle infrastructure, the local public transport network and any relevant local car and cycle parking provision.

2.1 Site Context

The site is overgrown scrubland. It is enclosed by mature, dense tree belts to the east and west which will be retained. To the north is Island Road which leads to the A33; to the east is car parking serving the Reading Sewage Treatment Works; to the south the scrubland narrows and continues; to the west is a watercourse beyond which the RE3 Waste Management Park is located within a large warehouse building.

2.2 Highway Network

Island Road is a relatively flat, straight, lit, two-way industrial estate type access road with a 30mph speed limit, which forms an extended cul-de-sac from its junction with the A33. In response, day-time visibility between road users is considered generally good.

All traffic on Island Road is for access only (there is no through route), with flows generally to/from the east (towards the A33 junction). Whilst there is no traffic survey data available, based on the type of land uses and scale of existing land use served by Island Road, it is expected that flows will be low in relation to capacity. However, it is also recognised that the flow could comprise a higher share of HGVs (associated with the RE3, Thames Water and warehouse sites), and that sporadic queuing is understood to occur on Island Road due to entry flows to the RE3 facility during peak periods (Sundays, bank holidays etc).

The A33 junction is a large signalised all-moves 4-arm junction, with Island Road as a minor side arm. The junction benefits from cycle and pedestrian crossing facilities and is part of both local and national cycle routes. There are bus lanes on the A33 approaches, with bus stops in close proximity to the junction.

2.3 Pedestrian Network

Island Road is lit and has a footway on the north side with limited footway along the south side (across the site frontage). There are dropped kerbs to enable uncontrolled crossing between the two footways, to provide a continuous route.

The footway to the north side is of reasonable width (est. 2.0m wide) with a clear block paved surface of reasonable quality. This footway also benefits from dropped kerbs at other site access points to provide a smooth step free route along the full length of Island Road. The footway to the south side is not continuous. Adjacent to the site frontage there is a section of footway, comprising of variable width (est. 2.0m wide typically) with some vegetation encroachment, particularly at the crossing point to the east of the site frontage. This crossing is a set of dropped kerbs to enable crossing over Island Road; and is expected to form part of the pedestrian route between the site and the local pedestrian network via the A33 junction/local bus stops.

2.4 Cycle Network

There are no cycle facilities along Island Road, so any cyclists would be required to share the carriageway with general traffic. Low traffic flow, low speed limit and reasonable visibility will assist in enabling cyclists to share the carriageway, though the higher HGV share could be a deterrent. At the A33 junction, there is a direct link to the national cycle route and onward local cycle route connections.

2.5 Parking

There are no parking restrictions on Island Road in the vicinity of the site frontage, except for a short length of double-yellow lines associated with the entrance to the RE3 facility.

2.6 Public Transport

2.6.1 Bus Services

The nearest bus stops are at the A33 junction (which is a 400m walk from the site frontage). There are three bus stops; A33 north-bound (towards Reading town centre), A33 south-bound (from Reading town centre) and on Lindisfarne Way (to/from Reading town centre). In summary these bus stops are served by the following bus routes (see Table 2.1).

Table 2. 1: Summary of Bus Service Provision

Service	Destination	Typical First Service	Typical Last Service	Typical Frequency
10 Ruby	St Mary's Butts/Kennet Island	05:08	23:28	3 per hour (circular route)
50 GreenWave	St Mary's Butts/Green Park	05:16	14:10 to Green Park 2042 to Central Reading	5 per hour per direction
600 Park & Ride	St Mary's Butts/Mereoak Park & Ride	05:18	22:32	4 per hour per direction

2.6.2 Rail Services

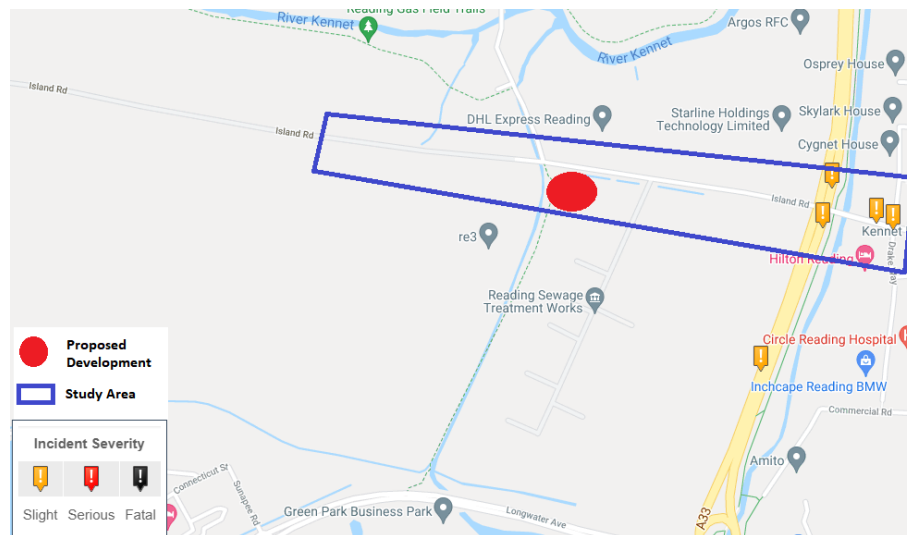
There are no rail stations within close proximity to the site, but all local bus routes serve Reading town centre where Reading Central station is located offering onward connections by rail to London, the south east and nationally.

2.7 Accident Data

To get an idea on the local road traffic accident record in the vicinity of the site, accident data has been obtained from CrashMap. This data allows a preliminary review of the number and severity of reported accidents based on time period and study area. The time period covering the latest five-year period of available data was applied (01/01/2016 and 31/12/2020). The study area

focussed on Island Road and the A33 junction itself. In response the following data for reported road traffic accidents recorded within the vicinity of the site over the selected time period are shown in Figure 2.1 and are summarised in Table 2.2.

Figure 2. 1: Accident locations 2016-2020



(Source: Traffic data © DFT, Map data © 2019 Google, © CrashMap)

Four accidents were recorded in the study area over the five-year period, all classified as slight. All the accidents occurred at the A33/Island Road junction.

Table 2. 2: Summary of Incidents 2016-2020

Year	Severity			Vulnerable Road Users			Total Casualties	Total Accidents
	Slight	Serious	Fatal	Pedestrians	Cyclists	Motorcycle		
2016	1	0	0	0	0	0	2	1
2017	1	0	0	0	0	0	1	1
2018	1	0	0	0	0	0	1	1
2019	0	0	0	0	0	0	0	0
2020	1	0	0	0	0	0	2	1

Source: Crashmap.co.uk

No fatal accidents have been recorded in the study area and no vulnerable users were involved during the five-year timescale. The accident analysis does not indicate any prevailing road safety issue which could be made worse by the proposed development.

3. PLANNING POLICY

3.1 Relevant Policies

Planning applications to RBC are understood to be currently determined with reference to the following policies in relation to transport and highways:

- National Planning Policy Framework (July 2021)
- Local Plan – Adopted Plan (November 2019)
- Revised Parking Standards and Design SPD October 2011
- Geometric Design Guidance for Residential Accesses on to Classified Roads (January 2011)

3.2 National Planning Policy Framework (July 2021)

At the national level, the key relevant policy consideration is the National Planning Policy Framework (NPPF), which was updated in July 2021. It sets out the Government's planning policies for England and how these are expected to be applied. The NPPF constitutes guidance for local planning authorities and decision-makers both in drawing up plans and as a material consideration in determining applications.

Within the NPPF, it details (at Paragraph 111) that all developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.

3.3 RBC Local Plan – Adopted Plan (November 2019)

The adopted Local Plan (2019) is the main consideration for all planning applications in Reading.

Policy CC6: Accessibility and the Intensity of Development, states that "The scale and density of development will be related to its level of accessibility by walking, cycling and public transport to a range of services and facilities". Further to, Policy C66 states that "It is important that development is accessible by a choice of modes of transport. This means that the primary locations for new development will be those accessible by walking and cycling to a wide range of employment, services and facilities, leisure, education and health facilities, or which are accessible by walking to routes/stops of frequent public transport services that provide easy access to the aforementioned uses". Good accessibility is defined "to be that within 400m of a defined centre with a good range of facilities by pedestrian routes, and within 400m by pedestrian routes of a bus stop served by a service with a frequency of better than one bus every 20 minutes in each direction within daytime hours (7.00 a.m. to 7.00 p.m.)".

Policy TR1 Achieving the Transport Strategy, states that "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 TR1 is written in accordance with the latest Local Transport Plan (2011-2026) which includes the following two objectives:

- To provide affordable, accessible and inclusive travel options for everyone
- To ensure that the transport network operates safely and efficiently to meet the needs of all users

Further to it is noted that TR1 refers to major development as being able to make particular contribution to achieving TR1 with respect to users of, and visitors to the development being able to make sustainable travel choices using non-car modes of transport, monitored and enabled through travel plans and safer routes to school. A major development is defined as 10 dwellings or more.

Policy TR3 Access, Traffic and Highway Related Matters states that development will only be permitted where:

- Accesses and works to the highway comply with the adopted standards of the Transport Authority
- The development would not have a material detrimental impact on the functioning of the transport network
- The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists
- The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network
- For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.

Policy TR3 goes on to state "The proximity of other accesses is also significant" and "The Council has produced a policy on accesses, which deals particularly with residential accesses onto classified roads, and commercial accesses onto all adopted roads".

Policy TR4 Cycle Route and Facilities states that "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".

Policy TR5 Car and Cycle Parking and Electric Vehicle Charging states that "all new houses with dedicated off-street parking should provide charging points" and "where a house has its own off-street parking, this can be a relatively simple design measure factored into the construction, and should generally be achievable in all cases". See the Parking Standards and Design Supplementary Planning Document (see 3.4 below).

3.4 Revised Parking Standards and Design SPD October 2011

This Supplementary Planning Document (SPD) zones identifies four zones for the consideration of parking. The site falls with Zone 3: Secondary Core Area (See SPD Page 9). Areas within Zone 3 are generally within 400m of a Reading Buses high frequency route. For 2 to 3 bed dwellings in Zone 3, a maximum rate of 1.5 to 2 car parking spaces per dwelling and a minimum of 2 cycle spaces per dwelling is given.

3.5 Geometric Design Guidance for Residential Accesses on to Classified Roads (January 2011)

This guidance (understood to be “the adopted standards” referred to in Local Plan policy TR3) is intended for Main Transport Corridors and Local Transport Corridors in Reading. These are listed in Appendix A and B of the guidance. Island Road is not listed, so considered a non-classified road. On this basis, whilst it is considered that this guidance is not directly applicable to the proposed site access, it is noted that the issues raised by the Highways officer at pre-application stage are relevant to this guidance. Therefore, an approach based on the consideration of the proposed site access against the relevant minimum parameters presented in this guidance as a benchmark has been taken by this TS.

The guidance states that RBC would seek a new site access to be from a non-classified road, noting that Island Road is a non-classified.

It is expected that the daily traffic generated by the proposed development will be low (see Section 5). Therefore, based on this guidance, for new developments which will generate an Annual Average Daily Traffic Flow (AADT) of 500 vehicles or under, a simple priority junction will be required.

Based on the guidance, the access road into the site based on 6 to 25 dwellings is to be 4.8m wide (understood to be a minimum width), with a minimum of set-back of 10m and a 4m junction radii; noting Island Road is considered a non-classified road. In terms of visibility dimensions, need to achieve $X = 4.5\text{m}$, with Y subject to given formulae, based on a low flow 30mph non-classified road:

$$y = (vt + (V^2/2d)) + 2.4\text{m},$$

Where:

V = speed (m/s) (30mph or 13.4112m/s)

t =driver perception reaction time of 1.5 seconds

d =deceleration of 4.41 m/s²

This gives an estimated Y value of 43m, which is comparable to the minimum value of 45m given by the guidance.

The maximum gradient on the new access road shall be 10%, however the first 10 metres on approach to a classified road shall be 4%, according to the guidance.

The guidance states that the lowest value for the required junction spacing between the proposed access and other existing access points on Island Road is 15m based on a 30mph low flow road (noting Island Road is a non-classified road).

For all new developments accessed from a classified road, the guidance states there is a requirement for an adequate turning area to be provided onsite, to enable service vehicles including waste collection vehicles to enter and leave the site in a forward gear. If such an area is not provided, it is likely that an objection to the proposal on Highway grounds will be forthcoming. Smaller developments are considered on a case-by-case basis. Island Road is a non-classified road, and the development comprises only 6 dwellings, but the pre-application Highway officer comments on this requirement are noted.

The guidance states adequate provision is to be provided for pedestrians and cyclists using the existing classified road and new access road. The new access junction is to have tactile crossing points, and the new access road will have a 1.8m wide footway for a length equating to the set-back distance detailed above (10m). Whilst Island Road is a non-classified road, the pre-application Highway officer comments on this requirement are noted.

Based on the guidance, gates will not be permitted on the access road if serving more than 5 dwellings from a classified road. For small developments gates will be permitted, subject to planning permission, as long as they are set back at least 10m from the carriageway edge and open inwards. Notwithstanding the fact Island Road is a non-classified, considering the proposed development form and the pre-application Highway officer comments on gates, the principle of having gates appears to be accepted, subject to specific details on how the gates will operate.

4. PROPOSED DEVELOPMENT

4.1 RBC Gypsy & Traveller Transit Site

The proposed development is for a gypsy and traveller transit site. A transit site is “A site intended for short-term use while in transit. The site is usually permanent and authorised, but there is a limit on the length of time residents can stay.” (glossary, Gypsy and Traveller, Travelling Showpeople and Houseboat Dweller Accommodation Assessment, for Reading Borough Council (June 2017)). It will comprise 7 pitches, bin store, outdoor seating area, play area, and a new access onto Island Road. Each pitch comprises a kitchen/toilet block and space for a combination of caravans and cars/LGVs. Note each pitch is booked as an entity.

4.2 Vehicular Access

The proposed development will be accessed off Island Road via a priority junction with the site access as the minor arm. The site access road is c.9.7m wide (measured across the gateway width, see Figure 4.1). Access will be controlled by a lifting barrier arm linked to CCTV / access control. In addition, a sliding gate is provided which will be open during the day and only ever shut over-night or under exceptional circumstances. The barrier arm is set back c.11.9m from the edge of the carriageway (see Figure 4.1), and to confirm the sliding gate is set back c.10.1m from the edge of the carriageway. To demonstrate how the proposed access will work, Appendix 1 indicates that two box vans/ OGV1 can enter and exit the site together as a worst-case.

Figure 4.1 General Dimensions



4.2.1 Refuse Vehicles

Noting RBC Highways request that the waste collection vehicle can enter, turn, and exit the site, there is insufficient room to turn a waste collection vehicle on-site. To provide such turning space would impact significantly on the space available for other on-site amenities and would be compromised by the tapered plot boundary of the site.

Therefore, it is proposed that the waste collection vehicle will pull up off the highway and use the entry area in front of the sliding gate with the bins collected via the dedicated side gate from the bin store, which is located within 10m of the rear of the waste collection vehicle. To demonstrate how the refuse vehicle will arrive and depart see the tracking plot in Appendix 1. To reduce site access issues, the waste collection vehicle will call for the briefest time practical, will call outside core site arrival/departure times and will call during a regular scheduled publicised slot to help residents to plan and avoid seeking to enter/exit at the same time.

4.3 Use of Pitches

Each pitch has space for a combination of:

- One or two large caravans and/or
- Two to four light vehicles and/or
- An OGV1 plus trailer and
- Provision of an EV charging point.

There are no fixed or formal parking spaces within each pitch; only the extent of the pitch is indicated on the ground. How the vehicles enter/exit and are positioned/parked within each pitch is down to the discretion of the resident. The tracking plots related to access for each pitch (see Appendix 1) show that a large caravan can be positioned in close proximity to each pitch whilst being towed by a vehicle. Once the caravan is towed into position adjacent to a pitch, the resident will then use a combination of vehicles and jockey wheels to position the caravan within the pitch, as per standard practice.

4.4 Cycle and Pedestrian Access and Facilities

No specific cycle access or parking is proposed. Any cyclist would arrive/depart via the carriageway on Island Road and park their bike within their pitch accordingly, using the tether points provided.

The site provides direct access onto the footway along the southern edge of Island Road, which is then connected via a dropped kerb crossing to the footway on the northern edge of Island Road for onward connections (e.g. to the bus stops at the A33 junction). The access road junction will have tactile crossing points either side, to maintain the existing footway route, together with a section of new footway into the site as part of the access road.

5. ESTIMATED VEHICLE TRIP GENERATION

The TRICS 7.8.3 database has been examined for appropriate matches to the proposed use and site location in order to estimate appropriate vehicle trip rates. Vehicle trip rates as opposed to person trip rates have been estimated, on the basis that the Highways officer pre-application comments are vehicle and highway focussed, indicating no concerns with respect to additional non-car demand.

Key factors that have been considered to carry out this TRICS analysis are the type of accommodation, location, and provision of public transport within 400m from the proposed development.

On this basis, TRICS survey sites were selected using the following parameters:

- Land use type: 03 – Residential
- Category: C – Houses Privately Owned
- Regions: UK (except Greater London)
- Days of week: Monday, Tuesday, Wednesday, Thursday, Friday
- Surveys taken since 01 January 2013
- Location: Suburban Area, Edge of Town and Neighbourhood Centre
- Public Transport: No Bus Services within 400m.

It should be noted that:

- The seven pitches of the proposed transit site have been treated as “Residential - Houses Privately Owned” category within TRICS database
- Noting the site is a 400m walk from the A33 junction and associated bus stops, to enable a cautious vehicle trip rate estimate, the TRICS parameter of there being no bus services within 400m was selected

From the TRICS 7.8.3 database, the selected surveyed sites are presented in Table 5.1.

Table 5. 1: Selected TRICS Surveyed Sites

Code	Town/City	Location	Dwells	Parking
HC-03-A-22	NEAR EASTLEIGH	Edge of Town	40	101
HF-03-A-03	BUNTINGFORD	Edge of Town	160	632
NF-03-A-05	HOLT	Edge of Town	40	100
NF-03-A-06	GREAT YARMOUTH	Edge of Town	275	586
SF-03-A-06	KENTFORD	Neighbourhood Centre	38	35
SM-03-A-03	NEAR TAUNTON	Neighbourhood Centre	41	118

Cross Test= 18.8%

The TRICS cross test was used, which gives the percentage variation between the mean and median trip rate figures for a group of selected survey sites. In case of a large percentage (higher than 30%) the site selections should be further examined for site compatibility. The cross-test value for the selection shown in Table 5.1 of 18.8%, demonstrated acceptable variations between the selected sites, therefore corroborating the robustness of selection.

TRICS outputs are presented in summary below and full outputs can be found in Appendix 2.

Average total vehicle rate figures for the selected sites and a daily profile are shown below. Peak hours for vehicle trips are 08:00-09:00 for the AM and 17:00-18:00 for the PM.

Table 5. 2: TRICS Total Residential Vehicle Trip Rates (per dwelling)

Time	In	Out	Total
AM (08:00-09:00)	0.168	0.426	0.594
PM (17:00-18:00)	0.384	0.185	0.569
Daily	2.556	2.572	5.128

As a result of the vehicle trip rates identified above, the estimated total vehicle trip generation for the proposed development is presented below, based on 7 pitches as a proxy for 7 dwellings.

Table 5. 3: TRICS Total Residential Vehicle Trips (based on 7 dwellings)

Time	In	Out	Total
AM (08:00-09:00)	1	3	4
PM (17:00-18:00)	3	1	4
Daily	18	18	36

As presented in Table 5.3, four trips in AM peak (08:00-09:00) and three trips in PM peak (17:00-18:00) are estimated to/from the proposed development.

6. POLICY AND DESIGN GUIDANCE COMPLIANCE

The following schedule provides a review of the relevant policy and design guidance presented in Section 3 in terms of compliance. Particular issues for consideration relate to access spacing, vehicle tracking, footways, gates, site booking principles, and bin store/turning provision, as per the Highways officer pre-application comments (see Section 1).

Summary of Policy Reference/ Design Requirement	Proposed Development Response	Comment on Compliance
NPPF 2021: Developments that generate significant trips to provide a travel plan, and a Transport Statement or Transport Assessment	It is estimated the site will generate 30 vehicle trips per day	Compliant: Development supported by this TS, noting the scale of estimated vehicle trips is not considered significant
Local Plan CC6: Locations for new development will be those accessible by walking and cycling to a wide range of facilities or to routes/stops of frequent public transport	Site is located on a low flow/low speed road within walking distance of a cluster of bus stops at the A33 junction Cycle routes pass through A33 junction	Compliant: High frequency bus services and cycle routes at A33 junction connect to all daily facilities
Local Plan CC6: Good accessibility is within 400m walk of a defined centre and within 400m walk of a bus stop served by a minimum of 3 buses p/h in each direction (07.00. to 1900)	Site is a 400m walk from the A33 junction where a cluster of high frequency bus stops are located Site is located 630m walk to the nearest local centre at Kennet Island noting facilities are limited here	Partially Compliant: Compliant in relation to bus stop proximity and services Not compliant in relation to local centre proximity, noting the bus (and cycle routes) connect to all daily facilities
Local Plan TR1: 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	Based on TR1, a major development is 10 dwellings or more, and the proposed development is 7 pitches/dwellings	Compliant: Whilst scheme is not major, the site location and connections will enable use of sustainable transport, and affordable, accessible and inclusive travel options
Local Plan TR3: Development will only be permitted where: It is compliant with adopted standards No material impact on the transport network No detriment to the safety of transport network users No regular movement of HGVs on unsuitable roads, or without easy access to the Classified Highway Network For new dwellings on classified roads, off-street servicing would be provided	Based on TR3, see below re: adopted standards, no material impact anticipated re: estimated movements above, no detriment to road safety re: adopted standards below, Island Road is suitable for HGVs based on current land-uses and has easy access to the Classified Highway Network at A33 junction, and off-street servicing is provided (albeit reverse in/forward out)	Compliant: Considered compliant with respect to impact, suitability of Island Road for any HGVs, and on-site servicing (noting Island Road is a non-classified road) See below re: aspects relating to adopted standards

Local Plan TR4: Developments will be expected to make full use of opportunities to improve access for cyclists	Site is located within close proximity to cycle routes at the A33 junction via Island Road which is a low flow/low speed road	Compliant: Site achieves good proximity to cycle routes enabling opportunity to cycle
Local Plan TR5: All new houses with dedicated off-street parking should provide charging points	1 EV charging point per pitch	Compliant: All pitches will have an EV charging point
Parking SPD: For 2 to 3 bed dwellings, a maximum rate of 1.5 to 2 car parking spaces per dwelling	On the basis each pitch equates to a 2-3 bed dwelling, there is space within each pitch for a combination of vehicles to be parked	Compliant: In response to the size and configuration of the site it is important that parking demand is contained within each pitch to reduce risk of over-spill
Parking SPD: Minimum of 2 cycle spaces per dwelling	No formal cycle parking provided, but a tether point, which could be used for bicycles, will be provided in each pitch	Compliant: Any cycles will be stored within each pitch using tether point
Adopted Standards: guidance intended for classified roads	Island Road is a non-classified road based on the guidance	Compliant in Principle: Have sought to consider and meet the minimum relevant parameters given by the guidance as a benchmark
Adopted Standards: New site access to be from a non-classified road	The site proposes access from a non-classified road (Island Road)	Compliant: Access is from a non-classified road
Adopted Standards: For new developments with an AADT of 500 vehicles or under, a simple priority junction will be required	A simple priority junction is proposed for the new site access where the estimated daily traffic is 36 vehicle movements	Compliant: Simple priority junction proposed
Adopted Standards: the access road based on 6 to 25 dwellings is to be 4.8m wide (understood to be minimum)	The access road is c.9.7m wide measured at the gateway	Compliant: Access road is wider than 4.8m
Adopted Standards: minimum set-back of 10m	The setback distance to the sliding gate is c.10.1m and to the barrier is c.11.9m	Compliant: Set back is greater than 10.0m
Adopted Standards: 4m junction radii (minimum)	The junction radii is c.11.5m	Compliant: Junction radii is greater than 4m
Adopted Standards: Visibility X = 4.5m and Y = 43m to 45m	The required visibility of X = c.4.5m and Y = c.45m is achieved	Compliant: Visibility splay standard met
Adopted Standards: Maximum gradient on the access road is 10%, with first 10 metres on approach is 4%	Gradient of the access road is estimated to be c.1-2%	Compliant: Gradient standards met
Adopted Standards: Minimum junction spacing between the proposed access and other existing access points is 15m	The space between the proposed new access and the nearest existing access on Island Road is c.22m (based on midpoints)	Compliant: Junction spacing standard met
Adoptable Standards: An adequate onsite turning area to	There is insufficient space to turn a waste collection HGV on-site, so	Non-Compliant:

enable service vehicles (e.g. waste collection HGV) to enter and leave the site in a forward gear	propose to site entrance as a pull in area for the waste collection vehicle	On-site turning area for waste collection vehicle not provided, but as Island Road is a non-classified road the proposed routing is considered appropriate
Adoptable Standards: New access junction to have tactile crossing points	The proposed access junction has tactile crossing pints on either side	Compliant: Tactile paving provided
Adoptable Standards: New access road will have 1.8m wide footway for set-back distance	A footway of 1.8m width is proposed along the access road for the c.10.1m	Compliant: Footway width standard met
Adoptable Standards: Gates will not be permitted on the access road if serving more than 5 dwellings	A sliding gate and lifting barrier are proposed, noting the scheme comprises 7 pitches	Non-Compliant: Gate and barrier proposed for site security/access control, noting generally the gate will be open with the lifting barrier in use
Adoptable Standards: For small developments gates will be permitted, subject to set back (at least 10m) from the carriageway edge and open inwards	A raising arm barrier is proposed set back c.11.9m from the kerb. In addition, a sliding gate is proposed as a contingency, and this is set back c.10.1m from the kerb.	Compliant: Set back and gate opening standards met

7. CONCLUSION

Ramboll has been commissioned by Reading Borough Council (RBC) to produce this Transport Statement (TS) to support a planning application for a proposed Gypsy & Traveller transit site off Island Road, Reading (the 'proposed development').

The proposed development is for a gypsy and traveller transit site. A transit site is "A site intended for short-term use while in transit. The site is usually permanent and authorised, but there is a limit on the length of time residents can stay." (glossary, Gypsy and Traveller, Travelling Showpeople and Houseboat Dweller Accommodation Assessment, arc4 for Reading Borough Council (June 2017)). It will comprise 7 pitches, bin store, outdoor seating area, play area, and a new access onto Island Road. Each pitch comprises a kitchen/toilet block and space for a combination of caravans and cars/LGVs. Note each pitch is booked as an entity.

The proposed development has been considered against the access attributes of the local area and the following relevant local policy references:

- National Planning Policy Framework (July 2021)
- Local Plan – Adopted Plan (November 2019)
- Revised Parking Standards and Design SPD October 2011
- Geometric Design Guidance for Residential Accesses on to Classified Roads (January 2011)

The proposed development and location is considered compliant against all the local policy references, noting the following discussion points:

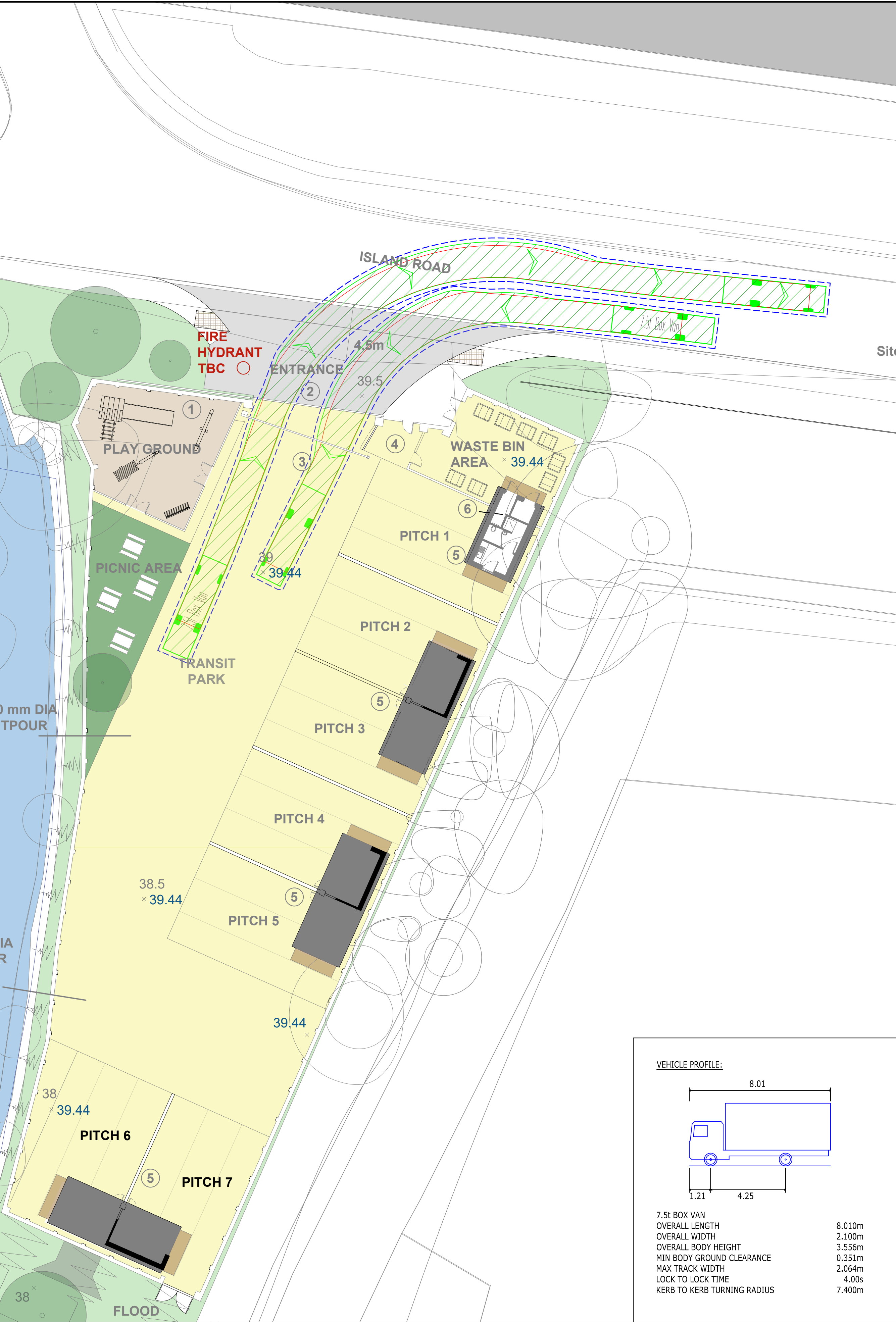
Local Plan CC6 states new development should be in locations of good accessibility. Local Plan CC6 measures good accessibility is being within a 400m walk of a defined centre and within a 400m walk of a bus stop served by a minimum of 3 buses p/h in each direction (07.00. to 1900). The site is a 400m walk from the A33 junction where a cluster of high frequency bus stops are located, and 630m walk to the nearest local centre at Kennet Island noting facilities are limited here. On this basis the proposed development is considered partially compliant to Local Plan CC6 as it meets the bus stop proximity criteria, but not the local centre proximity criteria. However, it is noted that the buses and indeed local cycle routes provide connections to all daily facilities. On this basis it is considered that the proposed development is sufficiently compliant with Local Plan CC6 on balance.

With respect to compliance with the Adopted Standards, this guidance is intended for classified roads. It is noted Island Road is a non-classified road based on the guidance, so the proposed development seeks to achieve compliance in principle, by achieving the minimum relevant parameters given by the guidance where possible. The only real point of divergence from the guidance, in principle, is in relation to the provision of an adequate onsite turning area to enable service vehicles (e.g. waste collection HGV) to enter and leave the site in a forward gear. There is insufficient space to turn a waste collection HGV on-site, when balanced against the need to provide other amenities within a tapered plot boundary. In response, it is proposed that the waste collection vehicle will pull in using the site entrance area to collect from the adjacent bin store then leave in forward gear. This is considered an appropriate response to the guidance, the tapered plot boundary of the site and the need to provide other amenities within the proposed development.

In conclusion, it is considered that the proposed development of a transit site at Island Road should be supported on highway and transport grounds.

APPENDIX 1

VEHICLE SWEEP PATH PLOTS



SITE ACCESS - 7.5t BOX VAN ENTRY/EGRESS



WASTE BIN COLLECTION - REFUSE VEHICLE

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• E03883-HCC-00-XX-DR-A-Site and Proposal Plans, DATED 24.11.2021.

KEY

— SITE BOUNDARY

VEHICLE TRACKING:

VEHICLE BODY SWEEP PATH

VEHICLE BODY TRACKING

VEHICLE WHEEL-BASE TRACKING

EXTENT OF 300mm BUFFER ZONE

FORWARD

REVERSE

P01	PRELIMINARY ISSUE	30.11 2021	PC TO	MS
Rev	Description	Date	By	App
			Chk	

PRELIMINARY

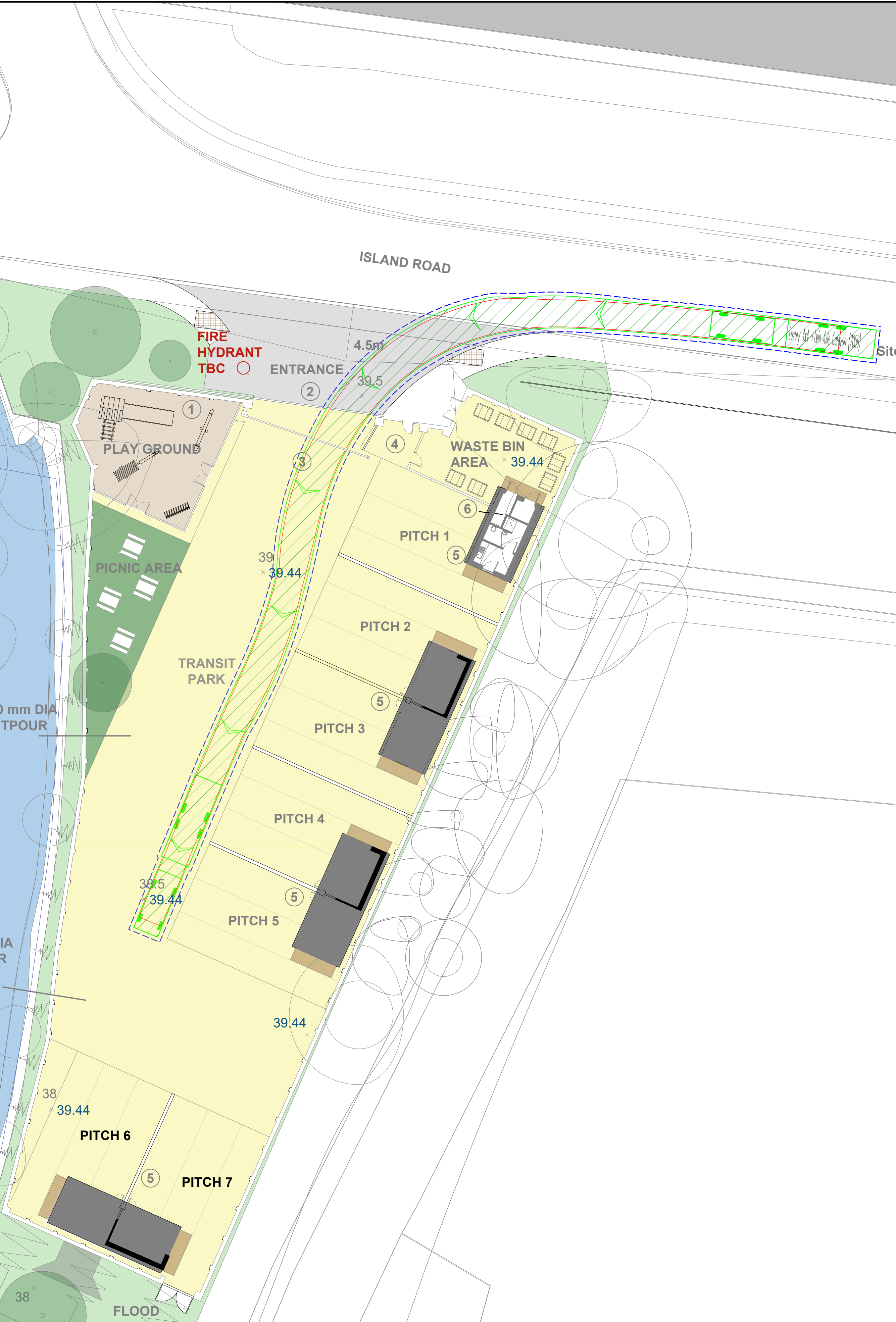
READING TRAVELLER SITE

RAMBOLL

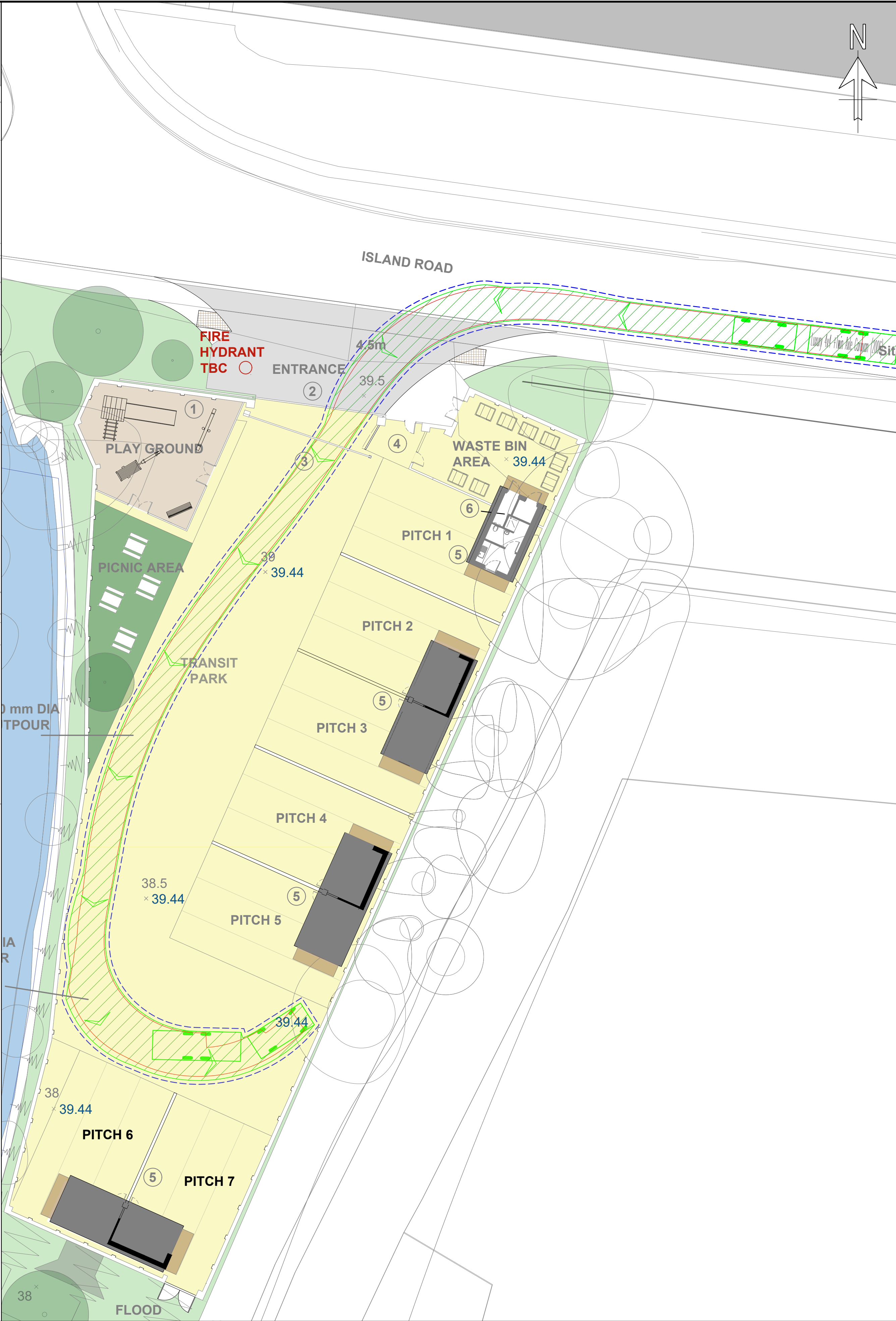
tel 020 7631 5291 london@ramboll.co.uk www.ramboll.co.uk

ISLAND ROAD ACCESS
VEHICLE TRACKING
SHEET 6

Project No: 1620009874	Scale (@A1): 1:250	Drawn: PC	Date: NOV 21
Drawing No: RAM-XX-XX-DR-C-00505		Rev: P01	



PLOTS 1-5: 4x4 + TWIN AXLE CARAVAN



PLOTS 6-7: 4x4 + TWIN AXLE CARAVAN

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• E03883-HCC-00-XX-DR-A-Site and Proposal Plans, DATED 24.11.2021.

KEY

SITE BOUNDARY

VEHICLE TRACKING:

VEHICLE BODY SWEEP PATH

VEHICLE BODY TRACKING

VEHICLE WHEEL-BASE TRACKING

EXTENT OF 300mm BUFFER ZONE

FORWARD

REVERSE

VEHICLE PROFILE:

LUXURY 4X4 +TWIN AXLE CARAVAN (2006)

OVERALL LENGTH	12.990m
OVERALL WIDTH	2.286m
OVERALL BODY HEIGHT	2.524m
MIN BODY GROUND CLEARANCE	0.251m
MAX TRACK WIDTH	2.130m
LOCK TO LOCK TIME	4.00s
KERB TO KERB TURNING RADIUS	5.800m

Rev Description Date By App

PRELIMINARY

READING TRAVELLER SITE

RAMBOLL

tel 020 7631 5291 london@ramboll.co.uk www.ramboll.co.uk

ISLAND ROAD ACCESS
VEHICLE TRACKING
SHEET 7

Project No: 1620009874	Scale (@A1): 1:250	Drawn: PC	Date: OCT 21
Drawing No: RAM-XX-XX-DR-C-00506	Rev: P01		

APPENDIX 2
TRICS OUTPUT FILES

Calculation Reference: AUDIT-727701-211026-1013

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : A - HOUSES PRIVATELY OWNED
 MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
03	SOUTH WEST	
	SM SOMERSET	1 days
04	EAST ANGLIA	
	NF NORFOLK	2 days
	SF SUFFOLK	1 days

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

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: No of Dwellings
 Actual Range: 38 to 275 (units:)
 Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 16/06/21

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:

Monday	2 days
Tuesday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

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

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

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
Neighbourhood Centre (PPS6 Local Centre)	2

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	4
Village	2

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.

Secondary Filtering selection:

Use Class:

C3 6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	2 days
15,001 to 20,000	1 days

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

Population within 5 miles:

5,001 to 25,000	2 days
25,001 to 50,000	1 days
75,001 to 100,000	2 days
125,001 to 250,000	1 days

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	1 days
1.1 to 1.5	4 days
1.6 to 2.0	1 days

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.

Travel Plan:

Yes	4 days
No	2 days

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	6 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	HC-03-A-22	MIXED HOUSES	HAMPSHIRE
	BOW LAKE GARDENS		
	NEAR EASTLEIGH		
	BISHOPSTOKE		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: WEDNESDAY	31/10/18	Survey Type: MANUAL
2	HF-03-A-03	MIXED HOUSES	HERTFORDSHIRE
	HARE STREET ROAD		
	BUNTINGFORD		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	160	
	Survey date: MONDAY	08/07/19	Survey Type: MANUAL
3	NF-03-A-05	MIXED HOUSES	NORFOLK
	HEATH DRIVE		
	HOLT		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	19/09/19	Survey Type: MANUAL
4	NF-03-A-06	MIXED HOUSES	NORFOLK
	BEAUFORT WAY		
	GREAT YARMOUTH		
	BRADWELL		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	275	
	Survey date: MONDAY	23/09/19	Survey Type: MANUAL
5	SF-03-A-06	DETACHED & SEMI-DETACHED	SUFFOLK
	BURY ROAD		
	KENTFORD		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	38	
	Survey date: FRIDAY	22/09/17	Survey Type: MANUAL
6	SM-03-A-03	MIXED HOUSES	SOMERSET
	HYDE LANE		
	NEAR TAUNTON		
	CREECH ST MICHAEL		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	41	
	Survey date: TUESDAY	25/09/18	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CA-03-A-05	public transport
CA-03-A-07	public transport
CH-03-A-09	public transport
CH-03-A-10	public transport
CH-03-A-11	public transport
DC-03-A-08	public transport
DH-03-A-01	Car ownership
DH-03-A-02	Car ownership
DH-03-A-03	public transport
DS-03-A-02	Car ownership
DV-03-A-01	public transport
DV-03-A-02	public transport
DV-03-A-03	public transport
ES-03-A-03	public transport
ES-03-A-04	public transport

MANUALLY DESELECTED SITES (Cont.)

Site Ref	Reason for Deselection
ES-03-A-05	public transport
HC-03-A-21	public transport
HC-03-A-23	public transport
HF-03-A-04	Car ownership
KC-03-A-03	public transport
KC-03-A-04	Car ownership
KC-03-A-05	public transport
KC-03-A-06	public transport
KC-03-A-07	public transport
KC-03-A-08	public transport
LE-03-A-02	public transport
MS-03-A-03	Car ownership
NE-03-A-02	Car ownership
NF-03-A-03	Car ownership
NF-03-A-04	public transport
NY-03-A-08	Car ownership
NY-03-A-09	public transport
NY-03-A-10	public transport
NY-03-A-11	public transport
NY-03-A-13	Car ownership
SC-03-A-04	public transport
SC-03-A-05	public transport
SC-03-A-06	public transport
SF-03-A-05	Car ownership
SF-03-A-07	public transport
SH-03-A-05	public transport
SH-03-A-06	public transport
SM-03-A-01	public transport
SM-03-A-02	public transport
ST-03-A-07	public transport
SY-03-A-01	public transport
TW-03-A-02	Car ownership
WK-03-A-02	Car ownership
WK-03-A-04	public transport
WL-03-A-02	public transport
WM-03-A-04	Car ownership
WS-03-A-07	public transport
WS-03-A-08	public transport
WS-03-A-09	public transport
WS-03-A-10	public transport
WS-03-A-11	public transport
WS-03-A-12	Car ownership

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

Estimated TRIP rate value per 6 DWELLS shown in shaded columns

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS				DEPARTURES				TOTALS			
	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate	No. Days	Ave. DWELLS	Trip Rate	Estimated Trip Rate
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	6	99	0.093	0.556	6	99	0.347	2.081	6	99	0.440	2.637
08:00 - 09:00	6	99	0.168	1.010	6	99	0.426	2.556	6	99	0.594	3.566
09:00 - 10:00	6	99	0.182	1.091	6	99	0.212	1.273	6	99	0.394	2.364
10:00 - 11:00	6	99	0.126	0.758	6	99	0.168	1.010	6	99	0.294	1.768
11:00 - 12:00	6	99	0.130	0.778	6	99	0.160	0.960	6	99	0.290	1.738
12:00 - 13:00	6	99	0.150	0.899	6	99	0.162	0.970	6	99	0.312	1.869
13:00 - 14:00	6	99	0.160	0.960	6	99	0.146	0.879	6	99	0.306	1.839
14:00 - 15:00	6	99	0.177	1.061	6	99	0.224	1.343	6	99	0.401	2.404
15:00 - 16:00	6	99	0.306	1.838	6	99	0.177	1.061	6	99	0.483	2.899
16:00 - 17:00	6	99	0.301	1.808	6	99	0.165	0.990	6	99	0.466	2.798
17:00 - 18:00	6	99	0.384	2.303	6	99	0.185	1.111	6	99	0.569	3.414
18:00 - 19:00	6	99	0.379	2.273	6	99	0.200	1.202	6	99	0.579	3.475
19:00 - 20:00												
20:00 - 21:00												
21:00 - 22:00												
22:00 - 23:00												
23:00 - 24:00												
Total Rates:			2.556	15.335			2.572	15.436			5.128	30.771

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

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

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Parameter summary

Trip rate parameter range selected:	38 - 275 (units:)
Survey date date range:	01/01/13 - 16/06/21
Number of weekdays (Monday-Friday):	6
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	8
Surveys manually removed from selection:	57

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 shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.