



TRAFFIC + TRANSPORTATION

THE DATA COLLECTION SPECIALISTS

Star Road, Reading

60071
Transport Statement

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a. Data Quality Assurance:

Data Revision: Main Draft

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1. Introduction

CTS Traffic and Transportation were appointed by Virya Capital to produce a Transport Statement including associated traffic data and parking stress information to support their proposal to add four semi-detached new-build houses on a currently vacant site at Star Road, Reading, RG4 5BE.

This TS has been produced following current guidelines and drawing from available sources in order to understand the current background and likely impacts of the improvement which has been carried out.

Further chapters include:

- Description of area
- Transport Planning Policy Background
- Current traffic and transport generations
- Proposed Development
- Impact and Conclusion

2. Description of area

The site lies at the northern end of Star Road at the northern extent of Lower Caversham, Reading. This part of Reading lies to the north of the River Thames and north of the main central area. The A4155 Henley Road passes east-west to the north of the area, with the B3345 running through linking in to the A4155 at either end.

Local context

The section of Star Road immediately adjacent to the site is one way northbound into the B3345 roundabout junction between Lower Henley Road, South View Avenue, Star Road, Donkin Hill and Briants Avenue. This roundabout also provides access to a former public house which has now become a local Co-op convenience store.

The bulk of the area around the proposed site is residential with a small number of take-aways, public houses and convenience stores.

Directly opposite the site is a row of terraced houses with small frontages behind the footway, which is about 1m wide. To the north of the site towards the roundabout the far side of the road sees a relatively recently developed block of apartments. To the south on Star Road is a further set of terraced houses on the same side, with more modern link-detached properties on the opposite side of the road. Further south, housing is a mix of semi-detached and link detached housing, some with on-site parking but others with only on-street parking.

Although Star Road has some narrower sections, and generally has just 1m wide footways on both sides, there are few sections seeing any traffic regulation, with double yellow lines restricted to those around road junctions, principally Douglas Road and Amersham Road. Douglas Road is a cul-de-sac whilst Amersham Road is also effectively a cul-de-sac although providing a much larger housing development around itself.

Briants Avenue runs parallel to Star Road to the West and is a much wider route that includes bus services, wider pavements and more off-street parking with its residential content, although like Star Road many houses are terraced and have only small frontages. Given its important traffic nature, it has a larger extent of double yellow lines, but also has marked parking bays.

Public Transport Services and stops

The nearest bus stops are on Briants Avenue (southbound) and Donkin Hill (northbound), both just under 150m walk from the proposed development. The southbound stop has a half-shelter, a build-out and marked bus cage on the road, plus a widened pavement at this point. The northbound stop also has a small pavement widening and bus information on the bus stop pole, but no shelter. It is located between parked vehicle bays but the build out means access to the bus is unimpeded (and using a bus boarder kerb). Service details are provided in the Table below:

Route No.	Route	Operator	Frequency	Dated
23 berry (northbound) 24 berry (southbound)	Reading – Caversham Park – Emmer Green – Caversham Library - Reading	Reading Buses	2 per hour Mondays to Saturdays daytimes, one per hour evenings and Sundays	From Sept 2023
28 / 28a Aqua	Reading – Caversham – Shiplake – Henley-on-Thames		2 per hour Mondays to Saturdays daytimes, one per hour evenings and Sundays	From Jan 2025
84	Caversham – Chiltern Edge School		One per direction per day to/from school	
F14	Henley-on-Thames and Caversham Park Football Service		One bus to and one from football stadium at appropriate match times	

The main bus services provide four buses per hour between Reading central area and the site Mondays to Saturdays daytimes and two per hour evenings and Sundays, providing a good service level. The two other services are bespoke to school and football operating days but add to the mix of services available.

Reading railway station, providing access to all parts of the country, is a 2km (25 minute) walk, a five-minute car, a 10-minute bus or a 7-minute cycle away.

Cycle provision

Donkin Hill is noted as a bike-friendly road, with Reading Cycle Route R41 using Star Road past the site on its route between Emmer Green and central Reading. It joins route R4 from Caversham Park at Amersham Road. The roundabout junction nearby has a cycling lane built into it allowing two-way cycle access along Star Road. These routes link to the other extensive Reading cycle routes and to the national cycle routes that pass through Reading.

Current traffic levels

Star Road is principally a local access route, providing northbound car access primarily to Star Road residents, with most through traffic being on the parallel Briants Avenue.

Accidents

CrashMap was utilised to identify the last five years of confirmed collisions nearby. This currently covers up to 2023 in full.

There were five incidents identified, all on the roundabout just north of the site. One was in 2020, two in 2021 and two in 2023. All involved two vehicles, with two involving pedal cycles and one a motorcycle: In these three cases, the cycle rider was the one to be injured. The 2021 cyclist accident saw that cyclist sustain a serious injury. All other injuries were slight, with the earliest accident between two cars resulting in the driver and passenger of one car both slightly injured. Two accidents were with those on their way to work, one was afternoon and the other early evening.

The principal concern here is the safety of cyclists although the record over five years is only relatively small. There is therefore no suggestion of any overall accident propensity in the area specific to the development.

Current Traffic Regulation

As already noted above, the roads immediately surrounding the proposed development have no parking restrictions. Most housing in the area requires on-street parking although some do have off-street spaces and in general there seems to be ample parking available principally on Star Road itself.

Present latest car ownership

A review was undertaken using the latest detailed census data of local car ownership values. The nearest output area, covering most of Star Road, was considered, as well as values for Reading and England overall. The area covered was E00082680.

The table below provides the detailed results by area:

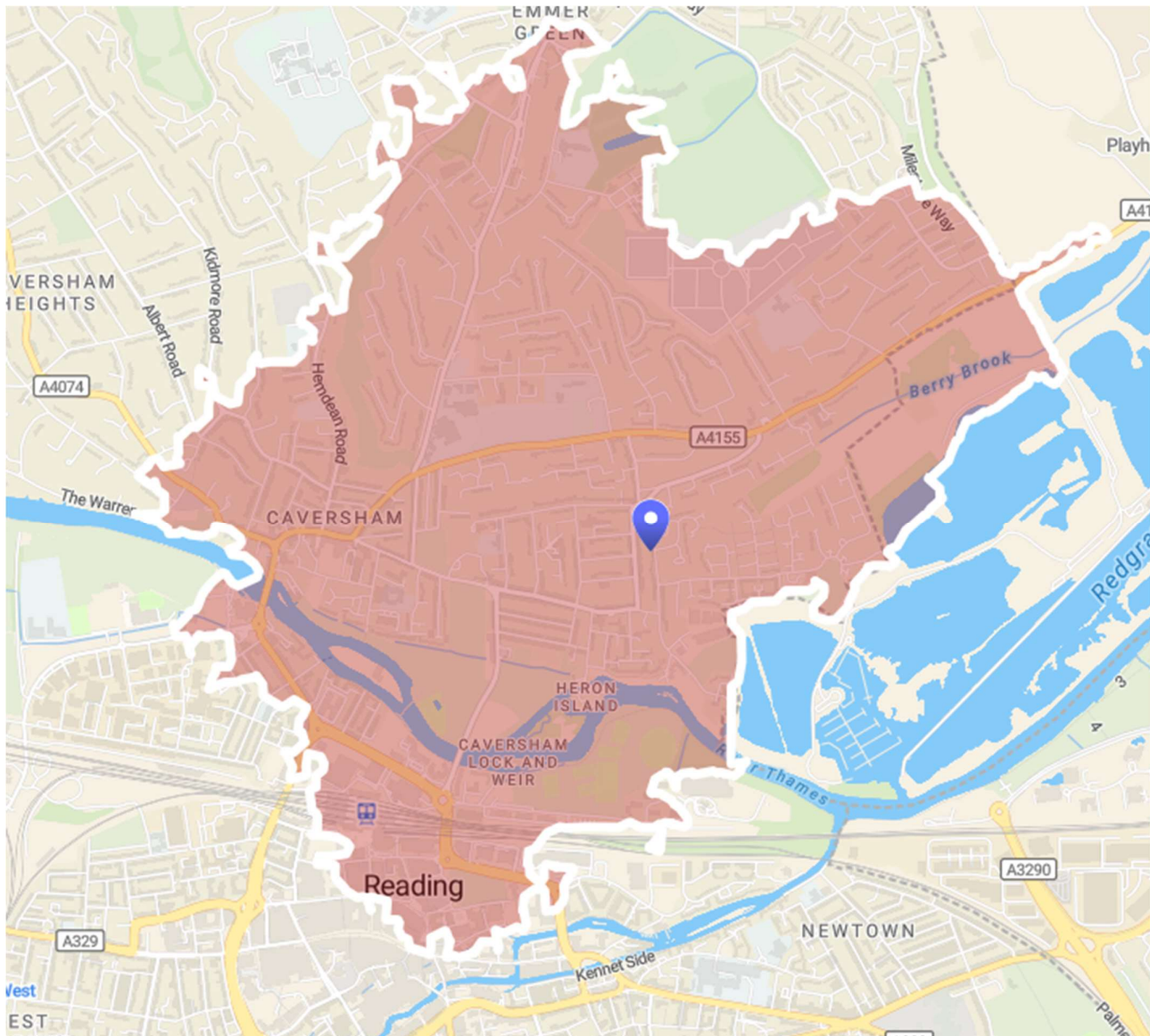
	E00057790		Reading		England	
Population:	259		174224		56490048	
Households:	121		67680		23436085	
No car	17	14%	19206	28%	5516098	24%
1 car	73	60%	29992	44%	9674645	41%
2 car	28	23%	14293	21%	6106970	26%
3+cars	3	2%	4189	6%	2138372	9%
Car Ownership:	1.13		1.02		1.16	
Travel to Work:	174		88866		26405214	
Bus	2	1.1%	6584	7.4%	1129539	4%
Taxi	0	0%	318	0.4%	192884	0.7%
car drive	55	32%	27914	31%	11751945	45%
car pass	5	2.9%	2905	3%	1017402	4%
Bike	5	2.9%	2361	2.7%	554215	2%
Foot	14	8%	10088	11.4%	2016981	8%
WFH	87	50%	34950	39%	8321252	32%
Train	2	1.1%	2412	2.7%	517,902	2%
Household size:						
One person	37	30%	19262	28%	7052229	30%
Single family	78	64%	40381	60%	14762923	63%

Ignoring working from home, walking is the second highest mode choice after car driver. Third equal is cycle, both sustainable modes. The table does show high single car ownership, and that overall car ownership levels are more similar to the English average than to the Reading level. However, car driver and passenger proportions in the travel to work census information are more similar to Reading and much lower than English averages. Cyclist shares are also closer to the Reading average and higher than the English average. Bus usage was very low but working from home for this area was very high and accounted for half the travel to work trip share. Walking is lower than the Reading average but around the English average.

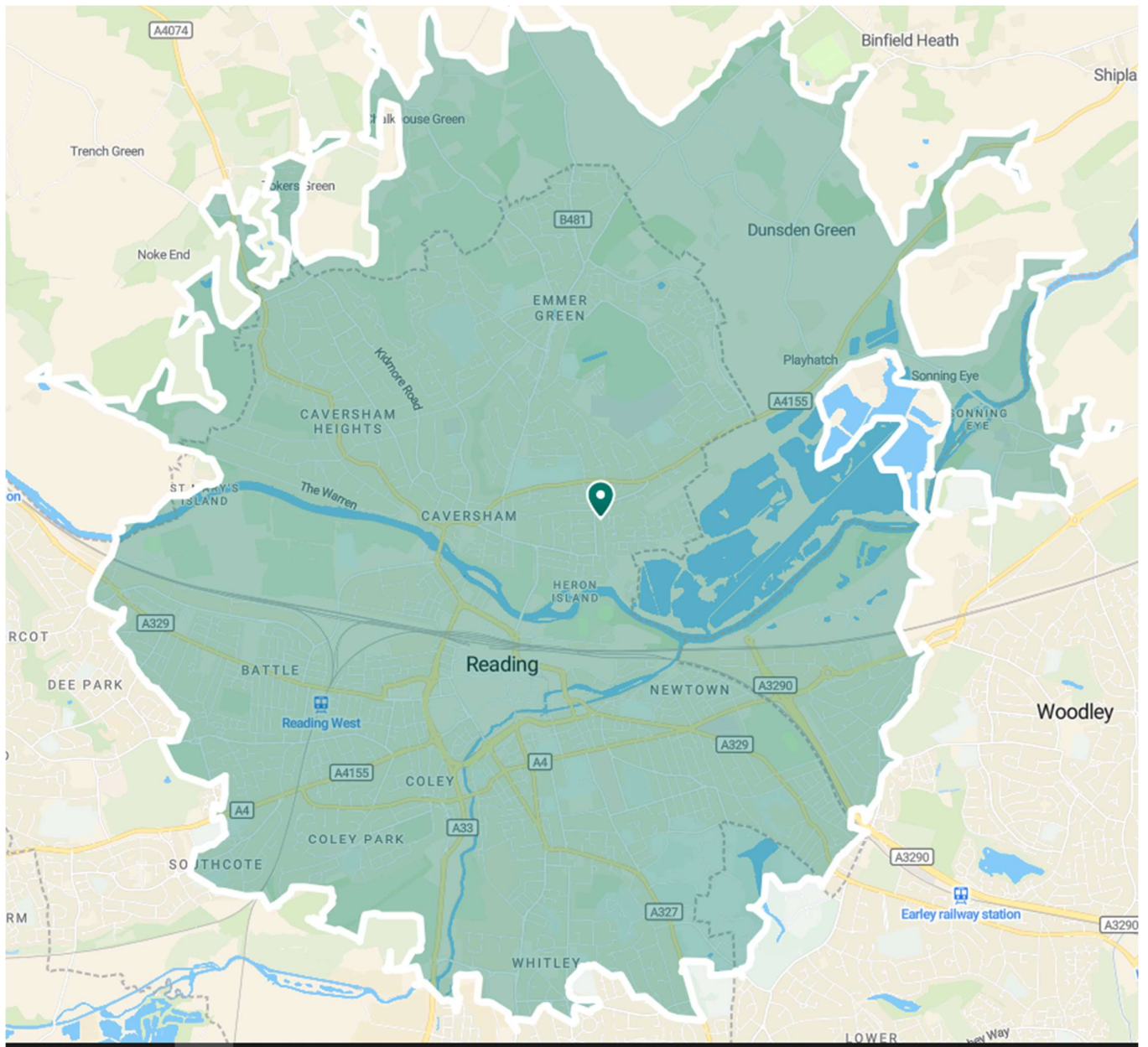
This makes the following modal split, modified removing working from home:

- 63% car (driver)
- 16% foot
- 6% car (passenger)
- 6% cycle
- 3% other
- 2% bus
- 1% motorcycle

To consider this further, the diagram below shows the area within a 2 km walk of the site. This covers a wide area including much of the central area and including the rail station. This suggests the site is well-linked to the central area with reference to walking.



The further diagram below considers the area within 5km which industry standards suggest is the potential area in which cycling might be considered reasonable. Given the high focus in Reading and provision of cycle lanes, the site is well-placed for encouragement of residents to use cycles. The area covers nearly all of the Reading urban area.



Together with the modal split, these diagrams suggest the site is in a sustainable location likely to see high potential for walking and cycling.

3. Transport Planning Policy Background

Overarching national transport policy is set out in the latest National Planning Policy Framework document, last revised on 13th December 2024. It provides the framework within which locally prepared plans can be produced. The principal way of determining planning permission is if the development is in accordance with the development plan unless material considerations indicate otherwise. The main purpose of the planning system is to contribute to sustainable developments. The high level definition is that present need must be met without compromising the ability of future generations to meet their own needs. Three overarching objectives apply – economic, social and environmental. At the heart of the NPPF is presumption in favour of sustainable development.

NPPF para 135 (f) encourages creation of places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

NPPF Chapter 9 reviews “Promoting Sustainable Transport”. It encourages opportunities to promote walking, cycling and public transport to be identified and pursued. Local parking standards, if set, should take into account:

- Development accessibility
- Development type
- Availability and opportunities for public transport
- Local car ownership levels
- Provision for charging of ultra low emission vehicles

It encourages appropriate opportunities be taken to promote sustainable transport modes given the type of development proposed and its location.

NPPF para 116 states “development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety or the residual cumulative impacts on the road network would be severe”.

The Reading Borough Local Plan was adopted in November 2019 and a partial update saw consultation which ended mid-December 2024.

The principal element impacting on this proposal is the “Revised Parking Standards and Design SPD” dated 31st October 2011. This is based on a four-zone system, with Star Road being within zone 2, primary core area, with the nearby bus routes defined as ‘high frequency’ on the definition diagram. This provides residential parking provision requirements of one space per 1-bed or 2-bed house and 2 spaces per 3-bed or 4+bed houses. Cycle requirements are 1 space per 1-bed and 2 spaces per 2/3 bed houses. These need to be in a secure facility such as a garage, or otherwise within provision of secure communal cycle parking.

Further discussion in the context of the planned development are discussed below.

4. Current Traffic and Transport Generations

The site is currently a vacant plot of land surrounded by a fence and with no obvious access point. The land is overgrown with vegetation and has other houses on two sides, the Co-op on the third side and the road on the fourth.

There is therefore no current traffic generations from the site, nor any clear guidance as to the former use of this site.

Local Traffic information

For the purposes of air quality calculations, three one-week ATC sets of data were collected. Site 1 was directly outside the proposed property, site 2 on Briants Avenue to the rear of the property, and site 3 on Lower Henley Road just to the east of the Donkin Hill / Star Road / South View Avenue / Lower Henley Road / Briants Avenue roundabout. Appendix 1 provides a plan showing where these traffic counts were undertaken.

The full week covered was from Monday 24th March to Sunday 30th March 2025. School term ended the following Friday 4th April so the counts were during typical traffic periods.

At site 1, adjacent to the development, the road is one-way northbound (apart from for cycles and pedestrians). Friday was the busiest day with 1,335 total vehicles in the 24-hour period. Sunday was quietest with 874. Five-day average 24-hour flows were 1,220 with seven day lower at 1,128. The busiest weekday morning peak was 08:00 with 172 vehicles on the Thursday, whilst evening peak hours varied between 15:00 and 17:00 with the busiest being 126 vehicles at 17:00 on the Friday. Just 4% of the flow were hgv or bus.

The 85th percentile speeds were 24.2mph weekdays and 24.4mph for the seven day average. Sunday saw the highest 85th percentile speed – 25.1mph. This is consistent with the location being towards the junction at the end of the road.

There were between 14 and 26 cycles observed per day, with the highest level on the Saturday and an average flow of 18 for both five and seven days. Motorcycle numbers were higher, an average of 52 over the weekdays and 49 over the seven day week. The highest volume was on the Friday with 63 motorcycles.

Site 2, Briants Avenue, was much busier, with a much higher level of traffic southbound compared to northbound, partly taking traffic that could not use Star Road southbound with other extra traffic being that heading to destinations on Star Road from a northbound origin. Both 5-day and 7-day average flows were similar (3158 and 5095, 3192 and 5013, northbound and southbound respectively). Sunday was the busiest northbound (3,298 in 24 hours), whilst Friday was busiest southbound (5,354 vehicles). Again, 4% of the total traffic was ogv or bus. The southbound weekday am peak was always the 08:00 hour with the northbound AM and both direction PM peaks more variable, and not always in the normal peak hours. The AM peak northbound was 11:00 on all days apart from Monday and Tuesday. The PM peak hours were 14:00 northbound and 15:00 southbound on the Friday.

85th percentile traffic speeds were 24.5 southbound (both five and seven day averages) and 25.6 (five day) and 25.8 (seven day) northbound. This is slightly counter-intuitive because the northbound is nearing the roundabout. Again, the highest speeds were on the Sunday.

Site 3, Lower Henley Road, again saw fairly similar levels of traffic between the five and seven day averages. North-east bound traffic was the lowest. Over 24-hours average flows were 4,522 / 4,443 south-west bound and 3,796 / 3,756 north-east bound. Busiest day was Friday with 4,728 south-west bound and 3,973 north-east bound. The south-west bound am peak was always 08:00 and the north-east bound 07:00 apart from on Wednesday when it was 08:00. PM peak hours varied from 15:00 to 17:00 and by direction. Just 3% of the flow was ogv or bus.

The average 85th percentile speeds were 26.6mph south-west bound (5 and 7 day) and 28.0 5-day and 28.1mph 7-day north-east bound (away from the junction). This fits with the site being just to the north-east of the roundabout, so south-west bound traffic would be slowing towards the junction.

Local Parking availability

An industry standard Lambeth-style parking survey was undertaken covering 200m around the proposed site covering a weekday and a weekend evening in order to understand current availability of parking around the site. A full report of the survey is provided with the survey plan and results.

The report identifies ten street sections with parking available within the 200m accepted industry standard. Within that area there are a total of 136 legal possible parking spaces on street. Across that area on the weekend night there were 83 vehicles parked, giving a parking stress level of 61%. On the weekday evening there were 88 vehicles parked, providing a stress level of 65%. In actual terms this left some 48 to 53 spaces available.

In detailed terms, Star Road has 44 possible parking spaces, with 26 used for the weekend night and 31 on the weekend night, giving 13 to 18 spare parking spaces available in that stretch of road alone.

Further discussion occurs below regarding the impact of these observations.

5. Proposed Development

The proposal is to provide a pair of two semi-detached three-bed houses each with a single frontage parking space. One of the houses will have a larger ground floor. Pedestrian and vehicular access will be taken from Star Road with appropriate dropped kerbs installed, including relevant pedestrian visibility splays.

Local planning guidance requires two parking spaces and two cycle spaces per dwelling. The house design allows for one parking space on the forecourt and for cycle parking to be provided within each house. This leaves a shortfall of one parking space per house, or a total of four parking spaces that need to be available in the local area without leading to any parking issues arising.

The parking survey was undertaken to identify the level of current available parking in the surrounding area. This showed within the industry standard area between 51 and 56 spaces available. However, introducing the development adds four more dropped kerbs to the streetscape which reduces the available parking spaces near the development by three spaces. This still leaves between 48 and 53 available spaces in the full area, and ten to 15 within Star Road. This means that in the worst case if the four extra vehicles parked within Star Road there will not be an appreciable increase in parking stress, with the overall value rising from 60 to 61% for the weekend and 63% to 65% for the weekday; or at worst 59% to 63% for the weekend in Star Road and 70% to 76% for the weekday.

It should also be noted that the area is very sustainably located with good access to bus services, and more so for walking and cycling to the main provision of facilities in the nearby central area.

6. Impact and Conclusions

This development is located well within the industry standard 2km walking distance of the principal town centre of Reading and all its facilities. The local authority is very active in providing cycle facilities and more or less all of the Reading urban area is within the industry standard 5km in which trips by cycle are considered to be reasonable.

The proposal provides one on-site parking space per dwelling and is designed to encourage people to keep cycles within their properties. The shortfall of four parking spaces generated in total can be readily accommodated within the surround industry standard area, and in fact within Star Road itself, with no significant change to the level of parking stress resulting.

The development therefore benefits from and contributes to sustainable travel encouragement whilst ensuring all those needing to use cars are able to do so, and even in the worst case does not lead to any appreciable increase in parking stress in the surrounding area.

The development is therefore well-designed and provided for in transport / highway terms and there is no highway or transport reason the development should not be acceptable. In fact, its design and location is within an area stated to see sustainable travel by the local planning documents produced by the local Council themselves.