

PROPOSED NEW NURSERY BUILDING

Emmer Green Kindergarten

85 Grove Road

Emmer Green

Reading

RG4 8LJ

TRANSPORT STATEMENT

Report prepared on behalf of:

Emmer Green Kindergarten
Caversham Park Kindergarten Ltd
85 Grove Rd
Emmer Green
Reading
RG4 8LJ

July 2025

(Ver 1.2)

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Proposed New Nursery Building
Emmer Green Kindergarten
85 Grove Road
Reading
RG4 8LJ

Transport Statement

APPENDICES

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- 2 Travel Plan (April 2025)

DRAWING

Existing Parking Arrangements
(THaT Consultancy, Drg No THaT/6034/P1/01.01.0 Rev A)

1 INTRODUCTION

- 1.1 THaT Consultancy has been appointed by Caversham Park Kindergarten Ltd (“the applicant”) to advise on the transport issues associated with a proposal to provide an additional 30 childcare spaces at Emmer Green Kindergarten in Reading.
- 1.2 The additional childcare spaces will be provided in a new building constructed on land immediately behind the existing nursery building.
- 1.3 The application site extends to 541 m². The site was previously owned by Reading Borough Council. The Council has sold the site to the applicant, and provided grant funding, to facilitate the provision of much needed new childcare spaces in the area.
- 1.4 The proposed new building is the subject of a full planning application.
- 1.5 For the purposes of determining this planning application Reading Borough Council is both the local planning authority (“LPA”) and the local highway authority (“LHA”).
- 1.6 This Transport Statement should be read in conjunction with the Planning Statement and application plans prepared by RL Planning.

2 THE SITE AND LOCAL HIGHWAY NETWORK

Site Location

- 2.1 The site is located in the Caversham area of Reading as shown in the General Site Location Plan attached as Figure 1.
- 2.2 The application site itself is a 0.05 ha rectangular plot of land located immediately to the south of (i.e. behind) the existing Emmer Green Kindergarten building. For convenience a copy of the Site Location Plan submitted with the planning application (i.e. the red line plan) is attached to this report at Appendix 1.
- 2.3 The existing nursery building fronts onto, and takes access from, Grove Road. At present access to the application site itself is by way of a private access from Knights Way to the south. We understand that the private access is controlled by Reading Borough Council.
- 2.4 If the proposed new nursery building is approved then access to the new building will be by way of the existing nursery. The existing access by way of the private access from Knights Way will be gated and retained for emergency use only.

The Local Highway Network

- 2.5 The local highway network is shown in Figure 2. The existing nursery building is located on a minor service road known as Grove Road. This service road is approximately 120m long and provides a link between the main section of Grove Road to the north and Evesham Road to the south-west.
- 2.6 Grove Road (service road) loops around a grassed area. It is a 4.8 m wide single carriageway road with a footway, and frontage development, on just the site side of the road. The footway passing in front of the existing nursery building is approximately 4.5 m wide.
- 2.7 Unrestricted on street parking is available along Grove Road (service road).
- 2.8 Emmer Green primary school, and Saint Barnabas church, are located on the main section of Grove Road to the north side of the grassed area.

- 2.9 All the roads in the vicinity of the site are subject to a 30 mph speed limit and have street lighting.
- 2.10 Evesham Road/Grove Road is a high-frequency bus route. There are bus stops on Evesham Road approximately 60 m to the west of the nursery and bus stops on Grove Road approximately 35 m to the north of the nursery across the grassed area.

Site Description

- 2.11 The application site itself is a small, rectangular, parcel of land measuring approximately 0.05 ha. It is shown in Photograph 1 below:



Photograph 1 The Application Site Itself

-
- 2.12 The site is currently vacant, but we understand that it was previously rented from the council and used for community purposes. Access to the site is currently by way of a gated access on the private drive from Knights Way.
- 2.13 Access to the proposed new nursery building will, however, be by way of the existing Emmer Green Kindergarten building on Grove Road (Service Road). We have therefore considered the access and parking arrangements at the existing nursery as part of our investigations.
- 2.14 The existing nursery has a frontage of approximately 24 m to Grove Road (service road). There is a metal barrier across the site frontage, with a 4.2 m wide opening section which allows access to the building and onto the site frontage when the nursery is open.
- 2.15 The existing parking arrangements at the nursery and on the surrounding highway network are shown in drawing number THaT/6034/P1/01.01 0 Rev A, copy attached.
- 2.16 The forecourt area in front of the building currently provides space for 3 cars as shown in the above drawing and in Photograph 2 below. We note though that previous Google Street view images show up to 5 cars parked on the frontage. The 3 on-site car parking spaces are only used by staff.
- 2.17 Safe and secure storage for buggies and up to 17 bicycles is provided at the site. The bin storage area is located at the western end of the site frontage.



Photograph 2 The Existing Nursery on Grove Road (Service Road)

3 EMMER GREEN KINDERGARTEN

- 3.1 The existing nursery is registered for 88 children per day under the age of five years. There are currently 106 children on roll.
- 3.2 The opening hours are 8 AM to 6 PM, Monday to Friday, 49 weeks per year.
- 3.3 The nursery employs 15 full-time members of staff and 17 part-time
- 3.4 The nursery has a current travel plan. The travel plan, and a detailed evaluation of the travel characteristics of the nursery, are presented later in this report.

4 THE NEED FOR ADDITIONAL CHILDCARE SPACES IN READING

- 4.1 The Department for Education's analysis of the childcare market in Reading estimates that 258 new places will need to be created for children 2 years and younger to respond to the expansion of the early years working entitlements. Capital funding has been allocated to all local authorities to increase the availability of childcare places.
- 4.2 Emmer Green Kindergarten is currently full in all age groups until July 2026 and has a waiting list.

5 READING BOROUGH COUNCIL SUPPORT FOR THE PROPOSED EXPANSION OF EMMER GREEN KINDERGARTEN

5.1 To help Emmer Green Kindergarten provide some of the additional childcare places urgently needed in the Reading area the Borough Council has:

- agreed to the sale of the land needed to provide expanded facilities
- provided capital funding
- awarded an early years grant payment

5.2 It is clear therefore that Reading Borough Council supports the proposed development.

6 THE PROPOSED DEVELOPMENT

6.1 The proposed development is described in detail in the plans and supporting statement prepared by RL Planning. In summary, the proposed development comprises of:

- a new nursery building with a gross internal (GIA) area under 100 m²
- a shed
- outdoor space
- replacement fences and gates

6.2 The new building will accommodate an additional 30 children.

6.3 Staffing levels are not expected to change because the existing staffing levels exceed the legally required staffing ratios.

6.4 Access to the new building will be by way of the existing nursery on Grove Road.

6.5 There will be no access to the site and new classroom directly from the private drive.

6.6 The existing gated access to the site from the private drive will be retained but will be locked and only used as an emergency access.

6.7 Any additional movements on the private drive will be limited to pedestrians and cyclists.

6.8 Refuse storage/collection and other servicing will all be undertaken by way of the existing nursery on Grove Road. These activities all take place in any event so there will be no overall increase in vehicle movements as a result of these activities.

7 TRAVEL PLAN

7.1 In April 2025 Emmer Green Kindergarten updated its travel plan to take into account the additional classroom which will cater for an additional 30 children.

7.2 The updated travel plan is attached at Appendix 2.

7.3 Staff and parents have signed up to the nursery travel plan.

7.4 The “Aims and Objectives of Our Travel Plan” as set out in the travel plan document are:

“The aim of our Travel Plan is to reduce traffic, noise pollution and emissions in and around Grove Road and Knights Way. We wish to avoid potential traffic and parking congestion in the nursery’s vicinity.

The Travel Plan is targeting the three main user groups of our Nursery:

- *the children/parents*
- *the staff*
- *visitors”*

7.5 A travel survey has been completed, and the results are presented in the Travel Plan. The modal split of children and staff travel to/from the nursery are summarised in Table 1.

Mode of Travel	Children		Staff	
	No.	%	No.	%
Walk	54	51%	18	56%
Cycle	18	17%	1	3%
Public Transport	11	10%	9	28%
Car	23	22%	4	13%
Total	106	100%	32	100%

Table 1 Travel Survey – Modal Split

7.6 It will be noted that:

- Only 4 members of staff (13% of the total) travel by car.
- 87% of staff (ie 28 members of staff) use sustainable modes of travel.
- Only 23 children are transport by car.
- 78% of children (ie 83 children) are transported by sustainable modes of travel.

7.7 The Travel Plan explains how the travel plan will be promoted and monitored.

8 TRANSPORT CHARACTERISTICS OF THE EXISTING AND PROPOSED DEVELOPMENT

Sustainable/Accessible Location

- 8.1 The travel survey undertaken as part of the Travel Plan as summarised above has identified the modal split of all travel undertaken by staff and children as they travel to and from the nursery site. The survey shows that only a very small percentage of travel is undertaken by car (i.e. 30% of staff travel and 22% of child travel).
- 8.2 The high proportion of trips undertaken by sustainable modes of travel reflects the fact that the nursery is located in a highly sustainable location at the heart of the catchment area it serves with easy access on foot, by bicycle and by public transport.

Linked Trips

- 8.3 The transport impacts of the nursery are reduced even further by the fact that the nursery is in close to the nearby primary school. The majority of children at the nursery also have older siblings of the primary school. These children are typically transported to/from the nursery in conjunction with parents transporting older children to/from the primary school. The overall number of trips transporting children to/from nursery and/or school is thereby reduced.
- 8.4 At present 63 of the children attending the nursery have siblings at the Primary school. This means that approximately 60% of nursery children have older siblings at the primary school. Parents will typically drop their elder child/children off at the primary school and then bring the younger child/children to the kindergarten.
- 8.5 Of the 63 children with siblings at the primary school 51 children attend the kindergarten between 9am – 3:30pm to align with the primary school hours. The other 12 children attend the nursery between 8 AM and 6 PM across a variety of days/sessions Monday to Friday.
- 8.6 As noted in the travel surveys summarised above only 22% of children are transported to/from the nursery by car.

Additional Childcare Spaces

- 8.7 The proposed 30 additional childcare spaces are expected to have the same travel and transport characteristics as the existing cohort. If we assume 30 additional children then this would mean that only 7 additional children (ie 22%) would be transported to/from the nursery by car.
- 8.8 Assuming that 60% of these children also have older siblings at the primary school then the additional 30 childcare spaces will only result in an additional 3 children being transported by car given that the parents of the other 4 children will already be transporting children to/from the primary school by car.
- 8.9 The number of additional car movements as a result of the proposed development would be reduced even further if the new children at the nursery already had older siblings at both the nursery and the primary school.

Refuse

- 8.10 The existing bin storage area is located on the site frontage to Grove Road.
- 8.11 This facility will also be used by the new classroom.
- 8.12 The proposed new classroom will therefore not lead to any additional vehicle movements associated with refuse collection.

Deliveries

- 8.13 The nursery has a supermarket delivery once a week (on a Monday morning).
- 8.14 Hot meals are delivered to the nursery each day at 11:30 am.
- 8.15 These deliveries come to the front door of the existing nursery. These existing arrangements will cater for any increase in demand arising from the proposed new classroom.
- 8.16 The proposed new classroom will therefore not lead to any additional vehicle movements associated with either supplier.

9 TRANSPORT IMPACTS

- 9.1 The transport impacts arising from the proposed expansion of the nursery will be minimal.

Staff Travel

- 9.2 The proposed new classroom will not require any additional staff to attend site daily as the nursery is already overstaffed. Existing staff will be redeployed from the existing building to provide childcare in the new building.
- 9.3 There will therefore be no additional transport impacts arising from staff travel to/from the site.

Child Travel

- 9.4 The parents of the 22% of children who are transported to/from the nursery by car will continue to park on street as they do at present when dropping off/picking up their children.
- 9.5 We have analysed the availability of on street car parking on the local highway network in the vicinity of the existing nursery building. The results of this analysis are presented diagrammatically in the attached drawing entitled "Existing Parking Arrangements" (Drg No THAT/6034/P1/01.01.0). There are extensive lengths of unrestricted parking along Grove Road (service road) capable of accommodating 13 or more cars. These spaces are all within 40/50 m of the existing nursery building.
- 9.6 The parking demand arising from the nursery can be safely and conveniently catered for on Grove Road (service road). However, in addition to the on street parking on Grove Road (service road) there are also extensive lengths of unrestricted on street parking on the local highway network including Grove Road, Evesham Road and Knights Way which could be used if necessary.

10 ASSESSMENT AGAINST POLICY

National Planning Policy Framework (NPPF)

- 10.1 The NPPF is a material consideration that must be taken into account where it is relevant when determining a planning application.
- 10.2 Paragraph 11 of the NPPF sets out the “presumption in favour of sustainable development” and explains that for “decision taking” this means:
- “c) approving development proposals that accord with an up-to-date development plan without delay;”*
- 10.3 Chapter 6 of the NPPF is entitled “Building a Strong, Competitive Economy”.
- 10.4 The first part of Paragraph 85 within this Chapter states:
- “Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.”*
- 10.5 Chapter 8 of the NPPF is entitled “Promoting Healthy and Safe Communities”.
- 10.6 Paragraph 100 within this Chapter states:
- “It is important that a sufficient choice of early years, school and post-16 places are available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:*
- a) give great weight to the need to create, expand or alter early years, schools and post-16 facilities through the preparation of plans and decisions on applications; and*
- b) work with early years, school and post-16 promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.”*

10.7 Chapter 9 of the NPPF is entitled “Promoting Sustainable Transport”.

10.8 Paragraph 116 states:

“116. 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.”

Comment

10.9 The proposed development meets the fundamental objectives of each of the above policies.

10.10 Reading Borough Council, which is the local planning authority, actively supports the proposed development and has worked with the applicant to help ensure that the development is a success.

10.11 The proposal promotes sustainable transport and reduces the overall need to travel by providing a service at the heart of the community that it serves.

10.12 The proposed development will have no significant adverse transport impacts and no detrimental impact on highway safety or capacity.

Reading Borough Local Plan (2019)

10.13 The following policies are relevant in the context of evaluating the transport aspects of the proposed development:

- Policy CC 6: accessibility and the intensity of development
- Policy TR 1: achieving the transport strategy
- Policy TR 3: access, traffic and highway -related matters
- Policy TR 5: car and cycle parking and electric vehicle charging

Comment

- 10.14 The proposed development meets the fundamental objectives of each of the above policies.

Parking Standards and Design SPD

- 10.15 Emmer Green Kindergarten is located in Zone 3 as defined in the Council's Parking Standards and Design SPD; indeed, it is located close to a high-frequency bus route with bus stops within 35 m and 65 m from the site rather than simply within 400 m of the site.
- 10.16 The maximum car parking standards for a day nursery located in Zone 3 with flexible pickup and drop-off times is 1 per 2 FTE staff and 1 drop-off space per 10 pupils.
- 10.17 The minimum cycle parking standard for day nurseries is 1 space per 2 FTE staff.

Comment

- 10.18 The proposed development meets the requirements of the Council's Parking Standards and Design SPD.

11 CONCLUSIONS

- 11.1 THaT Consultancy has been appointed by Caversham Park Kindergarten Ltd (“the applicant”) to advise on the transport issues associated with a proposal to provide an additional 30 childcare spaces at Emmer Green Kindergarten in Reading.
- 11.2 The additional childcare spaces will be provided in a new building constructed on land immediately behind the existing nursery building.
- 11.3 The application site extends to 541 m². The site was previously owned by Reading Borough Council. The Council has sold the site to the applicant, and provided grant funding, to facilitate the provision of much needed new childcare spaces in the area.
- 11.4 The proposed new building is the subject of a full planning application.
- 11.5 For the purposes of determining this planning application Reading Borough Council is both the local planning authority (“LPA”) and the local highway authority (“LHA”).
- 11.6 The nursery has a Travel Plan that encompasses the proposed new development.
- 11.7 The nursery is located in a highly sustainable location at the heart of the community that it serves. The site has easy access on foot, by bicycle and by public transport.
- 11.8 The travel survey undertaken as part of the Travel Plan show that only a very small percentage of travel associated with the nursery is undertaken by car (i.e. 30% of staff travel and 22% of pupil travel).
- 11.9 The vast majority of trips associated with the nursery are undertaken by sustainable modes of travel.
- 11.10 Approximately 60% of children attending the nursery have older siblings attending the nearby primary school. Parents typically make a single journey to drop-off/pickup children at both the primary school and nursery. These “linked trips” further reduce the traffic impact of the nursery, and indeed of the primary school.
- 11.11 There is extensive unrestricted on street parking on Grove Road (service road) and the adjoining sections of highway all within easy walking distance of the site.

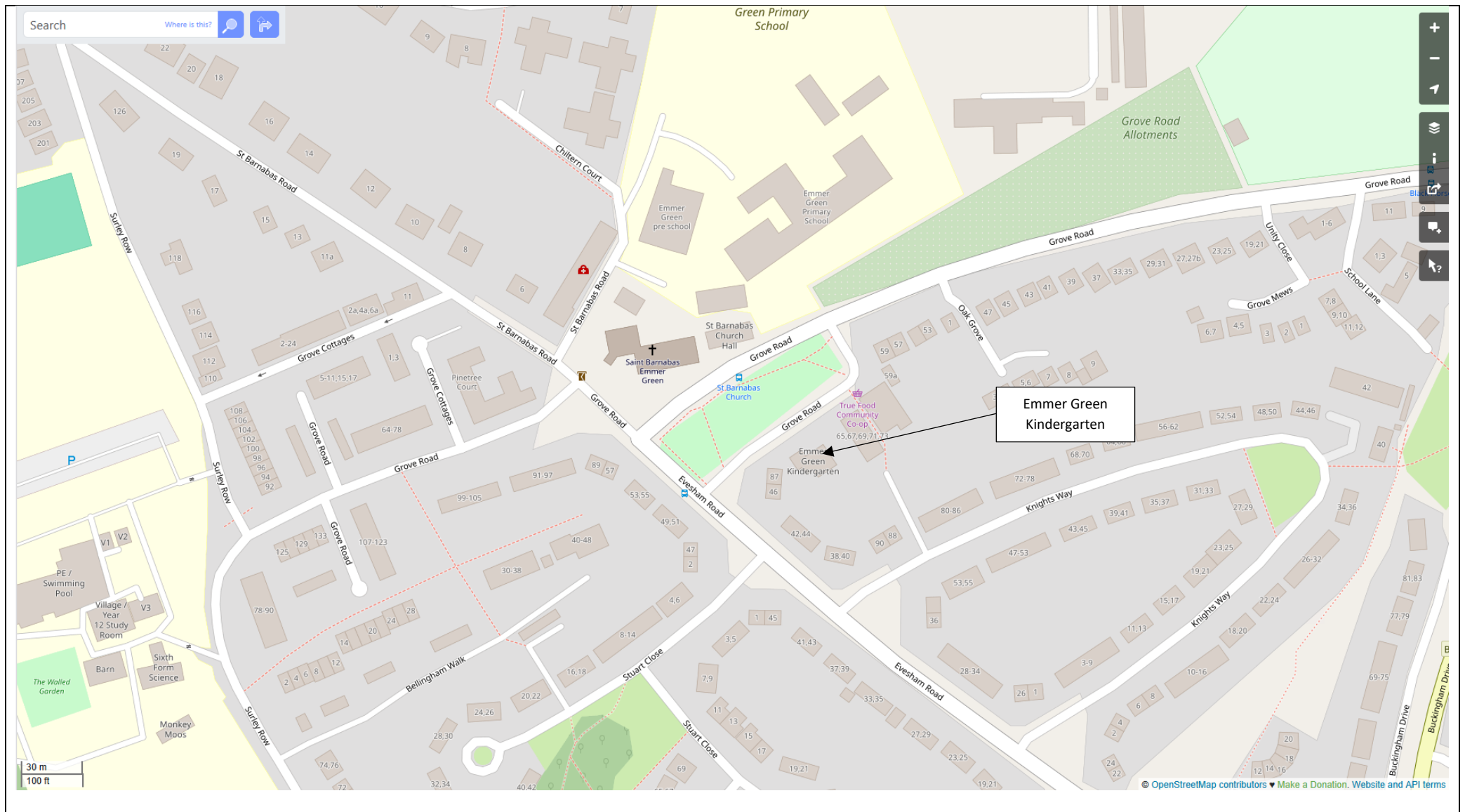
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- 11.12 The development proposals been formulated to comply with the transport related policies of the National Planning Policy Framework (NPPF), the Reading Borough Local Plan and the Council's Parking Standards and Design SPD.
- 11.13 The proposed development meets the fundamental objectives of each of these policy documents. The proposal promotes sustainable transport and reduces the overall need to travel by providing a service at the heart of the community that it serves. The proposed development will have no significant adverse transport impacts and no detrimental impact on highway safety or capacity
- 11.14 This being the case there is no justification for objecting to the proposed development on highway, transport or safety grounds.

FIGURES



General Site Location Plan

Figure 1



The Local Highway Network

Figure 2

APPENDICES



Emmer Green Kindergarten – Travel Plan – April 2025

Introduction

Emmer Green Kindergarten, 85 Grove Road, Emmer Green, Reading, RG4 8LJ opened in August 2019. We provide full day care for children aged between 3 months and 5 years. We are proposing to open an additional classroom facility on Land to the rear of 88 Knights Way, Emmer Green.

We are registered for 88 children per day; we currently have 106 children on roll. The additional classroom will cater for an additional 30 children.

Nursery Proposal

The opening hours are 8am to 6pm, Monday to Friday, 49 weeks per year. The nursery is always be closed Easter Monday week, August Bank Holiday week and the week between Christmas and New Year. Parents arrive and leave at different times each day as we have children attending sessions as well as a full day.

Chart showing children's arrival and departure times

	Number of children arriving before 9am	Number of children departing before 1pm	Number of children arriving before 1pm	Number of children departing before 6pm
Monday	46	2	21	67
Tuesday	56	2	21	75
Wednesday	53	0	21	74
Thursday	54	5	17	71
Friday	49	8	15	64

	Number of staff arriving before 9am	Number of staff departing before 1pm	Number of staff arriving before 1pm	Number of staff departing before 6pm
Monday	25	0	1	26
Tuesday	27	0	1	28
Wednesday	29	0	1	30
Thursday	29	0	1	30
Friday	23	0	1	24

32 members of staff 17 of whom work part time and 15 of whom work full time. Full time staff mainly work 40hrs per week, five days per week; Part time staff mainly work 16 hours per week between the hours of 9am and 3:30pm.

Staffing for the proposed new classroom on the land to the rear of 88 Knights Way, will not require any additional staff to attend site daily as the nursery is overstaffed and so will draw on the existing staff group to provide childcare.

Staff and parents have signed up to the nursery travel plan and mainly travel to nursery by sustainable modes of transport.

Staff recruitment and induction includes travel options to the nursery. We try to recruit staff from the local area as much as possible to avoid travel issues. Currently 30 of our staff live within a 3 miles radius of the nursery.

The nursery provides a secure buggy and bike shed for all parents to store their pushchairs, scooters and bicycles seats for their children throughout the day. The nursery offers 3 car parking spaces for staff cars and again they are welcome to place bikes in the bike shed if they so wished to cycle to work.

Access to Nursery by car

Outside the front entrance the nursery is accessed by a service road with parking immediately outside on the public highway. There is also parking in the immediate roads surrounding the nursery.

Access to the nursery by public transport

The nursery is well served by established public transport links. The nearest bus stop is directly opposite the nursery outside St Barnabas Church. This takes passengers into Caversham and Reading town centre. The bus running in the opposite direction takes passengers into Emmer Green; Caversham Park; Lower Caversham and Reading. These stops are a 2 minute walk from the nursery site.

Access to nursery by bicycle

Cycling to and from the nursery is actively encouraged. The Nursery encourages cycling by parents and staff, and there is a good uptake of this mode of transport. There is a W/C staff room where staff can use for changing if necessary.

Access to nursery – Walking

All children, staff, parents and visitors can walk to and from the nursery. All children within the nursery have access to daily walks where staff talk to them about why it is healthy for us to walk and not always use the car. Staff are actively encouraged to walk or use public transport, which 27 of the current 32 staff on roll do.

Aims and objectives of our travel plan

The aim of our Travel Plan is to reduce traffic, noise pollution and emissions in and around Grove Road and Knights Way. We wish to avoid potential traffic and parking congestion in the nursery's vicinity.

The Travel Plan is targeting the three main user groups of our Nursery:

- The children/parents
- The staff
- Visitors

Aims, Objectives, Target and Monitoring of the travel plan

The proposals contained are promoted to children/parents, staff and visitors to the nursery by the nursery management team. Rebecca Hartley is responsible for encouraging and promoting the content of the Travel Plan. In addition, Rebecca organises the survey and monitoring the travel plan.

We have completed a survey of results of which are shown below:

	Walk	Cycle	Public Transport	Car
Number of children	54	18	11	23

	Walk	Cycle	Public Transport	Car
Number of staff	18	1	9	4

As you can see a very high percentage of parents and staff walk or use public transport to the nursery.

Monitoring the travel plan

The progress of the travel plan will be measured annually. The result of the annual survey is reported in our directors meeting once a year.

Promotion of the Travel Plan

The Travel Plan aims to reduce and maintain low levels of traffic for the following three user groups:

- The children/parents
- The staff
- Visitors

The indicatives in the travel plan are promoted by:

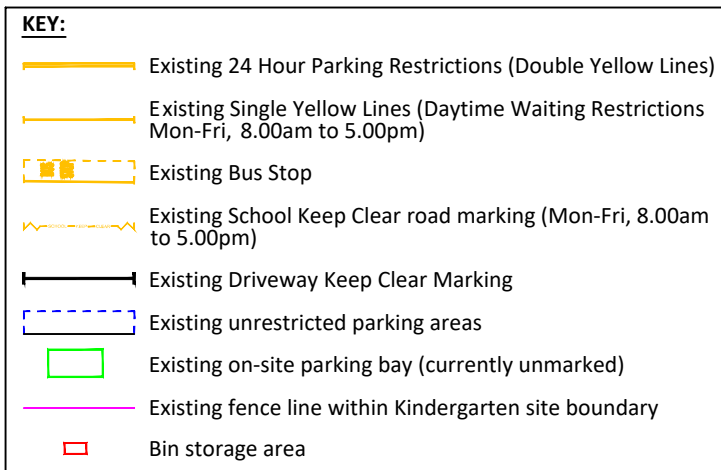
Promotion around the site posters are displayed around the nursery and in the staffroom showing the contents of the travel plan. We involve the children by making them more aware of the benefits of walking, cycling or scooting to nursery. Copies of the travel plan are available on request. Current posters display the location of the onsite facilities for storage of cycles, buggy storage.

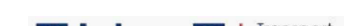
Summary and conclusion

The travel plan aims to reduce the car – based impact on the local road network. This travel plan sets out the timescales of the travel plan, the incentives the travel plan employ and how the travel plan is marketed. Through the travel plan, bus services, cycle routes are promoted to achieve this objective.

Our survey shows the original modes of travel to the nursery, we will continue to carry out surveys as our numbers increase and targets to reduce car-based trips will be set out.

DRAWINGS



Client	Emmer Green Kindergarten					Title	Existing Parking Arrangements					Disclaimers:- i. This drawing is copyright and must not be copied in part or in whole unless agreed in writing by THaT Consultancy. ii. Reference should be made to the project's drawing register to ensure the latest drawing is being referred to. iii. All dimensions are to be checked by the contractor prior to commencement of work. Any discrepancy shall be reported immediately to THaT Consultancy.	iv. All work shall be carried out in accordance with local authority, statutory authority and health & safety requirements & regulations. v. This drawing is produced to be printed and read in colour. Reproduction in black and white may prevent correct interpretation of some aspects. vi. Based on OS Mastermap data © Crown copyright and database rights 2025 Ordnance Survey 0100031673	Drawn CW		Date 17/07/25		 Holly Bank, Dallamires Lane, Ripon, HG4 1TT, United Kingdom 01765 690949 info@thatconsultancy.com www.thatconsultancy.com
	Project	Grove Road, Emmer Green, Reading					Rev. A	Date 22.07.25	By CW	Chk SW	Description Bin storage area added to drawing.			Scale 1 : 500	Checked SW	Approved SW	Status DRAFT	
										10mm	A3							