

EXTERNAL WORKS AND IMPROVED SPORTS FACILITIES

AT

**MILLWORTH RECREATION GROUND,
MILLWORTH LANE, SHINFIELD, READING RG2 9EN**

TRAVEL PLAN

Date: 24th June 2024
Ref: TCG 6890 – Travel plan

INTRODUCTION

This plan accompanies a planning application submitted to Wokingham Borough Council seeking consent to undertake external works and improvements to the sports facilities at the Millworth Lane recreation ground. It will describe the existing transport links to the site, and explain how the proposals have been designed to promote accessibility to all.

EXISTING TRANSPORT LINKS

Given the nature of the site and its use, users of the site are considered to be from the local area. It doesn't stand to reason that a user would make a significant national journey, and therefore the rail network is discounted. Transport links relevant to the site are as follows;

- By car – via the public highway network, accessing the site via Millworth Lane and parking within the on-site car park
- By bus – there are 2 bus services in close proximity, the MereOak Park & Ride 600 and Leopard 3, both operate by Reading Buses. The nearest bus stop is in Hollow Lane, approximately 500m from the site
- By bicycle – either via the public highway network or the local cyclepath/footpath provision.
- On foot – either using footways alongside the local highway network, or local footpath links.

EFFECTS OF THE PROPOSALS ON USER NUMBERS AND TRIP RATES

The combination of new and improved facilities contained within the proposals is anticipated to increase user numbers. Such an increase isn't apportioned to a particular transport method, there's likely to be an increase across the board. Consequently, it's appropriate for the scheme proposals to include a corresponding provision to facilitate all user access methods where possible.

Although it's anticipated that there will be an increase, user numbers at any one time have been diversified. As an example, the absence of football and cricket at the site means the greater number of players and parents etc that all arrived at the same time for a match is no longer relevant. The new 3G pitch, the tennis courts and the fitness zone etc all have lower user numbers individually, and the variation of times when these are in use will help to level out trip rates throughout the day, rather than the peaks and troughs associated with activity at the site previously.

TRANSPORT PROVISIONS CONTAINED WITHIN THE PROPOSALS

The combination of new and improved facilities contained within the proposals is anticipated to increase user numbers. Consequently, it's appropriate for the scheme proposals to include a corresponding provision to facilitate user access.

These are as follows;

- Bus – not applicable, the site is adequately served by the existing bus network, and the proposals are not of sufficient scale to justify any change to the existing provision
- Car – the importance of avoiding an increase in on-street parking in the locality is noted, especially given the restricted width of Millworth Lane. The proposals include a suitable increase to the capacity of the on-site parking facilities, both for the recreation ground and the tennis club. In addition to increasing the number of parking spaces, the improvements will also serve to remove the current predicament whereby people actively avoid using the existing car park due to its restricted size making manoeuvring difficult. Therefore its anticipated that the proposals will realise a decrease in on-street parking associated with the site. The proposed design also provides wheelchair user parking spaces.
- Bicycle – The importance of offering alternative transport methods other than the private car is noted, and cycling is relevant to this – it's a green method of transport, and also a very viable method given the relatively short journey that the majority of patrons will be making. To this end, the proposals include the provision of Sheffield cycle stands to provide a facility for cycles to be locked on site. These are considered sufficient in preference to cycle lockers, as the open nature of the site provides natural surveillance. Also, users will remain on site in relatively close proximity for the duration, whereas cycle lockers are more associated with necessary security for overnight storage.
- On foot – again a viable method of access to the site, and recent residential development in the area has increased the local population that are within walking distance. The site is well catered for in this regard, and all existing provisions are retained.

CONCLUSION

The necessary and corresponding improvement to transport provisions that goes hand in hand with the scheme proposals is noted and accepted. To this end, and the scheme provides improved car and cycle parking provisions, whilst also retaining the existing bus and pedestrian provision.