



Proposed Residential Development
George Street, Caversham

Transport Statement

For

Alan Craddock

Document Control Sheet

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George Street, Caversham

Alan Craddock

This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of Alan Craddock to accompany a planning application for the construction of five 3 bedroom dwellings at George Street, Caversham.
- 1.2 The site is located within 1,200 metres of the centre of Reading within the administrative boundaries of Reading Borough Council (RBC). The local highway network is focused around George Street and Gosbrook Road which link the site to the town centre and Caversham. The site is also accessible by the more sustainable modes of transport including foot, cycle and public transport. For example bus stops served by regular services are within 50 metres of the site, while Reading Station is within 900 metres of the site.
- 1.3 The proposed scheme comprises the provision of five residential dwellings which given the sustainable nature of the site will be car free.
- 1.4 This Transport Statement, which has been prepared in accordance with current best practice guidance, demonstrates that:
 - ▶ The site accords with national and local policies relevant to transport;
 - ▶ The site is accessible by public transport, walking and cycling;
 - ▶ Having regard to relevant design guidance, appropriate provision is made for servicing; and,
 - ▶ The residual impact of the proposed development will not be severe.
- 1.5 Following this introduction, this Transport Statement is split into five sections as follows:
 - ▶ Section 2 outlines the transport planning policies that are considered to be pertinent to this application.
 - ▶ Section 3 considers the existing use of the site and reviews the accessibility of the site by all modes of transport;
 - ▶ Section 4 provides an overview of the proposed development together with the details related to the access, parking and servicing strategies that will be adopted;
 - ▶ Section 5 assesses the trip generating potential of the proposed development, and provides an overview of the likely impacts that these are likely to have; and.
- 1.6 Section 6 summarises the key findings and conclusions of the report.

2.0 Transport Policy

Overview

2.1 The key policy documents which set the context for the development proposals are as follows:

- ▶ National Planning Policy Framework (December 2023);
- ▶ Reading Borough Local Plan (November 2019); and,
- ▶ Reading Borough Local Development Framework: Revised Parking Standards and Design (October 2011).

National Planning Policy Framework (NPPF)

2.2 The National Planning Policy Framework (NPPF) December 2023 sets out the Government's planning policies for England and how they are expected to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 108 says that;

"Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes and contribute to making high quality places."

2.4 Section 9 of the NPPF deals with 'Promoting Sustainable Transport'. Paragraph 109 states that:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

2.5 Off-street parking provision is referred to by Paragraph 111, which says that:

"In setting local parking standards for development, local planning authorities should take into account:

a) The accessibility of the development;

b) the type, mix and use of the development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and,

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."

2.6 Paragraph 112 states:

"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, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, 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."

2.7 Paragraph 114 addresses the relationship between development and sustainable transport as follows:

"In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users;

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code, and;

d) 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."

2.8 A footnote to sub paragraph c states:

"Policies and decisions should not make use of or reflect the former Design Bulletin 32, which was withdrawn in 2007."

2.9 Paragraph 115 says 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 on the road network would be severe."

2.10 Paragraph 116 states:

"Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and,

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."

2.11 Paragraph 117 states:

"All developments that will 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."

2.12 The above guidance sets the overarching framework within which the suitability of all planning applications should be considered and forms the basis for designing and assessing the Proposed Development.

Reading Borough Local Plan (November 2019)

2.13 The Reading Borough Local Plan lays out the policies under which future developments in the Reading area will be considered. A summary of the transportation policies which are relevant to the proposals are as follows:

2.14 With regards access, traffic and highway-related matters, Policy TR3 states:

"In determining proposals involving a new or altered access onto the transport network, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment."

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; and,*
- ▶ *for non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.*

Proposals involving either the construction of a new site access, or a material increase in the use of an existing site access, directly onto the Classified Highway Network will not be acceptable if they would likely result in the encouragement of the use of the network for short local trips of compromise the safe movement and free flow of traffic on the network or the safe use of the road."

2.15 With regards cycle routes and facilities, Policy TR4 states:

"Developments will be expected to make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities. Development of new facilities for cycling, such as cycle hire points and cycle parking, will be acceptable."

The cycle routes identified in the most up-to-date Cycling Strategy will be maintained, enhanced and added to or extended. Development will not detrimentally affect an identified cycle route. Where opportunities exist, improvements to that route, including the provision of connecting routes, and/or cycling facilities will be sought within developments or through planning contributions."

2.16 With regards car and cycle parking and electric vehicle charging, Policy TR5 states:

"Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport."

Development should make the following provision for electric vehicle charging points:

- ▶ *all new houses with dedicated off-street parking should provide charging points;*
- ▶ *within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point."*

Reading Borough Local Development Framework: Revised Parking Standards and Design (October 2011)

- 2.17 RBC's parking requirements are set out in their SPD titled 'Revised Parking Standards and Design', adopted in October 2011. This document adopts a zonal strategy depending on a site's proximity to local centres and public transport corridors.
- 2.18 The application site is within Zone 2, the Primary Core Area which surrounds the town centre within Zone 1. Zone 2 extends to walking distances up to 2 kilometres from the town centre and includes areas well served by public transport. The boundary between Zone 1 and Zone 2 is the Inner Distribution Road and is noteworthy that the boundary between Zone 1 and Zone 2 is only circa 670 metres south of the application site.
- 2.19 Table 2.1 below summarises the maximum car parking standards for the application site's location as detailed in the Revised Parking Standards and Design Supplementary Planning Document for a residential development within Zones 1 and 2.

Dwelling Type	Zone 1		Zone 2	
	Vehicles	Cycles	Vehicles	Cycles
2 bed house	1	2	1	2
3 bed house	1	2	2	2
4 bed house	2	2	2	2

Table 2.1 – Reading Parking Standards

- 2.20 It is noteworthy that the parking standards state the following for residential parking:
- "The above standards for C3 are the required standards. Should a developer require fewer spaces than are set out here then there would need to be demonstration, to the Highway Authority's satisfaction, that there would be no detriment to highway safety as a result."*

Summary

- 2.21 On the basis of the above review, it is evident that the location of a site in relation to sustainable modes of transport is a key consideration when assessing the acceptability of a proposal. Furthermore, appropriate provision should be made for parking having regard to local characteristics, need and access by sustainable forms of transport.
- 2.22 The following sections of this report review the accessibility of the Application Site and evaluate whether the proposals will encourage the use of sustainable modes of transport. In addition to this, a further assessment has been undertaken to establish the impact of the proposals upon the local highway network.

3.0 Baseline Conditions

Overview

- 3.1 So that the context of the site can be established, a detailed review of the surrounding area has been undertaken. It also sets out an overview of the accessibility of the site by a variety of modes of transport.

Site Details

- 3.2 The application site is located on the west side of George Street, approximately 1,200 metres to the north of Reading Town centre. A plan showing the location of the site in relation to the local highway network and the town centre boundary is shown below in Figure 3.1.

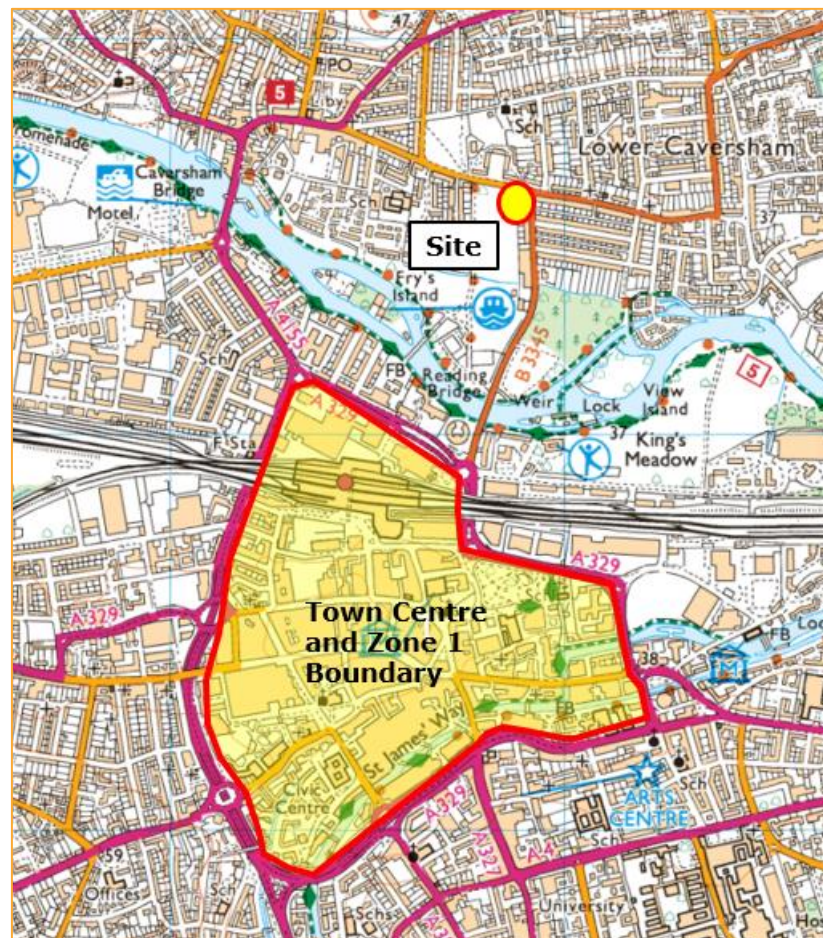


Figure 3.1 – Site Location

- 3.3 The application site is currently an undeveloped area of land to the west of George Street and south of Gosbrook Road. George Street is 7 metres wide, street lit, provided with footways and is subjected to a 30 miles per hour speed limit. The road is also subjected to no parking at any time restrictions, with no loading restrictions also in force between 7:30 and 9:30am and 4:00 to 6:00pm, seven days a week, as shown on Figure 3.2.
- 3.4 Gosbrook Road is on average 6.5 metres wide, street lit, provided with footways and is also subjected to a 30 miles per hour speed limit. In the vicinity of the site Gosbrook Road is also subjected to no parking at any time restrictions, with no loading restrictions in force between 8:15 to 9:15am and 4:00 to 6:15pm Monday to Saturday as detailed on Figure 3.2.

- 3.5 George Street and Gosbrook Road join at a signalised 't' junction adjacent to the site where the footway is also protected with bollards to prevent vehicles parking on the pavement to unload outside peak hours as shown on Figure 3.2. Given the width of the left turn lane, a vehicle is unable to unload from the carriageway without obstructing the flow of traffic, an offence under Section 22 of Road Traffic Act (1988) and Section 103 of The Road Vehicles (Construction and Use) Regulations 1986 as detailed under Highway Code Rule 242.



Figure 3.2 – Loading Restrictions George Street and Lower Gosbrook Road

- 3.6 The area to the east of George Street and south of Gosbrook Road is within Controlled Parking Zone (CPZ) area 02R where parking is restricted to permit holders only between 5.30pm and 9.00am Monday to Friday and all day Saturday and Sunday. Two hour parking with no return in two hours is available between 9:00am and 5:30pm Monday to Friday only.
- 3.7 The area north of Gosbrook Road is also within Controlled Parking Zone 02R where parking is restricted to permit holders only or two hour parking with no return in two hours between 9:00am and 5:30pm Monday to Friday only.

Sustainable Transport Accessibility

- 3.8 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute of Highways and Transportation (IHT) has prepared several guidance documents that provide advice with respect to the provision of sustainable travel in conjunction with new developments. Within these documents it is suggested that:
- ▶ Most people will walk to a destination that is less than one mile (*Planning for Walking, 2015*);
 - ▶ The bicycle is a potential mode of transport for all journeys under five miles (*Planning for Cycling, 2015*); and,
 - ▶ Walking distances to bus stops should not exceed 400 metres, with people being prepared to walk twice as far to rail stations (*Planning for Walking, 2015*).
- 3.9 Notwithstanding the above, it should be noted that Manual for Streets (MfS) identifies 'walkable neighbourhoods' as being "characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential area which residents may access comfortably on foot". However,

it is important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, MfS contends that walking can be used to access a variety of destinations within a range of 2 kilometres and 2 miles, respectively.

- 3.10 In fact the National Travel Survey indicates that 81% of all trips within urban areas under one mile (1.6 kilometres) are walked.
- 3.11 Having regard to the above, it is considered that the site is accessible by the more sustainable modes of travel including foot, cycle and public transport. Details on each of these sustainable modes of travel are set out below.

Accessibility by Foot

- 3.12 George Street benefits from street lighting and footways that link the site to Reading town centre which is located 1,200 metres to the south. Reading railway station and bus interchange is within a 900 metre walk of the site. In addition a shared off road footway / cycleway route from Gosbrook Road through Christchurch Meadows and over the River Thames to the station and Reading town centre is provided to the rear of the site,
- 3.13 Gosbrook Road also benefits from street lighting and footways that link the site to Caversham local centre where local shops, Waitrose and other amenities are available.

Accessibility by Cycle

- 3.14 Reading has an extensive network of cycle routes and these are shown within **Appendix A**. George Street is provided with informal cycle lanes and is designated cycle route R41 linking the site to the station and town centre where access to various Reading cycle routes providing access to all areas of the town and suburbs can be obtained, including the employment areas within South Reading, East Reading and Green Park.

Accessibility by Bus

- 3.15 Reading has an extensive network of bus routes as shown within **Appendix B**. The closest bus stops to the site are located within 50 metres of the site served by services 23,24,27 and 29, with all the bus services serving the town centre. Table 3.1 summarises the service provision.

Service	Route	Frequency		
		Monday to Friday	Saturday	Sunday
23	Town Centre, Caversham Park, Emmer Green, Caversham, Town Centre	Every 30 minutes 05:37 to 20:33, Every 60 minutes 20:33 to 23:33	Every 30 minutes 06:35 to 19:33, Every 60 minutes 19:33 to 23:33	Every 60 minutes 08:33 to 21:33.
24	Town Centre, Caversham, Emmer Green, Caversham Park, Town Centre	Every 30 minutes 05:43 and 19:47. Every 60 minutes 19:47 to 23:47	Every 30 minutes 06:23 to 19:43, Every 60 minutes 19:43 to 23:43	Every 60 minutes 09:13 to 19:13
29	Town Centre to Lower Caversham	Every 30 minutes 07:00 to 21:04. Every 60 minutes 21:04 to 23:04	Every 30 minutes 07:33 to 21:04. Every 60 minutes 21:04 to 23:04	Every 60 minutes 08:13 to 18:13
29	Lower Caversham to Town Centre	Every 30 minutes 06:46 to 10:33 and 15:33 to 20:03 Every 60 minutes 10:33 to 15:33	Every 30 minutes 06:46 to 09:21 and 16:33 to 20:03 Every 60 minutes 09:21 to 16:33	Every 60 minutes 08:28 to 18:28
27	Lower Caversham to Town Centre via Caversham	Every 60 minutes 09:50 to 15:50 and 20:10 to 23:10	Every 60 minutes 09:57 to 15:58 and 20:10 to 23:10	No Service

Table 3.1 – Bus Frequencies

Accessibility by Rail

- 3.16 Reading Rail station is located 900 metres to the south of the site and is easily accessible by foot. It is also shown within **Appendix A**, that it is possible to access the station by cycle. Indeed, it is worthy to note that a total of 700 cycle parking spaces are provided at the Station.
- 3.17 Reading Rail station is the second busiest interchange station in England after Birmingham New Street and is located at the cross point of the main western main line and north south cross country lines. Destinations including Newbury, Bournemouth, Birmingham, Manchester Piccadilly, London Paddington, Oxford, Penzance, London Waterloo, Cardiff Central, Newcastle, Bristol Temple Meads and Gatwick Airport can be accessed from Reading station. In addition the Elizabeth Line services commence from Reading Station allowing direct train services to Central London, The City, Canary Wharf, Essex and Abbey Wood in South East London.

Local Amenities

- 3.18 Having regard to the above review of sustainable transport options, consideration has been given to the proximity of the application site to key local services including education, employment, retail and health facilities. The application site is well located with respect to a range of local facilities and services that can be accessed by walking, cycling and public transport in accordance with the guiding principles of the NPPF.
- 3.19 Table 3.2 provides a summary of these together with the associated walk and cycle times, which are based on standard walk (i.e. 1.4 m/s) and cycle speeds (i.e. 12 mph or 5.4 m/s) referenced in the Institute of Highways and Transportation's document entitled 'Providing for Journeys on Foot' and the Department for Transport's 'Local Transport Note 2/08 – Cycle Infrastructure Design'.

Destination	Distance	Typical Journey Time (Minutes)	
		Foot	Cycle
Education Facilities			
Thameside Primary School	450 Metres	5½	1½
St Ann's Primary School	225 metres	2½	1
Health Facilities			
Baltimore Park GP Surgery	860 metres	10	3
Prospect Street Dental Practice	600 metres	7	2
Boots Pharmacy	600 metres	7	2
Leisure Facilities			
Christchurch Meadows	100 metres	1	½
Rivermead Leisure Centre	1,500 metres	18	4½
Key Employment Areas			
Central Reading	1,200 metres	14	4
Portman Road Business Area	3,000 metres	35	9½
Cardiff Road Business Area	1,750 metres	21	5½
Thames Valley Park	2,800 metres	33½	8½
Local Shops			
Caversham Local Centre	550 metres	6½	1½
Waitrose Supermarket	500 metres	6	1½
Town Centre	1200 metres	14	3½
Public Transport			
Railway Station	900metre	11	3

Table 3.2 – Typical Journey Times to Key Local Services

Baseline Travel Patterns

- 3.20 In order to assess the relative attractiveness of the sustainable modes of transport that the site has access to, the 2011 Census Data results associated with residents living in the local area has been interrogated. Details of the data extracted from the 2011 Census is summarised in Table 3.3 and provided in **Appendix C** for completeness.
- 3.21 2021 Census Data has not been used as the census day occurred during a national lockdown, where the government advice at the time was for people to work from home (if they could) and avoid public transport. People who were furloughed (about 5.6 million) were advised to answer the transport to work question based on their previous travel patterns before or during the pandemic, however people who were working at home were not asked about their travel patterns. As such National Statistics states "As Census 2021 was during a unique period of rapid change, take care when using this data for planning purposes." A review of 2021 census data indicated 59% of respondents working from home within the local area, compared to 6.9% in 2011 and therefore the results from the Method of Travel to the Workplace do not actively reflect nominal conditions.

Mode	Reading Super Output Area 004C
Public Transport	26.3%
Train	19.6%
Bus, minibus or coach	6.7%
Taxi	0.3%
Motorcycle, scooter or moped	0.2%
Driving a car or van	43.0%
Passenger in a car or van	1.9%
Bicycle	6.1%
On foot	22.0%
Other method of travel to work	0.2%
Total	100%

Table 3.3 – Travel to Work Data (2011 Census)

- 3.22 Table 3.3 indicates that that sustainable travel modes is the predominant form of transport for the majority of trips (57%), with 26% of trips being via Public Transport, 22% on foot and 6.1% by bicycle. This information is based on the 2011 statistics, however subsequently the Elizabeth Line has opened providing direct services between Reading and Central London, while the new cycleway / footbridge over the River Thames has been completed. It is therefore considered that this data and the number of people travelling by sustainable modes is likely to have increased and sustainable transport options are now more likely to provide very good alternatives to the private motor vehicle.

Summary

- 3.23 The above review demonstrates that the site is readily accessible by a variety of modes of transport that have the potential to reduce reliance on the private car. The location of the site therefore accords with the requirements of Local Plan Policy TR3.

4.0 Proposed Development

Overview

- 4.1 The following text outlines details of the development proposals and summarises how it will be accessed along with providing details of the associated parking and servicing strategies.

Development Proposals

- 4.2 The Application Site currently comprises a parcel of undeveloped land and the proposals are for five 3-bedroom dwellings, which will be car free. All properties will have cycle parking facilities in the rear and a communal bin store area will be provided. A site layout plan is provided at **Appendix D**.

Vehicular Access

- 4.3 As the site will not be provided with any car parking provision, no new access points onto the highway will be provided.

Car Parking Arrangements

- 4.4 As outlined in Section 2, the site is located within Zone 2 of the RBC's 'Revised Parking Standards and Design SPD' and would therefore ordinarily be allowed to provide up to a maximum of 10 car parking spaces. However the site, as detailed within Section 2, is within 670 metres of the Zone 1 boundary which would require a maximum provision of eight spaces. Given the extremely sustainable location of site, the proximity of the site to Zone 1 and the fact the site is within a controlled parking zone, it is deemed that the parking provision is acceptable and in compliance with Local Plan and NPPF policies.

- 4.5 Notwithstanding this, the SPD states:

"should a developer require fewer spaces than are set out here then there would need to be a demonstration, to the Highway Authority's satisfaction, that there would be no detriment to highway safety as a result".

- 4.6 As set out in Section 3, the site is located within one of the most accessible areas of Reading which benefits from excellent access to:
- ▶ a high frequency local bus network that is located within 50 metres of the site;
 - ▶ Bus connection within 2 minutes to the second busiest railway station in the country that provides direct connections to Central London and other principal Thames Valley towns;
 - ▶ The station being also within an 11 minute walk and 3 minute cycle ride of the site;
 - ▶ The Reading Cycle Network, which connects the site with the town centre and key local employment areas located to the east of Reading (incl. Thames Valley Park); and,
 - ▶ A range of employment; leisure; retail; education; and, health facilities within recognised walk/cycle distances.
- 4.7 In addition to this, it has also been shown at Section 3 that the local highway network is subject to a number of waiting restrictions that preclude the ability of vehicles to park on-street without the necessary permit. Similarly, there are public car parks located within a short walk of the site, within Hills Meadow, 350 metres to the south of the site and in Caversham Local Centre, 550 metres to the west of the site that have the ability to cater for shorter term parking to take place off the public highway.
- 4.8 Given the sustainability credentials of the site; its access to an extensive range of local amenities and services; the presence of waiting restrictions that preclude on-street parking on the roads surrounding

the site; and the location of public car parks that can cater for visitor parking, it is considered that the car free proposals are consistent with RBC's Parking Standards, Local Plan and the NPPF.

- 4.9 Notwithstanding this, the Applicant is willing to accept a suitably worded planning condition that would prevent future residents from applying for (i) residents and (ii) visitor parking permits to minimise any potential for parking to take place on surrounding roads. With this measure included, it is clear that the Applicant and RBC will have made suitable provision to prevent the overspill of parking onto surrounding streets. There can thus be no suggestion that the scheme would thus introduce a highway safety issue and accordingly it is clear that the proposed development accords with Local Plan Policy TR5.

Cycle Parking

- 4.10 The new dwellings will be provided with ten cycle parking spaces in accordance with the requirements of RBC Parking Standards SPD, with each dwelling provided with a cycle store in the rear garden as shown on **Appendix D**.

Servicing and Deliveries

- 4.11 As is the case with the existing uses, refuse collection will continue from the highway and a communal bin storage area has been provided adjacent to the footway, as shown on the site plan within **Appendix D**, to enable refuse collectors to obtain easy access to the bin store area.
- 4.12 Figure 4.1 shows the bin storage for the adjacent properties and as such the refuse collection, will have a minimal impact on the highway given the existing collection procedures.



Figure 4.1 – Exiting Refuse Collection Procedures

- 4.13 Any home deliveries will be also take place in line with the existing restrictions in force along Gosbrook Road and George Street.

5.0 Trip Analysis

Overview

- 5.1 This section outlines the person trip generating potential of the proposed residential development during the peak hours and across the course of a typical day.

TRICS Assessment

- 5.2 The TRICS database has been interrogated to find comparable sites in order to obtain person trip rate information for the proposed residential dwellings at the site. The subsequent TRICS Output files are attached at **Appendix E**.

- 5.3 Table 5.1 below shows the daily number of person trips associated with the proposed five dwellings.

Time Period	Trip Rates (Per dwelling)			Trip Generation (Five dwellings)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
AM Peak (08:00-09:00)	0.207	0.759	0.966	1	4	5
PM Peak (17:00-18:00)	0.069	0.259	0.328	3	2	5
Daily (07:00-19:00)	4.395	4.552	8.949	22	23	45

Table 5.1 – Person Trip Generation

- 5.4 Table 5.1 indicates the proposed residential dwellings will generate 5 person trips in the AM peak, 5 person trips in the PM peak and up to 45 person trips over the course of a 12 hour day.
- 5.5 In order to establish the breakdown of trips that the proposed residential development is likely to generate, the person trip generations outlined in Table 5.1 have been factored using the modal split data extracted from the NOMIS website and presented in Table 3.3 within Section 3. The modal split calculations are provided within **Appendix F** and summarised in Table 5.2 below.

Mode	Percentage	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	Daily (07:00-19:00)
Train	19.6%	0	1	9
Bus	6.7%	1	1	3
Taxi	0.3%	0	0	0
Motorcycle	0.2%	0	0	0
Driving a car /van	43.0%	3	2	19
Passenger in a car / van	1.9%	0	0	1
Bicycle	6.0%	0	0	3
On foot	22.0%	1	1	10
Other method of travel to work	0.2%	0	0	0
Total		5	5	45

Table 5.2 – Person Trip Attraction of the Proposed Residential Units.

- 5.6 Table 5.2 demonstrates that the majority of the trips from the residential dwellings will be by sustainable modes of transport, however as the site will be a car free development the trips associated with driving a car have been factored on a pro-rata basis to the other modes. These calculations are also provided within **Appendix F** and presented within Table 5.3.

Mode	Percentage	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)	Daily (07:00-19:00)
Train	34.4%	2	2	15
Bus	11.8%	0	1	5
Taxi	0.6%	0	0	0
Motorcycle	0.4%	0	0	0
Passenger in a car / van	3.4%	0	0	2
Bicycle	10.5%	0	0	5
On foot	38.7%	2	2	10
Other method of travel to work	0.4%	1	0	18
Total	100%	5	5	45

Table 5.3 – Person Trip Attraction of the Proposed Residential Units – Car Free Development.

- 5.7 Table 5.4 indicates the proposed development will result in 15 additional train trips and 5 additional bus trips during a typical day. These levels of passengers are within the daily fluctuations experienced on the public transport network.

Summary

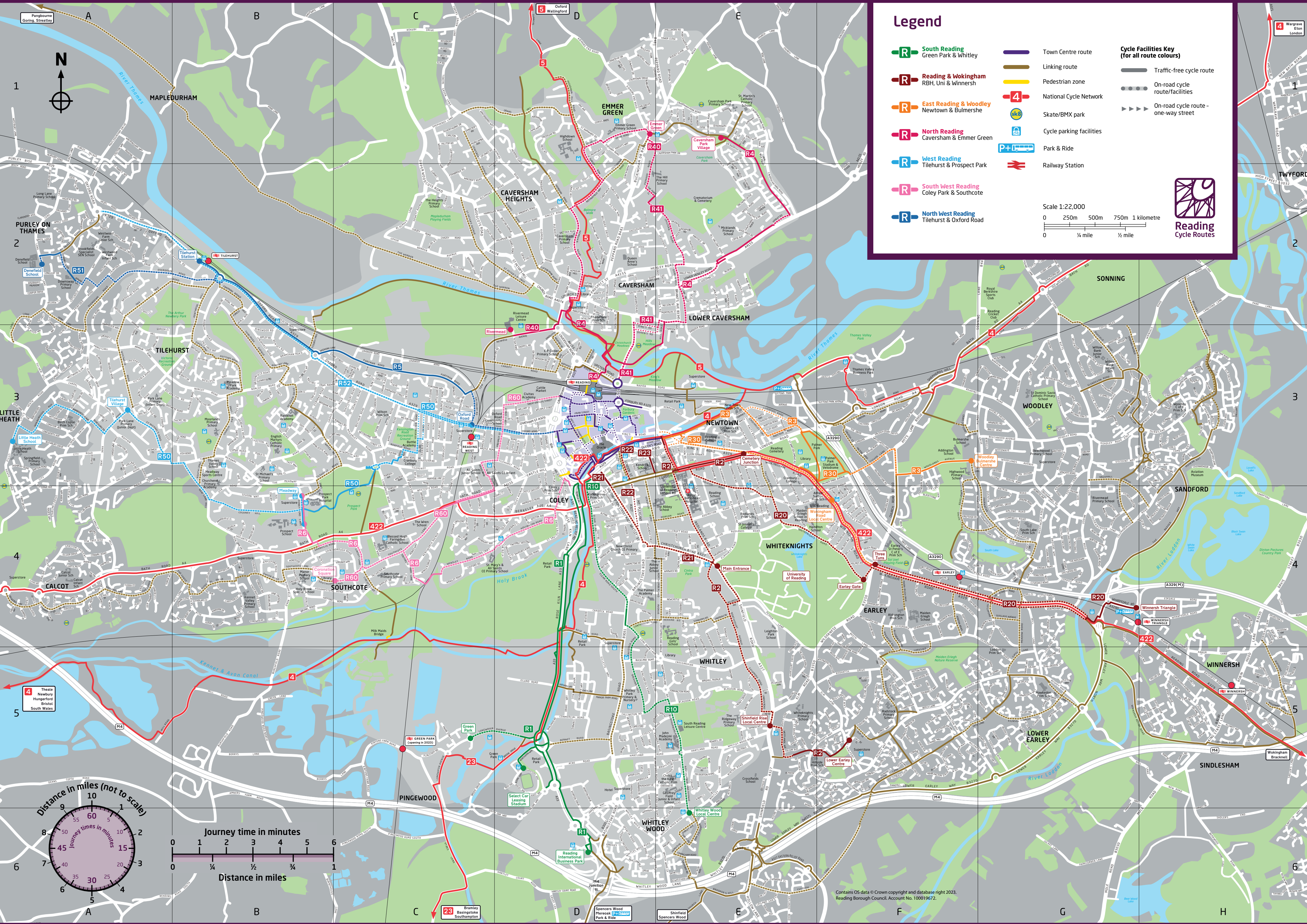
- 5.8 On this basis, it is clear that the proposed development is entirely consistent with the guiding principles of the NPPF and there are thus no justifiable reason why this scheme could be refused on transportation grounds. This is particularly evident given that the proposed development will result in an negligible increase in person trips from the site.
- 5.9 On this basis it is considered that the proposals will not prejudice road safety or the free-flow of traffic or operation of the neighbouring highway network in accordance with Local Plan Policy TR3. It is therefore clear that there are no highways and transportation reasons why this proposed development should be resisted.

6.0 Summary and Conclusion

- 6.1 This Transport Statement has been prepared on behalf of Alan Craddock to accompany a planning application for the construction of five 3 bedroom dwellings at George Street, Caversham.
- 6.2 This Transport Statement demonstrates that the site benefits from access to a good network of pedestrian and cycle links, which connect the site to the public transport network that serves the local area and a range of local facilities. On this basis, it is considered that the proposed development is ideally located to encourage people to travel by more sustainable modes of transport in accordance with the aims of the NPPF and Local Plan Policy TR1.
- 6.3 It has been shown that the proposals are unlikely to have a material impact upon the local transport networks. Indeed, the results of our various analyses indicate that the proposals will lead to a negligible increase in public transport trips. In this regard, the proposed development accords with Local Plan Policy TR3.
- 6.4 In summary, this Transport Statement demonstrates that:
- ▶ The site is accessible by the more sustainable modes of travel including foot, cycle and public transport and is well located to enable future residents to walk and cycle to a range of local facilities and amenities;
 - ▶ Through the commitment to preventing future residents from applying for parking permits, the development will not place any additional parking stress upon the local highway network and thus accords with Local Plan Policy TR5;
 - ▶ The provision of cycle parking is at a level that conforms with the adopted standards and will ensure that the use of this important mode of transport is encouraged, in accordance with Local Plan Policy TR4 and TR5; and,
 - ▶ The proposals will not lead to any harm to the existing operation and free flow of traffic on the adjoining highway network in accordance with Local Plan Policy TR3.
- 6.5 On the basis of the above, it is concluded that the proposals accord with national and local transport related policies and can be accommodated without detriment to the operating capacity of the local transport networks. As such, the proposed development represents a sustainable development for the future, and we see no reason why the proposals should be resisted on traffic.

Appendix A

Reading Cycle Network Plan



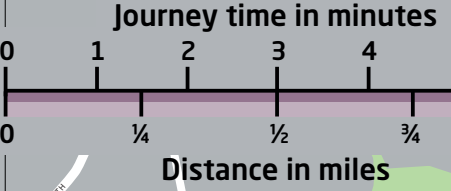
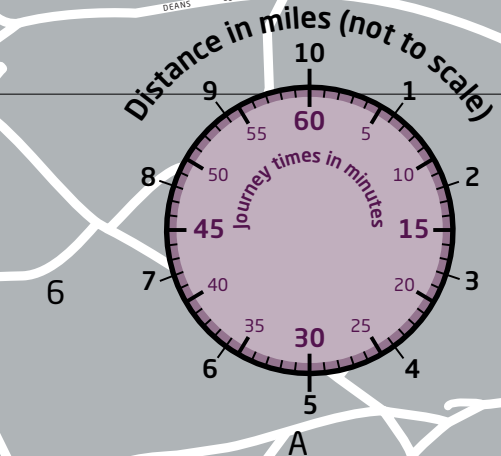
Legend

- South Reading**
Green Park & Whitley
- Reading & Wokingham**
RBH, Uni & Winnersh
- East Reading & Woodley**
Newtown & Bulmershe
- North Reading**
Caversham & Emmer Green
- West Reading**
Tilehurst & Prospect Park
- South West Reading**
Coley Park & Southcote
- North West Reading**
Tilehurst & Oxford Road
- Town Centre route
- Linking route
- Pedestrian zone
- National Cycle Network
- Skate/BMX park
- Cycle parking facilities
- Park & Ride
- Railway Station

- Cycle Facilities Key
(for all route colours)**
- Traffic-free cycle route
 - On-road cycle route/facilities
 - On-road cycle route - one-way street

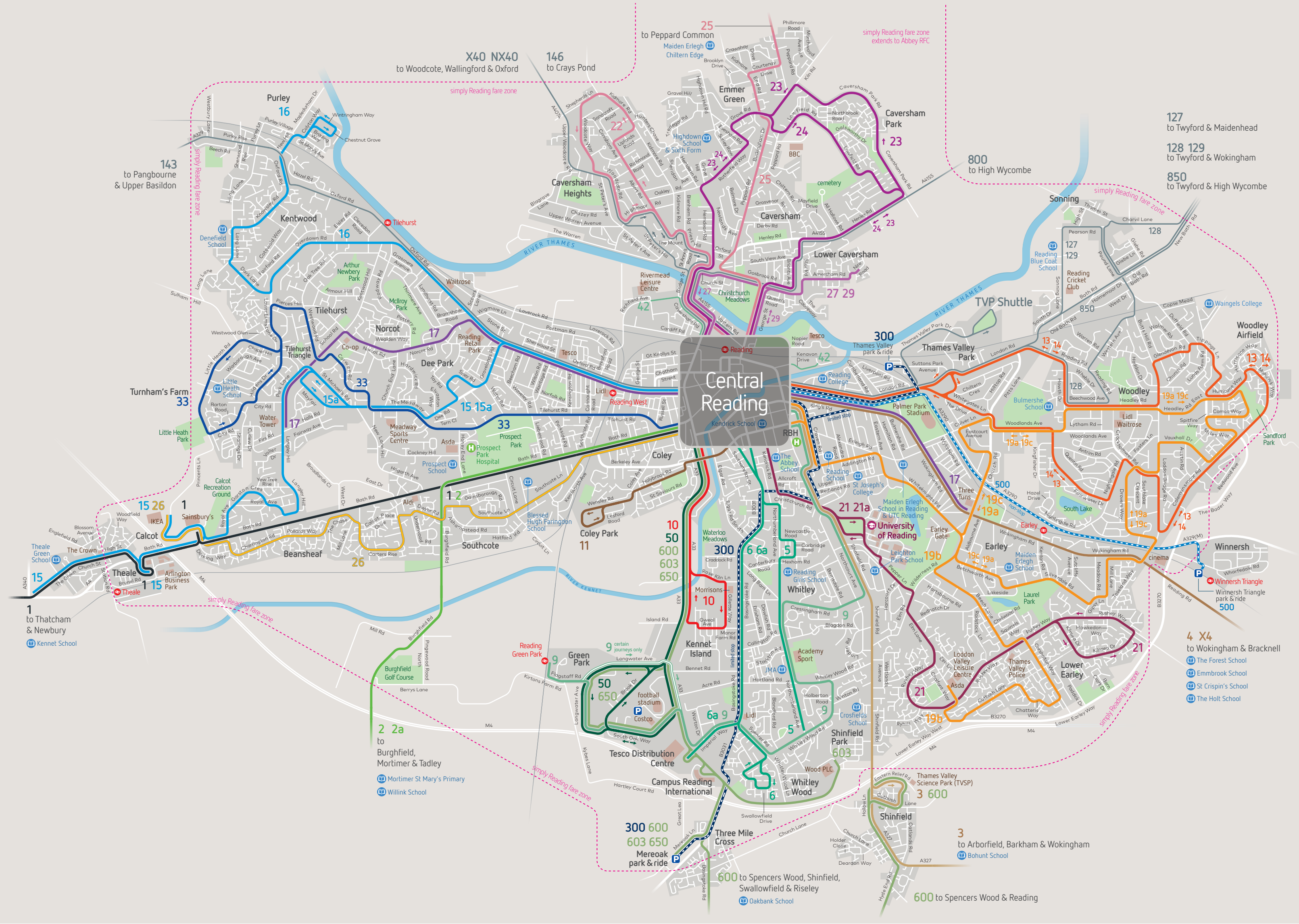


Scale 1:22,000
0 250m 500m 750m 1 kilometre
0 1/4 mile 1/2 mile



Appendix B

Reading Bus Map



Appendix C

Census Data – Method of Travel to Work

QS703EW - Method of Travel to Work (2001 specification)

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population	All usual residents aged 16 to 74
units	Persons
area type	2011 super output areas - lower layer
area name	E01016365 : Reading 004C

Method of Travel to Work	2011	%
All categories: Method of travel to work	939	100%
Underground, metro, light rail, tram	1	0.1%
Train	183	19.5%
Bus, minibus or coach	63	6.7%
Taxi	3	0.3%
Motorcycle, scooter or moped	2	0.2%
Driving a car or van	404	43.0%
Passenger in a car or van	18	1.9%
Bicycle	56	6.0%
On foot	207	22.0%
Other method of travel to work	2	0.2%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Appendix D

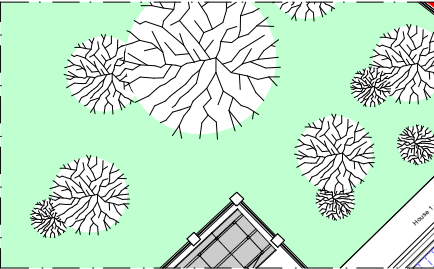
Site Plan

Proposed areas for native shrub and tree planting, subject to landscaping plan, including:

- Acer campestre (field maple)
- Betula pendula (silver birch)
- Corylus avellana (hazel)
- Ilex aquifolium (holly)
- Sorbus aucuparia (rowan)



Key:



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All dimensions to be checked on site and any discrepancies to be reported before work commences.

Notes:

Schedule Of Accomodation

2 storey dwelling 3b5p
Minimum Area = 93m²

- House 1 - 3b5p - 114m²
- House 2 - 3b5p - 114m²
- House 3 - 3b5p - 114m²
- House 4 - 3b5p - 114m²
- House 5 - 3b5p - 114m²

1:200

0 2 4 6 8 10 m

THE KEEN PARTNERSHIP
The Courtyard
Edinburgh Road
Reading RG30 2UA
Tel: 0118 9510 855
Fax: 0118 9510 866
chris@keenpartnership.co.uk
www.keenpartnership.co.uk



Client:

Alan Craddock

Job Title:

George St, Caversham, Reading
RG4 8BY

Drawing Title:

Ground Floor

Issue Date:
18/10/2023

Status:
Planning

Drawn By:
MW

Scale:
1:200@A3

Job No:
9220

Drawing No:

Rev:
2

Appendix E

TRICS Outputs

LIST OF SITES relevant to selection parameters

The 'browse and select' feature in TRICS was used to choose the sites to be included in this selected set. The TRICS user browsed the full list of sites for this land use category and selected directly from this list.

1	HF-03-A-04	TERRACED HOUSES	HERTFORDSHIRE
	HOLMSIDE RISE		
	WATFORD		
	SOUTH OXHEY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	8	
2	MW-03-A-01	DETACHED & SEMI-DETACHED	MEDWAY
	ROCHESTER ROAD		
	NEAR CHATHAM		
	BURHAM		
	Neighbourhood Centre (PPS6 Local Centre)		
	Village		
	Total No of Dwellings:	8	
3	NY-03-A-13	TERRACED HOUSES	NORTH YORKSHIRE
	CATTERICK ROAD		
	CATTERICK GARRISON		
	OLD HOSPITAL COMPOUND		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	10	
4	OT-03-A-01	TERRACED & DETACHED	STOKE ON TRENT
	WATERMEET GROVE		
	STOKE-ON-TRENT		
	ETRURIA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	14	
5	VG-03-A-01	SEMI-DETACHED & TERRACED	VALE OF GLAMORGAN
	ARTHUR STREET		
	BARRY		
	Edge of Town		
	Residential Zone		
	Total No of Dwellings:	12	
6	WK-03-A-01	TERRACED / SEMI / DET.	WARWICKSHIRE
	ARLINGTON AVENUE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	6	

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.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
 Calculation factor: 1 DWELLS
 BOLD print indicates peak (busiest) period
 Total People to Total Vehicles ratio (all time periods and directions): 1.97

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	10	0.241	6	10	0.621	6	10	0.862
08:00 - 09:00	6	10	0.207	6	10	0.759	6	10	0.966
09:00 - 10:00	6	10	0.069	6	10	0.259	6	10	0.328
10:00 - 11:00	6	10	0.241	6	10	0.207	6	10	0.448
11:00 - 12:00	6	10	0.328	6	10	0.379	6	10	0.707
12:00 - 13:00	6	10	0.345	6	10	0.276	6	10	0.621
13:00 - 14:00	6	10	0.293	6	10	0.397	6	10	0.690
14:00 - 15:00	6	10	0.448	6	10	0.224	6	10	0.672
15:00 - 16:00	6	10	0.603	6	10	0.345	6	10	0.948
16:00 - 17:00	6	10	0.707	6	10	0.362	6	10	1.069
17:00 - 18:00	6	10	0.534	6	10	0.397	6	10	0.931
18:00 - 19:00	6	10	0.379	6	10	0.328	6	10	0.707
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.395			4.554			8.949

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.

Appendix F

Multi Modal Trip Calculations

TRICS 7.10.4
Trip Rate Parameter No of Dwellings

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
Calculation Factor: 1 DWELLS
Count Type: TOTAL PEOPLE

	ARRIVALS	DEPARTURES	TOTALS
Time Range	Trip Rate	Trip Rate	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	0.241	0.621	0.862
08:00-09:00	0.207	0.759	0.966
09:00-10:00	0.069	0.259	0.328
10:00-11:00	0.241	0.207	0.448
11:00-12:00	0.328	0.379	0.707
12:00-13:00	0.345	0.276	0.621
13:00-14:00	0.293	0.397	0.69
14:00-15:00	0.448	0.224	0.672
15:00-16:00	0.603	0.345	0.948
16:00-17:00	0.707	0.362	1.069
17:00-18:00	0.534	0.397	0.931
18:00-19:00	0.379	0.328	0.707
19:00-20:00			
20:00-21:00			
21:00-22:00			
22:00-23:00			
23:00-24:00			
Daily Trip Rates:	4.395	4.554	8.949

Person Trip Generation
Number of Dwellings 5

Time	Arrivals	Departures	Totals
08:00-09:00	1	4	5
17:00-18:00	3	2	5
07:00-19:00	22	23	45

QS703EW - Method of Travel to Work (2001 specification)

ONS Crown Copyright Reserved [from Nomis on 7 February 2024]

population All usual residents aged 16 to 74

units Persons

area type 2011 super output areas - lower layer

area name E01016365 : Reading 004C

Method of Travel to Work	2011	%	AM Peak		PM Peak		Daily	
			Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
All categories: Method of travel to work	939	100%						
Underground, metro, light rail, tram	1	0.1%	0.0	0.0	0.0	0.0	0.0	0.0
Train	183	19.5%	0.2	0.7	0.5	0.4	4.3	4.4
Bus, minibus or coach	63	6.7%	0.1	0.3	0.2	0.1	1.5	1.5
Taxi	3	0.3%	0.0	0.0	0.0	0.0	0.1	0.1
Motorcycle, scooter or moped	2	0.2%	0.0	0.0	0.0	0.0	0.0	0.0
Driving a car or van	404	43.0%	0.4	1.6	1.1	0.9	9.5	9.8
Passenger in a car or van	18	1.9%	0.0	0.1	0.1	0.0	0.4	0.4
Bicycle	56	6.0%	0.1	0.2	0.2	0.1	1.3	1.4
On foot	207	22.0%	0.2	0.8	0.6	0.4	4.8	5.0
Other method of travel to work	2	0.2%	0.0	0.0	0.0	0.0	0.0	0.0

Vehicle Trips Redistributed to Other Modes

Method of Travel to Work excluding car	2011	%	AM Peak		PM Peak		Daily	
			Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Categories - Discounting Driving a car/van	535	100.0%						
Underground, metro, light rail, tram	1	0.2%	0.0	0.0	0.0	0.0	0.0	0.0
Train	183	34.2%	0.2	0.6	0.4	0.3	3.2	3.4
Bus, minibus or coach	63	11.8%	0.1	0.2	0.1	0.1	1.1	1.2
Taxi	3	0.6%	0.0	0.0	0.0	0.0	0.1	0.1
Motorcycle, scooter or moped	2	0.4%	0.0	0.0	0.0	0.0	0.0	0.0
Passenger in a car or van	18	3.4%	0.0	0.1	0.0	0.0	0.3	0.3
Bicycle	56	10.5%	0.0	0.2	0.1	0.1	1.0	1.0
On foot	207	38.7%	0.2	0.6	0.4	0.3	3.7	3.8
Other method of travel to work	2	0.4%	0.0	0.0	0.0	0.0	0.0	0.0

Total Trips for Car Free Development

Mode of Transport	AM Peak		PM Peak		Daily	
	Arrivals	Departures	Arrivals	Departures	Arrivals	Departures
Train	0.4	1.3	0.9	0.7	7.5	7.8
Bus, minibus or coach	0.1	0.4	0.3	0.2	2.6	2.7
Taxi	0.0	0.0	0.0	0.0	0.1	0.1
Motorcycle, scooter or moped	0.0	0.0	0.0	0.0	0.1	0.1
Passenger in a car or van	0.0	0.1	0.1	0.1	0.7	0.8
Bicycle	0.1	0.4	0.3	0.2	2.3	2.4
On foot	0.4	1.5	1.0	0.8	8.5	8.8
Other method of travel to work	0.0	0.0	0.0	0.0	0.1	0.1
Total	1	4	3	2	22	23