



Proposed Residential Development
Heathlands Riding School, Hatch Ride,
Wokingham

Transport Statement

For

ET Planning

Document Control Sheet

Proposed Residential Development

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ET Planning

This document has been issued and amended as follows:

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1.0 Introduction

- 1.1 This Transport Statement has been prepared on behalf of ET Planning in support of an outline planning application for the demolition of an existing stable and riding arena and the subsequent construction of 10 dwellings ('The Development') at Heathlands Riding School, Hatch Ride, Wokingham, RG40 3AS ('the Site').
- 1.2 The Site is located approximately 3 kilometres south east of Wokingham town centre and 2.5 kilometres north-west of Crowthorne village centre and 6 kilometres south west of Bracknell town centre. The Site is located within the administrative boundary of Wokingham Borough Council (WBC) who are also the Highway Authority. The Site location can be seen below at **Figure 1.1**:

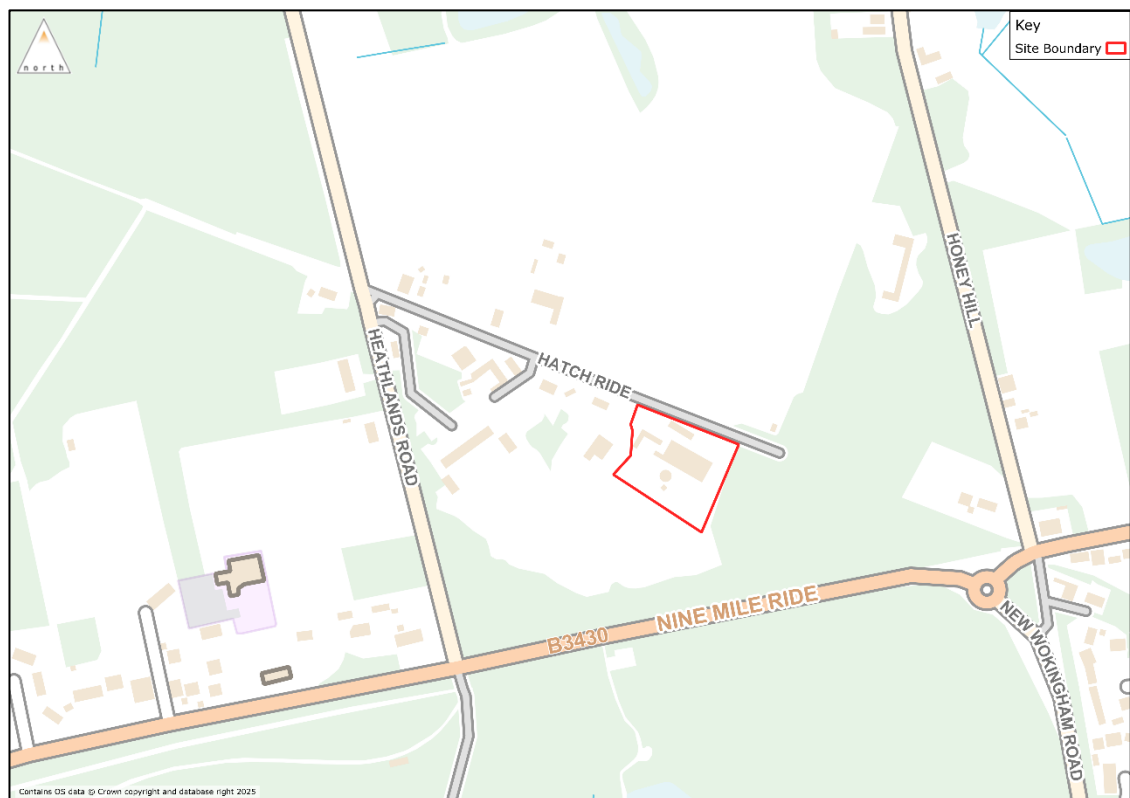


Figure 1.1 - Site Location Plan

- 1.3 The existing use of the Site is a dwelling and riding school. The dwelling will remain, with alterations to the means of access whilst the stables and riding arena associated with the riding school will be demolished. It is proposed to erect 10 dwellings with associated parking.

Scope of Report

- 1.4 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 application Site can be achieved by all modes of transport; and,
 - ▶ The level of traffic associated with the proposals will not lead to a severe impact to the existing local highway network.

- 1.5 Following this introduction, this Transport Statement is split into the following sections;
- ▶ Section 2 outlines the transport planning policies that impact upon this development;
 - ▶ Section 3 outlines the baseline conditions relevant to the Site;
 - ▶ Section 4 provides an overview of the proposed development and details of the proposed access, parking, and servicing arrangements;
 - ▶ Section 5 assess the trip generation potential of the proposals; and,
 - ▶ Section 6 summarises the key findings and conclusions of this report.

2.0 Policy Context

Overview

- 2.1 There are a number of documents that contain planning policies relevant to transport. The key policy documents which set the context for the development proposals are as follows;
- ▶ National Planning Policy – December 2024;
 - ▶ Wokingham Borough Council Core Strategy Development Plan Documents (January 2010); and,
 - ▶ Wokingham Borough Council Managing Development Delivery Document (February 2014).

National Planning Policy Framework

- 2.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied.
- 2.3 The NPPF presumes in favour of sustainable development and is a material consideration in planning decisions. Section 9 focuses on 'Promoting Sustainable Transport' which aims to *"actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes"*.
- 2.4 Paragraph 110 states:
- "The planning system should actively manage patterns of growth in support of these objectives. 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 Paragraph 115 acknowledges that when assessing specific Site uses for development applications, 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 Code; 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.
- 2.6 Paragraph 116 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."*
- 2.7 Paragraph 117 outlines that 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) 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.”*

Local Policy

Wokingham Borough Adopted Core Strategy

2.8 The Core Strategy sets out the council’s vision for development within the borough, taking into account health, wellbeing and quality of life.

2.9 With regards to transport, Policy CP1 states

“Demonstrate how they support opportunities for reducing the need to travel, particularly by private car in line with CP6”

2.10 While Policy CP6 states that:

“Planning permission will be granted for schemes that:

- a) Provide for sustainable forms of transport to allow choice;*
- b) Are located where there are or will be at the time of development choices in the mode of transport available and which minimise the distance people need to travel;*
- c) Improve the existing infrastructure network, including road, rail and public transport, enhance facilities for pedestrians and cyclists, including provision for those with reduced mobility, and other users;*
- d) Provide appropriate vehicular parking, having regard to car ownership;*
- e) Mitigate any adverse effects upon the local and strategic transport network that arise from the development proposed;*
- f) Enhance road safety; and*
- g) Do not cause highway problems or lead to traffic related environmental problems.”*

Wokingham Borough Managing Development Delivery Plan (February 2014)

2.11 The Managing Development Delivery Local Plan (MDD) was adopted in February 2014 and adds detail to the Core Strategy. It is to be read alongside the Core Strategy.

2.12 Policy CC01 sets out a presumption in favour of sustainable development:

“Planning applications that accord with the policies in the Development Plan for Wokingham Borough will be approved without delay, unless material considerations indicate otherwise.”

2.13 In relation to parking, Policy CC07 states:

“Planning permission will only be granted where the proposal demonstrates the following:

a) How the proposed parking provision meets the standards set out in Appendix 2 of the MDD

b) That the new scheme retains an appropriate overall level of off-street parking.”

- 2.14 Appendix 2 of the MDD details the parking standards for the Site, which for residential dwelling are provided within Table 2.1.

No of Habitable Rooms	Allocated	Unallocated Demand								
		0	1	2	0	1	2	0	1	2
	No of Bedrooms	Urban			Town and Fringe			Village		
3 or less	1-2	1.1	0.3	-	1.1	0.2	-	1.2	0.4	-
4	2	1.2	0.4	0.0	1.2	0.4	0.0	1.3	0.4	0.1
5	2-3	1.4	0.5	0.1	1.6	0.6	0.1	1.5	0.6	0.1
6	3	1.6	0.7	0.1	1.7	0.8	0.1	1.7	0.8	0.2
7	3-4	1.8	0.9	0.2	2.0	1.0	0.2	2.0	1.0	0.2
8 or more	4	2.1	1.1	0.3	2.2	1.2	0.3	2.2	1.3	0.4

Table 2.1: WBC Recommended Parking Standards for Houses

- 2.15 To reflect the various levels of accessibility across the district, the above table refers to three categories within which the recommended level of parking changes. Figure 2.1 below provides the WBC map accompanying the parking standards which details the different level of accessibility for each ward.

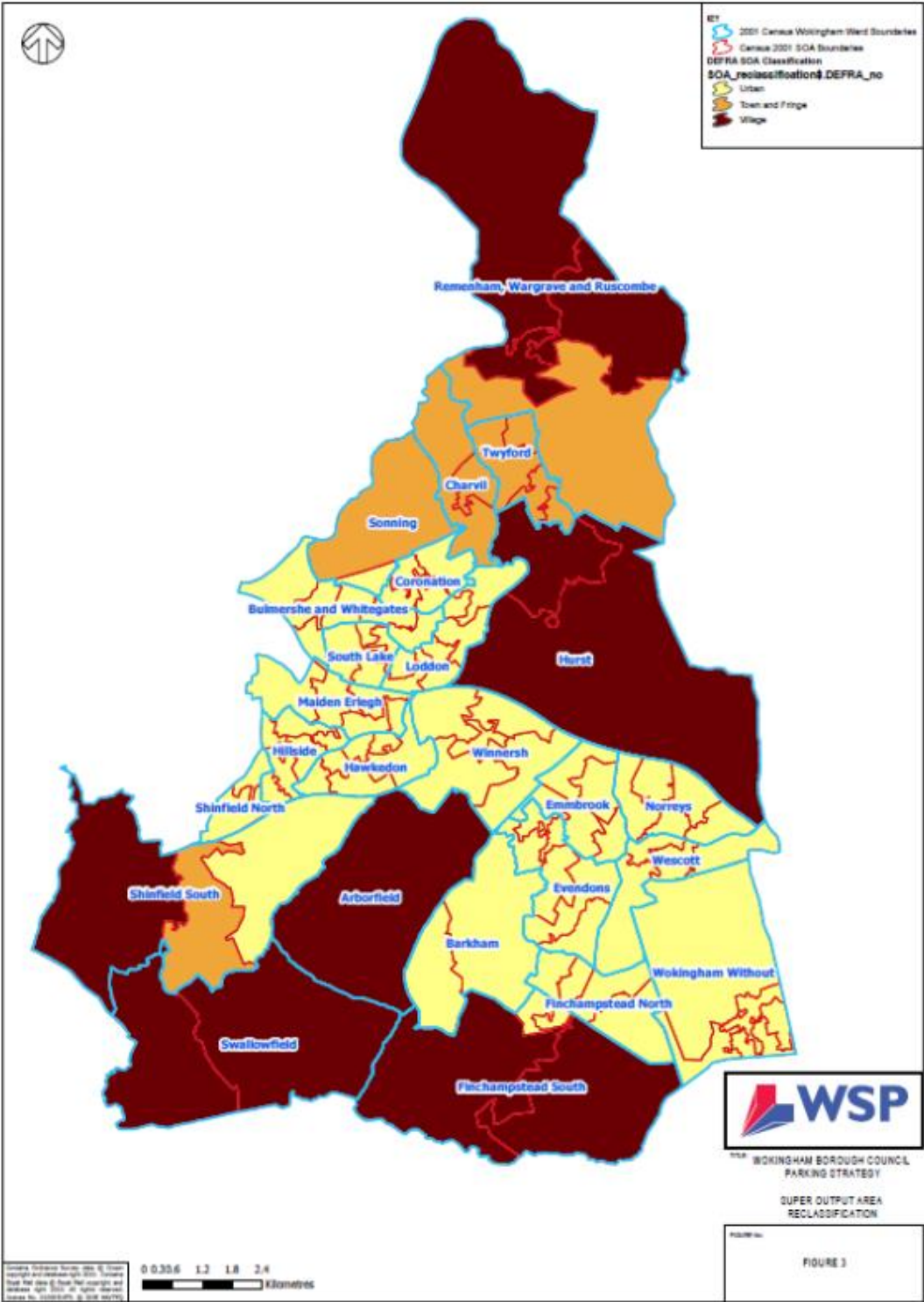


Figure 2.1 – WBC Parking Accessibility Map

- 2.16 The Site is located within the Wokingham Without ward which is classified as an 'urban ward'. A ward classified as urban requires that a reduced parking provision is applied given the sustainability of urban areas.

Summary

- 2.17 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 proposed development. Furthermore, developers are required to provide appropriate levels of car parking and cycle parking. Similarly, developers are also required to provide access arrangements that are safe and suitable for all.
- 2.18 The following Sections of this report therefore review the accessibility of the Site and evaluate whether the development proposals will encourage the use of sustainable modes of transport. In addition to this, a further assessment has been undertaken to establish the impact of the proposals upon the local highway network.

3.0 Baseline Conditions

Overview

- 3.1 To put the Site into context, a detailed review of the study area has been undertaken. The following section provides a summary of the results of this review and refers to the location of the Site, along with the accessibility of the Site by different modes of transport.

Existing Highway Network

- 3.2 Hatch Ride is a public byway open to all traffic (BOAT) and for the first 250 metres from its junction with Heathlands Road it is a metalled surfaced road provided with passing bays and serves the Heathlands Livery, Riding Establishment and circa 10 dwellings. The surfaced length of Hatch Ride ends at the Development and for the next 360 metres to the junction with Nine Mile Ride the surface is of a loose material and is more akin to a Bridleway. There are no formal vehicle links through to Nine Mile Ride. An extract from WBC's Roads and verges we maintain map can be seen below at **Figure 3.1** which highlights that Hatch Ride is not adopted highway.

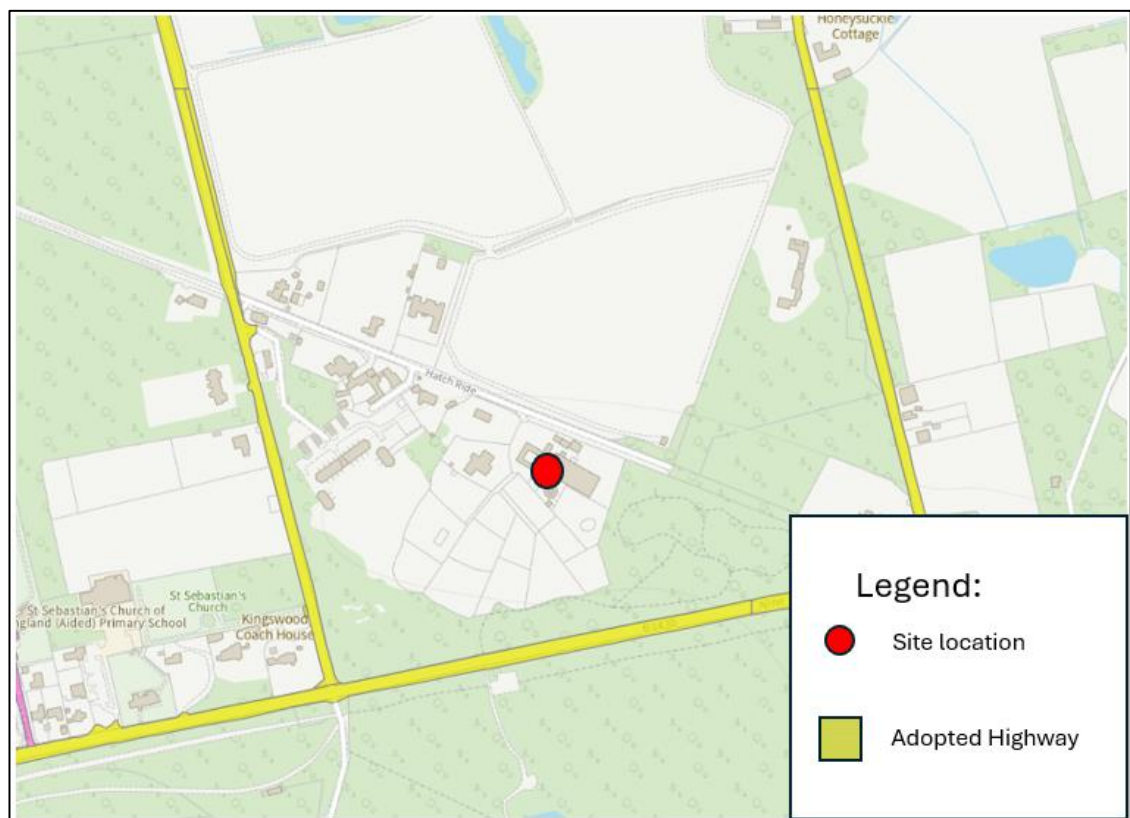


Figure 3.1 – Adopted Highway Extract

- 3.3 The local Highway Network in the vicinity of the Site can be viewed at **Figure 3.2** below:

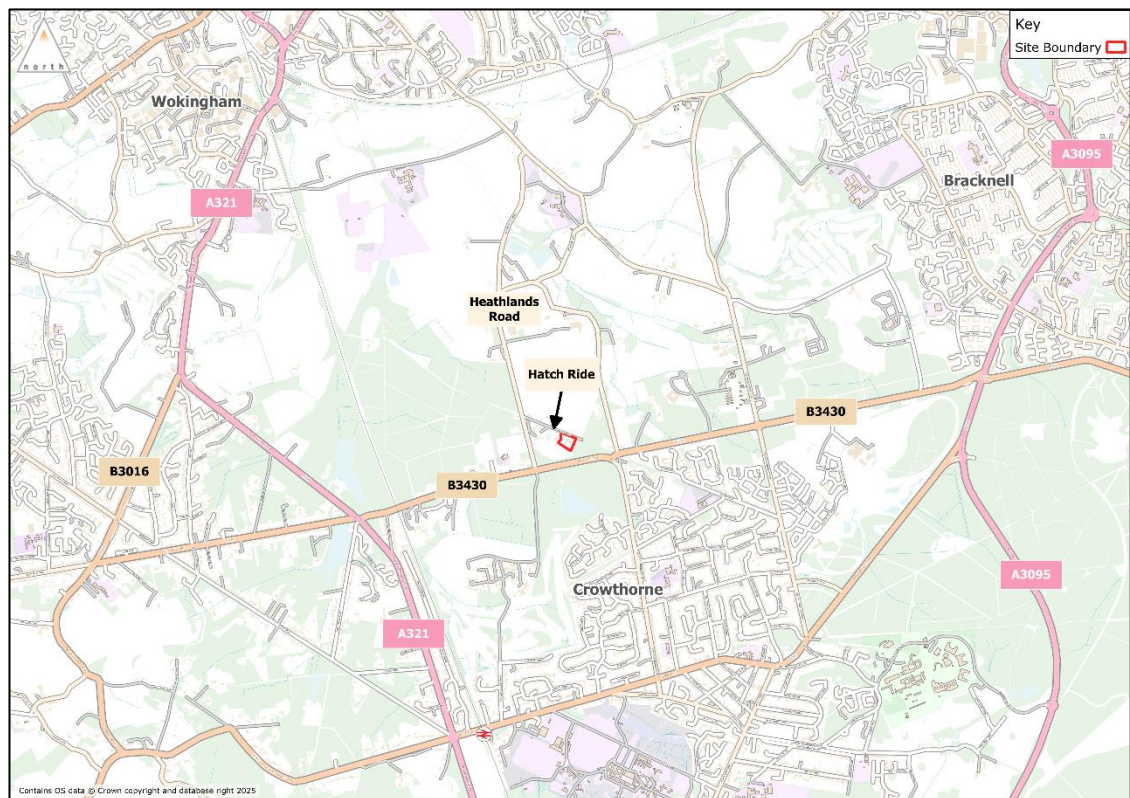


Figure 3.2 – Local Highway Network

- 3.4 Hatch Ride connects to Heathlands Road to the west of the Site. Heathlands Road is a 5.5 metre wide road, without footways and is subjected to a 60 miles per hour speed limit. Heathlands Road links Old Wokingham Road to the north with Nine Mile Ride to the south and provides access to numerous commercial businesses including garden centres, specialist food stores and a craft village.
- 3.5 Nine Mile Road, which Heathlands Road joins 350 metres south of the Site access, at a signalised junction, is classified as the B3430 and connects the A321 at Finchampstead with the A3095 and A322 at Bracknell. Nine Mile wide is 5.5 metre wide road, with footways, street lit and is subjected to a 40 miles per hour speed limit. The A3095 and A322 provide connections to the A329(M) / M4 to the north and the M3 to the south. Old Wokingham Road to the north provides a connection into Wokingham town centre.

Accessibility of the Site by Non-Car Modes

- 3.6 It is generally accepted that walking and cycling provide important alternatives to the private car and should also be encouraged to form part of longer journeys via public transport. Indeed, it is noteworthy that the Institute 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:
- ▶ Most people will walk to a destination that is less than one mile (*Planning for Walking, 2015*);
 - ▶ The bicycle is a potential mode of transport for all journeys under five miles (*Planning for Cycling, 2015*); and,
 - ▶ Walking distances to bus stops should not exceed 400 metres, with people being prepared to walk twice as far to rail stations (*Planning for Walking, 2015*).

- 3.7 Notwithstanding the above, it should be noted that Manual for Streets (MfS) identifies 'walkable neighbourhoods' as being "characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential area which residents may access comfortably on foot". However, it is important to recognise that MfS does not consider 800 metres to be a maximum walking distance. Indeed, MfS contends that walking can be used to access a variety of destinations within a range of 2 kilometres and 2 miles, respectively. In fact the National Travel Survey, 2022 details that 83% of all trips under one mile in length are undertaken on foot.

Accessibility on Foot and Cycle

- 3.8 Wokingham Borough has an extensive network of cycle routes and quiet links suitable for cyclists with the Wokingham area cycle map provided within **Appendix A**. As detailed on the extract of the map within **Figure 3.3** below. Hatch Ride, adjacent to the Site, is part of an identified cycle route from Crowthorne into Wokingham town centre, providing direct links to Wokingham railway station, Wokingham town centre and Crowthorne village centre.

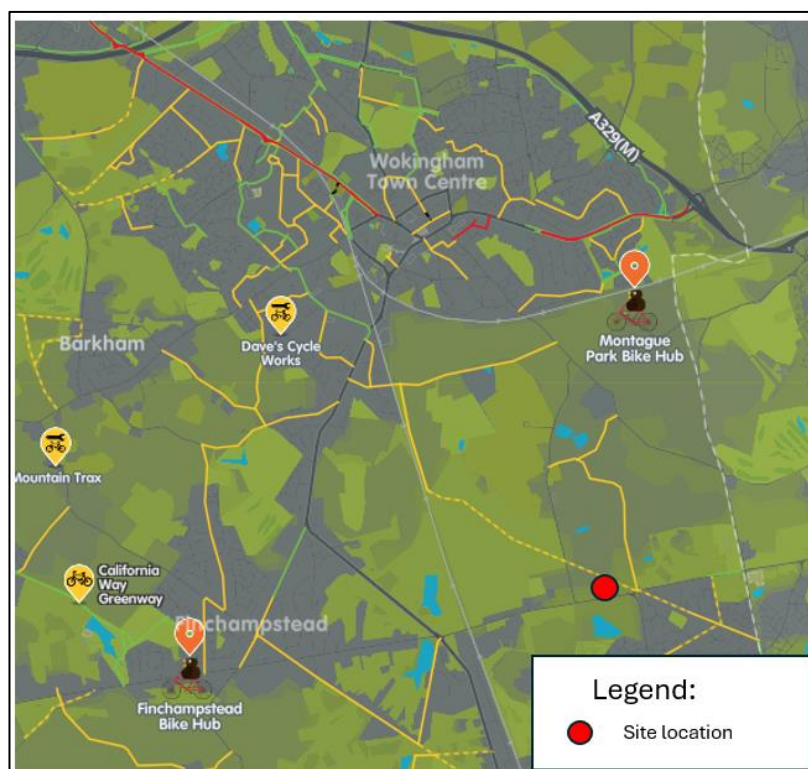


Figure 3.3 – Wokingham Cycle Map

- 3.9 Hatch Ride is designated as Public Right of Way WOKW28 on Wokingham Borough Council's definitive map and follows the route of the identified cycleway. In a south easterly direction it is of a very good condition conducive to walking and therefore provides a good link to bus stops 550 metres away at the junction of Nine Mile Ride and New Wokingham Road, where an extensive provision of footways are provided connection to various services within Crowthorne.

Local Public Transport

- 3.10 The Public Transport in the vicinity of the Site can be viewed at **Figure 3.4** below:

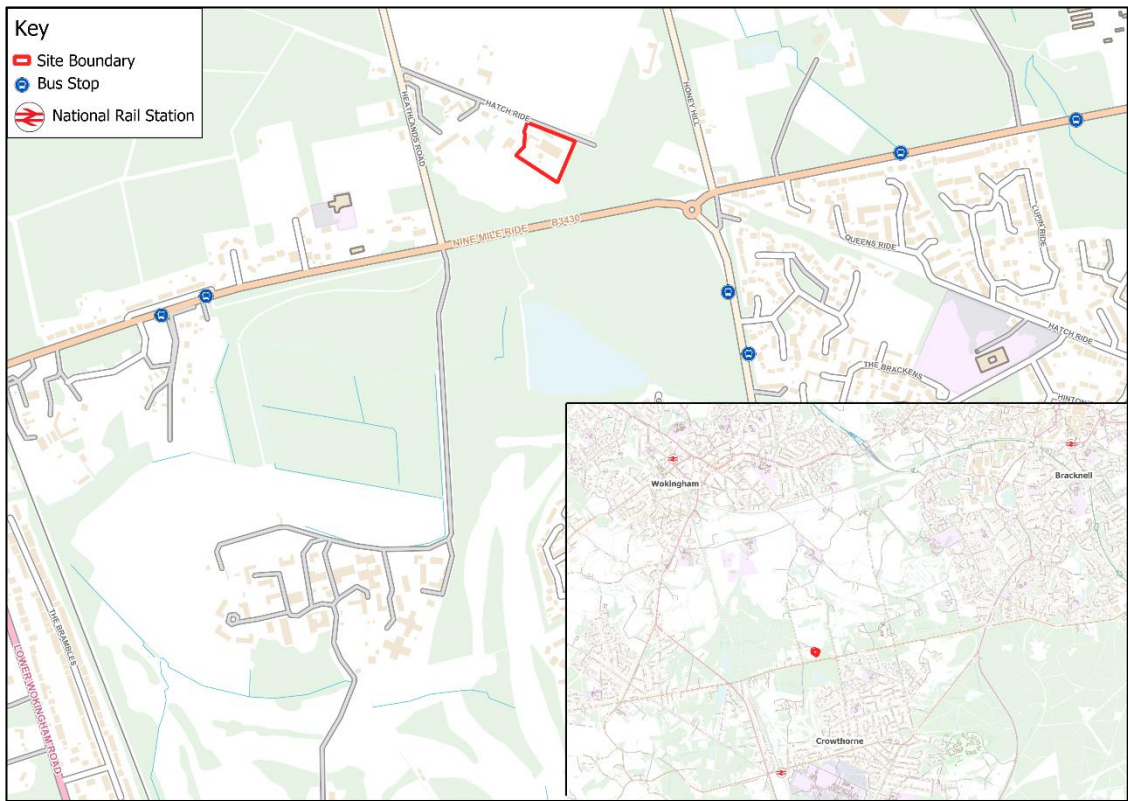


Figure 3.4 – Local Public Transport Map

Accessibility by Bus

3.11 As demonstrated within **Figure 3.4**, the closest bus stops to the Site are located approximately 550 metres south-east of the Site along New Wokingham Road, to the south of Nine Mile Ride, served by routes 125/125A, while stops further east along Nile Mile Ride are served by route 194. The bus stops are accessible via Hatch Ride then lit footways along New Wokingham Road and Nine Mile Ride with a summary of the local bus services accessible from the stops provided below in **Table 3.1**.

Service	Route	Approximate Frequency		
		Mon-Fri	Sat	Sun
125	Wokingham – Nine Mile Ride – Crowthorne	3 services a day	2 services a day	No service
125A	Wokingham – California Crossroads – Crowthorne	3 services a day	No service	No service
194	Bracknell – Crowthorne – Sandhurst – Bracknell	Every 30 minutes	Every 30 minutes	Every 60 minutes

Table 3.1: Local Bus Services

Accessibility by Rail

3.12 The closest railway station to the Site is Crowthorne railway station located approximately 2.6 kilometres to the south of the Site, which is within cycling distance. The station is provided with 42 parking spaces as well as cycle parking.

3.13 Wokingham railway station is within 4.3 kilometres of the Site and is within cycling distance of the Site. In addition Wokingham station has a large multi storey car park which enables linked trips to be undertaken with the majority of a long-distance journey undertaken by train.

- 3.14 The utilisation of the train as a sustainable transport method does act to ensure that future residents are afforded with a genuine choice of travel method and are also able to actively access sustainable transport methods for onward travel.
- 3.15 A summary of the direct rail services operating from Crowthorne and Wokingham is provided below in **Table 3.2**.

Service	Destinations Served	Approximate Frequency		
		Weekday AM	Weekday PM	Saturday Daytime
Wokingham				
Reading	Direct	Every 30 minutes	Every 30 minutes	Every 30 minutes
Reading	Stopping (Winnersh, Winnersh Triangle, Earley)	Every 30 minutes	Every 30 minutes	Every 30 minutes
London Waterloo	Bracknell – Ascot – Egham – Ashford – Feltham – Twickenham – Richmond – Clapham Junction	Every 30 minutes	Every 30 Minutes	Every 30 minutes
Gatwick	Blackwater – Farnborough (North) – Guildford – Reigate – Redhill – Gatwick Airport	Every 30 minutes	Every 30 minutes	Every 30 minutes
Reading	Crowthorne – Wokingham - Reading	1 every hour (30 minute peak periods)	1 every (30 minute peak periods) hour	1 every hour
Gatwick Airport	Crowthorne – Sandhurst (Berkshire) – Blackwater – Farnborough North – North Camp – Ash – Guildford – Dorking Deepdene – Reigate – Redhill – Gatwick Airport	1 every hour (30 minute peak periods)	1 every hour (30 minute peak periods)	1 every hour

Table 3.2: Direct Rail Services

- 3.16 **Table 3.2** demonstrates the accessibility of rail services. There are regular services operating to Reading, a 10 minute journey from Wokingham which is the second busiest railway station outside Greater London. Onward travel, by inter city services to a variety of locations including London, Plymouth, Oxford, Cardiff, Birmingham and Bristol are available from Reading.

Accessibility to Local Amenities

- 3.17 WBC define the Site as an urban area in there parking SPD, as such there are a range of local facilities within walking and cycling distance as demonstrated within **Table 3.3** below.

Amenity	Distance from Site (metres)	Walking Time (minutes)	Cycling Time (minutes)
St Sebastian's Memorial Hall	400	6	2
Little Grange Nursery	700	9	2
St Sebastian's CofE Primary School	900	12	4
Crowthorne Tennis Club	1000	14	3
Hatch Ride Primary School	1200	16	5
Tesco Express, Rogers Hardware Store, Greenwood Road	1400	20	6
Flying Start Day Nursery, Old Wokingham Road	1700	24	6
New Wokingham Road Surgery	1800	26	7

Table 3.3: Local Amenities

- 3.18 **Table 3.3** details a range of services within proximity of the Site which can be accessed by sustainable means which corresponds with the wording of Paragraph 110 of the NPPF which sets out the need for context in the differences between sustainable transport between urban and rural locations.

Planning Application 241539– Kimberdale, Heathlands Road, Wokingham, Wokingham, RG40 3AS

- 3.19 The above planning application was for "Full application for the proposed erection of 2 detached dwellings, associated landscaping and parking. Following demolition of existing buildings" at Kimberdale, Heathlands Road, Wokingham, RG40 3AS circa 225m west of the Site. The planning application was granted planning consent on the 31st October 2024
- 3.20 With regards to highway comments, the highway officer stated on the 08th July 2024 "A sustainability assessment has been carried out and argues the merits of the site. Due to the reduced scale of this development and consideration given to the previous use of the site, Highways do not consider there to be a significant impact with regards to sustainability."
- 3.21 The Kimberdale Site to the west of the Development was formerly a cattery and is located further from key amenities and public transport. The Site was formerly a stable and located within walking distance of both local amenities and public transport. Within this report a sustainability assessment similar to the one undertaken for the Kimberdale application has been undertaken. The conclusion of the Highway Authority was that the Site further from local amenities and public transport was suitable and did not have a significant impact with regards to sustainability for a residential development. It must follow that the Development is also sustainable with regards transport.

Road Safety Review

- 3.22 In order to provide a full and comprehensive review of the existing highway network and traffic conditions, Personal Injury Collision (PIC) data surrounding the Site has been acquired from CollisionPlot for the most recent 5-year period (January 2019 – December 2023).
- 3.23 **Figure 3.5** below demonstrates the area in which the PIC survey was undertaken.

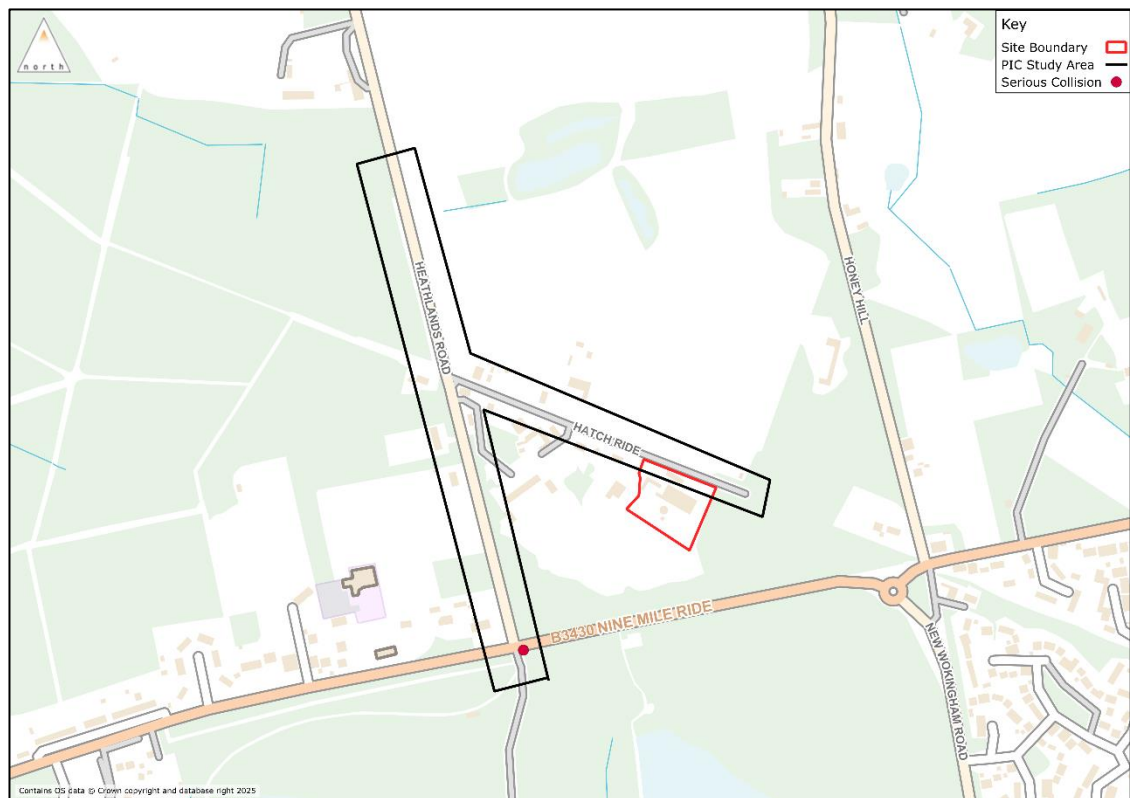


Figure 3.5 - PIC Survey Area

- 3.24 There were no reported incidents located at the junction between Heathlands Road and Hatch Ride demonstrating that this area is safe from a highway's perspective. There was one incident reported to the south of the Site.
- 3.25 This incident occurred at the junction between Heathlands Road and Nine Mile Ride and was recorded as 'serious' in severity. It is understood from the CollisionPlot report, attached within **Appendix B**, that the incident occurred in wet or damp conditions during daylight. The collision occurred between a motorcycle travelling along Nine Mile Ride and a stationary car waiting at the traffic lights.

Sustainable Transport Road Safety Review

- 3.26 In order to demonstrate that the local highway network is suitable for sustainable transport users, an analysis has been undertaken of routes utilised to access the wider area. This utilises a comprehensive review of the existing highway network and traffic conditions, Personal Injury Collision (PIC) data surrounding the Site has been acquired from CollisionPlot for the most recent 5-year period (January 2019 – December 2023) with the filter for incidents involving pedestrians or incidents involving cyclists utilised.
- 3.27 **Figure 3.6** below demonstrates the area in which the sustainable transport PIC survey was undertaken.

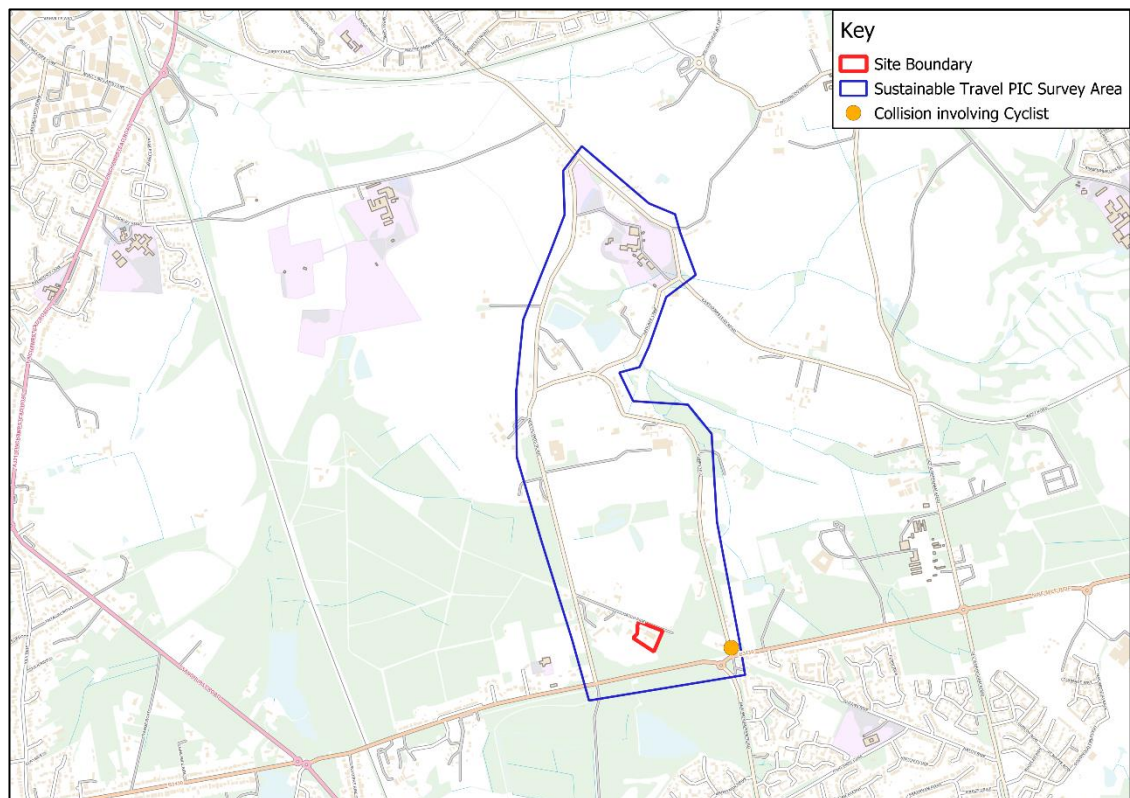


Figure 3.6 - Sustainable Travel PIC Survey Area

- 3.28 Within the study area, there was one incident involving a cyclist. This occurred at the junction between Honey Hill Road and Nine Mile Ride and was recorded as 'slight' in severity. It is understood from the CollisionPlot report, also within **Appendix C**, that the incident occurred in wet or damp conditions during daylight and involved a van turning right into Honey Hill in collision with a cyclist travelling along the Nine Mile Ride.
- 3.29 The analysis of the collision data indicates that the accidents involved the driver driving without due care and attention or poor judgement and were not down to defects in the highway. The assessment of road safety indicates that the local highway network does not suffer from any significant safety problems.
- 3.30 On this basis, it is considered that the local highway network does not suffer from any significant safety problems that result in abnormally high accident rates, and that the number and severity of the accidents in this study area is not in excess of that for an area of highway in a location of this type. There is therefore no requirement for further investigation or mitigation at this location

Summary

- 3.31 The above review demonstrates that the Site is accessible by a variety of transport modes that have the potential to reduce reliance upon the private car. In this regard, it is considered that the location of the Site accords with paragraph 110 of the National Planning Policy Framework as set out in Section 2 and as such gives future residents a real choice about how they travel.

4.0 Development Proposals

4.1 The following section details how the Site is to be developed, along with the details of the Site access and servicing requirements. The Site's existing use is as follows:

- ▶ 1x Residential Dwelling
- ▶ Riding School
- ▶ Emergency Highways Work Business

4.2 It is proposed that the Site be redeveloped with the following:

- ▶ 1x Retained Residential Dwelling
- ▶ 5x 3 Bedroom Dwellings
- ▶ 3x 4 Bedroom Dwellings
- ▶ 2x 5 Bedroom Dwellings

4.3 The Riding School and Emergency Highways Work Business will cease operation and be replaced by the 10 residential dwellings outlined above. The Site layout plan is attached within **Appendix D**.

Access Arrangements

4.4 It is proposed the existing Site access will be retained and utilised for access. No alterations to the access geometry or alignment are proposed. A swept path analysis of a car entering the Site whilst a car waits to exit the Site can be viewed at **Appendix E**.

4.5 Hatch Ride is a private road with no signed speed limit. Given the width of Hatch Ride and no vehicular traffic permitted to the east of the Site, it is assumed that vehicular traffic will be travelling at circa 20mph. In accordance with the guidance stated within Table 7.1 of Manual for Streets a speed of 20mph equates to visibility of 25m adjusted for bonnet length. This level of visibility is achievable at the Site access, a visibility splay demonstrating this can be viewed at **Appendix F**. All vegetation within the visibility splay extent will be kept to a maximum height of 0.6m.

Parking Provision

Car Parking Provision

4.6 The Site will be provided with garages capable of accommodating 13 cars, in accordance with WBC Parking Standards each of these will be considered as 0.5 parking spaces equating to a provision of 6.5 car parking spaces. Each of the garages is setback from the edge of the internal road allowing for cars to park in front of the garages in a tandem arrangement where required. This increases the parking capacity to a total allocated parking provision of 26.5, rounded down to 26 car parking spaces (2 allocated spaces per dwelling). In addition, the Development will be provided with 4 visitor / unallocated parking spaces in excess of the 2 required. The parking provision is therefore compliant with WBC's parking standards. A plan showing the allocated / unallocated parking at the Site can be viewed at **Appendix G**.

4.7 In addition a swept path analysis has been undertaken of an Estate Car parking within parking spaces across the Site, this swept path analysis can be viewed at **Appendix H**.

Cycle Parking

4.8 Cycle parking will be provided for each dwelling in accordance with WBC's cycle parking standards. There is sufficient space to the rear of each property within the garden for 3 cycle parking spaces.

Servicing and Emergency Access

- 4.9 Refuse vehicles will be able to enter the Site in a forward's gear turn and exit the Site in a forward's gear utilising the Site Layout. A swept path analysis demonstrating this manoeuvre can be viewed at **Appendix I**. All bins are located within 25m of the refuse vehicle in accordance with paragraph 1.8 of page 54 of Building Regulations – Drainage and Waste Disposal Approved Document H.
- 4.10 A swept path analysis has also been undertaken of a Fire Tender entering in a forward's gear turning and exiting the Site in a forward's gear can be viewed at **Appendix J**. In accordance with paragraph 13.1 of page 103 of Building Regulations – Fire Safety Approved Document B the Fire Tender can access within 45m of all dwellings.

5.0 Trip Generation

- 5.1 This section outlines the level of trips that are likely to be generated by the proposed development. When assessing the impacts of a residential development, it is generally considered that the peak traffic times are weekday mornings (08:00-09:00) and weekday evenings (17:00-18:00). These periods are when the impact of the proposed development on the local highway network is likely to be greatest. The information provided within this section considers these peak hours as well as the total daily movements.

Existing Trip Generation

- 5.2 The Site's existing uses are as follows:

- ▶ 1x Residential dwelling
- ▶ Riding School
- ▶ Emergency Highways Work Business

- 5.3 A Manual Traffic Survey was undertaken between Wednesday 26th March 2025 to Tuesday 1st April 2025. The Manual Traffic Survey was installed at the existing Site access to record the number of vehicles entering and exiting the Site. The results of the Manual Traffic Survey can be viewed at **Appendix K** and have been summarised below in Table 5.1.

Time	Vehicle Movements						
	Wednesday 26 th March	Thursday 27 th March	Friday 28 th March	Saturday 29 th March	Sunday 30 th March	Monday 31 st March	Tuesday 1 st April
00:00-01:00	0	0	1	2	0	0	0
01:00-02:00	0	0	0	0	0	0	0
02:00-03:00	0	0	0	0	0	0	0
03:00-04:00	0	0	0	0	1	0	0
04:00-05:00	0	0	0	1	0	1	0
05:00-06:00	0	0	1	0	0	1	2
06:00-07:00	1	1	1	0	3	4	4
07:00-08:00	3	5	5	6	1	1	4
08:00-09:00	2	0	4	3	2	2	2
09:00-10:00	2	5	2	3	1	1	4
10:00-11:00	4	3	2	4	3	5	2
11:00-12:00	2	4	3	7	6	7	0
12:00-13:00	8	1	1	7	3	7	2
13:00-14:00	6	4	6	11	3	1	2
14:00-15:00	5	1	5	3	1	4	3
15:00-16:00	6	6	4	2	0	6	4
16:00-17:00	6	10	4	1	5	4	8
17:00-18:00	5	2	10	6	1	4	1
18:00-19:00	6	7	5	1	0	4	2
19:00-20:00	3	3	2	0	0	1	2
20:00-21:00	2	3	0	0	0	2	0
21:00-22:00	0	0	0	0	0	0	0
22:00-23:00	0	0	0	0	0	0	0

23:00-00:00	0	0	0	0	0	0	0
Total	61	52	56	57	31	55	42

Table 5.1 – Manual Traffic Survey Results

- 5.4 Table 5.1 above details that on average there were 53 two-way vehicle movements per weekday at the Site. As detailed in Section 4 of this report the Riding School and Emergency Highways Work Business will cease operation as part of the Development and as such the only vehicle movements that will continue will be associated with the residential dwelling.

Proposed Trip Generation

- 5.5 To calculate the predicted vehicle trips for the proposed development, the TRICS database has been utilised to determine the likely level of trips associated with the remaining residential dwelling. the following dataset was utilised '03 Residential – A Houses Privately Owned' with the following criteria;
- ▶ Areas within England excluding Greater London;
 - ▶ 'Edge of Town' locations; and,
 - ▶ Sites with 1-40 dwellings present.
- 5.6 The predicted total vehicle trips for the proposed 10 additional dwellings and 1 existing dwelling at the Site are shown below in Table 5.2. The full TRICS output data is attached within [Appendix L](#).

Method of Transport	Weekday AM Peak (08:00 – 09:00)		Weekday PM Peak (17:00 – 18:00)		Weekday Daily Total	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Vehicle Trip Rate (per dwelling)	0.236	0.421	0.364	0.243	2.563	2.613
Total Vehicle Trips (Eleven Dwellings)	3	5	4	3	28	29

Table 5.2: Predicted Trip Generation

- 5.7 Table 5.2 indicates that the proposed 10 dwellings and existing dwelling on the Site could generate up to 8 vehicle movements in the morning peak period, 7 vehicle movements in the afternoon peak period and 57 vehicle movements across a typical day.

Trip Generation Comparison

- 5.8 When comparing the recorded existing vehicle movements to the vehicle movements indicated by the TRICS analysis it can be seen that the Site is anticipated to generate a net change of 4 vehicle movements over the course of a typical weekday. The make-up of these vehicle movements is likely to change with a shift away from OGV movements associated with the existing use of the Site towards predominantly Cars and LGVs.
- 5.9 In relation to the assessment of highway impact, it is typically accepted that proposals resulting in an increase of more than 30 vehicle movements in any hour should be subject to more detailed assessment. The preceding paragraphs of this report identified that the redevelopment proposals will result in a daily increase of 4 vehicle movements and as such, there is no requirement for further detailed junction assessment.

Summary

- 5.10 On this basis, it is clear that the proposed development is entirely consistent with the guiding principles of the NPPF and there are thus no justifiable reason why this scheme could be refused on transportation grounds.
- 5.11 On this basis it is considered that the proposals will not prejudice road safety or the free-flow of traffic or operation of the neighbouring highway network in accordance with the Local Plan. It is therefore clear that there are no highways and transportation reasons why this proposed development should be resisted.

6.0 Summary and Conclusion

- 6.1 This Transport Statement has been prepared on behalf of ET Planning in support of an outline planning application for the demolition of an existing stable and riding arena and the subsequent construction of 10 dwellings at Heathlands Riding School, Hatch Ride, Wokingham, RG40 3AS.
- 6.2 In summary, this Transport Statement has shown the following;
- ▶ That there is a genuine choice provided to future residents to use sustainable modes of transport, especially given the proximity of the site to a recognised cycle route and footpath;
 - ▶ The access will be retained with no proposed changes to the geometry. Visibility can be achieved in accordance with Manual for Streets;
 - ▶ That there is appropriate provision for car and cycle parking within the site in accordance with WBC standards;
 - ▶ A Fire Tender and WBC Refuse Vehicle can access, turn and exit the Site in a forwards gear; and
 - ▶ That there is predicted to be a net change of 4 vehicular movements between the existing use of the Site and the proposed use of the Site. Therefore, no harm to the existing operation and free flow of traffic on the adjoining highway network is predicted.
- 6.3 On the basis of the above, it is concluded that the proposals accord with national and local transport related policies and can be accommodated without detriment to the operating capacity of the local transport networks. As such, the proposed development represents a sustainable development for the future, and we see no reason why the proposals should be resisted on traffic and transportation grounds.

Appendix A

Wokingham Cycle Map

Appendix B

Collision Plot Report – PIC Study Area

Appendix C

Collision Plot Report – Sustainable Travel PIC Area

Appendix D

Site Layout

Appendix E

Swept Path Analysis – Car - Access

Appendix F

Visibility Splay - Access

Appendix G

Parking Layout Plan

Appendix H

Swept Path Analysis – Car Parking

Appendix I

Swept Path Analysis - Refuse

Appendix J

Swept Path Analysis – Fire Tender

Appendix K

Manual Traffic Survey

Appendix L

TRICS Output