



Goldilocks Nursery
Walnut Way, Tilehurst

Transport Statement

For

Goldilocks Nursery

Document Control Sheet

Goldilocks Nursery

Walnut Way, Tilehurst

Goldilocks Nursery

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
9 th March 2025	1 st Draft	Chris Saunders	John Russell
21 st March 2025	Final	Chris Saunders	John Russell



Motion
 Quadrant House
 Broad Street Mall
 Reading
 RG1 7QE
T 0118 467 4498
E info@motion.co.uk
W www.motion.co.uk

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1.0 Introduction

- 1.1 Motion has been appointed by Goldilocks Nursery to provide transport consultancy services in support of a planning application for the use of 77 and 77A School Road as a day nursery for up to 90 children.
- 1.2 Conditions relating to restrictions on pupil numbers at the nursery associated with the following historic planning permissions are as follows.
 - ▶ Planning Application 90/00671/FUL – Conversion of existing house and extension to provide day nursery (max 30 children), Approved 1st November 1990.
 - ▶ Planning Application 92/00207/FUL – Increase number of children at day nursery from 30 to 60. Erection of ancillary toilets to new classroom and car park enlargement, Approved 5th May 1992.
- 1.3 However, the nursery currently has a daily roll of 90 children which has been the case for a number of years but this is still below the authorised OFSTED capacity of the nursery of 114 children.
- 1.4 This Transport Statement sets out the current situation at the nursery, especially with regards active travel within the local environs, that have occurred since the original applications were consented to show that the current children capacity of 90, does not have any severe or material implications on the transport network.
- 1.5 The nursery promotes sustainable travel for staff and parents, where possible, and the latest Nursery Travel Plan accompanies this Transport Statement.
- 1.6 The site is located on Walnut Way, adjacent to the Tilehurst Triangle district centre within the administrative boundaries of the Reading Borough Council. The site is in close proximity to local services, bus services and cycle routes.
- 1.7 This Transport Statement has been prepared in accordance with current best practice guidelines and demonstrates that:
 - ▶ The proposals accord with national and local policies relevant to transport;
 - ▶ Safe and suitable access to the nursery can be achieved by all modes;
 - ▶ The nursery has sufficient car parking having regard to adopted local parking standards; and,
 - ▶ The level of traffic associated with the proposals will not lead to severe impact to the existing operation and free flow of traffic on the adjoining highway network.
- 1.8 Following this introduction, this Transport Statement is split into four sections as follows:
 - ▶ Section 2 outlines the transport planning policies;
 - ▶ Section 3 assesses the existing level of accessibility, background conditions and planning history that are considered to be relevant to this application;
 - ▶ Section 4 provides an overview of the proposed development and details of the access, parking and servicing arrangements; and,
 - ▶ Section 5 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 2024);
- ▶ Reading Borough Local Plan (November 2019); and,
- ▶ Reading Borough Local Development Framework: Revised Parking Standards and Design Supplementary Planning Document Final (October 2011).

National Planning Policy Framework

2.2 The National Planning Policy Framework (NPPF) December 2024 sets out the Government's planning policies for England and how they are to be applied.

2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Paragraph 109 says that;

"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) understanding and addressing the potential impacts of development on transport networks;

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

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."

2.4 Section 9 of the NPPF deals with 'Promoting Sustainable Transport'. Paragraph 110 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 Annex 2 of the NPPF defines sustainable transport modes as:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport."

2.6 Off street parking provision is referred to by Paragraph 112, which says that:

"If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of 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."

2.7 Paragraph 113 adds:

"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."

2.8 Paragraph 115 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) sustainable transport modes are prioritised taking account of the vision for the site, 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 Code⁴⁸; 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 through a vision-led approach."

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 116 states 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, following mitigation, would be severe, taking into account all reasonable future scenarios."

2.10 Paragraph 117 adds:

"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 While paragraph 118 continues:

“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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.”

Reading Borough Local Plan (November 2019)

2.12 The Reading Borough Local Plan lays out the policies under which future developments in the Reading area will be considered.

2.13 Regarding access, traffic and highways-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 be likely to result in the encouragement of the use of the network for short local trips or compromise the safe movement and free flow of traffic on the network or the safe use of the road.”

2.14 Regarding 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 Revised Parking Standards and Design Supplementary Planning Document Final (October 2011)

- 2.15 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. The site is located in Zone 3 – Secondary Core Area, with the relevant parking standards are reproduced in Table 2.1.

Planning Use	Maximum Parking Standards
D1 Day Nurseries with fixed pick up and drop off times	1 per 2 FTE staff, 1 drop off space per 5 pupils
D1 Day Nurseries with flexible pick up and drop off times	1 per 2 FTE staff, 1 drop off space per 10 pupils

Table 2.1 – RBC Parking Standards for Day Nurseries

Summary

- 2.16 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 and facilitating access by more sustainable forms of travel by providing connections to existing networks.

3.0 Baseline Conditions

- 3.1 This section details the location of the site and provides an overview of transport and highway provision within the vicinity of the site.

Site Location and Surrounding Highway Network

- 3.2 The site is located on the northern end of Walnut Way adjacent to the junction with Corwen Road and to the north east of the Tilehurst Triangle district centre as shown on Figure 3.1. Several bus stops are within a 100 metre walk of the site.

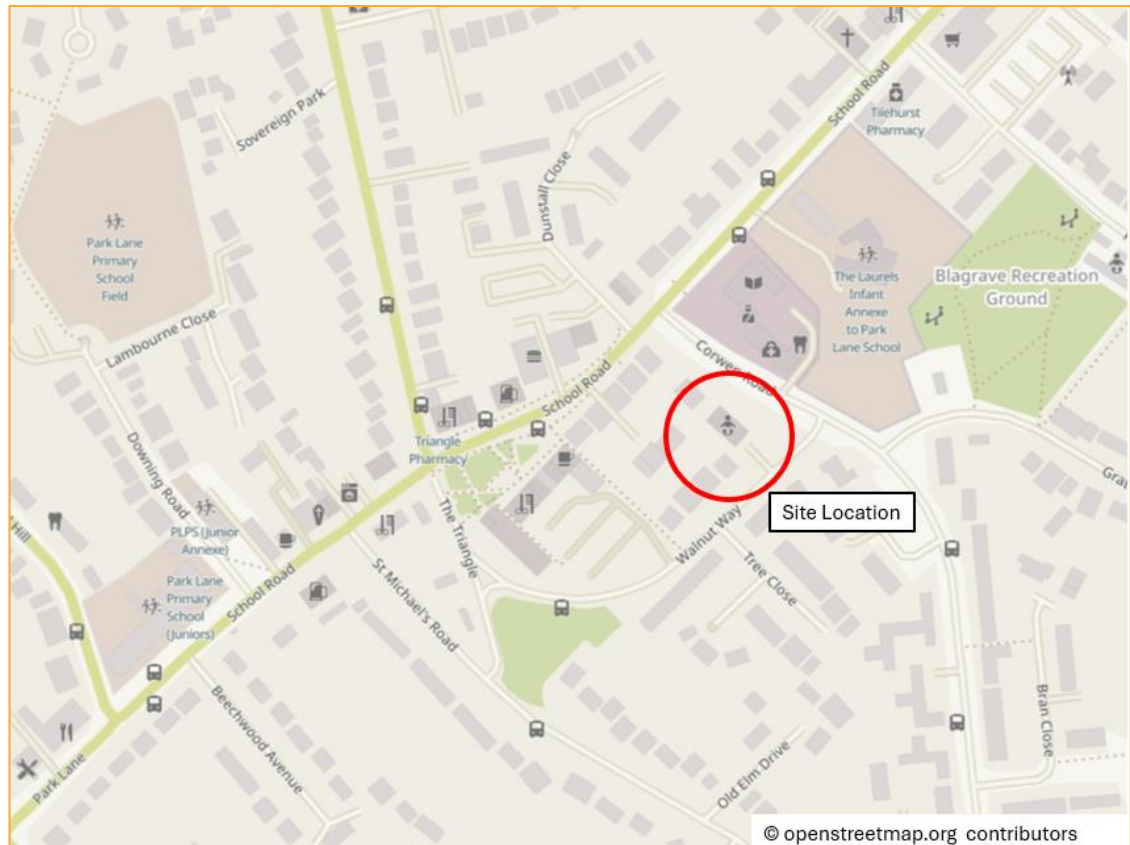


Figure 3.1 – Site Location

- 3.3 The site is accessed from Walnut Way, which is a 7.3 metre wide road, provided with footways and is street lit. In the vicinity of the site there are no street parking restrictions while parking restrictions are in force 100 metres to the south adjacent to the Tilehurst Triangle parking area, which prevent parking between 8:00am and 6:30pm Monday to Friday.
- 3.4 The Tilehurst Triangle parking area consists of 64 spaces which is a free parking area without any parking time limitations.
- 3.5 Corwen Road to the north of the site is also 7.3 metres wide, street lit and provided with footways, which provides access to Park Lane Infant School, Tilehurst Library and the Tilehurst Clinic. Parking is limited to a parking bay 42 metres long along the north side of the carriageway with parking restricted to one hour with no return for one hour between 8:00am to 6:30pm. No parking restrictions are in force along the rest of the road with No Loading restrictions in place between 8:00am and 9:30am and 2:30pm to 6:30pm.

Nursery Operation

- 3.6 The nursery provides nursery care for babies from 8 weeks old through to children aged 4 to 5, when they leave for the reception year at primary school. The nursery is also an OFSTED Early Years provider which offers 15 hours of free grant funding for all 3 and 4 year old children.
- 3.7 The nursery has flexible drop off and collection times with drop off between 7:30am and 9:30pm and collection between 4:00pm and 6:00pm.
- 3.8 The nursery has been operating with a capacity of 90 children for several years, which is below the OFSTED capacity of 114 children.
- 3.9 The car park is for the use of parents only, with staff not allowed to park on site and encouraged to use sustainable travel methods to travel to the nursery.

Parking

- 3.10 To ascertain the parking provision within the Nursery car park, Tilehurst Triangle car park and on the adjacent roads, a car parking survey was undertaken between 7:30am and 9:30am on Tuesday 25th February.
- 3.11 The time was chosen as the nursery drop off period coincides with the drop off period at the Park Lane Infant School which opens its gates at 8:35am, thereby allowing a robust analysis to be undertaken. The Park Lane Infant School's day ends at 3:15pm and therefore the collection time for children does not coincide with the collection period for the nursery.
- 3.12 Table 3.1 details the parking occupancy of the 12 space nursery car park.

Time	Goldilocks Car Park		
	Free Spaces	Occupied Spaces	Capacity
07:30	8	4	33%
07:35	6	6	50%
07:40	8	4	33%
07:45	10	2	17%
07:50	7	3	30%
07:55	8	4	33%
08:00	8	4	33%
08:05	6	6	50%
08:10	9	3	25%
08:15	10	2	17%
08:20	9	3	25%
08:25	9	3	25%
08:30	6	6	50%
08:35	8	2	20%
08:40	7	3	30%
08:45	8	4	33%
08:50	9	3	25%
08:55	12	0	0%
09:00	12	0	0%
09:05	11	1	8%
09:10	12	0	0%
09:15	12	0	0%
09:20	11	1	8%
09:25	12	0	0%
09:30	11	1	8%

Table 3.1 – Nursery Car Park Occupancy Survey

- 3.13 Table 3.1 details that there is a constant turnover of spaces within the car park and the maximum capacity reached is 50% occupancy.
- 3.14 Table 3.2 details the parking occupancy of the 64 space Tilehurst Triangle car park.

Time	Triangle Shoppers Car Park		
	Free Spaces	Occupied Spaces	Capacity
07:30	56	8	13%
07:35	53	11	17%
07:40	52	12	19%
07:45	53	11	17%
07:50	51	13	20%
07:55	54	10	16%
08:00	52	12	19%
08:05	53	11	17%
08:10	50	14	22%
08:15	51	13	20%
08:20	48	16	25%
08:25	48	16	25%
08:30	41	23	36%
08:35	34	30	47%
08:40	30	34	53%
08:45	17	47	73%
08:50	18	46	72%
08:55	22	42	66%
09:00	22	42	66%
09:05	20	44	69%
09:10	22	42	66%
09:15	22	42	66%
09:20	17	47	73%
09:25	21	43	67%
09:30	26	38	59%

Table 3.2 – Tilehurst Triangle Car Parking Occupancy Survey

- 3.15 Table 3.2 details that the Tilehurst Triangle car park has a constant turnover of spaces with peak use occurring between 8:35am and 9:05am coinciding with opening times of the Park Lane infant and junior schools. The maxim occupancy reached however is 73% with 17 spaces still available.
- 3.16 Table 3.3 details the parking occupancy along Walnut Way where there are 21 on street parking spaces and Corwen Road where 8 on street parking spaces are available.

Time	Walnut Way			Time	Corwen Road		
	Free Spaces	Occupied Spaces	Capacity		Free Spaces	Occupied Spaces	Capacity
07:30	8	13	62%	07:30	8	0	0%
07:35	8	13	62%	07:35	7	1	13%
07:40	8	13	62%	07:40	7	1	13%
07:45	8	13	62%	07:45	7	1	13%
07:50	8	13	62%	07:50	7	1	13%
07:55	9	12	57%	07:55	8	0	0%
08:00	8	13	62%	08:00	8	0	0%
08:05	7	14	67%	08:05	7	1	13%
08:10	7	14	67%	08:10	7	1	13%
08:15	7	14	67%	08:15	7	1	13%
08:20	5	16	76%	08:20	3	5	63%
08:25	4	17	81%	08:25	3	5	63%
08:30	2	19	90%	08:30	2	6	75%
08:35	1	20	95%	08:35	1	7	88%
08:40	-3	24	114%	08:40	1	7	88%
08:45	-5	26	124%	08:45	1	7	88%
08:50	1	20	95%	08:50	5	3	38%
08:55	6	15	71%	08:55	5	3	38%
09:00	3	18	86%	09:00	4	4	50%
09:05	4	17	81%	09:05	5	3	38%
09:10	4	17	81%	09:10	3	5	63%
09:15	4	17	81%	09:15	3	5	63%
09:20	6	15	71%	09:20	4	4	50%
09:25	7	14	67%	09:25	1	7	88%
09:30	6	15	71%	09:30	2	6	75%

Table 3.3 – Walnut Way and Corwen Road Car Parking Occupancy Survey

- 3.17 Table 3.3 indicates that overnight on street parking occurs along Walnut Way but there are still spaces available at the time the nursery opens, while Corwen Road has very little on street parking until 08:20 when parking increases coinciding with Park Lane school opening. Capacity is reached along Walnut Way between 08:35 and 08:50 when illegal parking occurs again coinciding with the Park Lane school opening. It was noteworthy at the time of the survey civil enforcement officers arrived on Walnut Way at 8:45 and were ticketing illegally parked vehicles.
- 3.18 The parking surveys show that the nursery car park does not reach more than 50% capacity enabling parents dropping children off to do so with the grounds of the nursery, with no implications for the parking capacity on street or within the Tilehurst Triangle Car Park.
- 3.19 It is noteworthy that issues with parking on street coincide with the opening of the Park Lane Nursery.

Sustainable Transport Assessment

- 3.20 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy, that the Institution 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:
- ▶ 80% of journeys one mile, 1.6 kilometres and under are undertaken by foot with an average walking speed of 3 miles per hour (Paragraph 2.1, 'Planning for Walking' 2015).
 - ▶ The bicycle is a potential mode of transport for short journeys of up to five miles , 8 kilometres (Section 2, 'Planning for Cycling' 2014).
 - ▶ Buses are the preferred method of sustainable transport for trips between 2 and 10 miles, with surface rail being the preferred method for trips over 10 miles (Section A.2, 'Buses in Urban Areas' 2018).
- 3.21 Notwithstanding the above, it should be noted that the NPPF recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural locations. Moreover, Manual for Streets (MfS) identifies 'Walkable Neighbourhoods' as being:
- 'characterised by having a range of facilities within 10 minutes (up to about 800 metres) walking distance of residential areas which residents may access comfortably on foot'.*
- 3.22 However, it is important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, paragraph 4.4.1 of MfS contends that walking can be used to access a variety of destinations within a range of up to 2 kilometres. Finally, it is also important to recognise that 81% of all trips that cover a maximum distance of one mile are completed on foot (National Travel Survey, 2022).

Public Transport

- 3.23 The closest bus stops to the site are on Walnut Way, 100 metres south west of the site, Corwen Road 125 metres to north east of the site , School Road, 150 metres west of the site and St Micheals Road 275 metres to the south of the site.
- 3.24 The bus routes and frequency of services provided these services are detailed within Table 3.4 below with the full timetables available on the [Reading Buses website](#).

Route No.	Bus Stop	Route Description	Weekday Frequency
15	St Micheals Road	Reading Town Centre, Oxford Road, Dee Park, Medway, Tilehurst, Calcot	Every 20 minutes
17	Tilehurst Triangle, School Road	Tilehurst, Oxford Road, Reading Town Centre, Earley	Every 5-8 minutes
18	Walnut Way	Tilehurst, Kentwood, Portman Road Industrial Area, Richmond Road Industrial Area, Reading Town Centre, Kenavon Drive	Every 40 minutes
33	Corwen Road	Reading Town Centre, Medway, Tilehurst, Turnhams Farm	Every 20 minutes

Table 3.4 – Bus Services and Frequencies

- 3.25 Reading main line railway station can be reached by all bus routes, while Tilehurst Station is located 1.7 kilometres to the north of the site.

Accessibility by Foot and Cycle

- 3.26 The site is located within the centre of Tilehurst and good footway links are provided from the site to most areas of Tilehurst. As stated, above paragraph 4.4 of Manual Street states walking offers the greatest potential to replace short car trips under 2 kilometres (1.25 miles), while paragraph 2.1 of the IHT document 'Planning for Walking' states that than an average walking speed is 3 miles per hour . A 25 minute walk time, equating to a 1.25 miles walking distance has been plotted using the Travel Time website and this is detailed within Figure 3.2.



Figure 3.2 – 25 minute walking time from Goldilocks Nursery

- 3.27 An analysis of post codes of the children attending the nursery has been undertaken and these are plotted on Figure 3.3 along with the 1.25 mile radius from the Nursery.

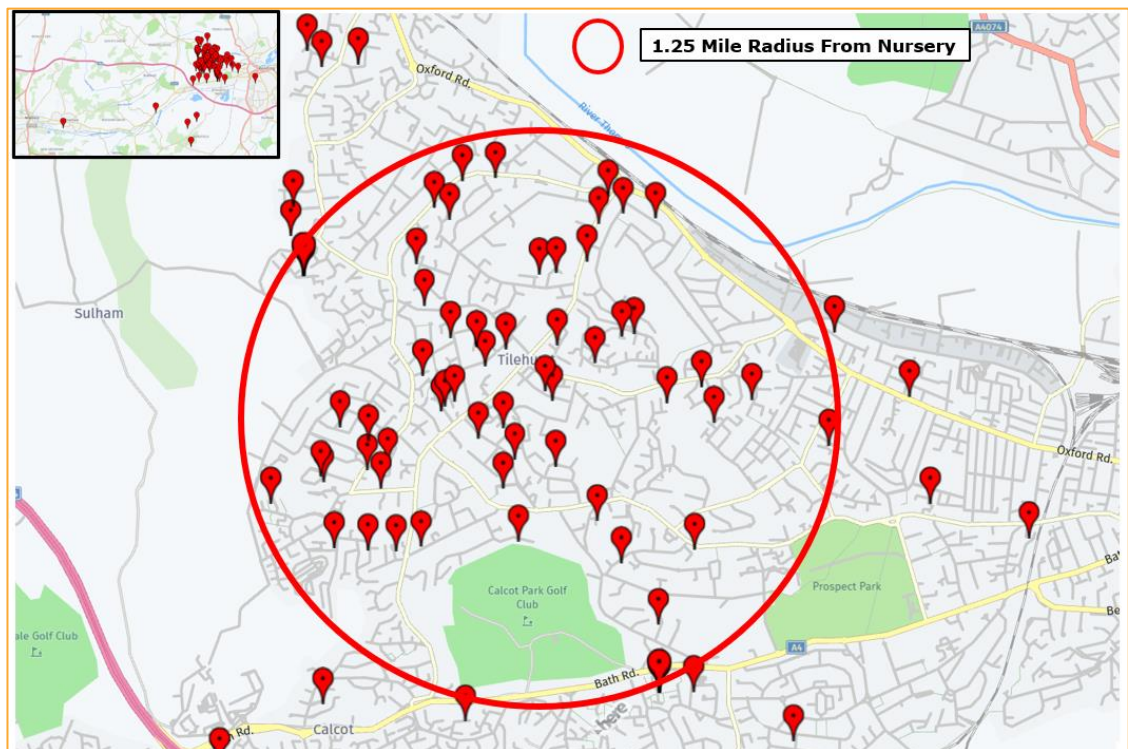


Figure 3.3 – Post Codes of Children attending nursery

- 3.28 An analysis of the post code data indicates that a significant proportion of the children attending the nursery are within 1.25 miles of the nursery and thus within the 25 minute walk distance outlined within Figure 3.2. To encourage parents to walk, pram and stroller parking is provided to the rear of the nursery.
- 3.29 With regards cycling, it is acknowledged that this may not be viable for parents of young children attending the nursery, but is a viable option for staff.
- 3.30 Reading has an extensive network of cycleway routes as detailed on the Reading cycleway map provided within **Appendix B**, with cycle route R50 linking Reading town centre with Tilehurst passing along St Micheals Road, 150 metres to the south of the site.
- 3.31 Paragraph 2.2.2 of LTN 1/20 Cycle Infrastructure Design states “two out of every three personal trips are less than 5 miles in length – an achievable distance to cycle for most people”, while paragraph 13.6.3 states “an average speed of 10 miles per hour provides a baseline for calculating cycle journey times”. A 30 minute cycle time, equating to a 5 mile cycle distance has been plotted using the Travel Time website and is provided within Figure 3.3.

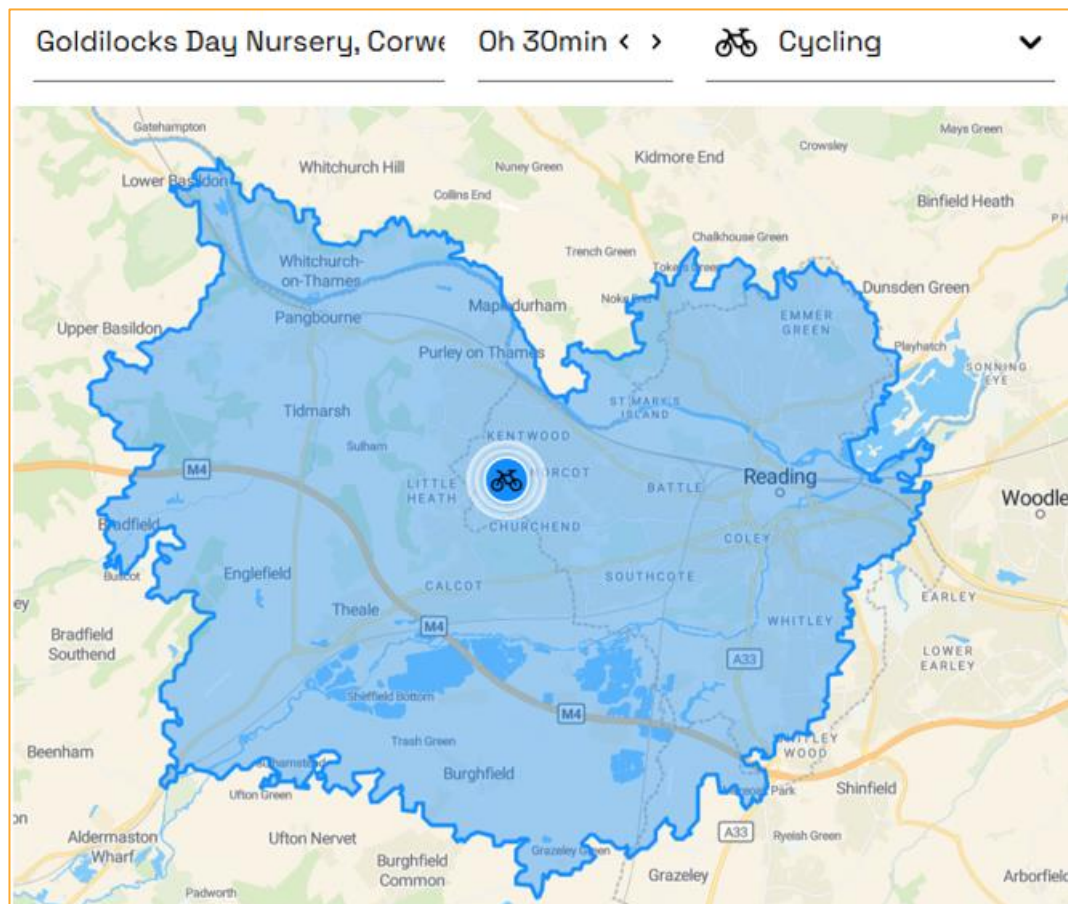


Figure 3.3 - 30 minute cycle time from Goldilocks Nursery

- 3.32 Figure 3.3 details that a significant area, including the whole of West Reading is within a 30 minute cycle time of the nursery.

Summary

- 3.33 The above review demonstrate the nursery is readily accessible by a variety of modes of transport that have the potential to reduce reliance upon the private car. It is therefore considered that its location accords with the guiding principles of the National Planning Policy Framework and the Reading Local Plan.
- 3.34 In addition parking surveys have shown that given the flexible dropping of and collection times, the nursery car park does not exceed capacity, with any on street parking issues exacerbated by parents taking children to and from Park Lane Infant School.

4.0 Proposed Development

- 4.1 The nursery is seeking to planning permission for the use of 77 and 77A School Road as a day nursery for up to 90 children, a number it has been operating at for several years.
- 4.2 The authorised capacity of the nursery is 60 children as approved in May 1992 under Planning Consent Reference 92/00207/Ful, however the OFSTED registered capacity is 114 pupils.
- 4.3 The proposals do not involve any construction works or enlarging the site but are to rationalise the planning conditions to ensure they align with the DfE capacity figure for the school.

Car Parking

- 4.4 The nursery is provided with 12 parking spaces which are solely for parents to drop off and collect children in line with the flexible drop of and collection times. As detailed within Section 3, a parking survey has detailed that the capacity of the car park is not reached.
- 4.5 In accordance with the Reading Parking Standards SPD, the maximum number of parking spaces the nursery should be provided with is one space per 2 FTE staff and 1 drop off space for 10 pupils. There are 14 FTE staff on site and therefore the maximum parking provision for a capacity of 90 children is 16 spaces.
- 4.6 The provision of 12 spaces is in line with the requirements of the SPD, especially given the sustainable location of the site as outlined within Section 3. Parking surveys have shown that there is spare capacity within the Tilehurst Triangle parking area and capacity on street is not exceeded during a very small period coinciding with the start time of the adjacent Park Lane Infant School.

Cycle Park

- 4.7 Cycle parking is provided within a secure area to the rear of the nursery which is available to staff and parents.

Deliveries

- 4.8 Deliveries occur outside the identified nursery drop off and collection times and utilise the nursery's parking area.

5.0 Trip Analysis

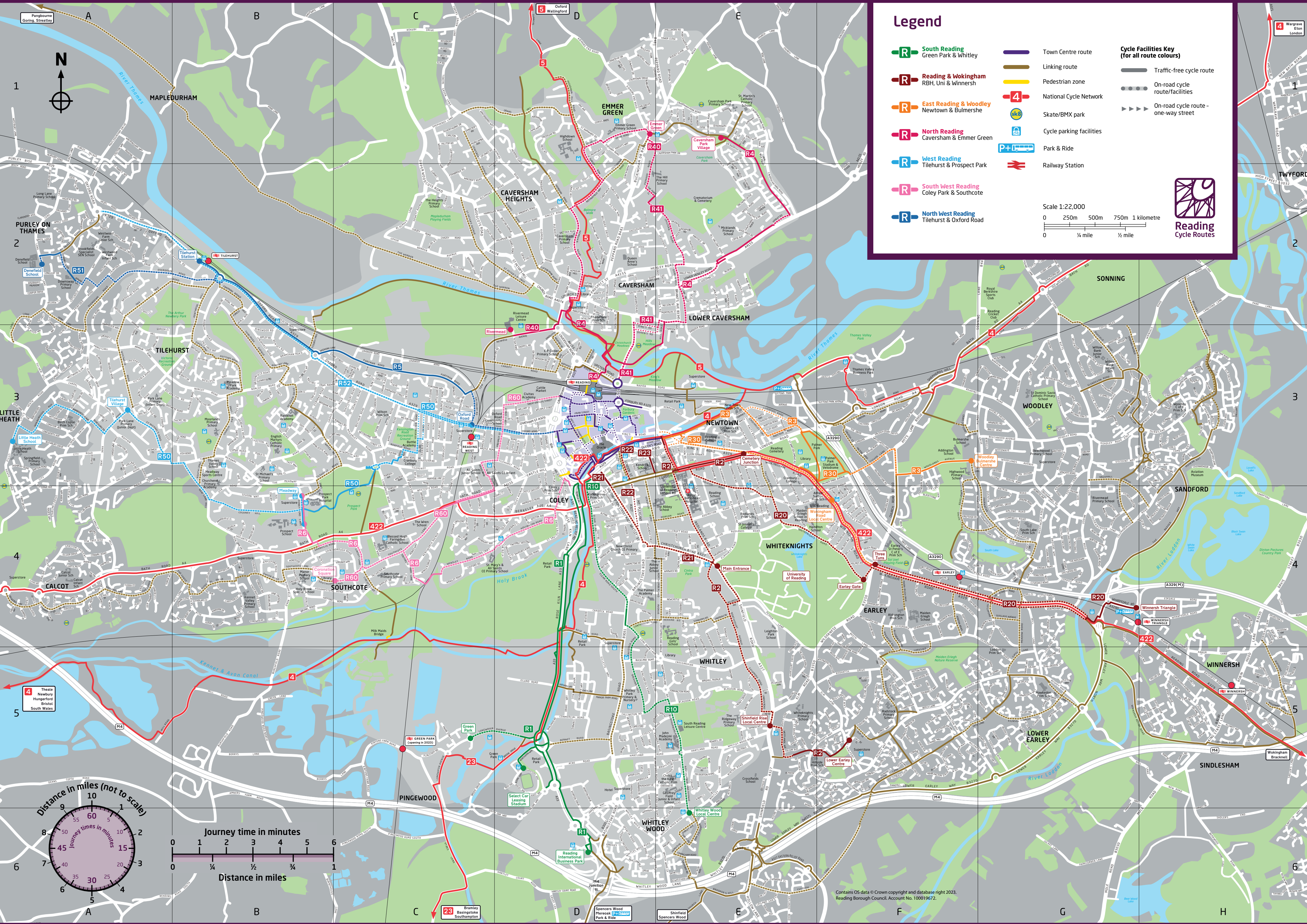
- 5.1 The proposals are to rationalise the conditions on the site to rationalise the children numbers so they correspond with the official OFSTED capacity for the nursery. Therefore, the development is expected to generate no additional trips to the site above what currently occurs.
- 5.2 Nevertheless the nursery is promoting a Travel Plan, which accompanies this Transport Statement, which encourages modal shift and car sharing for staff. Wherever possible staff and parents are encouraged to use modes of transport other than single occupancy vehicles, which are available in close proximity to the school and detailed within Section 3.
- 5.3 The current nursery roll is 90 children and there have been no implications on the transport network with this roll number. The nursery is provided with car parking and while there are some parking restrictions on the neighbouring highway network, site observations have shown there not to be an on street parking issue related to the nursery.
- 5.4 In addition, since the various planning permissions were consented in the early 1990's, there has been a significant enhancement of public transport, footpath and cycling infrastructure surrounding the site and within the Reading Borough area which encourages active travel.
- 5.5 Taking this into account, it is considered highly unlikely that the proposals will lead to any material impact on the operation of local transport networks, let alone the severe impact referred to in the NPPF as legitimate grounds to resist development.

6.0 Summary and Conclusions

- 6.1 Motion has been appointed by Goldilocks Nursery to provide transport consultancy services in support of a planning application for the use of 77 and 77A School Road as a day nursery for up to 90 children.
- 6.2 The nursery's current roll is 90 pupils, 30 higher than consented in 1992 but less than the OFSTED registered capacity and is promoting a Travel Plan which encourages modal shift and car sharing for pupils and parents. Wherever possible staff and pupils are encouraged to use modes of transport other than a single occupancy vehicles, which are available in close proximity to school and detailed within Section 3.
- 6.3 Taking this into account, it is considered highway unlikely that the proposals will lead to any material impact on the operation of local transport networks, let alone the sever impact referred to within the NPPF as legitimate grounds to resist development.

Appendix A

Reading Cycleway Map



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**
- 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

