

MAGNA

TRANSPORT STATEMENT

BANANA MOON DAY NURSERY
371 GOSBROOK ROAD, READING, RG4 8ED

On behalf of **Banana Moon Day Nursery Ltd**
Report Reference: **26/905/E**
July 2026

REPORT CONTROL SHEET

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1 INTRODUCTION

1.1 Purpose Of Report

- 1.1.1 This Transport Statement (TS) has been prepared by Magna Transport Planning Ltd to support a pre-application submission in relation to Banana Moon Day Nursery at 371 Gosbrook Road, Reading, RG4 8ED.
- 1.1.2 The proposal seeks to vary the existing planning condition which restricts the number of children attending the nursery at any one time, to allow an increased capacity of up to 60 children.
- 1.1.3 The nursery is an established use operating from the site, with approved access arrangements and defined operating hours. The proposal does not involve any physical changes to the access or the surrounding highway network.
- 1.1.4 The purpose of this TS is to assess the transport and highway implications of the proposed uplift in capacity. The assessment considers existing site conditions, accessibility, parking and operational arrangements, and the likely traffic effects of the proposal.
- 1.1.5 The assessment has been undertaken in accordance with the principles set out in the National Planning Policy Framework (NPPF, 2024).

1.2 Structure of Report

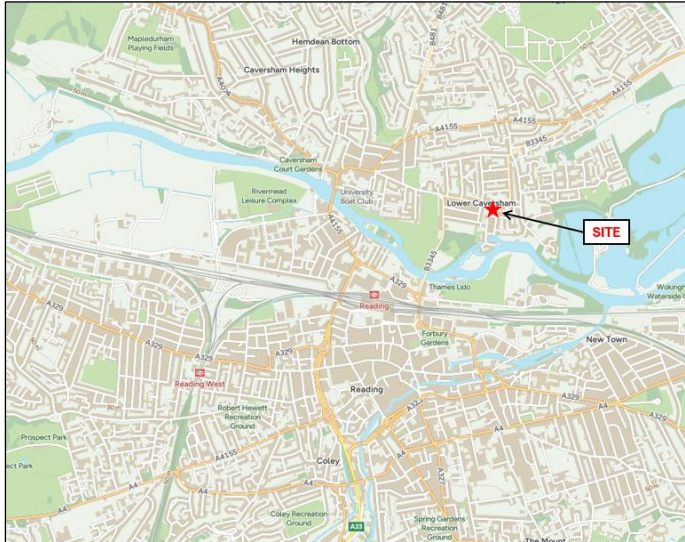
- 1.2.1 Chapter 2 provides details of site and surrounding area.
- 1.2.2 Chapter 3 provides details of the accessibility by non-car modes of transport.
- 1.2.3 Chapter 4 provides description of the proposed development.
- 1.2.4 Chapter 5 outlines the traffic impact assessment.
- 1.2.5 Chapter 6 concludes the study.

2 SITE AND SURROUNDING AREA

2.1 The Site

- 2.1.1 The site is located at Banana Moon Day Nursery, 371 Gosbrook Road, Reading, RG4 8ED. It lies within a predominantly residential area, approximately 1.6 kilometres north of Reading town centre. The site location in its wider context is shown in Figure 2A.

Figure 2A Site Location in Wider Context



- 2.1.2 The site is bound by Gosbrook Road to the north, vehicle repair facilities to the east and south and Mill Road to the west. The site location in its local context is shown in Figure 2B.

Figure 2B Site Location in Local Context



- 2.1.3 The site comprises an established day nursery operating from a converted building with associated forecourt parking and circulation space.

2.1.4 Vehicular access to the site is taken from Gosbrook Road, with vehicles exiting via Mill Road. This provides a one-way circulation route through the site, which is an established and integral part of the nursery's operation.

2.1.5 The forecourt area to the front of the building provides space for up to seven vehicles and is used for short-stay drop-off and pick-up activity associated with the nursery.

2.2 Local Road Network

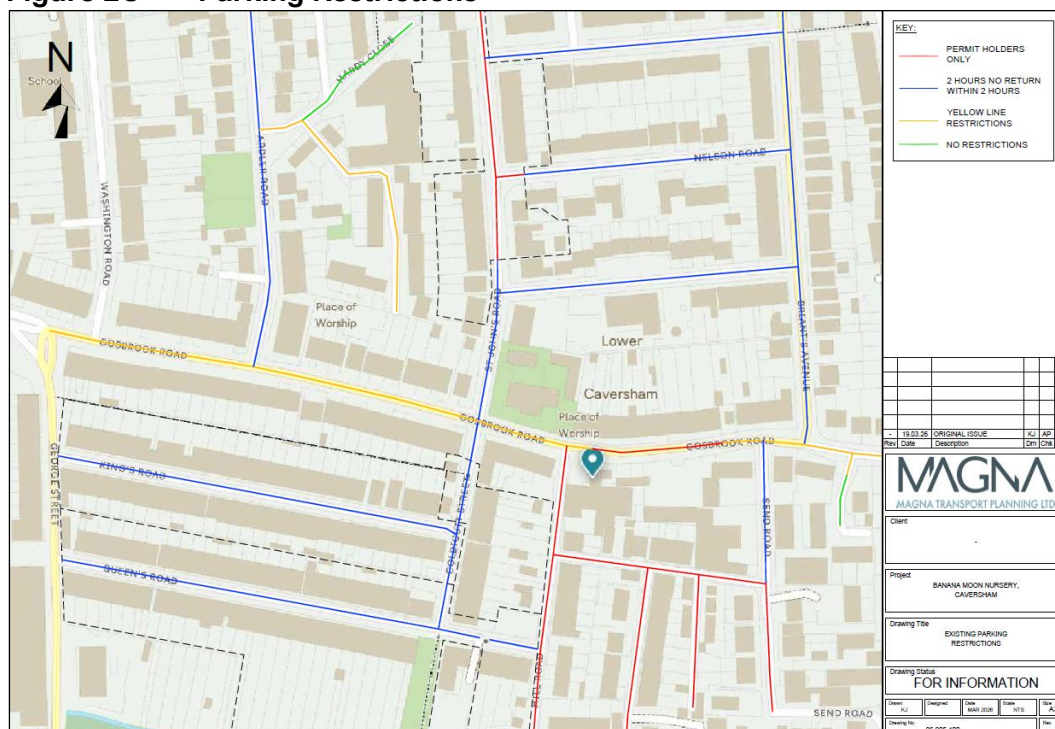
2.2.1 Gosbrook Road forms the primary frontage to the site and runs broadly in an east-west direction, connecting to the wider local highway network within Caversham.

2.2.2 Mill Road provides a secondary route and forms part of the site's egress arrangement. It operates as a residential street with similar characteristics to Gosbrook Road.

2.2.3 Both Gosbrook Road and Mill Road are subject to a 30mph speed limit and are typical of residential streets in the area, with carriageways accommodating two-way traffic and on-street parking.

2.2.4 The surrounding area is subject to Controlled Parking Zone (CPZ) restrictions, with parking on both Gosbrook Road and Mill Road, as well other streets surrounding the site limited to permit holders during defined period, as shown in Figure 2C.

Figure 2C Parking Restrictions



2.2.5 As can be seen, all streets in the vicinity of the site are subject to parking restrictions during daytime hours, such that parking is generally limited to resident permit holders. However, some streets also allow non-residents to park for up to two hours, with no return within two hours, and these spaces could be used by parents associated with the nursery.

2.3 Existing / Lawful Use – Trip Generation

2.3.1 The extant nursery use of the site allows for up to 30 pupils. The Applicant has confirmed that there are around 14 child-facing staff, not all of whom are full-time.

2.3.2 A travel survey was undertaken covering all 60 children registered at the nursery, together with all staff members. Whilst approximately 60 children are enrolled at the nursery, not all children attend at the same time due to varying attendance patterns. The survey therefore captures the travel characteristics associated with the nursery's operation and provides a robust evidence base for assessing travel behaviour and associated parking demand.

2.3.3 The observed survey data has been proportionately adjusted to represent the extant lawful operation of 30 children and approximately 14 child-facing staff. This provides an appropriate baseline against which the proposed development can be assessed.

2.3.4 Based on information provided by the Applicant, the majority of staff currently park away from the nursery, with only one member of staff using the on-site parking due to disability. This operational arrangement has been successfully established and ensures that the on-site forecourt remains available primarily for short-stay parent drop-off and pick-up activity.

Mode Split – Pupils [30 No's]

2.3.5 The survey identifies the pupil mode share as follows:

- Walking = 65% = 20
- Cycling = 3% ≈ 1
- Being dropped off/picked up in car = 32% = 10

Mode Split – Staff [14 Child-facing Staff]

2.3.6 The survey identifies the staff mode share as follows:

- Walking = 24% = 3
- Car = 57% = 8
- Public Transport = 19% = 3

2.3.7 The Applicant has advised that not all children in the survey attend five days a week and some are in for a morning or afternoon session only. Likewise, some of the staff work on a part-time basis.

Vehicular Arrival / Departure Profile

2.3.8 The survey information provided by the Applicant also confirms that arrivals and departures are staggered across the morning and afternoon periods. The vehicular arrival / departure profile associated with the extant use of the site is provided in Table 2A.

Table 2A Extant Use – Vehicular Arrival / Departure Profile

Time	Pupils		Staff	
	In	Out	In	Out
06:30-07:30	0	0	2	0
07:30-08:00	4	4	3	0
08:00-08:30	3	3	1	0
08:30-09:00	3	3	0	0
09:00-09:30	0	0	2	0
09:30-10:00	0	0	0	0
10:00-10:30	0	0	0	0
10:30-11:00	0	0	0	0
11:00-11:30	0	0	0	2
11:30-12:00	0	0	0	0
12:00-12:30	0	0	0	0
12:30-13:00	0	0	0	0
13:00-13:30	0	0	0	0
13:30-14:00	0	0	0	0
14:00-14:30	0	0	0	0
14:30-15:00	0	0	0	1
15:00-15:30	0	0	0	0
15:30-16:00	0	0	0	0
16:00-16:30	0	0	0	0
16:30-17:00	1	1	0	0
17:00-17:30	3	3	0	0
17:30-18:00	5	5	0	2
18:00-18:30	1	1	0	3
Total	20	20	8	8

2.3.9 Based on the information provided by the Applicant, the majority of staff park elsewhere, with only one staff member parking on-site due to disability.

2.4 Collision Analysis

- 2.4.1 A review of the personal injury collision data has been undertaken using the CrashMap database for the most recent five-year period. The review shows that there have been no collisions reported on Hosbrook Road or Mill Road, within 100 metres of the site.
- 2.4.2 The site access arrangement has been in place for a number of years and operates as part of the established nursery use, with no evidence of a pattern of collisions associated with the access itself.
- 2.4.3 The proposal does not involve any changes to the access or highway layout. As such, there is no mechanism by which highway safety conditions would be adversely affected.

3 ACCESSIBILITY

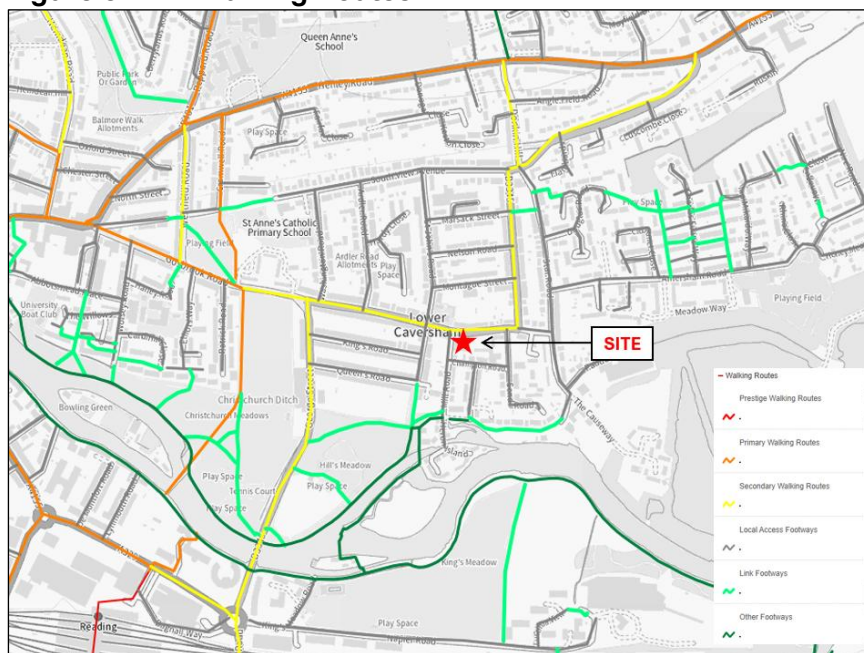
3.1 Overview

- 3.1.1 The site is located within an established residential area of Caversham, with good access to local facilities and services.
- 3.1.2 The nature of a day nursery means that the majority of trips are locally based, with a strong reliance on short-distance journeys from surrounding residential areas.
- 3.1.3 The site therefore benefits from realistic opportunities for travel by non-car modes, including walking and cycling.

3.2 Pedestrian Infrastructure

- 3.2.1 Continuous footways are provided along both sides of Gosbrook Road and Mill Road, allowing safe and convenient pedestrian access to and from the site.
- 3.2.2 The footways on Mill Road approach to Gosbrook Road are dropped, facilitating pedestrian crossing. Similar crossing arrangements are provided on other side road approaches to Gosbrook Road.
- 3.2.3 Gosbrook Road forms part of the borough's secondary walking route with other residential streets designated as local access footways, as shown in Figure 3A.

Figure 3A Walking Routes



3.2.4 The surrounding streets are fronted by residential properties, providing a high level of natural surveillance. Street lighting is present, supporting safe movement during darker hours.

3.2.5 The local pedestrian environment is typical of a residential area, with low traffic speeds and a permeable street network that allows direct routes to nearby destinations.

3.2.6 The nursery is primarily expected to serve the local community, meaning that a proportion of trips can reasonably be undertaken on foot.

3.3 Cycling Accessibility

3.3.1 The surrounding road network is suitable for cycling, particularly for short local trips associated with residential catchments.

3.3.2 Gosbrook Road forms part of the borough's North Reading cycle route (R41), while Mill Lane forms part of the North Reading cycle route (R4), as shown in Figure 3B.

Figure 3B Local Cycle Routes



3.3.3 As can be seen, these cycle routes provide connections to the areas north of the site including Emmer Green and Caversham Park Village, and south of the site including the town centre via R41.

- 3.3.4 Given the short distances involved in many nursery-related trips, cycling represents a realistic alternative to car travel for some staff and parents.

3.4 Public Transport

- 3.4.1 There are bus stops on Gosbrook Road, within 100 metres of the site i.e., less than two-minute walk. These bus stops are equipped with bus flags and timetable boards.
- 3.4.2 The routes that serve these bus stops are summarised in Table 3A.

Table 3A Bus Service Summary

Route No.	Route Description	Frequency		
		Mon-Fri	Sat	Sun
24	Central Reading - Emmer Green via Caversham Bridge, Hemdean Road	2 per hr	2 per hr	1 per hr
28/28a	Central Reading - Henley-On-Thames via Caversham and Shiplake	2 per hr	2 per hr	1 per hr
29/29a	Central Reading - Lower Caversham via Reading Bridge	2 per hr	2 per hr	1 per hr

- 3.4.3 Table 3A shows that the bus stops located within two-minute walk from the site are served by frequent bus routes that provide connections to the wider areas of Reading including Emmer Green, Henley-on-Thames and Lower Caversham.
- 3.4.4 While public transport is not typically the primary mode for nursery trips, it provides an additional travel option for staff and visitors.
- ### 3.5 Summary
- 3.5.1 The site benefits from good accessibility by sustainable modes of transport.
- 3.5.2 The surrounding residential catchment supports travel on foot and by cycle, particularly given the local nature of nursery trips.
- 3.5.3 The availability of public transport further enhances connectivity to the wider area.

4 PROPOSED DEVELOPMENT

4.1 The Proposals

- 4.1.1 The proposal relates to the continued use of the site as a day nursery, with an increase in the permitted number of children attending at any one time to a maximum of 60. Whilst approximately 60 children are enrolled at the nursery, attendance patterns vary, with some children attending on a part-time basis or morning/afternoon sessions only.
- 4.1.2 The nursery currently operates within established opening hours between 07:30 and 18:30 on weekdays. These hours will remain unchanged.
- 4.1.3 The proposal does not include any alterations to the existing access arrangements, site layout, or surrounding highway network.
- 4.1.4 As stated previously, there are currently around 14 child-facing staff, not all of whom are full-time. There is existing capacity within the staff structure to accommodate additional children. Depending on the age profile and needs of the children attending, the uplift to the proposed capacity would be likely to require only a modest increase in staff, anticipated to be in the order of around five to eight additional staff. This would bring the total number of staff in the proposed scenario to up to 22.

4.2 Access Arrangements

- 4.2.1 Vehicular access to the site is taken from Gosbrook Road, with vehicles exiting via Mill Road. This established one-way circulation arrangement provides an efficient and safe means of access and egress.
- 4.2.2 Both Gosbrook Road and Mill Road are subject to a 30mph speed limit and operate within a controlled parking zone (CPZ), where on-street parking is restricted to permit holders during defined periods.
- 4.2.3 The existing access arrangement has been in place for a number of years and continues to operate effectively. No changes are proposed as part of this application.

4.3 Parking and Drop-off / Pick-up Arrangements

- 4.3.1 The site benefits from a forecourt area capable of accommodating up to seven vehicles.

- 4.3.2 Parents are actively encouraged to use the on-site forecourt on a circulate-in / circulate-out basis for drop-off and pick-up. This arrangement minimises dwell times and avoids unnecessary parking on the surrounding highway network.
- 4.3.3 The surrounding streets are subject to CPZ restrictions during daytime hours, with parking generally limited to resident permit holders. Whilst some streets also allow limited short-stay parking for non-residents, the presence of these controls nonetheless discourages unrestricted on-street parking.
- 4.3.4 The submitted travel survey demonstrates that arrivals and departures are naturally staggered throughout the morning and afternoon, with no single concentrated peak period. This operational characteristic significantly reduces the likelihood of vehicle accumulation within the forecourt or on the surrounding highway network.
- 4.3.5 The submitted travel survey provides a robust evidence base for assessing travel behaviour and parking demand associated with the proposed variation of condition. The survey demonstrates that the existing forecourt arrangement is capable of accommodating parent drop-off and pick-up demand without giving rise to material congestion or overspill parking.
- 4.3.6 The Applicant has confirmed that the on-site forecourt is reserved primarily for short-stay parent drop-off and pick-up activity. Other than the existing disabled member of staff who requires on-site parking, staff do not routinely use the forecourt for parking, thereby ensuring that spaces remain available for parents throughout the day.
- 4.3.7 This operational arrangement will continue following implementation of the proposed development. New staff are advised during their induction that the on-site forecourt is not intended for routine staff parking and are encouraged to travel by sustainable modes, including walking, cycling, public transport and car sharing, wherever practicable. This approach is already reflected in recent staff recruitment, with the most recently appointed members of staff travelling by sustainable modes.
- 4.3.8 Where staff do travel by car, they are directed to make appropriate off-site parking arrangements rather than using the nursery forecourt. The nursery manager will continue to oversee these arrangements as part of the day-to-day operation of the nursery, ensuring that the on-site parking remains available for its intended purpose.

- 4.3.9 The combination of dedicated on-site drop-off facilities, staggered arrival and departure patterns, existing parking controls on surrounding streets and the continued management of staff parking will ensure that the proposed increase in nursery capacity does not result in unacceptable parking conditions or adverse impacts on highway safety.

4.4 Cycle Parking

- 4.4.1 The Applicant will allocate space on site to accommodate at least five cycles.

4.5 Servicing and Refuse Collection

- 4.5.1 The nursery generates minimal servicing demand. Deliveries are typically undertaken by small vans and occur outside peak drop-off and pick-up periods where possible.
- 4.5.2 Refuse collection operates in the same manner as the existing use, with bins presented for collection in accordance with local authority arrangements.
- 4.5.3 The proposal does not give rise to any material change in servicing requirements.

5 TRAFFIC IMPACT ASSESSMENT

5.1 Methodology

- 5.1.1 A comprehensive travel survey was undertaken covering all registered nursery children and staff to establish travel behaviour and parking demand.
- 5.1.2 The survey provides robust evidence of mode share and arrival patterns associated with the existing operation.
- 5.1.3 For comparison with the extant planning permission, the observed survey data has been proportionately adjusted within Chapter 2 to represent the lawful operation of 30 children. However, the assessment of the proposed development is informed by the observed travel characteristics identified through the survey.

5.2 Observed Travel Patterns

- 5.2.1 The submitted travel survey demonstrates that approximately 65% of children travel on foot, 3% travel by cycle and around 32% are dropped off and collected by car. Staff also make significant use of sustainable travel, with almost half travelling by walking or public transport.
- 5.2.2 The survey also demonstrates that arrivals and departures are naturally spread across extended morning and afternoon periods, rather than occurring at a single peak. Consequently, vehicle arrivals are dispersed throughout the day, reducing the potential for congestion or vehicle accumulation within the forecourt.

5.3 Vehicular Arrival/Departure Profile

- 5.3.1 Table 5A presents the observed vehicular arrival and departure profile recorded during the travel survey.

Table 5A Vehicular Arrival / Departure Profile

	Parents		Staff	
	In	Out	In	Out
06:30-07:30	0	0	3	0
07:30-08:00	8	8	5	0
08:00-08:30	6	6	2	0
08:30-09:00	6	6	0	0
09:00-09:30	0	0	3	0
09:30-10:00	0	0	0	0
10:00-10:30	0	0	0	0
10:30-11:00	0	0	0	0
11:00-11:30	0	0	0	3
11:30-12:00	0	0	0	0
12:00-12:30	0	0	0	0
12:30-13:00	0	0	0	0
13:00-13:30	0	0	0	0
13:30-14:00	0	0	0	0
14:00-14:30	0	0	0	0
14:30-15:00	0	0	0	2
15:00-15:30	0	0	0	0
15:30-16:00	0	0	0	0
16:00-16:30	0	0	0	0
16:30-17:00	2	2	0	0
17:00-17:30	6	6	0	0
17:30-18:00	10	10	0	3
18:00-18:30	2	2	0	5
Total	40	40	13	13

5.3.2 The survey confirms that the busiest arrival period occurs between 07:30 and 08:00, whilst the busiest collection period occurs between 17:30 and 18:00.

5.3.3 Even during these busiest periods, vehicle arrivals remain dispersed over a 30-minute period rather than occurring simultaneously.

Parking Demand

5.3.4 Based on the observed operation of the nursery, parents typically remain on site for only a short period whilst dropping off or collecting children before leaving via the one-way circulation route.

5.3.5 The observed survey demonstrates that the existing forecourt continues to accommodate parent parking demand without evidence of material congestion or overspill parking.

5.3.6 Staff parking demand remains limited, with only one member of staff currently parking within the forecourt due to disability. The remaining staff either travel by sustainable modes or make alternative parking arrangements, thereby ensuring that the forecourt remains available primarily for parents.

5.4 Traffic Impact

- 5.4.1 The proposal does not involve any alterations to the existing access arrangements or highway layout.
- 5.4.2 The submitted travel survey provides evidence of the travel characteristics associated with the proposed level of activity.
- 5.4.3 There is no evidence from the observed operation of the nursery that the proposed level of occupation gives rise to unacceptable congestion, overspill parking or highway safety issues.

6 CONCLUSIONS

- 6.1 This Transport Statement has been prepared to assess the transport implications of increasing the capacity of Banana Moon Day Nursery to a maximum of 60 children. The proposal relates to an established nursery use and does not involve any changes to the existing access arrangement, site layout or surrounding highway network.
- 6.2 The site is in a sustainable residential location within Caversham. It benefits from continuous footways, local cycle routes and frequent bus services within a very short walking distance. The site is therefore accessible by a range of non-car modes.
- 6.3 A travel survey was undertaken covering all 60 children registered at the nursery, together with all staff members. Whilst approximately 60 children are enrolled at the nursery, not all children attend at the same time due to varying attendance patterns. The survey therefore provides a robust assessment of travel behaviour and parking demand associated with the proposed variation of condition.
- 6.4 The survey demonstrates that arrivals and departures are naturally staggered throughout the day, resulting in relatively modest parking demand at any one time. The existing on-site forecourt continues to operate effectively as a dedicated parent drop-off and pick-up facility, with staff parking managed separately through the nursery's established operational procedures.
- 6.5 The proposal does not involve any changes to the existing access arrangements or highway layout. There is no evidence from the observed operation of the nursery that the proposed level of occupation gives rise to unacceptable congestion, overspill parking or highway safety concerns.
- 6.6 Paragraph 116 of the NPPF (2024) states:
- “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.”***
- 6.7 Having regard to Paragraph 116 of the NPPF (2024), it is concluded that the proposal would not result in an unacceptable impact on highway safety, nor would the residual cumulative impacts on the road network be severe. There are therefore no transport or highway grounds to resist the proposed increase in capacity.

