

199-203 Henley Road & land to the rear of
205-207 Henley Road, Caversham RG4 6LJ



Peter Evans Partnership
Transport Planning
& Highway Consultants

Proposed Care Home Development
199-203 and Land to the Rear of
205-207 Henley Road
Caversham
Reading
RG4 6LJ

Signature Senior Lifestyle Developments Ltd.

Transport Statement

April 2019

21 Richmond Hill, Clifton
Bristol BS8 1BA
Tel: 0117 973 4355
Fax: 0117 973 2793
mail@pep-bristol.co.uk
www.pep-bristol.co.uk

Peter Evans Partnership Limited
Registered in England and Wales
No.4373557
Registered Office: Bath House,
6-8 Bath Street, Bristol, BS1 6HL

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1.0 INTRODUCTION

1.1 Aim of Statement

1.1.1 This Transport Statement accompanies a planning application submitted by Gerald Eve on behalf of Signature Lifestyle Limited for a proposed 86 bedroom care home development on land to the south of Henley Road in Caversham, Reading.

1.1.2 The aim of this Statement is to provide background information including permitted development on the site, set out details of the development proposals and to assess the effect of the development in transport terms. A review of national and local policy is undertaken including parking standards. The accessibility of the site is considered, including by non-car means of transport. The effect of the proposal on traffic on the local road network is also considered.

1.2 Contents

1.2.1 The Statement continues:

- in Section 2 with a description of the existing transport context including a review of existing accessibility for all road users, safety records and the site's planning history;
- in Section 3 with a review of relevant national and local transport policy;
- in Section 4 with a description of the transport elements of the proposals including details of access, parking and layout;
- in Section 5 with an appraisal of the proposals from a transport perspective; and
- in Section 6 with our conclusions.

2.0 TRANSPORT CONTEXT

2.1 Strategic Location

- 2.1.1 The site is directly south of the A4155 Henley Road in Caversham, some 3.5km north east of Reading town centre. The strategic location of the site is shown at Appendix 1.
- 2.1.2 The A4155 Henley Road provides a strategic vehicular route between Henley-on-Thames 10km to the north east and Reading town centre.
- 2.1.3 The A4155 meets the A329 Caversham Road at a roundabout approximately 2.7km south west of the site. The A329 continues for a further 1.3km south before meeting the A33 at a traffic signal controlled junction. The A33 forms the main strategic route into and out of Reading from the south and meets the M4 at junction 11 some 4.3km further south of the signal controlled junction. From the M4 the A33 continues 20km southwest to Basingstoke.
- 2.1.4 The M4 links London 54km to the east and Swindon 60km to the west of the site before continuing further west to Bristol and South Wales.

2.2 Local Area

- 2.2.1 The site is bounded by the A4155 Henley Road to the north, residential properties to the east and west and undeveloped grassland to the south. The local area is shown at Appendix 2.
- 2.2.2 Henley Road is a 9m wide single carriageway road with a speed limit of 30mph past the site.
- 2.2.3 Some 70m west of the site Henley Road meets Ruskin and All Hallows Road at a traffic signalised crossroads junction. Ruskin is a cul-de-sac road and provides access to a residential estate with some 110 dwellings to the west of the site. All Hallows Road is also a residential cul-de-sac to the north.
- 2.2.4 Henley Road continues west for a further 110m before meeting the B3345 Lower Henley Road at a signal controlled junction. Lower Henley Road continues south west to provide access to the residential areas in the south western part of Caversham.
- 2.2.5 Some 1.3km west of the site the A4155 meets the B481 Peppard Road at a traffic signal controlled junction. Peppard Road passes through residential areas in the northern part of Caversham and continues to Emmer Green. The A4155 continues a further 350m south west into the main retail area of Caversham.

- 2.2.6 Some 300m east of the site Micklands Road meets Henley Road at a priority junction. Micklands Road continues north and serves the eastern residential areas in Caversham. A further 500m east of this junction Henley Road meets Caversham Park Road at a traffic signal controlled junction. Caversham Park Road continues north along the eastern boundary of Caversham to Emmer Green.

2.3 Footways and Cycleways

- 2.3.1 A 4m wide footway is provided immediately adjacent to the site frontage on the south side of the A4155 Henley Road. A segregated footway/cycleway is also provided on the north side of Henley Road in the vicinity of the site. To the east of the site the footway on the south side of Henley Road continues for some 350m where an uncontrolled pedestrian crossing with dropped kerbs and a refuge island is provided to allow foot journeys to continue along the north side of Henley Road. The footway/cycleway on the north side of Henley Road continues east from the site for some 500m before reverting to a footway.
- 2.3.2 An uncontrolled pedestrian crossing with dropped kerbs and a refuge island is provided some 75m east of the site. A Puffin crossing is provided on Henley Road some 160m further east. This Puffin crossing is 20m west of Micklands Road where a continuous footway is provided to Micklands Primary and Pre-School.
- 2.3.3 West of the site a segregated footway/cycleway is provided adjacent to both sides of Henley Road. The foot/cycleway on the south side of Henley Road stops adjacent to number 199. The Henley Road/Ruskin/All Hallows Road traffic signalised junction has pedestrian/cycle crossing facilities on the Ruskin, All Hallows Road and eastern Henley Road arms. Footways are provided on both sides of Ruskin and All Hallows Road.
- 2.3.4 There is continuous footway provision and pedestrian crossing points from the site to the parade of shops 550m to the west and onwards towards the A4155 Church Road where the Waitrose Supermarket and various other retail facilities are available.
- 2.3.5 The segregated footway/cycleways on either side of Henley Road provide cycle routes to local facilities and connect with a number of other local on and off-road cycle routes within the vicinity of the site. The local cycle routes connect with National Cycle Route 5 some 2km south west of the site. Route 5 is a long distance route connecting Reading and Holyhead via Oxford and Birmingham. Locally Route 5 provides an off-road cycle path along the banks of the River Thames.
- 2.3.6 A map detailing local cycle routes is shown at Appendix 3.

2.4 Public Transport

Bus Services

2.4.1 The closest bus stops to the site are provided adjacent to the site on both sides of Henley Road. At the westbound bus stop a shelter, flags and timetables are provided. At the eastbound bus stop a flag and timetables are provided.

2.4.2 The three bus services served by these stops are:

Services from adj 202 All Hallows Road bus stop		Service Frequency (minutes)					
Service	Route	Monday - Friday		Saturday		Sunday	
		Day	Eve	Day	Eve	Day	Eve
23/24*	Central Reading - Reading Bridge - Caversham Park	30	60	30	60	60	60
800	Reading - Marlow - High Wycombe	60	-	60	-	60	-
X80	High Wycombe - Henley - Shiplake - Reading	60	60	60	-	-	-

*Premier Service

2.4.3 A bus services summary and bus route plan are provided at Appendix 4.

Train Services

2.4.4 The closest train station to the site is Reading Station some 3km to the south west. Services run typically every 5 minutes from Reading to London whilst four trains per hour run between Reading and Swindon. Two trains per hour run between Reading and Bath, Bristol, and Cardiff. Trains to local stations such as Twyford typically operate every 15 minutes.

2.4.5 The number 23 bus service stops adjacent to the train station.

2.5 Existing Site Use

2.5.1 The site is currently occupied by three residential dwellings, property nos. 199, 201 and 203 Henley Road and the southern part of the rear gardens of nos. 205 and 207 Henley Road.

2.5.2 The residential dwellings currently occupying the site each gain access via individual driveways at crossover accesses directly from Henley Road.

2.6 Site Planning History

2.6.1 The development site was granted planning permission by Reading Borough Council under reference no.170959 in June 2018 for development of 42 dwellings at nos. 199-203 Henley Road and on land at the rear of nos. 205-207 Henley Road.

2.6.2 Peter Evans Partnership (PEP) prepared a Transport Assessment Addendum (June 2017) to accompany the planning application. The highway and transport related matters agreed with the Highway Authority, Reading Borough Council, include:

- the principle of a new access off Henley Road to serve the site is acceptable;
- access junction spacing is in excess of Reading Borough Council's requirement and therefore acceptable;
- the provision of 2.4m x 90m visibility splays at the proposed access is satisfactory;
- the internal road layout conforms to Reading's adoptable standards with a 5.5m wide carriageway and 1.8m wide footways proposed;
- the internal road could serve potential future development to the east of the site;
- service vehicles could satisfactorily enter and leave the site in a forward gear;
- the derived TRICS trip rates and traffic generation are acceptable;
- the level of car parking proposed is in accordance with Reading Borough Council's parking guidance and therefore acceptable;
- the undercroft and courtyard car parking arrangements are satisfactory for vehicle manoeuvring purposes;
- the level of cycle parking proposed is acceptable; and
- the access is suitable to serve potential development to the east.

2.6.3 The approved site access arrangement from the A4155 Henley Road with a 5.5m wide carriageway and 10m junction radii is to be retained as part of the new development proposals.

2.6.4 In terms of traffic generation the approved residential scheme would generate some 15 and 17 two-way movements during the morning and evening peak hours respectively.

2.6.5 A withdrawn planning application (ref: 181102) was submitted and registered with Reading Borough Council in June 2018 and sought planning permission for nine residential dwellings on land to the east of the site. This would have been served by continuation to the east of the permitted estate road into the adjacent site. The care home scheme allows for this potential future development.

2.7 Safety Record

2.7.1 Personal injury accident records have been reviewed using Crashmap for the latest available two year period since the transport planning work on the permitted scheme was undertaken. The data covers Henley Road adjacent to the site site. No accidents have been recorded on Henley Road within this review period.

3.0 PLANNING POLICY

3.1 National Planning Policy

- 3.1.1 The latest update of the National Planning Policy Framework (NPPF) was adopted in February 2019.
- 3.1.2 NPPF 2019 retains ‘at the heart of the Framework is a presumption in favour of sustainable development’ (para 10 and 11).
- 3.1.3 In terms of transport it states that planning should actively manage patterns of growth in support of the opportunities to promote walking, cycling and public transport use. (paras 102 and 103). In assessing applications for development paragraph 108 notes assessments should ensure:
- *‘appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - *safe and suitable access to the site can be achieved for all users; and*
 - *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.’*
- 3.1.4 The NPPF states specifically at paragraph 109 that *‘development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts of development are severe.’*
- 3.1.5 Applications should also:
- *give priority to pedestrian and cycle movements, and public transport access;*
 - *address the needs of people with disabilities;*
 - *create safe, secure and attractive places;*
 - *allow for efficient delivery of goods, and access by emergency vehicles; and*
 - *enable charging of plug-in and low emission vehicles (para 110).*
- 3.1.6 Local parking standards should also take into account site accessibility, availability and opportunity for public transport, mix of development and car ownership levels (para 105).
- 3.1.7 Maximum parking standards for residential and non-residential development should only be set where *there is a clear and compelling justification that they are necessary for managing the local road network* and that local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists (para 106).

3.2 Reading Development Plan

Reading Core Strategy

- 3.2.1 The Reading Council Core Strategy document was adopted in January 2008 and updated again in January 2015. The document sets out the overall planning strategy for the area as well as the principles for new developments.
- 3.2.2 Policy CS4 outlines that new developments should be accessible by a range of modes of transport. Therefore the most favourable locations for new developments are those accessible by walking and cycling to a wide range of employment, services and facilities.
- 3.2.3 Policy CS5 states that all new developments should be sited so that they are accessible by all potential users including disabled people.
- 3.2.4 Policy CS22 outlines that planning permission will not be granted unless there is agreed Transport Assessment.
- 3.2.5 Policy CS23 states that all major developments should implement measures to promote sustainable travel choices other than the private car.
- 3.2.6 Policy CS24 relates to car and cycle parking and states that the parking provision will vary depending on the accessibility of the proposed location to sustainable transport facilities.

Reading Borough Local Development Framework – Revised Parking Standards and Design 2011

- 3.2.7 The Reading Borough Council 'Revised Parking Standards and Design' adopted 31st October 2011 set out the parking and design guidance standards for the Borough and is a supplementary planning document to the Reading Borough Local Development Framework.
- 3.2.8 The development site is within Zone 3 known as the secondary core area. Key characteristics of this area include:
 - some local centres for day-to-day needs;
 - within 400m of a Reading Buses high frequency 'Premier Route', which provides high quality bus routes;
 - buses link not only to the Central Core Area, but also zone 2 areas and beyond to major supermarket and local centre facilities; and
 - walking and cycling can play an important role in these areas.
- 3.2.9 In terms of car parking provision for nursing home developments the supplementary planning documents sets out that the maximum car parking provision is based on 1 space per full time equivalent staff and 1 space per 4 residents.

- 3.2.10 The Reading Borough Council parking guidance sets out the minimum cycle parking standards which require that 1 space per 3 members of staff are provided for nursing home developments.

3.3 CIHT Guidance

- 3.3.1 The Chartered Institute of Highways and Transportation (CIHT) published 'Guidelines for Providing for Journeys on Foot' in 2000. This document indicates that the average length of a walking journey is 1 km. The report also provides advice on acceptable walking distances to various facilities.

- 3.3.2 The suggested distances are provided in Table 3.2 of the document as set out below:

	Suggested Acceptable Walking Distance (metres)
	Commuting
Desirable	500
Acceptable	1000
Preferred Maximum	2000

- 3.3.3 For new developments it is also important to anticipate desire lines and associated crossing locations. The attractiveness of walking would be affected by ease of pedestrian access to the site and the location of buildings and access arrangements within the site.

- 3.3.4 The CIHT guidance 'Buses in Urban Developments' 2018 sets out the following recommended maximum walk distances to bus stops:

- Core bus corridors with two or more high frequency services – 500m;
- Single high-frequency routes (every 12 minutes or better) – 400m;
- Less frequent routes – 300m.

3.4 DfT Guidance

- 3.4.1 The Department for Transport suggest in 'Local Transport Note 2/08: Cycle Infrastructure Design' that 5km is a reasonable distance to cycle for utility purposes whereas an 8km cycle distance is not an unreasonable cycle distance for commuter journeys.

3.5 Reading Borough Council Geometric Road Design Guidance

- 3.5.1 As it is likely that this road could also serve additional residential development in the future for the purposes of this Statement we have assumed that the care home plus a residential scheme should be designed with an access road width and junction radii for residential developments for between 50-300 dwellings:

Criteria	Main Transport Corridors	Local Transport Corridors (High Bus/HGV Flows)	Local Transport Corridors
Road Width	5.5m	5.5m	5.5m
Junction Radii	10m	10m	6m

- 3.5.2 The document also states that all new access roads should be provided with a 1.8m wide footway.

4.0 DEVELOPMENT PROPOSALS

4.1 Scheme Proposals

4.1.1 The proposals comprise demolition of the existing three houses and other structures and redevelopment of the site to provide an 86 bedroom care home, communal and ancillary facilities, landscaping, car parking and a servicing area with vehicular access from the A4155 Henley Road via a new internal estate road.

4.1.2 The proposed site layout is shown at Appendix 5.

4.2 Site Access and Layout

4.2.1 The proposed site access off Henley Road is in accordance with the approved scheme with a 5.5m wide road and priority junction arrangement with 10m corner radii. Visibility splays of 2.4m x 59m would be provided to each side of the access. However in practice visibility to 90m is available to the kerb line to the right and road centreline to the left of the site access.

4.2.2 The proposed site access junction is shown at Appendix 6.

4.2.3 'Keep Clear' road markings would be provided adjacent to the proposed new priority junction.

4.2.4 The existing dropped kerb accesses serving nos. 199, 201 and 203 Henley Road would be closed with full height kerbs and footway reinstated.

4.2.5 The 5.5m wide internal access road would continue south to serve the care home access junction on the west side of the road and then turn east up to the eastern site boundary to provide access for potential future development. A sub-station for the care home would be provided off the end section of the access road with off-road parking for minibuses/maintenance vehicles provided adjacent to the sub-station and served by a drop kerb access.

4.2.6 Pedestrian access is proposed via 1.8m wide footways from the south side of Henley Road along each side of the access road. Footway links would continue into the care home site and provide a route to the main building entrance.

4.2.7 A secondary pedestrian route is proposed directly from the footway on Henley Road in the north west corner of the site. A ramp and steps arrangement is proposed along the western side of the building to connect to an entrance at first floor level.

4.3 Parking

Car Parking

- 4.3.1 A mix of undercroft and external car parking is proposed with a total of some 39 spaces. Some 20 of these would be undercroft spaces in the northern part of the site and 17 would be provided within the site to the east side of the building. Two disabled bays would be provided opposite the main care home building entrance.
- 4.3.2 The external car spaces would be 2.4m x 4.8m with additional 1.2m wide safety strips provided for the disabled bays. The spaces in the undercroft car park would be some 2.7m x 4.8m to provide additional width for manoeuvring around structural columns.

Minibuses

- 4.3.3 Up to two minibuses would be based on site for transporting residents to and from off-site activities and medical centres as required. Trips out would be organised as part of the residents' daily activity programme.
- 4.3.4 Dedicated parking bays for the minibuses would be provided off the south side of eastern end of the new access road adjacent to the sub-station. One of the bays would be made temporarily available if necessary for maintenance vehicles attending to the sub-station for service or repairs.
- 4.3.5 One of the minibuses could also be used to provide a guaranteed lift home service for those staff members that have travelled to work by sustainable means and require a lift home in an emergency.

Cycle Parking

- 4.3.6 Some 10 cycle parking spaces for staff would be provided in a secure store adjacent to the sub-station. A further four cycle parking spaces for visitors would be provided near the care home entrance.
- 4.3.7 In total the development would provide some 14 cycle parking spaces.

4.4 Traffic Generation

- 4.4.1 The TRICS v7.5.4 independent national traffic survey database has been used to identify the likely level of traffic associated with the proposed care home. The database was reviewed for sites in population areas including 5,001 to 50,000 people within 1 mile and 50,001 to 500,000 within five miles to match the level of public transport and traffic in Reading. The full TRICS output is provided at Appendix 7.

- 4.4.2 On the basis of the TRICS data the proposed 86 bedroom care home would generate the following trips:

TRICS Care Home (86 Bedrooms)	Arrivals		Departures		Two-way
	Rate per bed	Trips	Rate per bed	Trips	Trips
Morning Peak Hour (08:00-09:00)	0.071	6	0.068	6	12
Evening Peak Hour (17:00-18:00)	0.044	4	0.076	7	11
Daily Traffic Flows (00:00-24:00)	1.119	95	1.104	97	192

4.5 Staff Information

- 4.5.1 Signature care homes provide a 24 hour operation with typically three shifts for care and nursing staff comprising mornings, afternoons and a night shift. The morning shift typically commences between 06:00 and 07:30, the afternoon shift at 14:00-15:30 and the night shift between 20:00 and 22:00. Some care staff could work 12 hour shifts.
- 4.5.2 Ancillary staff such as kitchen and housekeeping can also work outside normal hours with start and end times of around 07:00 and 14:00-15:00 respectively. Some administrative as well as management staff work normal daytime hours of around 09:00-17:00. No staff would live on site.
- 4.5.3 Shift patterns as well as the overall level of staffing on site depend on the needs of the residents staying in the home at the time. The main shift is generally in the morning to provide for the care required and activities undertaken during the daytime. In the afternoon fewer staff are required on site because of resident activities and trips away from the home.
- 4.5.4 Given the timing of shifts the majority of staff arrivals and departures avoid the local peak traffic periods and are also staggered throughout the day to minimise congestion at staff shift changeover times. Care staff numbers on site generally only increase marginally at shift changeover times as the handover process is done gradually over a period as staff on the following shift arrive.
- 4.5.5 When the care home is at or near full occupation some 120 full and part-time jobs could be provided. However the maximum number of staff on site at any one time is likely to be about 35. The night shift would have the lowest staff levels with up to around 8 staff likely to be on duty.

4.6 Visitors

- 4.6.1 Visitors would be permitted to visit friends and relatives resident at the care development at any time during the day. Trips are likely to be shared with other tasks such as shopping or journeys from work or school. This means that many of the vehicle trips to the site would already be on the wider road network in any event.

4.7 Servicing

- 4.7.1 The care home would typically be serviced by small delivery vehicles with up to one large lorry arriving per day. This would be a multi-compartment vehicle with dry/ambient as well as frozen goods jointly included in the same delivery. Refuse and waste would typically be collected two or three times per week.
- 4.7.2 The internal road and car parking layout incorporates a turning head to allow service vehicles including a large refuse collector and delivery lorry to enter and leave the site in a forward gear. Bin storage facilities are proposed near the entrance to the undercroft parking with direct access from the road for wheeling bins.
- 4.7.3 Swept path analysis for typical delivery and refuse vehicles entering and leaving the site is provided at Appendix 8.

4.8 Off-Site Highway Improvements

- 4.8.1 The existing footway/cycleway along the south side of Henley road would be extended across the extent of the site frontage as far as the proposed access.
- 4.8.2 The westbound bus stop adjacent to the site would be set back further from the kerb to allow for the extension of the footway/cycleway.
- 4.8.3 The proposed off-site highway works are included at Appendix 6.

4.9 Travel Plan

- 4.9.1 Signature adopts a Travel Plan at all of its care homes across the country as part of a commitment to encourage staff and visitors to travel by sustainable means. A Travel Plan would also be adopted and implemented at Caversham for the new care home.
- 4.9.2 The Travel Plan proposes measures including:
- appointment of a Travel Plan Co-ordinator to manage the Travel Plan;
 - cycle parking facilities for staff and visitors;
 - staff showers, lockers and changing/drying facilities;
 - implementation of a car sharing scheme amongst staff;
 - up-to-date public transport information for staff and visitors; and
 - undertaking of staff travel surveys and ongoing monitoring.

5.0 DEVELOPMENT APPRAISAL

5.1 Approach

5.1.1 The appraisal of the proposed development considers:

- accessibility by means of transport other than the car;
- site access and layout review;
- parking provision;
- effect of development traffic;
- road safety review;
- provision for servicing;
- consistency with policy; and
- consistency with planning consent.

5.2 Accessibility by Non-Car Means

5.2.1 The national and local policy approach to sustainable development is to ensure that new development is accessible by alternative means to the private car. The site is accessible to pedestrians and cyclists as well as to public transport users. A Travel Plan would be adopted at the site to maximise sustainable, non-car travel by staff and visitors.

5.2.2 Travel Plans are required for all developments that generate significant amounts of movement, NPPF para. 111. Care homes are low traffic generators but a Travel Plan has been developed for the site in any case. The Travel Plan sets out a number of measures proposed to encourage staff, as well as visitors, to travel to and from the site by sustainable modes of transport.

5.2.3 In terms of accessibility to local facilities residents would be provided with a self-contained community. Because of their level of frailty residents are unlikely to need to leave the site unless as part of an organised trip or with friends and family.

5.2.4 Staff rota co-ordination would ensure that best use is made of non-car travel modes by staff. Signature offers flexibility of the shift system to staff, subject to operational requirements, to enable employees to start and finish shifts at suitable times to fit around travel arrangements such as bus services and car sharing opportunities. Flexibility in staff shifts is, in any case, required because care is tailored to resident requirements.

5.2.5 The previous permitted residential scheme raised no objection from the Highway Authority in terms of site accessibility. The PEP review confirmed that the site is therefore in a sustainable location for travel by public transport, cycle and on foot.

Pedestrians and Cyclists

- 5.2.6 The CIHT's 'Guidelines for Providing for Journeys on Foot' provides advice on walking distances including 1km acceptable for commuting with the preferred maximum 2km. LTN 2/08 'Cycle Infrastructure Design indicates typical cycling distances of three to five miles (5km-8km) for utility and commuter cycle journeys respectively.
- 5.2.7 Emmer Green and all of Caversham are within a 2km walking distance of the site. Staff living in these areas could walk to work at the care home and would be encouraged to do so. Norcot, Southcote, central Reading, Lower Earley, Woodley and Charvil are all within a 5km cycling distance from the site. There are on and off-road cycling routes in the local area that provide direct access to the site. The proposals include extending the foot/cycleway on the south side of Henley Road up to the new site access. Staff living in this wider area could therefore cycle to work and would be encouraged to do so.
- 5.2.8 The extent of pedestrian and cycle accessibility from the site is indicated at Appendix 9 based on 2km and 5km distances.
- 5.2.9 Staff would be provided with a staff room as well as showers, lockers, changing/drying facilities and cycle parking. The staff room would allow staff to have lunches and breaks on-site and thereby minimise the need for any off-site travel during work shifts.
- 5.2.10 The Travel Plan offers the opportunity to publicise local cycle routes and encourage trips by cycle.

Public Transport

- 5.2.11 Bus stops are provided directly adjacent to the site frontage on Henley Road and are therefore within the 400m suggested walk distance as set out in the CIHT 'Guidelines on Planning for Public Transport in Development'.
- 5.2.12 The bus stops serve the no. 23 premier service as well as other local services that would connect staff and visitors to the proposed care home from their journey origins including Reading town centre and therefore reduce the need for the use the private car. Bus services to High Wycombe also operate on Henley Road.

Summary

- 5.2.13 The site is within walking and cycling distance of local residential areas including Caversham, Emmer Green and central Reading with nearby links to public transport facilities so that staff and visitors do not need to rely solely on using the car. The site is therefore accessible.
- 5.2.14 The Travel Plan would promote to staff and visitors to the site the available sustainable travel services.

5.3 Site Access and Layout Review

- 5.3.1 The proposed vehicular site access would connect to Henley Road at a new priority junction. Visibility splays of 2.4m x 59m/90m would be provided in both directions from the site access point which is in accordance with guidance in Manual for Streets and the Design Manual for Roads and Bridges (DMRB).
- 5.3.2 'Keep Clear' road markings as per the approved site access would also be provided to prevent westbound vehicles on Henley Road from blocking the site access.
- 5.3.3 The site access road would be 5.5m wide with junction corner radii to Henley Road of 10m in accordance with Reading Borough Council's Geometric Design Guidance for accesses onto local/main transport corridors.
- 5.3.4 The new access road would continue through the site to the eastern site boundary. This would enable any future development to the east to take access from this road and avoid the need for a separate access off Henley Road.
- 5.3.5 Two 1.8m wide footways are proposed on either side of the access road to provide pedestrian links to the care home as well as future development to the east. This is consistent with the Reading Borough Council Geometric Design Guidance.
- 5.3.6 A separate pedestrian access from the footway on Henley Road in the north west corner of the site is also proposed. The route via a stepped ramp arrangement would continue along the western side of the building and enter the building at first floor level.

5.4 Parking Review

Car Parking

- 5.4.1 The care home would be provided with a total of some 39 car parking spaces including two disabled bays plus two separate minibus/sub-station maintenance bays. Parking on the site would be mainly used by visitors and some staff including disabled drivers as residents are frail and elderly and typically do not own cars.
- 5.4.2 Based on the Reading Borough Council parking standards for care homes some 57 car parking spaces could be provided. This is based on 35 spaces for staff and 22 spaces for residents' visitors. However this is a maximum in any event and could be reduced if it is confirmed that this level of parking is not required.
- 5.4.3 The potential hourly car parking demand at the care home has been assessed on the basis of the TRICS trip rates data arrivals and departures pattern in each hour as set out at Appendix 10. The data indicates that the potential maximum demand plus 10% for flexibility could be for some 37 car spaces in the mid-afternoon period 14:00 to 15:00. This would therefore be accommodated satisfactorily by the 39 car spaces proposed.

5.4.4 In line with NPPF para. 106 as the site is remote from Henley Road it would not be necessary to provide parking up to the maximum permitted.

5.4.5 As a result the level of parking on site would meet the operational needs of the proposed care home. Furthermore the Travel Plan would also encourage use of non-car travel to the site and this would help minimise the demand for car parking on the site.

Cycle Parking

5.4.6 The Reading Borough Council minimum cycle parking standards require the development to provide 11 spaces which is based on 1 space per 3 members of staff. In total some 10 staff cycle parking spaces plus four visitor spaces are proposed for the development which is in excess of the Reading Borough Council cycle parking standards for care home developments.

5.5 Trip Generation Review

Permitted and Proposed

5.5.1 A comparison between the permitted 42 unit residential scheme under planning application ref: 170959 and the proposed 86 bedroom care home has been undertaken for the road network peak hours as set out in the table below:

Peaks	Vehicular Traffic Comparison (two-way)		
	Approved Scheme	Proposed Care Home	Net Difference
Morning Peak Hour (08:00-09:00)	15	12	-3
Evening Peak Hour (17:00-18:00)	17	11	-6

5.5.2 The proposed care home would result in a net reduction of some 3 and 6 two-way vehicle movements during the morning and evening road network peak periods respectively. The reduction in traffic therefore offers an improvement over the permitted scheme and would not affect existing traffic or safety conditions.

Additional Development

5.5.3 The site access and internal road have been designed to enable access to land to the east in the event of the provision of future development. Using the previously agreed trip rates from the permitted residential development a scheme for nine dwellings would generate some 4, 5 and 40 two-way traffic movements in the morning peak, evening peak and daily respectively.

5.5.4 This in practice means that the combined levels of peak hour traffic from the care home and potential nine dwellings would be approximately the same as the levels permitted for the 42 dwelling scheme.

5.6 Road Safety Review

- 5.6.1 No vehicular accidents have occurred on Henley Road adjacent to the site access during the additional period reviewed since transport planning work was undertaken for the permitted residential scheme.
- 5.6.2 The proposed access has been designed in consideration of the Manual for Streets and DMRB guidance on visibility and visibility splays of 2.4m x 90m can be achieved in both directions from the site access point.

5.7 Servicing

- 5.7.1 Servicing of the site including refuse collection and deliveries would be undertaken from within the site. Service vehicle swept path analysis confirms that HGVs are able to enter the site, turn around in the turning head provided and leave the site again in a forward gear as shown at Appendix 8.

5.8 Policy Review

- 5.8.1 The site location and proposals allows access by all modes of transport including walking, cycling and public transport in accordance with para 101, 102 and 108 of the NPPF as well as policies CS4 and CS5 of the Reading Council Core Strategy document.
- 5.8.2 Walking is promoted as a mode of transport through the site layout in accordance with Policy CS23 as footways from Henley Road would continue along the proposed access road to serve the care home and any potential future development. Cycling is encouraged with the provision of secure cycle parking and the close proximity of the site to a number of local and national cycle routes. Bus travel is promoted with bus stops provided directly outside the frontage of the site. This is also in accordance with policy CS23.
- 5.8.3 Walking and cycling distances for staff to the site fall within desirable targets set out by the CIHT Guidelines 'Providing for Journeys on Foot'. This is in line with policy CS4 of the Reading Council Core Strategy.
- 5.8.4 This Transport Statement document is being submitted with the planning application in accordance with policy CS22.

5.9 Permitted Development Review

- 5.9.1 The proposed site access and internal road layout are the same as approved for the residential scheme.
- 5.9.2 The access road would continue up to the eastern site boundary to serve potential future development as requested by the Highway Authority for the permitted residential scheme.

6.0 CONCLUSIONS

- 6.1 The location of the site is accessible for pedestrians, cyclists and public transport users and integrates with the surrounding residential area. Therefore the site is in line with NPPF. The site is accessible by cycle and on foot from the local area and is served by bus services on Henley Road to the town centre.
- 6.2 The principle of access has already been permitted and a satisfactory priority junction site access is proposed off Henley Road in accordance with Reading Borough Council's Geometric Design Guidance for Residential Accesses. Suitable mitigation adjacent to the site access junction on Henley Road to prevent vehicles blocking the site access has been included.
- 6.3 The care home development offers a net reduction in both morning and evening peak hours compared with the permitted scheme. When combined with the potential additional scheme for nine dwellings the peak hour traffic does not represent a change that would give rise to a material impact on the existing traffic and safety conditions on the local highway network compared with the permitted scheme.
- 6.4 The design of the internal access road is in line with the previously approved scheme and the principles of Reading Borough Council's Geometric Design Guidance for Residential Accesses on to Classified Roads and the Local Plan to achieve a permeable layout for pedestrians and cyclists.
- 6.5 The proposed level of car parking at 39 spaces is satisfactory to meet the likely maximum level of parking demand 37 vehicles. The level of car parking proposed would also avoid any overspill parking occurring on Henley Road and other local streets.
- 6.6 Previous junction capacity analysis of the permitted site access confirmed that the junction would operate satisfactorily and well within capacity in each of the morning and evening peak hours and was accepted by the Highway Authority. The proposed scheme represents a net reduction in traffic during the peak hours as well as daily flows and therefore represents increased capacity.
- 6.7 The site can be satisfactorily serviced by large refuse and delivery vehicles which would enter the site, turn around within the development and leave again in a forward gear.
- 6.8 The adoption and promotion of a Travel Plan for the care home would encourage the use of sustainable travel modes including walking, cycling, public transport use and car sharing by staff and maximise non-single occupancy car travel from the outset.

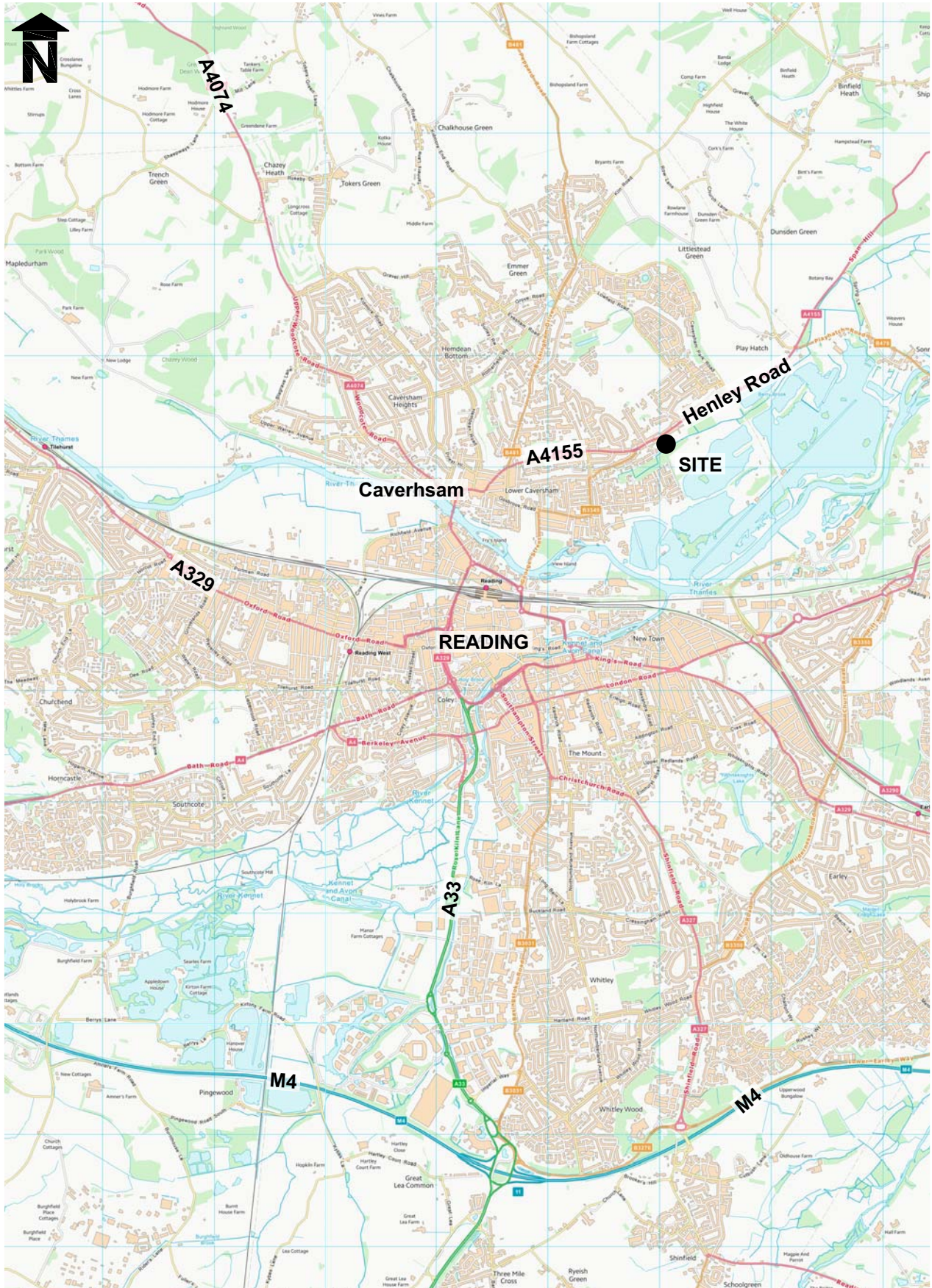
APPENDICES

Appendix 1	Strategic Location
Appendix 2	Local Area
Appendix 3	Local Cycle Routes
Appendix 4	Bus Services Information
	Appendix 4.1 Bus Services Summary
	Appendix 4.2 Bus Routes Plan
Appendix 5	Proposed Site Layout
	Appendix 5.1 Ground Floor and Parking
	Appendix 5.2 First Floor Pedestrian Access
Appendix 6	Proposed Site Access
Appendix 7	TRICS Database Output – Care Home
Appendix 8	Service Vehicle Swept Path Analysis
Appendix 9	Pedestrian and Cycling Accessibility
Appendix 10	TRICS Car Parking Demand

APPENDIX 1

Strategic Location

1 : 50,000 @ A4

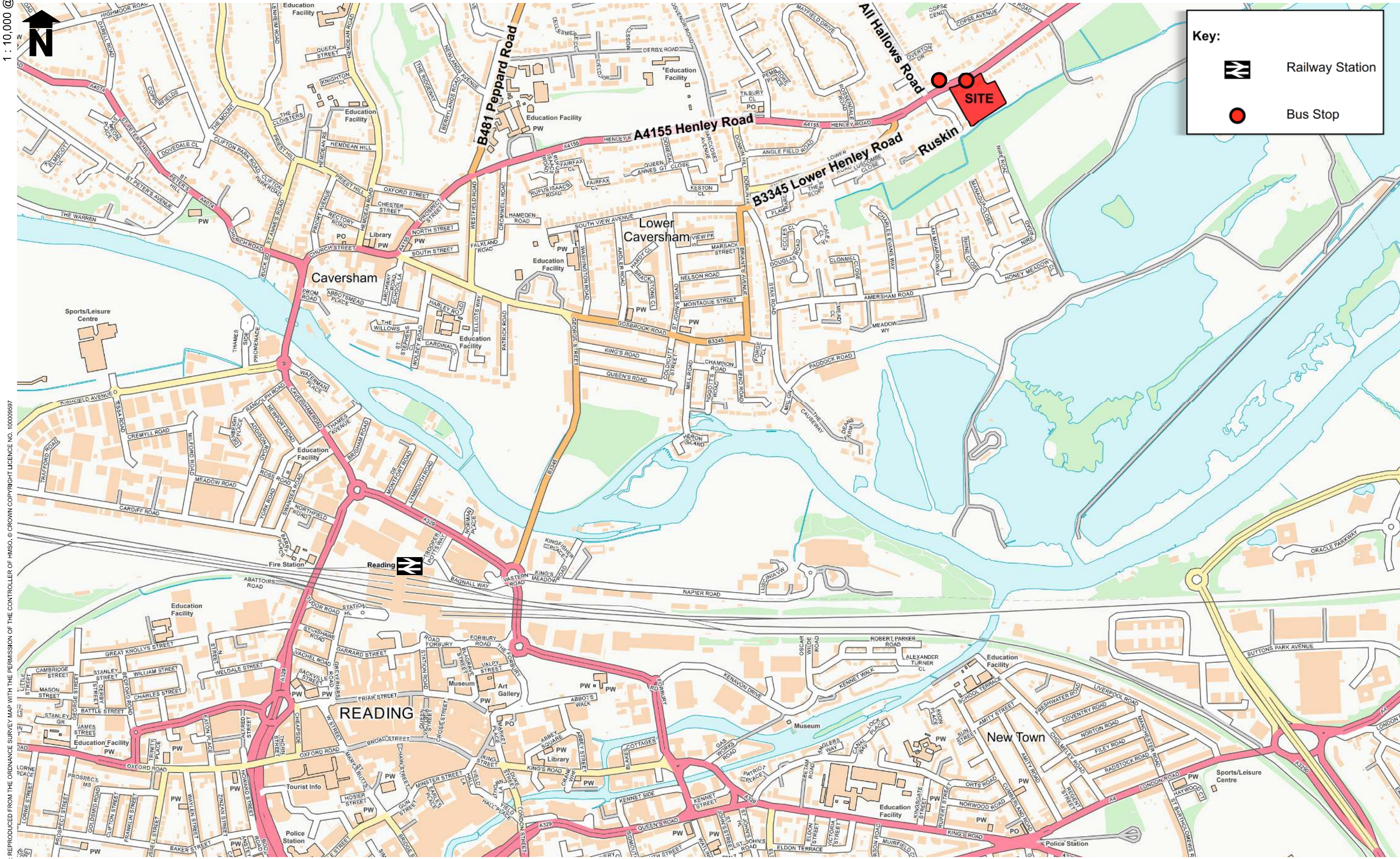


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APPENDIX 2

Local Area

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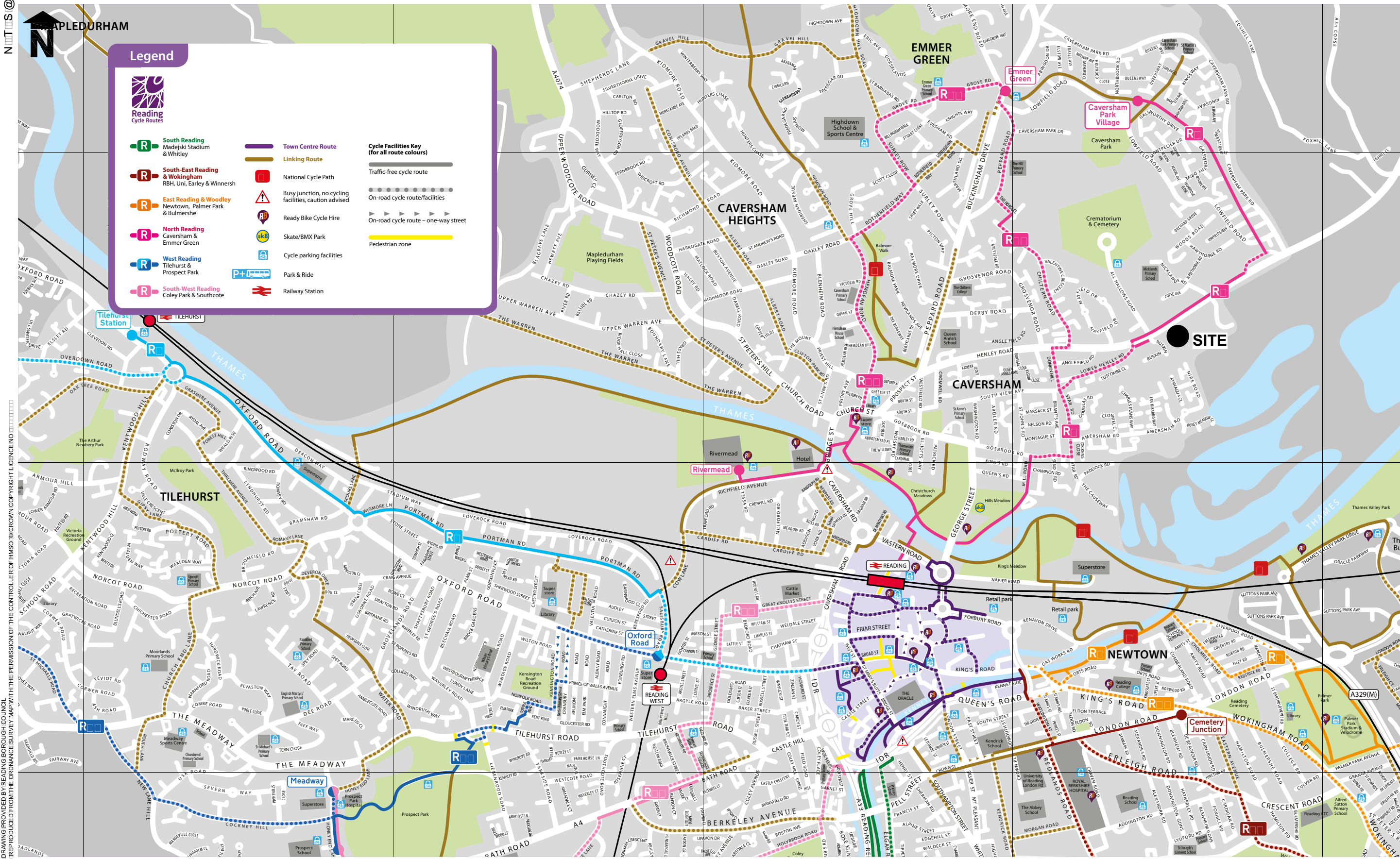


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APPENDIX 3

Local Cycle Routes

NUTS@A



APPENDIX 4

Bus Services Information

199-207 Henley Road, Reading

Bus Route: Central Reading - Reading Bridge - Caversham Park

Route Number 23/24

Operator: Reading Buses (Pink)

	Approximate Bus Frequency (minutes)		
	Mon - Fri	Saturday	Sunday
Early	30	60	-
Peaks	30	30	-
Daytime	30	30	60
Evening	60	60	60

	First	Last
Mon – Fri	05:23	02:28
Saturday	06:08	02:28
Sunday	09:15	22:58

Bus Route: Reading - Marlow - High Wycombe

Route Number 800

Operator: Arriva the Shires

	Approximate Bus Frequency (minutes)		
	Mon - Fri	Saturday	Sunday
Early	-	-	-
Peaks	60	60	60
Daytime	60	60	60
Evening	-	-	-

	First	Last
Mon – Fri	07:19	18:59
Saturday	07:36	18:41
Sunday	08:40	18:48

Bus Route: High Wycombe - Henley - Shiplake - Reading

Route Number X80

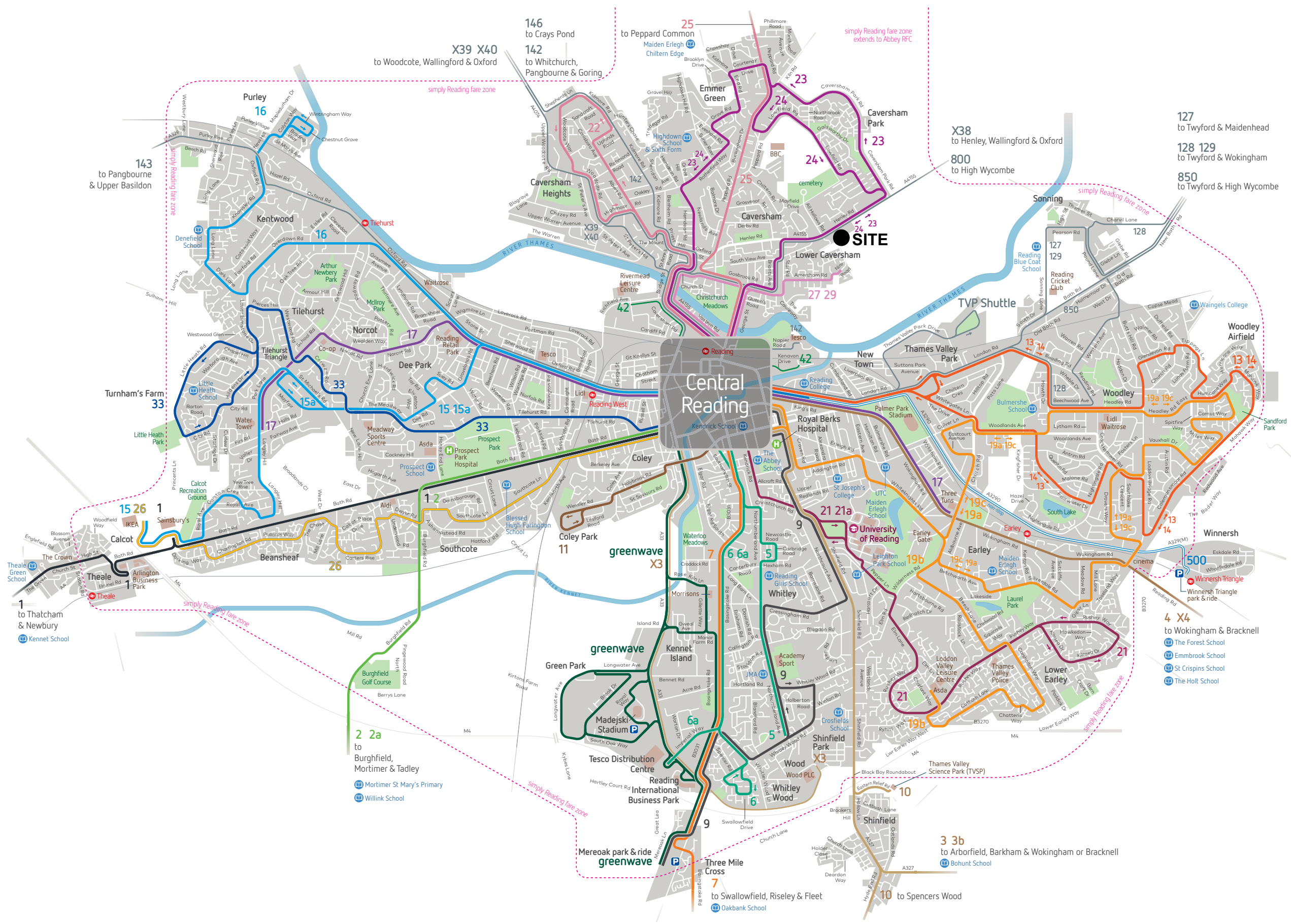
Operator: Carousel Buses

	Approximate Bus Frequency (minutes)		
	Mon - Fri	Saturday	Sunday
Early	*1	-	-
Peaks	60	60	-
Daytime	60	60	-
Evening	60	-	-

	First	Last
Mon – Fri	06:37	19:53
Saturday	08:23	18:36
Sunday	-	-

*1 = One Service

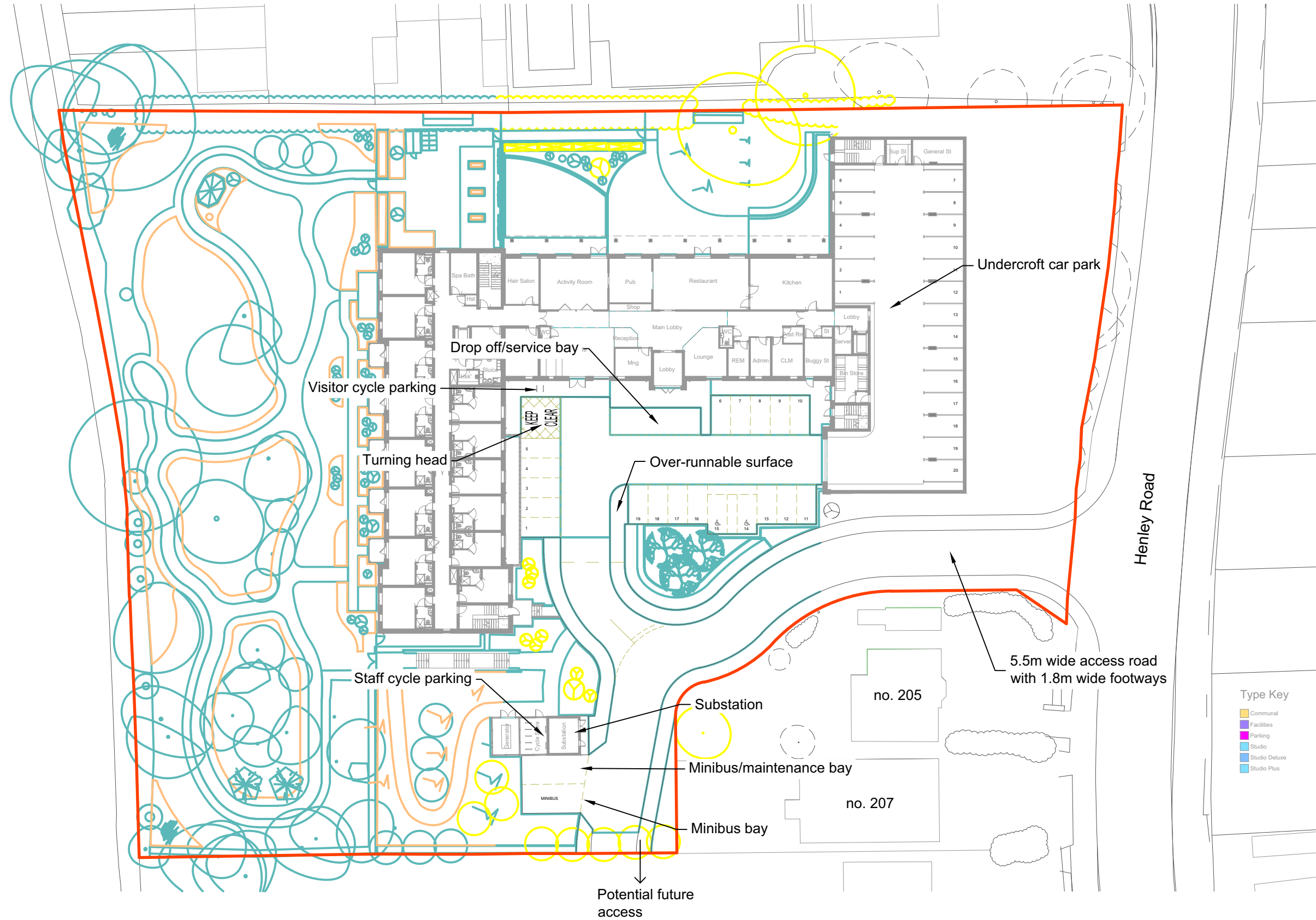
N.T.S @ A3



BASE DRAWING PROVIDED BY READING BUSES

APPENDIX 5

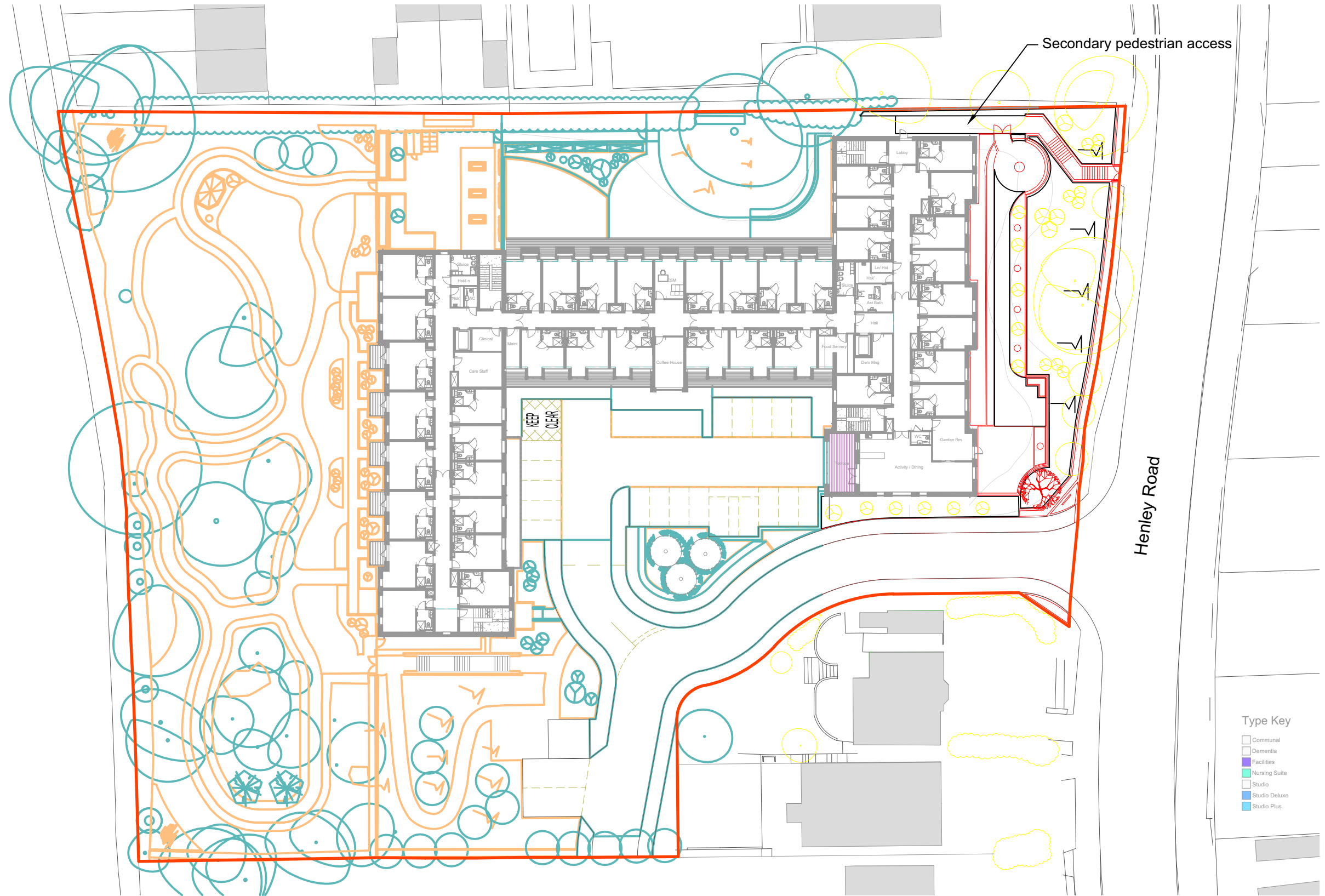
Proposed Site Layout



1 : 500 @ A3



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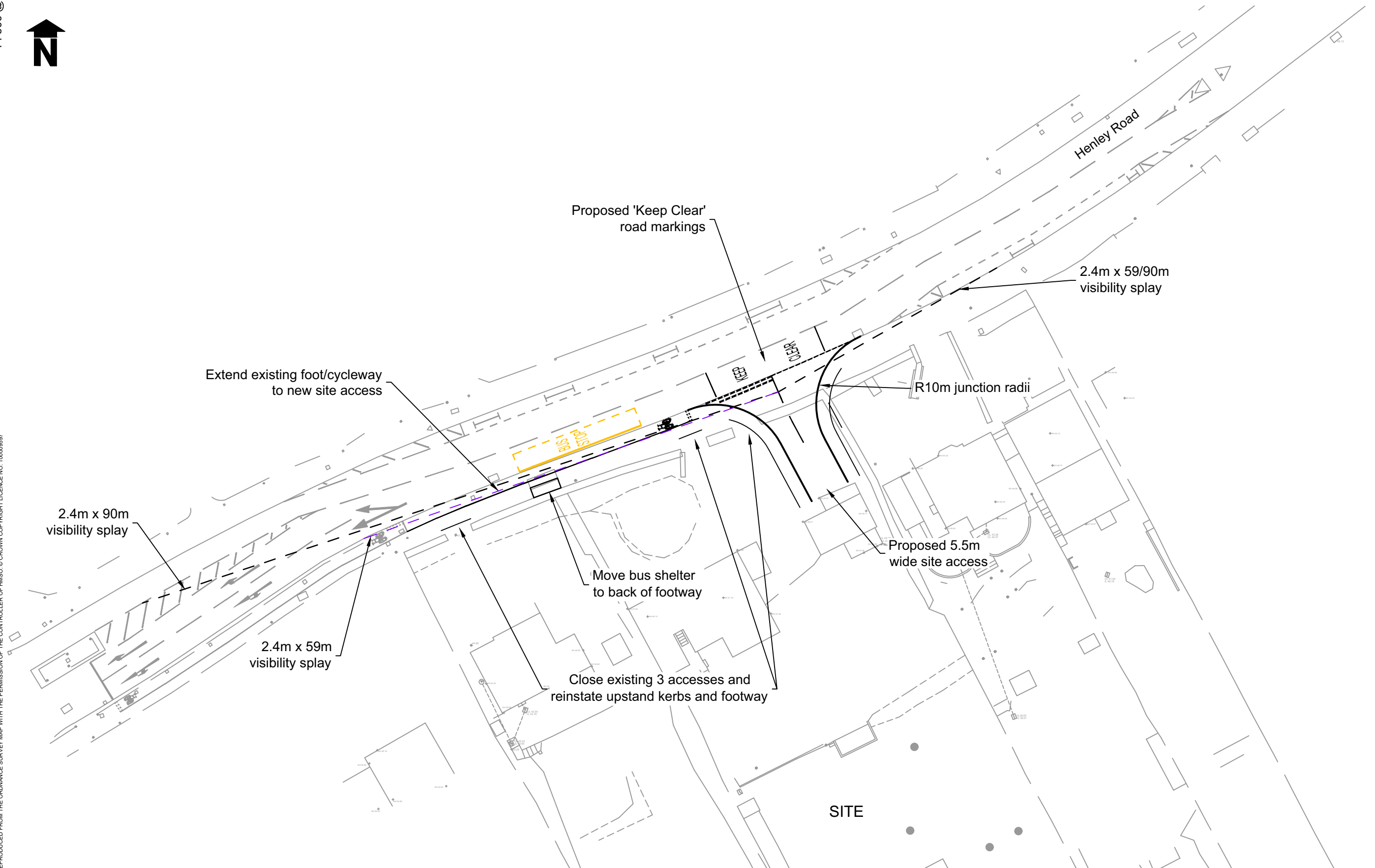
APPENDIX 6

Proposed Site Access

1 : 500 @ A3



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APPENDIX 7

TRICS Database Output – Care Home

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
 Category : F - CARE HOME (ELDERLY RESIDENTIAL)

VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	HC HAMPSHIRE	1 days
	WG WOKINGHAM	1 days
04	EAST ANGLIA	
	SF SUFFOLK	1 days
05	EAST MIDLANDS	
	DS DERBYSHIRE	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
08	NORTH WEST	
	GM GREATER MANCHESTER	1 days
	LC LANCASHIRE	1 days
11	SCOTLAND	
	SR STIRLING	1 days

Secondary Filtering selection:

Parameter: Number of residents
 Actual Range: 17 to 70 (units:)
 Range Selected by User: 16 to 180 (units:)

Parking Spaces Range: Selected: 3 to 150 Actual: 3 to 150

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/10 to 05/09/17

Selected survey days:

Tuesday	4 days
Wednesday	2 days
Thursday	1 days
Friday	1 days

Selected survey types:

Manual count	8 days
Directional ATC Count	0 days

Selected Locations:

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

Selected Location Sub Categories:

Residential Zone	7
No Sub Category	1

Secondary Filtering selection:

Use Class:

C2	8 days
----	--------

Population within 1 mile:

1,000 or Less	1 days
5,001 to 10,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	2 days

Population within 5 miles:

25,001 to 50,000	1 days
75,001 to 100,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	3 days

Secondary Filtering selection (Cont.):

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	5 days
1.6 to 2.0	1 days

Travel Plan:

No	8 days
----	--------

PTAL Rating:

No PTAL Present	8 days
-----------------	--------

LIST OF SITES relevant to selection parameters

1	DS-05-F-01	NURSING HOME	DERBYSHIRE
	29 VILLAGE STREET		
	DERBY		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	70	
	Survey date: TUESDAY	21/10/14	Survey Type: MANUAL
2	GM-05-F-03	NURSING HOME	GREATER MANCHESTER
	HALIFAX ROAD		
	ROCHDALE		
	Edge of Town		
	Residential Zone		
	Total Number of residents:	30	
	Survey date: WEDNESDAY	29/05/13	Survey Type: MANUAL
3	HC-05-F-01	CARE HOME	HAMPSHIRE
	BOTLEY ROAD		
	SOUTHAMPTON		
	Edge of Town		
	No Sub Category		
	Total Number of residents:	42	
	Survey date: TUESDAY	24/11/15	Survey Type: MANUAL
4	LC-05-F-02	NURSING HOME	LANCASHIRE
	LYTHAM ROAD		
	BLACKPOOL		
	SQUIRES GATE		
	Edge of Town		
	Residential Zone		
	Total Number of residents:	31	
	Survey date: TUESDAY	27/09/16	Survey Type: MANUAL
5	SF-05-F-01	CARE HOME	SUFFOLK
	COLCHESTER ROAD		
	IPSWICH		
	Edge of Town		
	Residential Zone		
	Total Number of residents:	17	
	Survey date: FRIDAY	18/09/15	Survey Type: MANUAL
6	SR-05-F-01	NURSING HOME	STIRLING
	PERTH ROAD		
	DUNBLANE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	60	
	Survey date: WEDNESDAY	18/06/14	Survey Type: MANUAL
7	WG-05-F-01	NURSING HOME	WOKINGHAM
	BARKHAM ROAD		
	WOKINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	58	
	Survey date: TUESDAY	20/11/12	Survey Type: MANUAL
8	WK-05-F-01	NURSING HOME	WARWICKSHIRE
	CLARENDON SQUARE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	32	
	Survey date: THURSDAY	25/10/12	Survey Type: MANUAL

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
CS-05-F-01	Ireland site
DL-05-F-01	Ireland site

PEP Clifton Bristol

Licence No: 811401

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	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	8	43	0.126	8	43	0.053	8	43	0.179
08:00 - 09:00	8	43	0.071	8	43	0.068	8	43	0.139
09:00 - 10:00	8	43	0.082	8	43	0.032	8	43	0.114
10:00 - 11:00	8	43	0.094	8	43	0.068	8	43	0.162
11:00 - 12:00	8	43	0.056	8	43	0.071	8	43	0.127
12:00 - 13:00	8	43	0.085	8	43	0.071	8	43	0.156
13:00 - 14:00	8	43	0.129	8	43	0.100	8	43	0.229
14:00 - 15:00	8	43	0.129	8	43	0.147	8	43	0.276
15:00 - 16:00	8	43	0.109	8	43	0.156	8	43	0.265
16:00 - 17:00	8	43	0.062	8	43	0.112	8	43	0.174
17:00 - 18:00	8	43	0.044	8	43	0.076	8	43	0.120
18:00 - 19:00	8	43	0.044	8	43	0.056	8	43	0.100
19:00 - 20:00	8	43	0.050	8	43	0.038	8	43	0.088
20:00 - 21:00	8	43	0.038	8	43	0.056	8	43	0.094
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.119			1.104			2.223

Parameter summary

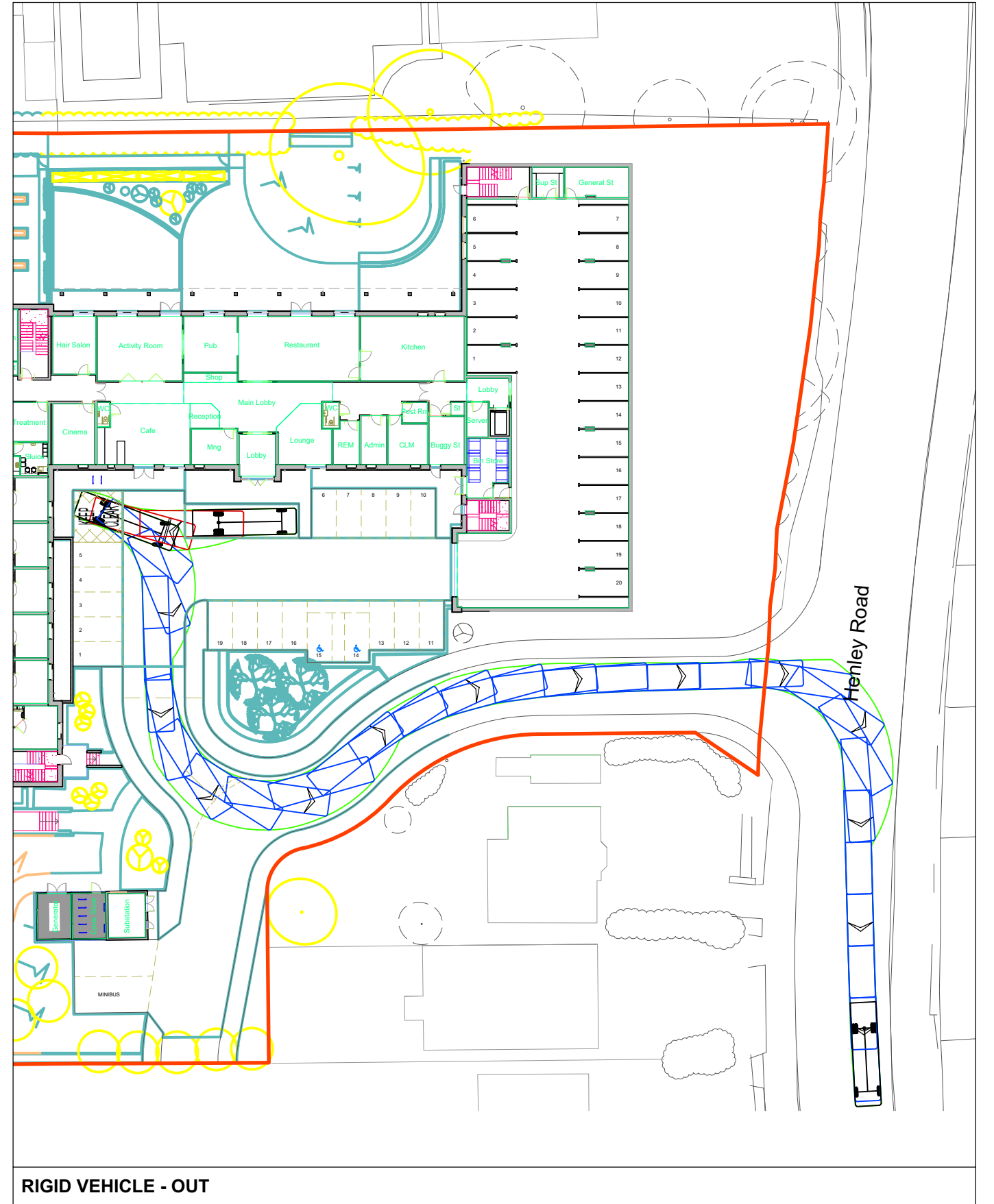
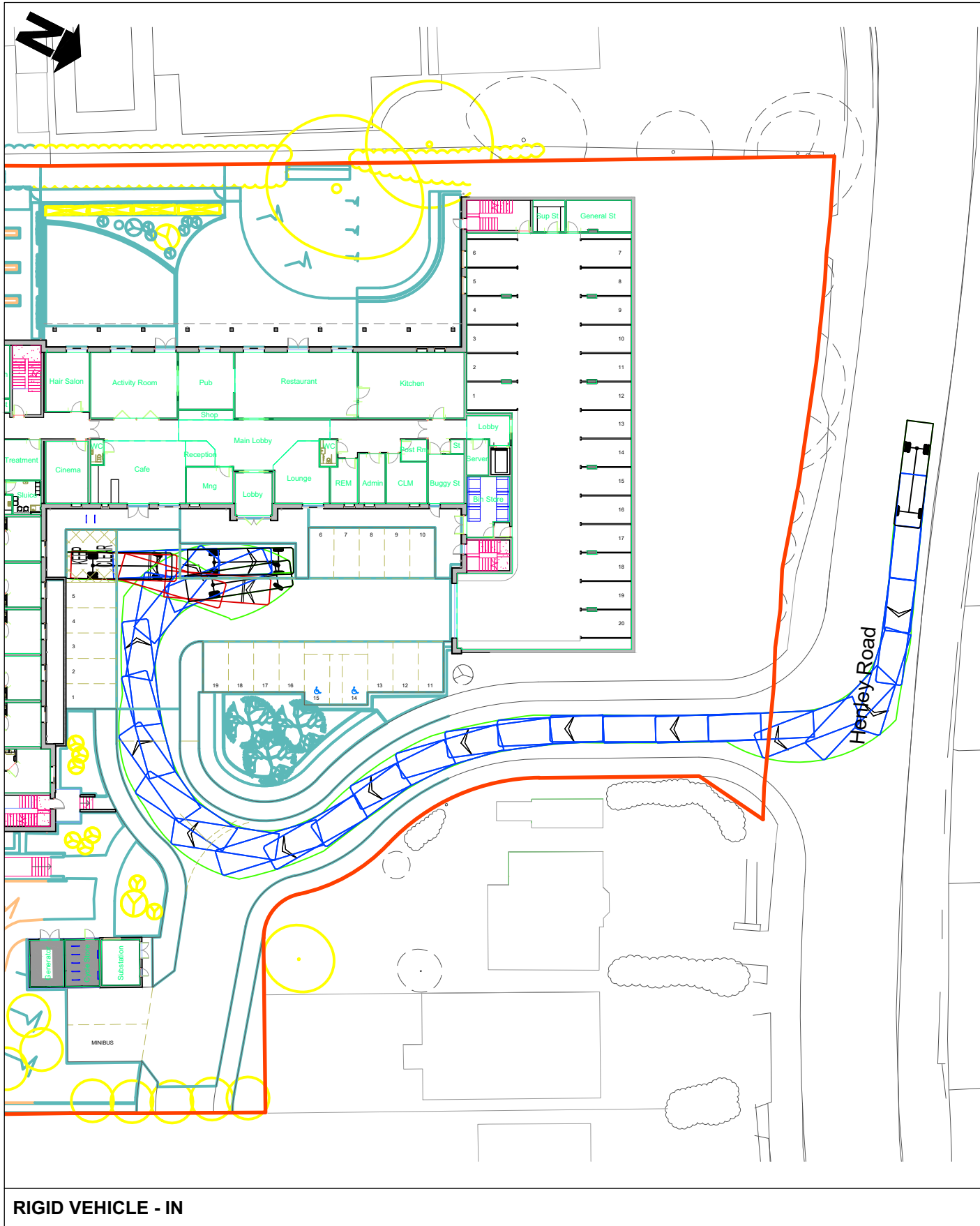
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Number of Sundays:	0
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Surveys manually removed from selection:	2

APPENDIX 8

Service Vehicle Swept Path Analysis

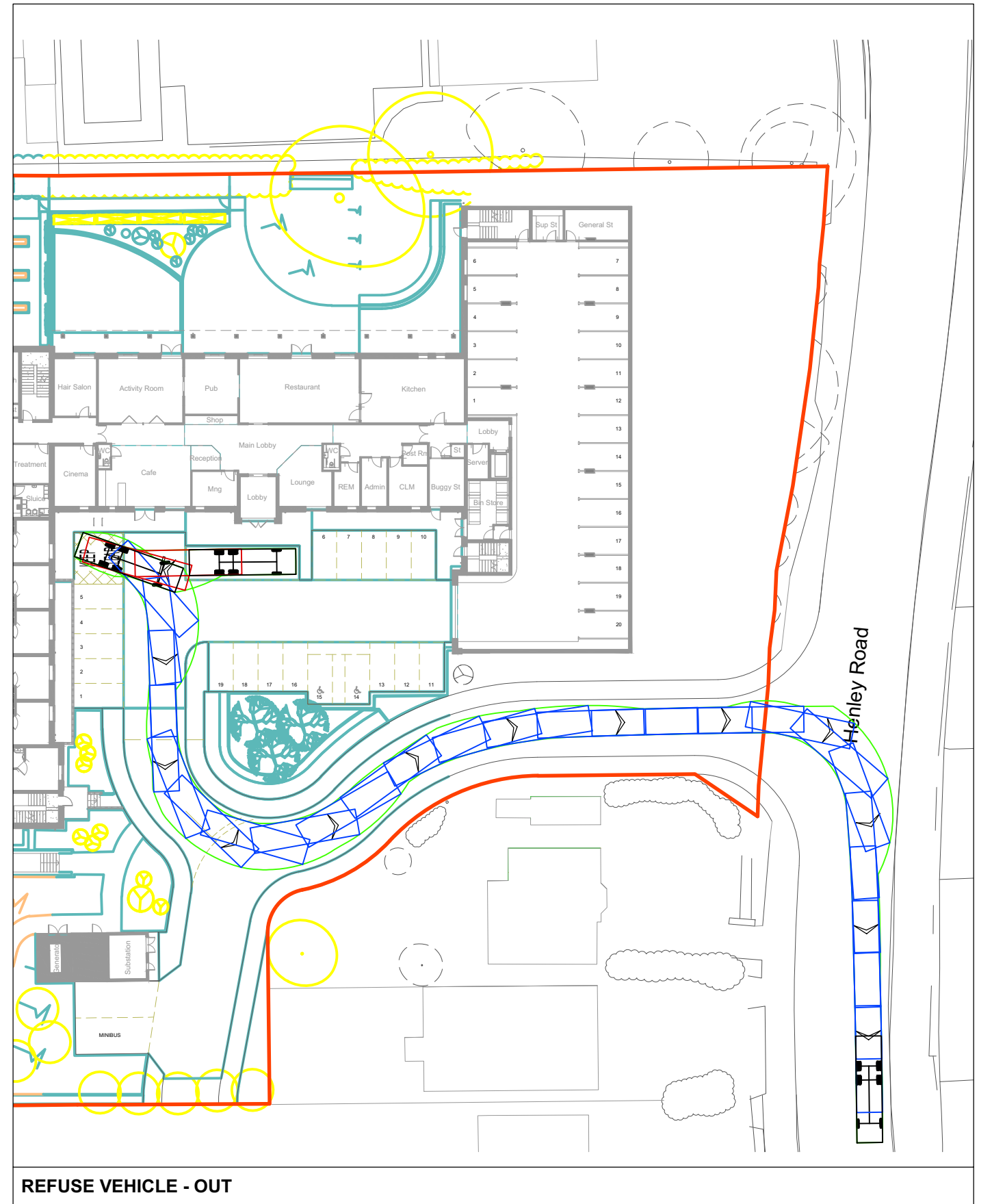
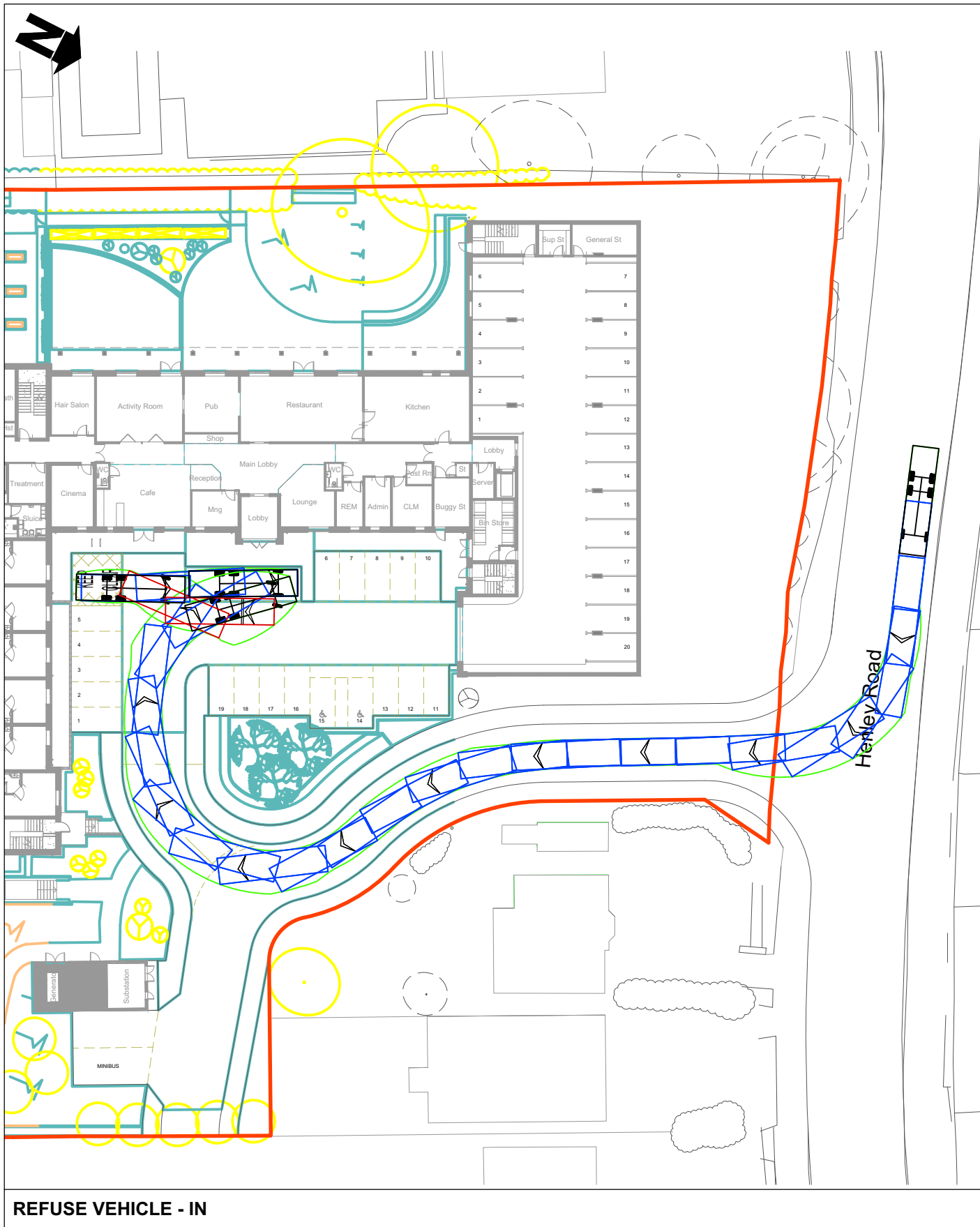
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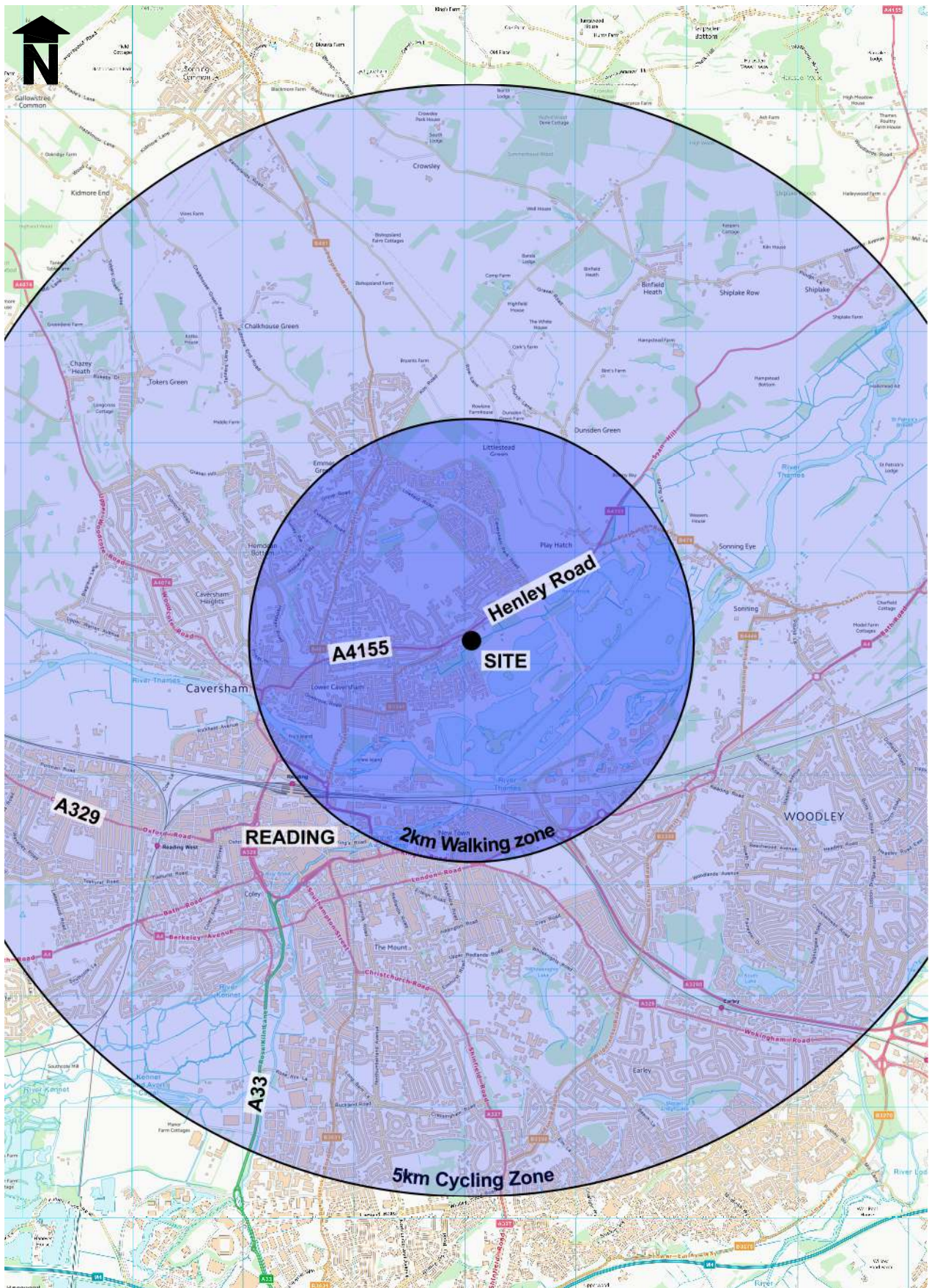
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APPENDIX 9

Pedestrian and Cycle Accessibility

1 : 50,000 @ A4



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APPENDIX 10

TRICS Car Parking Demand

3141 Caversham

TRICS 7.5.4 - Weekday Trips

Proposed Site

Care Home

86 Rooms

VEHICLES	Care Home				Net no. of Cars Accumulated at End of Hour	Potential Maximum Car Parking Demand	Maximum Car Parking Demand + 10%
	Arrivals		Departures				
Time Range	Rate	No.	Rate	No.			
00:00-01:00	0		0		6*		
01:00-02:00	0		0				
02:00-03:00	0		0				
03:00-04:00	0		0				
04:00-05:00	0		0		6		
05:00-06:00	0		0		6	6	7
06:00-07:00	0	2	0	0	8	8	9
07:00-08:00	0.126	11	0.053	5	14	19	21
08:00-09:00	0.071	6	0.068	6	14	20	22
09:00-10:00	0.082	7	0.032	3	18	21	24
10:00-11:00	0.094	8	0.068	6	20	26	29
11:00-12:00	0.056	5	0.071	6	19	25	28
12:00-13:00	0.085	7	0.071	6	20	26	29
13:00-14:00	0.129	11	0.100	9	22	31	35
14:00-15:00	0.129	11	0.147	13	20	33	37
15:00-16:00	0.109	9	0.156	13	16	29	32
16:00-17:00	0.062	5	0.112	10	11	21	24
17:00-18:00	0.044	4	0.076	7	8	15	17
18:00-19:00	0.044	4	0.056	5	7	12	14
19:00-20:00	0.050	4	0.038	3	8	11	13
20:00-21:00	0.038	3	0.056	5	6	11	13
21:00-22:00	0	0	0	0	6	6	7
22:00-23:00	0		0				
23:00-24:00	0		0				

Notes:

Care Home sites in:
G.B. excluding London
Edge of Town
Suburban

*Parking assumes 6 overnight staff drive plus 2 early arrivals.