



Portman Road, Reading West

Transport Statement

Client: Ridgepoint Homes

i-Transport Ref: DS/LJ/ITB17217-002A R

Date: 21 June 2023

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Quality Management

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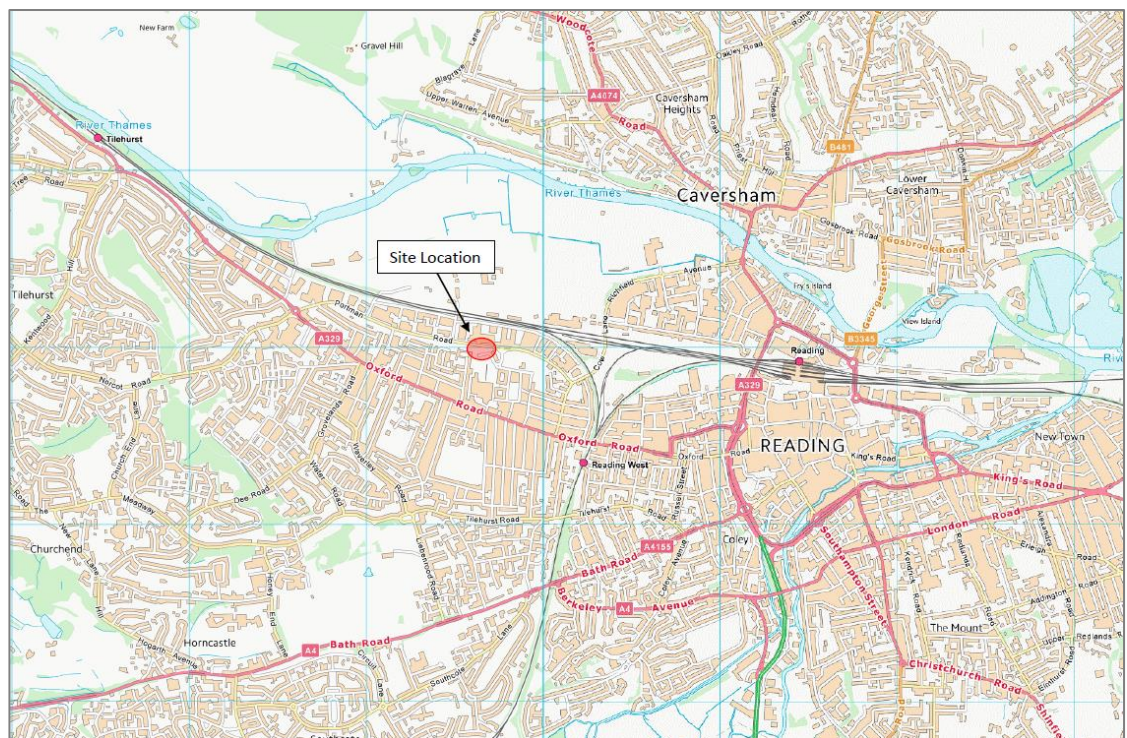
SECTION 1 Introduction

1.1 Overview

1.1.1 Ridgepoint Homes has appointed i-Transport to provide highways and transport advice in relation to the development of a site on land at Portman Road, Reading. The proposal is to develop the site to provide 80 apartments.

1.1.2 The application site is located to the south of Portman Road, immediately north of Tesco Extra, with access to the site obtained via the existing service road immediately west of the site. The site is bounded to the south by the Tesco Extra car park and Portman Road to the north. A site location plan is provided as **Image 1.1**.

Image 1.1: Site Location



Source: Open Street Map

1.1.3 This Transport Statement (TS) has been prepared to provide an assessment of the transport and highways aspects of the development proposal in the context of the three key transport tests set out in paragraph 110 of the National Planning Policy Framework, namely:

- Will the opportunities for travel by sustainable travel modes be appropriately taken-up?
- Will safe and suitable access be provided for all modes?

- Can any significant impacts from the development on the transport network be mitigated to an acceptable degree such that they are not severe?
- Do the transport elements of the internal layout reflect contemporary guidance?

1.1.4 The remainder of the Transport Statement is structured as follows:

- Section 2 – Planning Policy;
- Section 3 – Existing Conditions and Accessibility;
- Section 4 – Access and Layout;
- Section 5 – Trip Generation and Traffic Impact; and
- Section 6 - Summary and Conclusions

SECTION 2 Policy Context

- 2.1.1 This section of the Transport Assessment sets out a review of national and local transport policy and guidance documents to provide the context for the Transport Assessment.

2.2 National Transport Policy

National Planning Policy Framework (NPPF)

- 2.2.1 The NPPF was updated in July 2021 and sets out the overarching planning policy that applies nationally and within which local policy needs to sit. Sustainability is a key aim/golden thread of the NPPF, with Paragraph 10 identifying a presumption in favour of sustainable development:

“So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development”.

- 2.2.2 What constitutes sustainable development in transport terms is dealt with in paragraphs 104 to 113 of the NPPF, with the ‘four key transport tests’ identified in Paragraph 110 as follows:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given 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.

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.

- 2.2.3 Fundamentally, the NPPF sets a very high bar for using transport as a reason for preventing development from coming forward as set out in paragraph 111:

“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 would be severe.”

- 2.2.4 Therefore, it is acceptable for development to have noticeable, material and/or significant impacts. It is only where those impacts result in very great difficulty with severe consequences that development should (and even then, it is not must) be prevented from coming forward. The transport implications of the development proposal should be assessed in this context.

National Planning Practice Guidance

- 2.2.5 The web-based National Planning Practice Guidance (NPPG) brings together planning guidance for England across all disciplines in an accessible way as well as to provide a clear link between guidance and the aims and objectives of the National Planning Policy Framework. The NPPG sets out the role of travel plans and transport assessments / statements:

“Travel Plan, Transport Assessments and Statements are all ways of assessing and mitigating the negative transport impacts of development in order to promote sustainable development. They are required for all development which generate significant amounts of movements. (ID42-002);

Transport Assessments and Statements can be used to establish whether the residual transport impacts of a proposed development are to be “severe”, which may be a reason for refusal, in accordance with the National Planning Policy Framework. (ID42-005);

Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have been negative impacts on the surrounding streets. (ID42-003)”.

2.3 Local Policy

Reading Borough Local Plan – November 2019

- 2.3.1 The Local Plan contains information on the policies which will inform how Reading will develop up until 2036. The Local Plan replaces all existing development plans in Reading and is the main consideration when deciding applications in the Borough. The following policies relate to transport and the proposed development:

TR1: Achieving the Transport Strategy

“Proposed development should contribute appropriately to meeting the objectives of the most up-to-date Local Transport Plan or any successor document, including sub-strategies, specific projects identified and the local action plans.

Planning permission will not be granted for major development proposals unless there is a commitment to implement measures to promote and improve sustainable transport facilities, such as through provision to encourage walking, cycling and the use of public transport; and through agreed travel plans, safe routes to local facilities and services, including schools and parks, and similar measures.

All development proposals should make appropriate provision for works and contributions to ensure an adequate level of accessibility and safety by all modes of transport from all parts of a development, particularly by public transport, walking and cycling, in accordance with any agreed transport assessment submitted as part of the application.”

TR3: Access, Traffic and Highways – Related Matters

“In determining proposals involving a new or altered access onto the transport network, improvement works to the transport network, the creation of new transport infrastructure or the generation of additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment.

Development will only be permitted where: -

i) Accesses and works to the highway comply with the adopted standards of the Transport Authority;

ii) The development would not have a material detrimental impact on the functioning of the transport network;

iii) The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;

iv) The proposal would not generate regular movement of heavy goods vehicles (HGVs) on unsuitable roads, or on roads without easy access to the Classified Highway Network; and

v) For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.

Proposals involving either the construction of a new site access, or a material increase in the use of an existing site access, directly onto the Classified Highway Network will not be acceptable if they would be likely to result in the encouragement of the use of the network for short local trips or compromise the safe movement and free flow of traffic on the network or the safe use of the road.”

- 2.3.2 Information on the proposed access arrangements can be found in Section 4. Information regarding the impact on the local highway network can be found in Section 5.

TR4: Cycle Routes and Facilities

“Developments will be expected to make full use of opportunities to improve access for cyclists to, from and within the development and to integrate cycling through the provision of new facilities. Development of new facilities for cycling, such as cycle hire points and cycle parking, will be acceptable.

The cycle routes identified in the most up-to-date Cycling Strategy will be maintained, enhanced, and added to or extended. Development will not detrimentally affect an identified cycle route. Where opportunities exist, improvements to that route, including the provision of connecting routes, and/or cycling facilities will be sought within developments or through planning contributions.”

- 2.3.3 Information on the cycle provision to be provided within the site is presented in the Development Proposal, at Section 4.

TR5: Car and Cycle Parking and Electric Vehicle Charging

“Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.

Development should make the following provision for electric vehicle charging points:

- ***All new houses with dedicated off-street parking should provide charging points;***
- ***Within communal car parks for residential or non-residential developments of at least 10 spaces, 10% of spaces should provide an active charging point.***

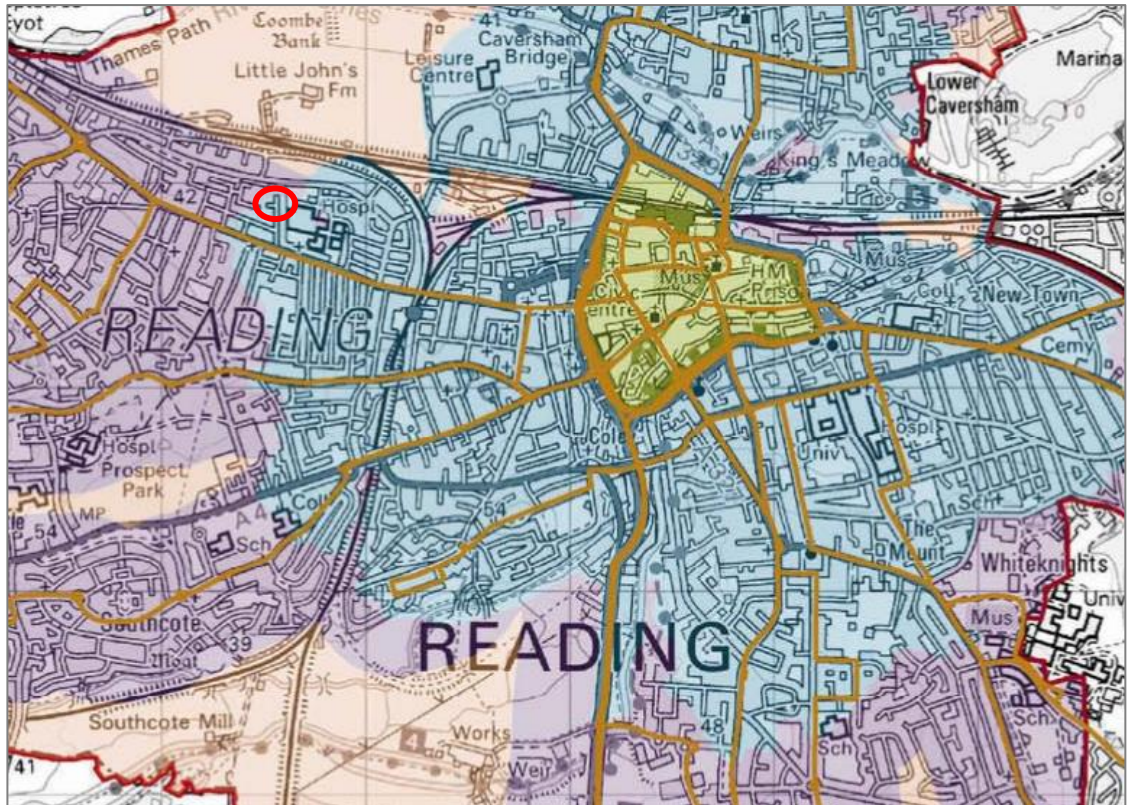
2.3.4 Information on the proposed parking provision is presented in the Development Proposal, at Section 4.

Revised Parking Standards and Design Supplementary Planning Document

2.3.5 This document provides guidance for public and private car parking within the town centre and reflect some of the Council’s Core Strategy Policies.

2.3.6 The standards use a zonal system due to the urban nature of the transport systems across the Borough which are taken into consideration when setting the parking standards. The site is located on the border of Zone 2 and 3 which is described as directly surrounding the central core area and is well served by public transport. An extract of the map is provided at **Image 2.1**.

Image 2.1: RBC Zoning Map



Source: Reading Borough Council Zoning Map

- 2.3.7 Information on the required levels of parking for Zone 2 and the proposed level of parking to be provided on-site is set out at Section 4.

Reading Transport Strategy 2038

- 2.3.8** The Reading Transport Strategy is a statutory document that presents a plan for Reading's transport network until 2036 and beyond. This document sets out the vision and objectives for transport in Reading.
- 2.3.9** The Transport Strategy will help to deliver both the Reading 2050 and Reading Local Plan visions through a programme of measures to enable and encourage sustainable travel choices in the town by 2036.

"Our vision is to deliver a sustainable transport system in Reading that creates an attractive, green and vibrant town with neighbourhoods that promote healthy choice and wellbeing. Future mobility options will enable everyone in Reading to thrive, enjoy an exceptional quality of life and adapt to meet future challenges and opportunities."

SECTION 3 Existing Conditions and Accessibility

3.1 Introduction

- 3.1.1 This section of the TS provides an overview of the current use of the site and the existing transport conditions in the vicinity of the site to provide context for the assessment. It also contains a review of the opportunities to travel to and from the proposed development by non-car modes.

3.2 Development Site

- 3.2.1 The site is located approximately 400m from Oxford Road shops and restaurants with Tesco Extra situated immediately to the south. Portman Road borders the site to the north with residential development to the east and west.
- 3.2.2 The site currently comprises unused grass land with a small recycling waste facility, accessed by a right-turn lane from within the Tesco car park, and the north-western area of the Tesco car park. Situated immediately to the east of the site is a pedestrian link that provides a connection between Portman Road and Tesco.

3.3 Walking and Cycling

Walking

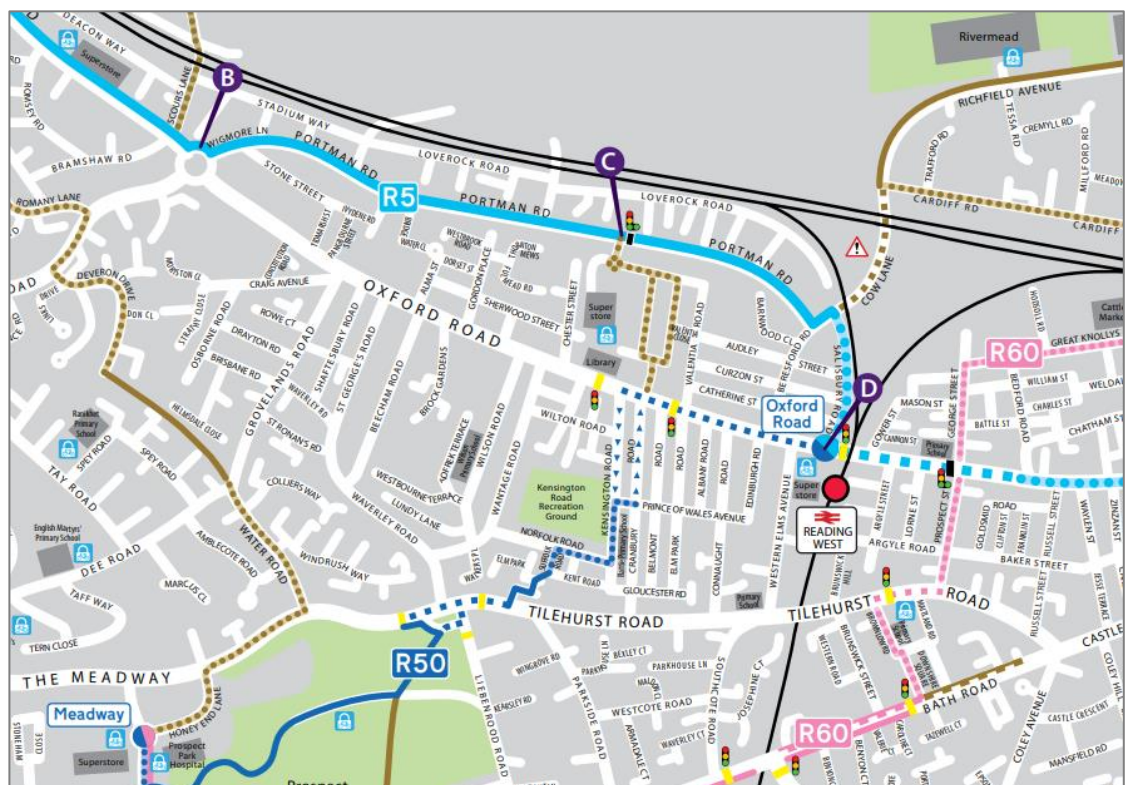
- 3.3.1 There is no pedestrian infrastructure along the Tesco Extra service road, from which vehicular access is to be taken. The footway network commences at the northern extent of the site frontage, where Portman Road has footways on both sides of the carriageway as well as signalised crossings at its junction with the main Tesco access road.
- 3.3.2 To the east of the site, Portman Road meets the junction with Portman Way via a small roundabout; from here, pedestrians can access the off-road footpath known as Moultsford Mews, leading south to Oxford Road.
- 3.3.3 To the west of the site, there are dropped kerbs and tactile paving across the Tesco Service Road where a footpath continues west to a residential area and playground. This footpath is separated from the carriageway by a grass verge and trees, and the residential area has footways on both sides of the carriageway, as well as low traffic flow and speed.

- 3.3.4 To the south of the site, a footpath with bollards either side leads through Tesco car-park with direct access to the superstore as well as access to Moultsford Mews, a public footpath leading to Oxford Road. Oxford Road is a 30mph, well-lit retail area with shops and restaurants. There are footways on both sides of the carriageway with various controlled and uncontrolled crossing points.

Cycling

- 3.3.5 A shared footway/cycleway route is located on the northern side of Portman Road (Route R5) from Tilehurst Rail Station to Reading West Rail Station. Although there are currently no cycling infrastructure within the residential development to the west, the roads have low traffic flows and speeds and so is suitable for on-road cycling.
- 3.3.6 Cyclists are also able to use the Moultsford Mews footpath through the Tesco car-park onto Oxford Road and to the east of the site, Portman Way also holds suitable conditions for on-road cycling and leads into Valentia Road providing an alternative access to Oxford Road.
- 3.3.7 These routes described are presented on the Reading Cycle Route map which can be found in **Appendix A**. An extract of this map is shown on **Image 3.1**.

Image 3.1: Reading Cycle Route Map



Source: Reading Cycle Route Map R5

3.4 Public Transport

Bus

3.4.1 The nearest bus stops are located on either side of Oxford Road, approximately 500m south of the site. Bus stops are present on both sides of the carriageway and the bus stop infrastructure includes flag poles, timetable information, raised kerb height, bus shelters with associated seating and on-road bus cages.

3.4.2 The bus stops are served by Reading Buses and Thames Travel with the route destinations and frequencies summarised in **Table 3.1**.

Table 3.1: Summary of Local Bus Services

Service	Route	Frequency		
		Weekdays	Saturday	Sunday
15	Central Reading - Calcot	Hourly (first service 05:15, last service 23:00)	Hourly (first service 06:15, last service 23:00)	Every 30 minutes (07:53, last service 23:00)
15a	Central Reading – Tilehurst	Every 30 minutes (first service 07:01, last service 18:23)	Every 30 minutes (first service 07:23, last service 17:50)	-
16	Central Reading – Purley	Every 20 minutes (first service 05:28, last service 23:30)	Every 20 minutes (first service 06:02, last service 23:30)	Every 30 minutes (first service 07:28, last service 23:30)
17	Wokingham Road - Tilehurst	Every 8-10 minutes (first service 04:18, last service 23:51) hourly service through the night (00:18-03:18)	Every 10 minutes (first service 04:19, last service 23:51) every 30 minutes from 00:18-04:18	Every 12 minutes (first service 06:19, last service 23:04) hourly service from 00:18-03:18
143	Reading – Goring Railway Station	Five services a day (07:39, 10:38, 12:38, 14:09, 17:42)	Five services a day (09:08, 10:38, 12:38, 14:39, 16:39)	-

Source: Bustimes.org

3.4.3 The site is very well connected to the local bus network, ensuring that residents will be offered frequent and realistic opportunities to travel to/from the site to a range of destinations including Central Reading, Tilehurst and Calcot.

- 3.4.4 Four of the bus services summarised in **Table 3.1** operate at less than hourly frequencies, whilst the number 17 service operates at an 8-minute frequency throughout a typical weekday.

Rail

- 3.4.5 The nearest railway station is Reading West which is located approximately 1km to the east of the site and therefore within a reasonable walking distance. The station is served by Great Western Railway, which offer frequent services to, Newbury, Basingstoke, and London Paddington. **Table 3.2** summarises the rail services available from Reading West Railway Station.

Table 3.2: Summary of Local Rail Services

Destination	Frequency		Approx. Journey Time
	Peak	Off-Peak	
Newbury	2	2 – change at Reading	24-29 minutes
Basingstoke	2	2	24 minutes
London Paddington	3	2 – change at Reading	32-40 minutes

Source: National Rail Enquiries

- 3.4.6 In addition, Reading West provides 4-5 services per hour to Reading railway station throughout the week. From here, Reading provides frequent services to a number of additional destinations, including Oxford, London Paddington, and Bournemouth.
- 3.4.7 The information in **Table 3.2** shows that there are numerous frequent rail services available within a short distance of the site. The services stop at a number of key destinations and so will provide residents realistic opportunities to travel to/from the site by train.

3.5 Access to Local Services and Facilities

Walking Distances

- 3.5.1 Manual for Streets identifies that walkable neighbourhoods comprise those locations where facilities and services can be accessed within an 800m (10-minute) walk.

“4.4.1 Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS134 states that walking offers the greatest potential to replace short car trips, particularly those under 2km.”

- 3.5.2 The National Travel Survey (2019) identifies the vast majority (80%) of trips are undertaken on foot for journeys up to one mile, whilst walking accounts for some 31% of all trips between one and under two miles (circa 1.6km – 3.2km). Walking trips fall away beyond 2 miles, with journeys of between two and four miles equating to approximately 4% of all trips.

- 3.5.3 The one-mile (1.6km) distance is reflected in the Chartered Institution of Highways and Transportation (CIHT) guidance 'Planning for Walking' (2015) which states:

"Across Britain, approximately 80% of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. The main reason for the decline in walking is the fall in the total number of journeys shorter than 1 mile, which has halved in 30 years. It is not that people are less likely to make short journeys on foot but rather that fewer of the journeys they make can be accomplished on foot. If destinations are within walking distance, people are more likely to walk if walking is safe and comfortable and the environment is attractive."

- 3.5.4 Therefore, facilities and services within one mile (1.6km) will provide the greatest opportunity for trips to be made by walking.

- 3.5.5 Against this background, the following walking distances are identified:

- 800m – a comfortable walking distance; and
- 1,600m – a distance where most people (circa 80%) will walk and offers "the greatest potential to replace short car trips".

Cycling Distances

- 3.5.6 The Department for Transport's Cycling and Walking Investment Strategy (2017) states at paragraph 1.16 that:

"...there is a significant potential for change in travel behaviour. Two out of every three personal trips are within five miles – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking. For school children, the opportunities are even greater. Three quarters of children live within a 15-minute cycle ride of a secondary school, while more than 90% live within a 15-minute walk or bus journey from a primary school."

- 3.5.7 The DfT's Gear Change A bold vision for cycling and walking (page 11) states:

"In particular, there are many shorter journeys that can could be shifted from cars, to walking, or cycling. We want to see a future where half of all journeys in towns and cities are walked or cycled. 58% of car journeys in 2018 were under five miles. And in urban areas, more than 40% of journeys were under two miles in 2017. For many people, these journeys are suited to cycling and walking."

- 3.5.8 The site is located within a short distance to Oxford Road shops and Reading town centre which both have a high number of education, retail, leisure and employment services and facilities. A summary of these facilities and services are summarised in **Table 3.3**. A local accessibility plan of these services and facilities is provided at **Figure 1**.

Table 3.3: Local Services and Facilities

Facility	Destination	Distance (m)	Walking Journey Time	Cycling Journey Time
Employment	Loverock Road Industrial Estate	370	4	1
	Bridgewater Close	720	9	3
	Oxford Road	520	6	2
	Reading Retail Park	1320	16	5
	Deacon Way Industrial Estate	1420	17	5
Education	The Honey Bee Preschool	620	7	2
	Battle Primary Academy	820	10	3
	Wilson Primary School	1020	12	4
	Oxford Road Community School	1320	16	5
Retail	Tesco Extra	170	2	1
	Oxford Road	520	6	2
	Lidl	1020	12	4
	Waitrose	1720	20	6
	Reading Retail Park	1320	16	5
	Reading Town Centre	1920	23	7
Leisure	Portman Road Park	420	5	2
	Red Kangaroo Trampoline Park	770	9	3
	Oxford Road Community Centre	570	7	2
	Kensington Park	720	9	3
	Rivermead Leisure Complex and Gym	1620	19	6
Health	Tesco Pharmacy	170	2	1
	Western Elms Pharmacy	770	9	3
	Medicare Practice	820	10	3
	Grovelands Medical Centre	1120	13	4

Source: Consultants Estimates

Key

	Comfortable walking distance (800m)
	Reasonable walking distance (1.6km)

3.5.9 **Table 3.3** demonstrates that due to the close proximity to Oxford Road, there are a number of services and facilities located within a comfortable walking distance. Those that are located further afield are still within a reasonable walking distance and can also be easily accessed by bike.

3.6 Personal Injury Accident Data

3.6.1 A review of the Crashmap Accident Database shows that there have been no accidents on Portman Road within the vicinity of the site, and the Portman Road / Tesco Extra junction during the most recent 5-year reporting period. Therefore, there is no reason to suggest that there is any particular safety issue with the operation of the local highway network.

3.7 Summary

3.7.1 The site is well located to encourage travel by sustainable modes including the use of walking, cycling and public transport, consistent with the requirements of paragraph 110 of the National Planning Policy Framework; the site represents a highly accessible and sustainable location for the development.

3.7.2 The range of modal choice available will provide opportunities for residents to travel to/from the site more sustainably, discouraging the use of private car travel. The proximity of the site to local services and facilities on Oxford Road, as well as frequent connections to Reading Town Centre, will enable residents to walk and use public transport to travel to amenities they are likely to use on a day-to-day business.

SECTION 4 Access and Layout

4.1 Introduction

4.1.1 This section of the Transport Statement provides information in relation to the proposed development, access, parking, and servicing arrangements.

4.2 Proposed Development

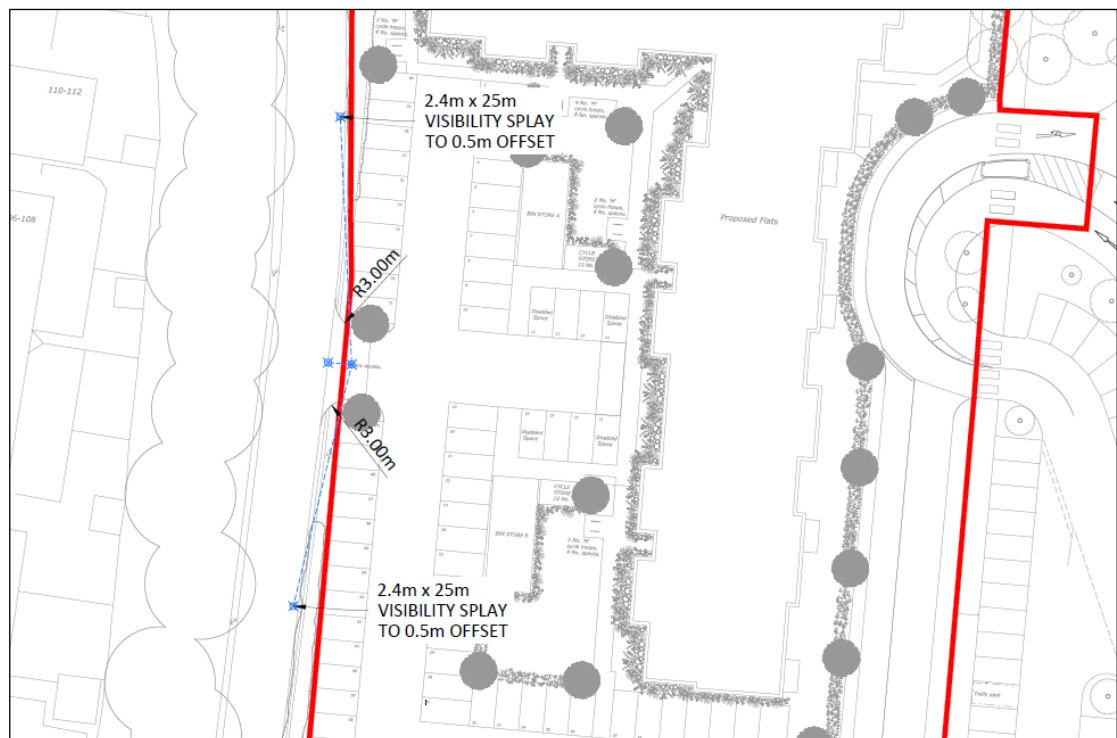
4.2.1 The development proposal would see the construction of 80 apartments on land to the south of Portman Road, Reading. The site is located on land directly north of Tesco Extra car-park and west of the petrol station.

4.2.2 The ground floor site layout drawing is included in **Appendix B**.

4.3 Proposed Access Arrangements

4.3.1 Vehicular access to the site is proposed from the Tesco Extra service road, located to the west of the site, in the form of a simple priority junction. The site access arrangement is shown on Drawing **ITB17217-GA-004**, an extract of which is provided at **Image 4.1**.

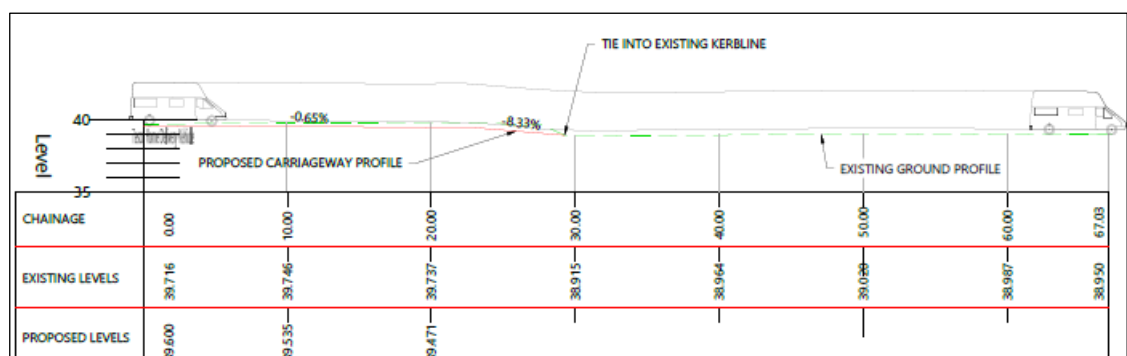
Image 4.1: Site Access Extract



Source: ITB17217-GA-004

- 4.3.2 While no speed data is available for vehicles currently using the service road, it should be noted that the road is only some 100m in length and used only by vehicles accessing the Tesco store for delivery purposes. To the north of the site, the road terminates at a give way priority junction and, to the south, terminates at the Tesco service access. This limits achievable speeds along the service road. A 20mph design speed has been applied to the design of the access arrangement with visibility splays of 25m extending from a set back of 2.4m, consistent with design parameters set out in Manual for Streets.
- 4.3.3 There is a level difference between the site and the service road, with the topographical survey identifying a difference of circa 800mm over a distance of circa 5500mm. Regrading within the site is proposed, and a ramped access will be constructed with a minimum gradient of 1:12, trying into the existing carriageway level at the point of access. Vertical tracking has been undertaken, presented in **Drawing ITB17217-GA-005** an extract of which is provided below. To assessment demonstrates that vehicles manoeuvring through the access will not 'ground'.

Image 4.2: Site Levels Extract



Source: ITB17217-GA-005

- 4.3.4 Pedestrian access connections are to be provided to the east and west of the building directly onto the established infrastructure on Portman Road. These paths extend within the site to provide direct connections to the building.

4.4 Car Parking

- 4.4.1 Reading Borough Council's residential car parking standards for Zone 2 (where the site is located) are summarised in **Table 4.1**.

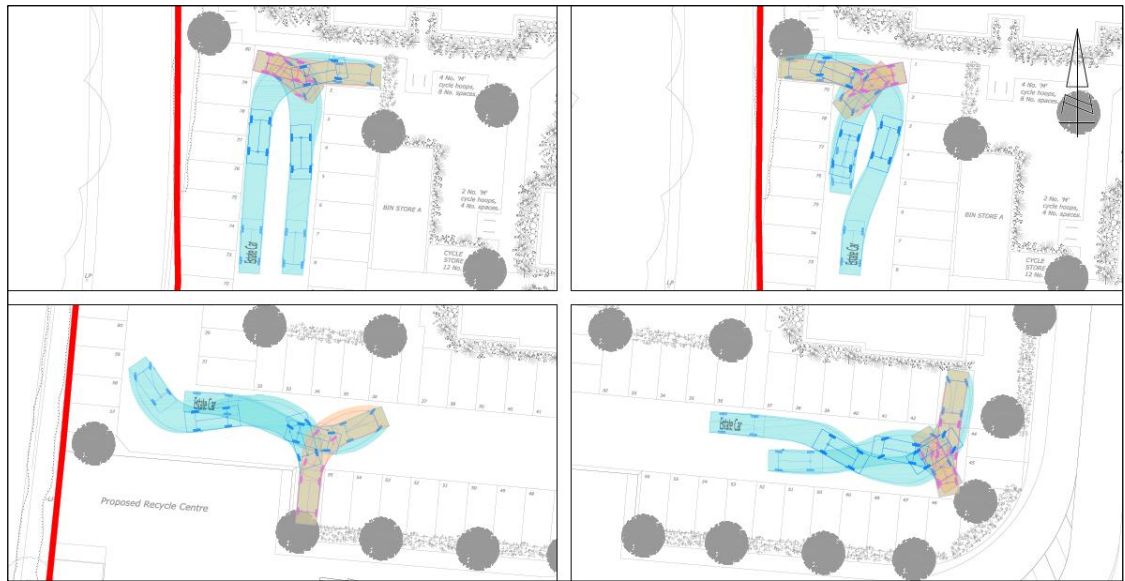
Table 4.1: Reading Borough Council Parking Standards

Type	Zone 2
C3 Dwelling Flat 1-2 Bedrooms	1 space

Source: Reading Borough Council

- 4.4.2 The site is proposed to comply with Reading's Car Parking standards and provide one space per flat, a total of 80 spaces. To ensure that all spaces within the site can be accessed, swept path analysis of spaces located at the end of the car parking aisles has been undertaken to inform the design of the site layout and allow sufficient room for manoeuvring. The design has been assessed using a large estate vehicle to ensure a robust assessment; the tracking assessment is shown in **Drawing ITB17217-GA-003**, an extract of which is shown in **Image 4.3**.

Image 4.3: Car Park Analysis



Source: ITB17217-GA-003

4.5 Cycle Parking

- 4.5.1 Reading Borough Council's cycle parking standards require the provision of 0.5 spaces for one and two bed apartments. The site will provide for a total of 44 spaces, in excess of the minimum requirements of the parking standards.
- 4.5.2 The parking provided for bicycles is to be located at multiple points across the development, the locations of which are identified in **Image 4.4**.

Image 4.4: Cycle Parking Locations



Source: Site Layout Drawing and Consultants' annotations

4.6 Servicing Arrangements

- 4.6.1 Bin storage is to be located to the west of the building, to both the north and south of the east-west access road upon entering the site.
- 4.6.2 Refuse vehicles will enter the site using the proposed site access and collect refuse from two bin stores before exiting the site. Vehicle tracking, presented in **Drawing ITB17217-GA-001**, has been undertaken to demonstrate that a vehicle is able to access the site in forward gear, turn within the confines of the site and exit again in forward gear. The location of the bin storage is such that a vehicle collecting refuse will not obstruct the operation of the site access, and that the number of car parking spaces affected during the bin collection are minimised to reduce the likelihood of access being required during the times at which the site is serviced.
- 4.6.3 In the unlikely event that a vehicle requires access to one of the eight car parking spaces adjacent to the bin store while a refuse vehicle is present, there is sufficient space within the site for a vehicle to wait on a car parking aisle for the refuse vehicle to exit without obstructing the operation of the car park or the Tesco service road.

4.7 Emergency Vehicles

- 4.7.1 Swept path analysis has been undertaken to demonstrate that a fire tender is able to access the site in forward gear, turn within the confines of the site without exceeding the 20m distance specified in Building Regulations Approved Document B: Fire Safety, and exit the site again in forward gear. The analysis is presented in **Drawing ITB17217-GA-002**.

SECTION 5 Trip Generation and Traffic Impact

5.1 Introduction

5.1.1 This section of the Transport Statement provides an assessment of the forecast traffic impacts of the proposed development at the application site and considers this against the requirements of paragraph 110 and 111 of the National Planning Policy Framework.

5.2 Trip Generation

5.2.1 The development proposes the construction of 80 apartments on the site. To forecast the likely trip generation, vehicle trip rates have been obtained from the TRICS database. The trip rates were obtained using the following parameters:

- Sites within England (excluding Greater London);
- Sites under TRICS land-use class 03 – Residential, sub-category C – Flats Privately Owned;
- Sites with between 50 and 150 dwellings; and
- Sites located within Edge of Town Centre and Suburban Areas only.

5.2.2 The extracted TRICS trip rates and corresponding traffic generation for the 80 apartments is summarised in **Table 5.1**. The full TRICS report is included in **Appendix C**.

Table 5.1: Proposed 80 Apartments – Trip Rates and Traffic Generation

	Morning Peak Hour (0800-0900)			Evening Peak Hour (1700-1800)		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Trip Rate (Vehicles)	0.056	0.152	0.208	0.135	0.075	0.210
Trips (vehicles)	4	12	17	11	6	17

Source: TRICS and Consultant's Calculations

Note: Numbers may not sum due to rounding

5.2.3 The data presented in **Table 5.1** indicates that the 80 proposed apartments at the site are forecast to generate circa 17 two-way vehicle movements in the morning and evening peak hour.

- 5.2.4 While the Department for Transport document 'Guidance on Transport Assessments' was withdrawn upon the introduction of the NPPF, given the change in government policy from development being refused on transport grounds where the impact was 'material' to it needing the impact to be considered 'severe', paragraph 2.11 of the guidance provided a movement threshold that provides an indicator from when testing for a material impact should commence:

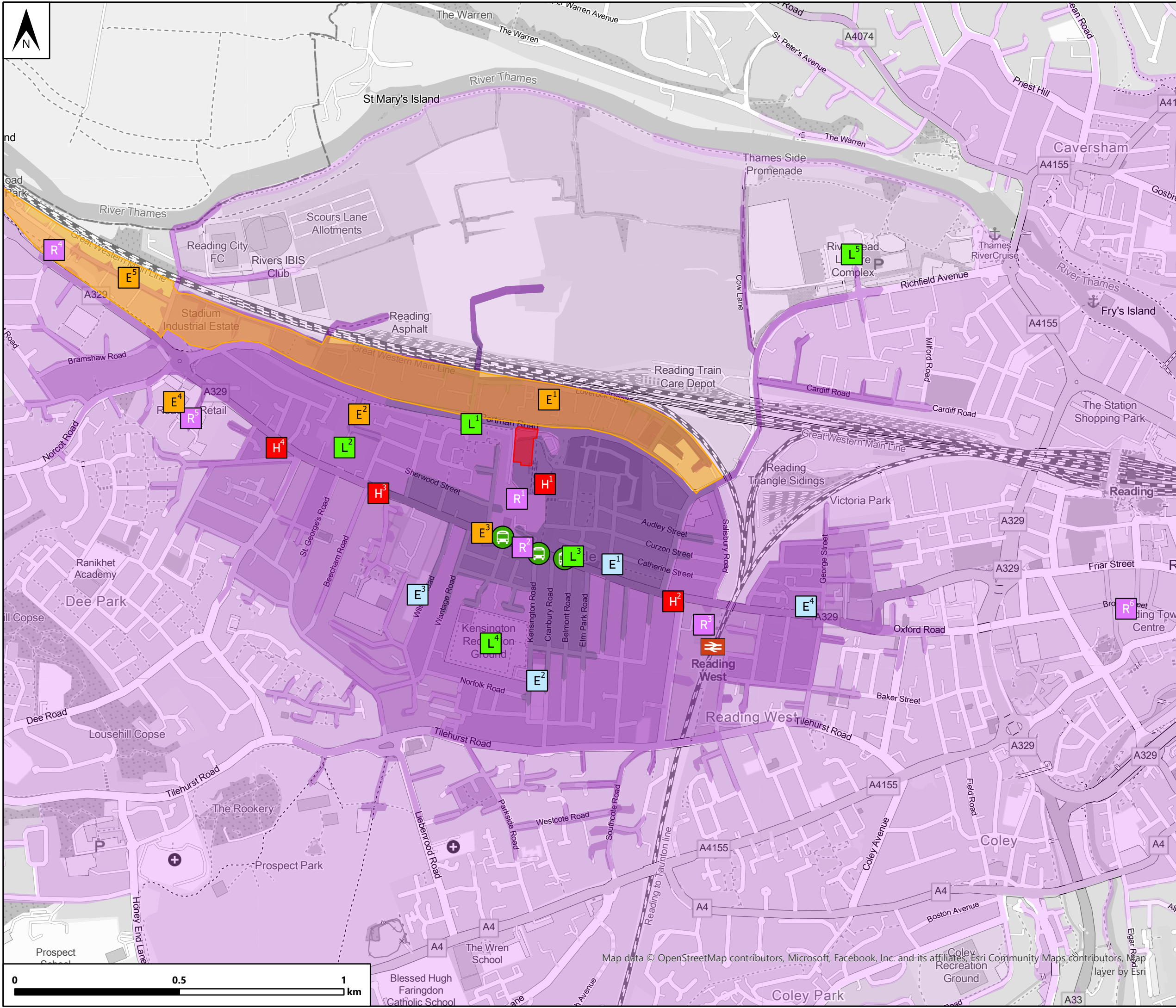
"...whilst there is no suggestion that 30 two-way peak hour vehicles trips would, in themselves, cause a detrimental impact, it is a useful point of reference from which to commence discussions."

- 5.2.5 The threshold for a 'severe' impact is somewhat greater than merely a 'detrimental' impact and it is reasonable to assume that the threshold for a severe impact must be far higher than 30 movements. As such, an additional 17 vehicles during the morning and evening peak hour will have no discernible impact upon the overall highway network and therefore does not require any further network capacity testing.

SECTION 6 Summary and Conclusions

- 6.1.1 Ridgepoint Homes has appointed i-Transport to provide highways and transport advice in relation to the development of a site at Portman Way, Reading. The proposal is to develop 80 apartments on a site directly north of the Tesco Extra car-park and is currently occupied by scrubland and part of the existing Tesco car park.
- 6.1.2 The site is well located to encourage sustainable modes including the use of walking, cycling and public transport. These will provide opportunities for residents of the proposed development to travel to/from the site more sustainably. The proximity of the site to services and facilities on Oxford Road and Reading Town Centre will enable residents to walk to amenities they are likely to use on a day-to-day basis. Therefore, the development satisfies the NPPF requirement that development is located where opportunities for sustainable can be taken up.
- 6.1.3 Vehicular access to the site is proposed to be from the existing Tesco Extra service road and will take the form of a priority junction. The access has been designed in accordance with Manual for Streets parameters and provides visibility commensurate with a 20mph design speed. The adjustment of levels within the site addresses the significant level difference between the site and the service road, and there is no evidence of any existing highway safety issues within the vicinity of the site. As such, safe and suitable access is provided for all users as required by paragraph 110 of the NPPF.
- 6.1.4 The development is to provide 80 car parking spaces, equating to a ratio of one space per dwelling, and 40 cycle spaces at a ratio of 0.5 spaces per unit, consistent with the requirements of the Reading Borough Council parking standards. Tracking of the spaces demonstrate that there is sufficient room for vehicles to manoeuvre and swept path analysis of both a refuse vehicle and a fire tender demonstrates that such vehicles are able to access the site in forward gear, turn within the confines of the site and exit again in forward gear. As such, it is demonstrated that the design of the internal layout satisfies contemporary guidance in accordance with the requirements of the NPPF.
- 6.1.5 The 80 proposed apartments at the site are forecast to generate circa 17 two-way vehicle movements in the morning and evening peak hour. This level of traffic is significantly less than the threshold at which testing of a material impact would typically commence and, therefore, the development will not give rise to an impact that may have a severe residual impact on the operation of the highway network. As such, the development satisfies the requirements of paragraphs 110 and 111 of the NPPF in this regard.

FIGURES



Key

Site Boundary	E ² Bridgewater Close
Employment Areas	E ³ Oxford Road
Bus Stop	E ⁴ Reading Retail Park
Rail Station	E ⁵ Deacon Way Industrial Estate
800m Walking Catchment	R Tesco Extra
1.6km Walking Catchment	R ² Oxford Road
3.2km Walking Catchment	R ³ Lidl
H ¹ Tesco Pharmacy	R ⁴ Waitrose
H ² Western Elms Surgery & Pharmacy	R ⁵ Reading Retail Park
H ³ Medicare Practice	R ⁶ Reading Town Centre
H ⁴ Grovelands Medical Centre	L ¹ Portman Road Park
E ¹ The Honey Bee Preschool	L ² Red Kangaroo Trampoline Park
E ² Battle Primary Academy	L ³ Oxford Road Community Centre
E ³ Wilson Primary School	L ⁴ Kensington Recreation Ground
E ⁴ Oxford Road Community School	L ⁵ Rivermead Leisure Complex
E ¹ Loverock Road Industrial Estate	

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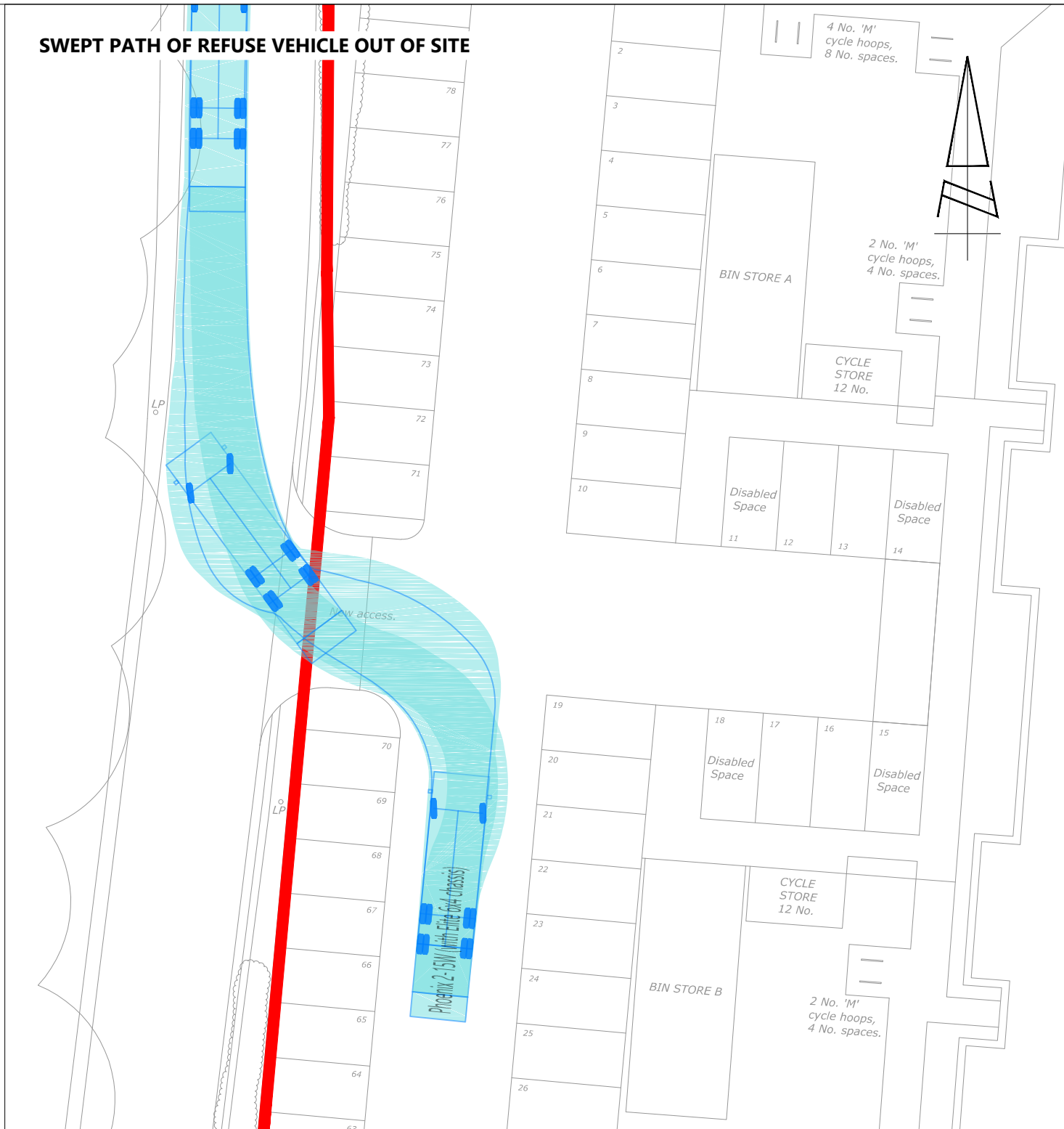
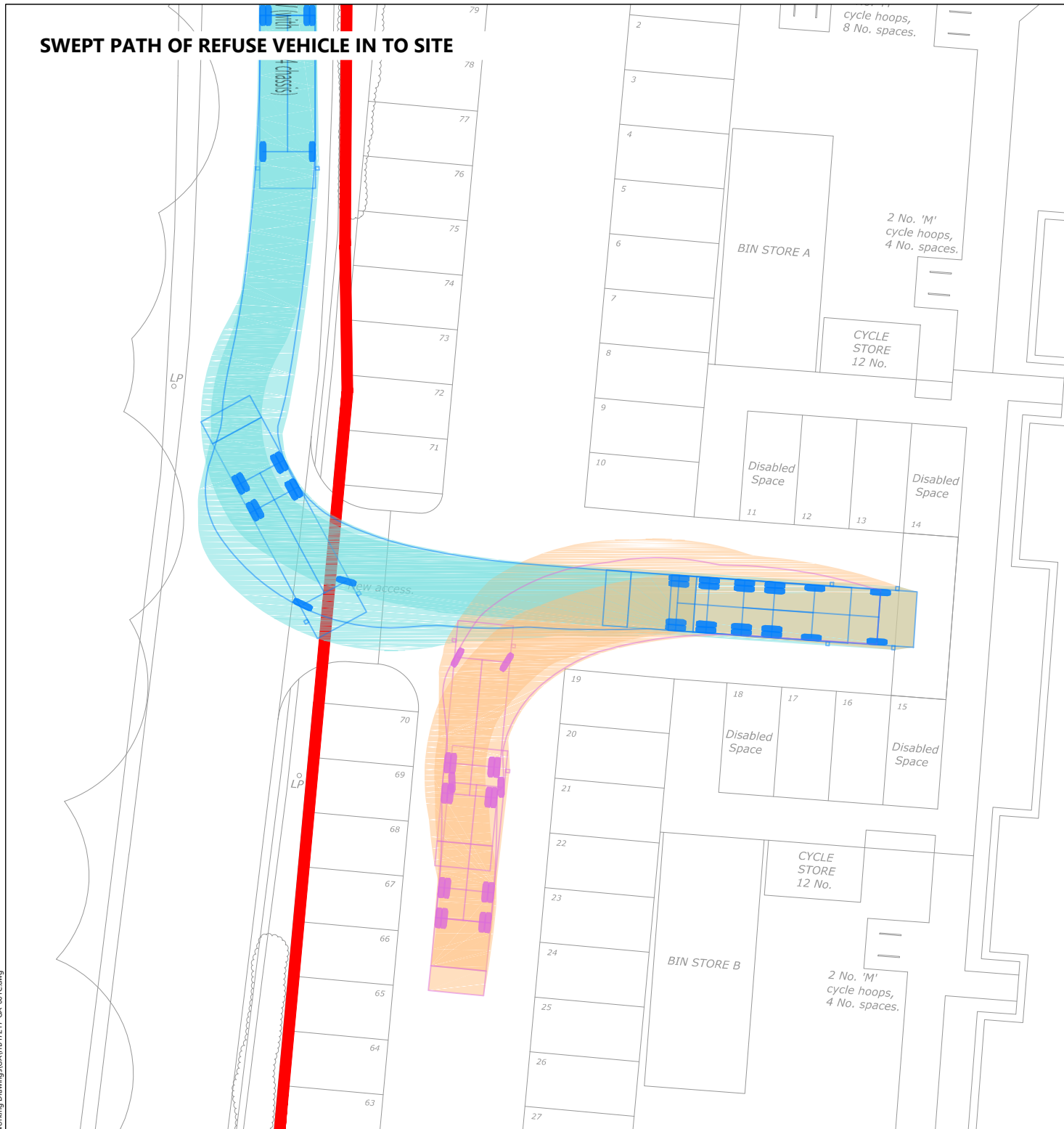
Basingstoke: 01256 637 940
Leeds: 0113 357 1360
London: 020 3705 9215
Manchester: 0161 830 2172
 www.i-transport.co.uk

Title: **Local Facilities Plan**

Project: **Reading West, Portman Road**

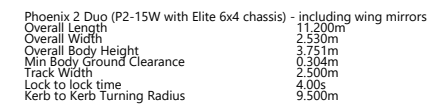
Project Number: ITB17217	Figure Number: Figure 3	Revision: -
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DRAWINGS

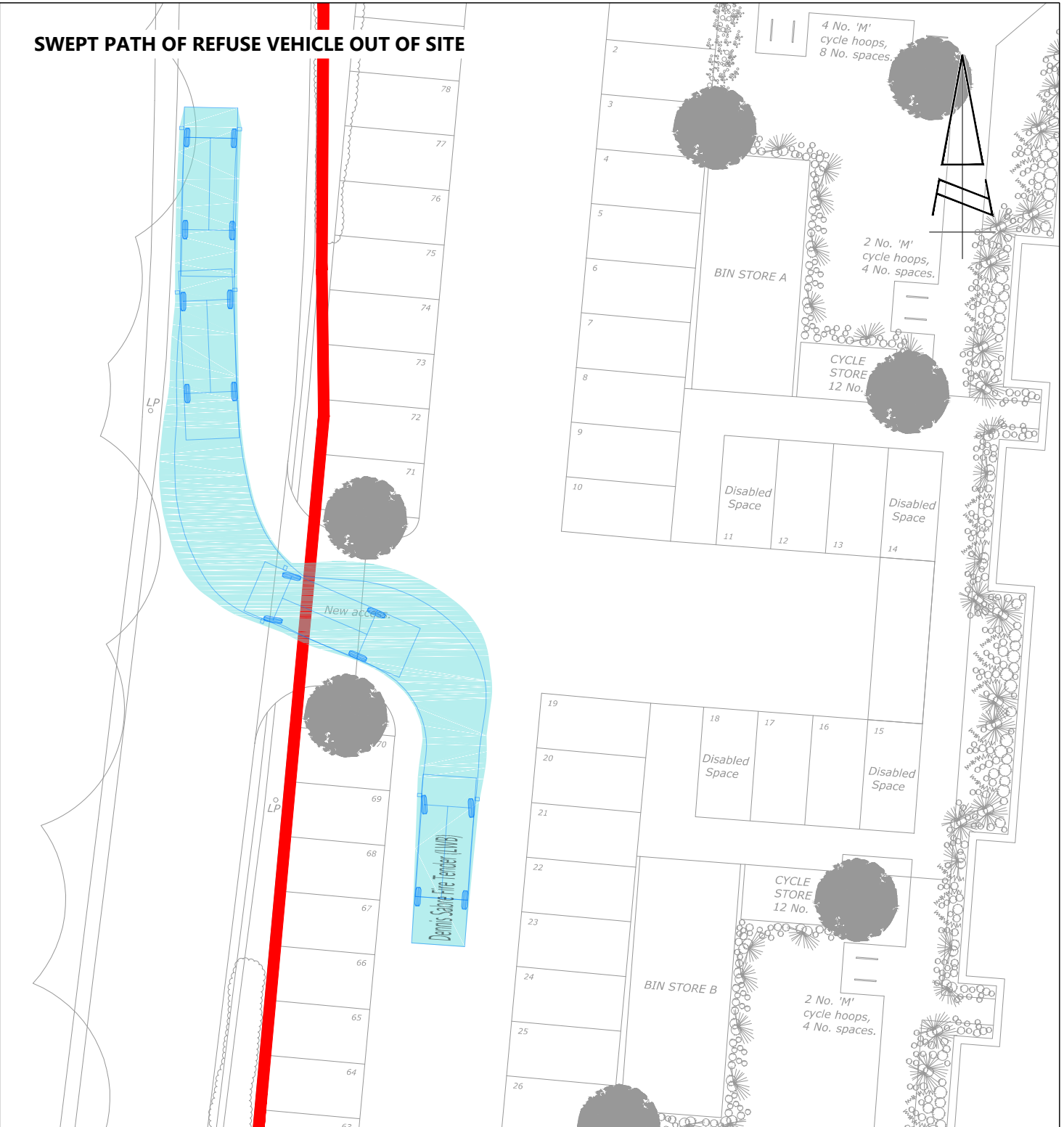
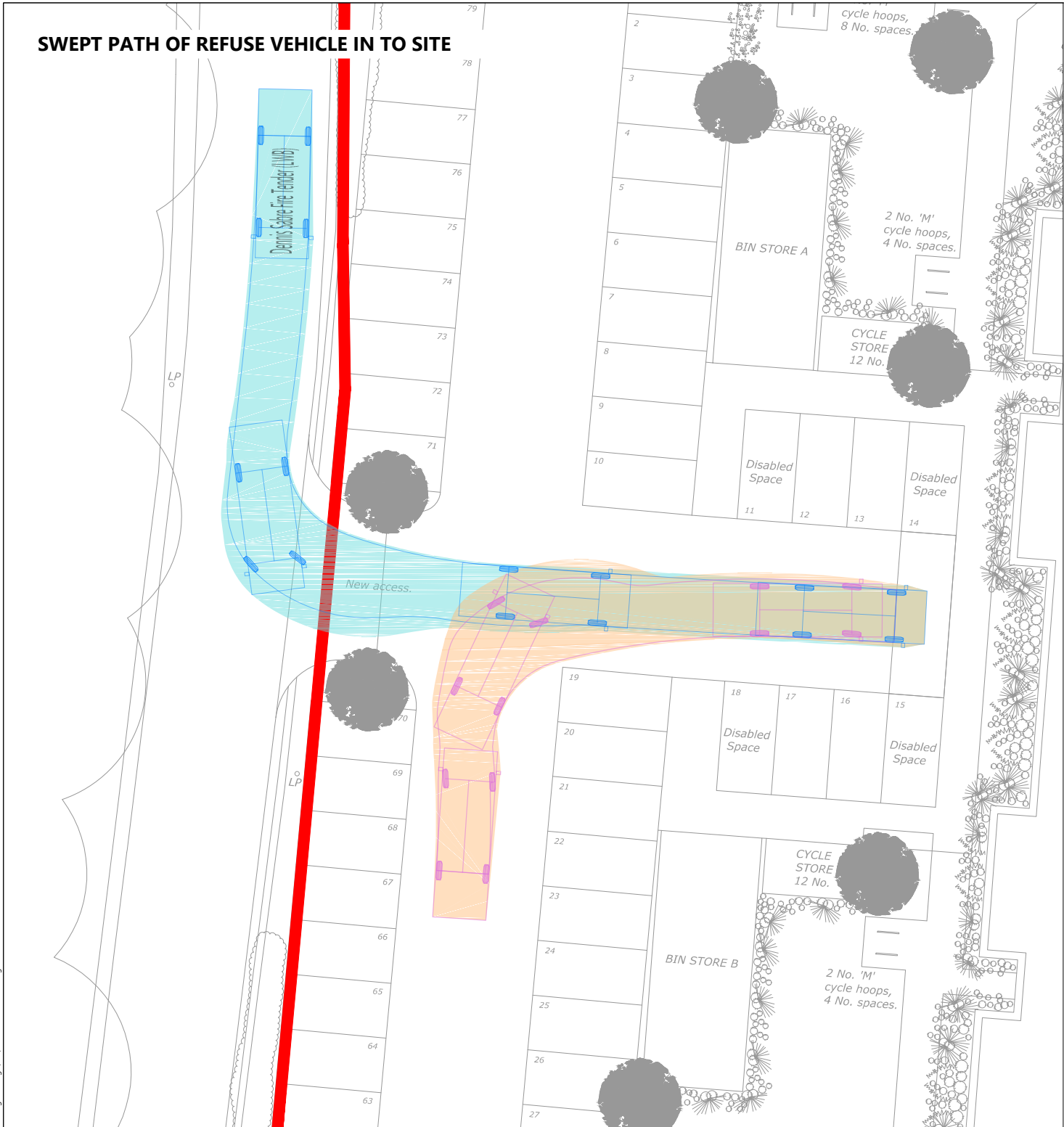


SCALE BAR @ 1:250

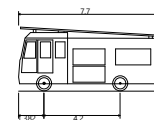
A horizontal scale bar with alternating black and white segments. Below the bar are numerical markers at 0, 1, 2, 5, 10, and 25.



 The Square, Basing View, Basingstoke, Hampshire, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk										C B A		15.05.23 06.02.23 22.12.22		JB RC MM		SITE LAYOUT UPDATED SITE LAYOUT UPDATED SITE LAYOUT UPDATED		DS XX XX		DS XX XX		TITLE: SWEPT PATH ANALYSIS - 11.2m REFUSE COLLECTION VEHICLE										DRAWN: JB		CHECKED: DS		APPROVED: DS					
REV										DATE		BY		DESCRIPTION						CHK		APD		PROJECT: PORTMAN ROAD, READING						CLIENT: RIDGEPOINT HOMES LTD						PROJECT No: ITM17217		SCALE @ A3: 1:250		DATE: 06.02.23	
STATUS:										FOR INFORMATION										DRAWING No: ITB17217-GA-001										REV: C											



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Dennis Sabre Fire Tender (LWB) - including wing mirror
Overall Length 7.700m
Overall Width 2.430m
Overall Body Height 3.512m
Min Body Ground Clearance 0.397m
Track Width 2.380m
Lock to lock time 5.00s
Kerb to Kerb Turning Radius 7.400m



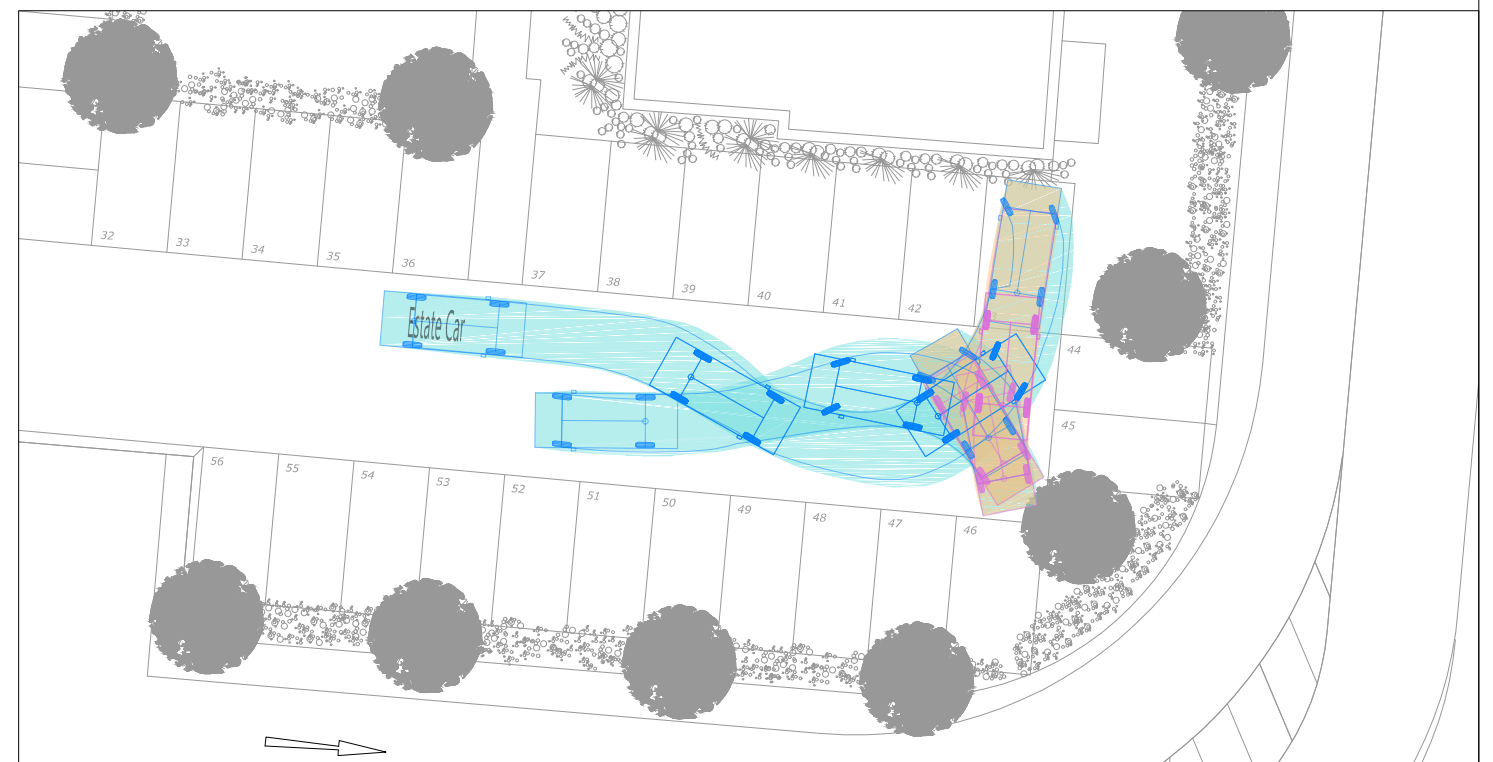
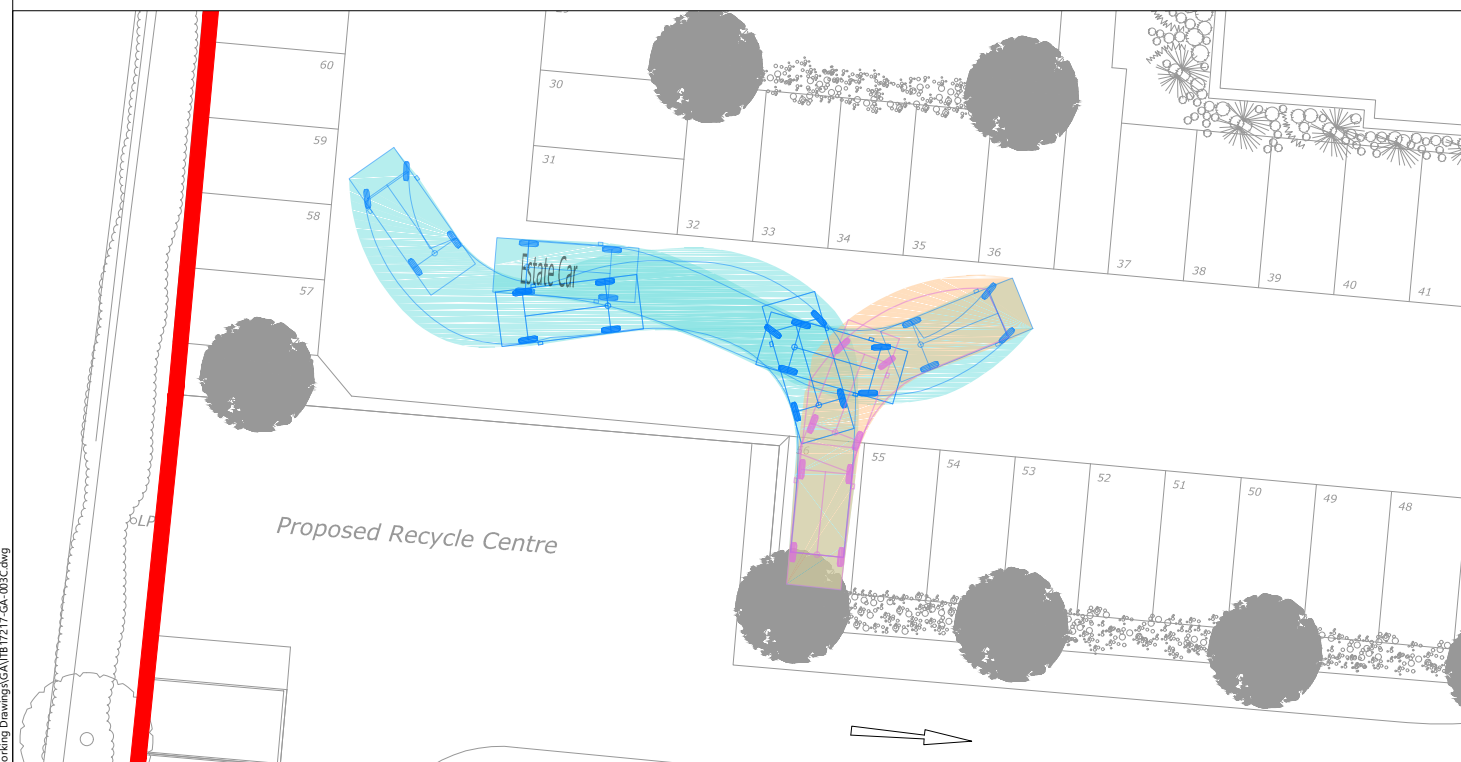
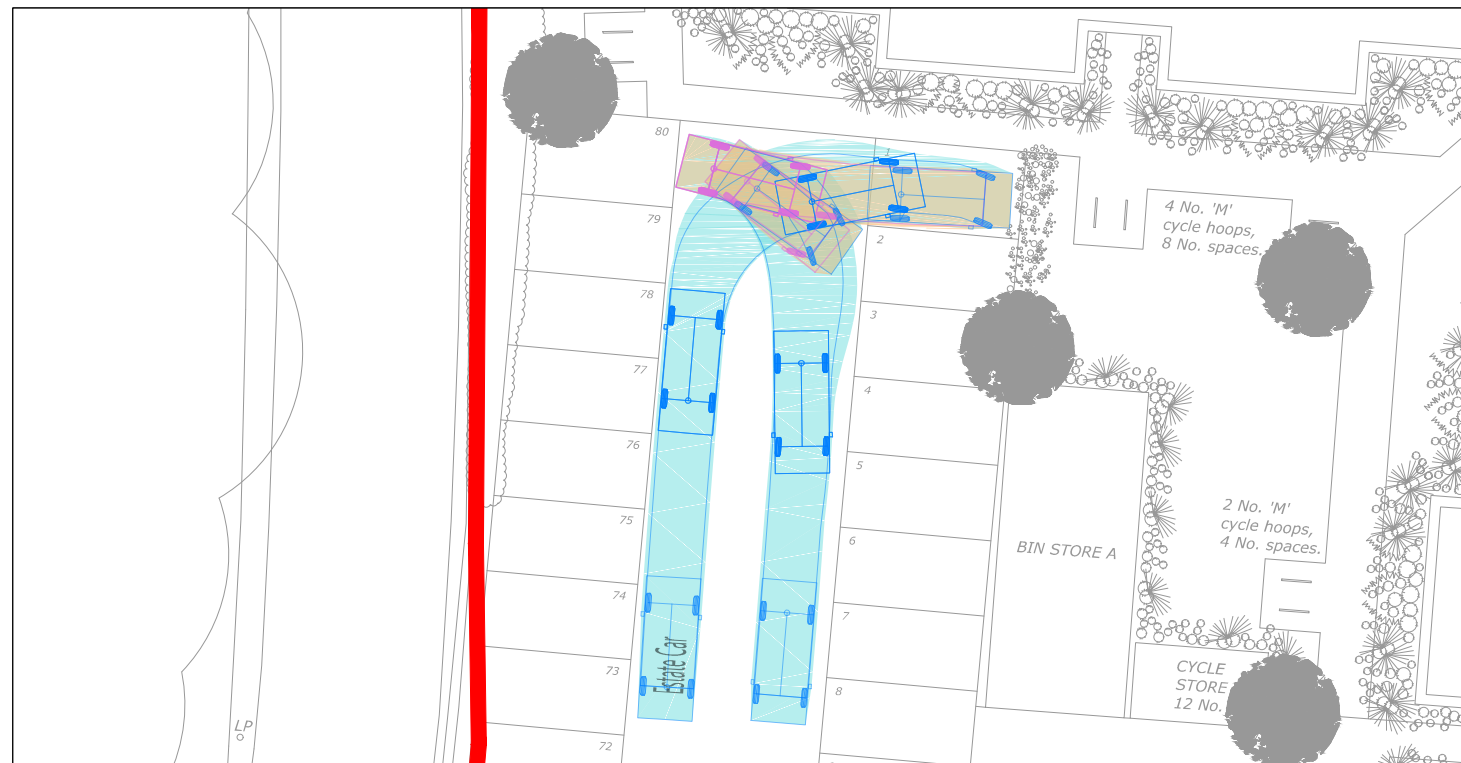
The Square, Basing View,
Basingstoke, Hampshire, RG21 4EB

Tel: 01256 637940

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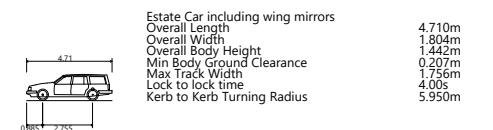
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B	06.02.23	RC	SITE LAYOUT UPDATED	DS	DS
A	22.12.22	MM	SITE LAYOUT UPDATED	DS	DS
STATUS: FOR INFORMATION					

TITLE: SWEPT PATH ANALYSIS - FIRE TENDER		DRAWN: JB	CHECKED: DS	APPROVED: DS
PROJECT: PORTMAN ROAD, READING		PROJECT No: ITM17217	SCALE @ A3: 1:250	DATE: 06.12.23
CLIENT: RIDGEPOINT HOMES LTD		DRAWING No: ITB17217-GA-002	REV: C	



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STATUS: FOR INFORMATION					

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	PROJECT: PORTMAN ROAD, READING		PROJECT No: ITM17217	SCALE @ A3: 1:250	DATE: 06.02.23
	CLIENT: RIDGEPOINT HOMES LTD		DRAWING No: ITB17217-GA-003		
			REV: C		

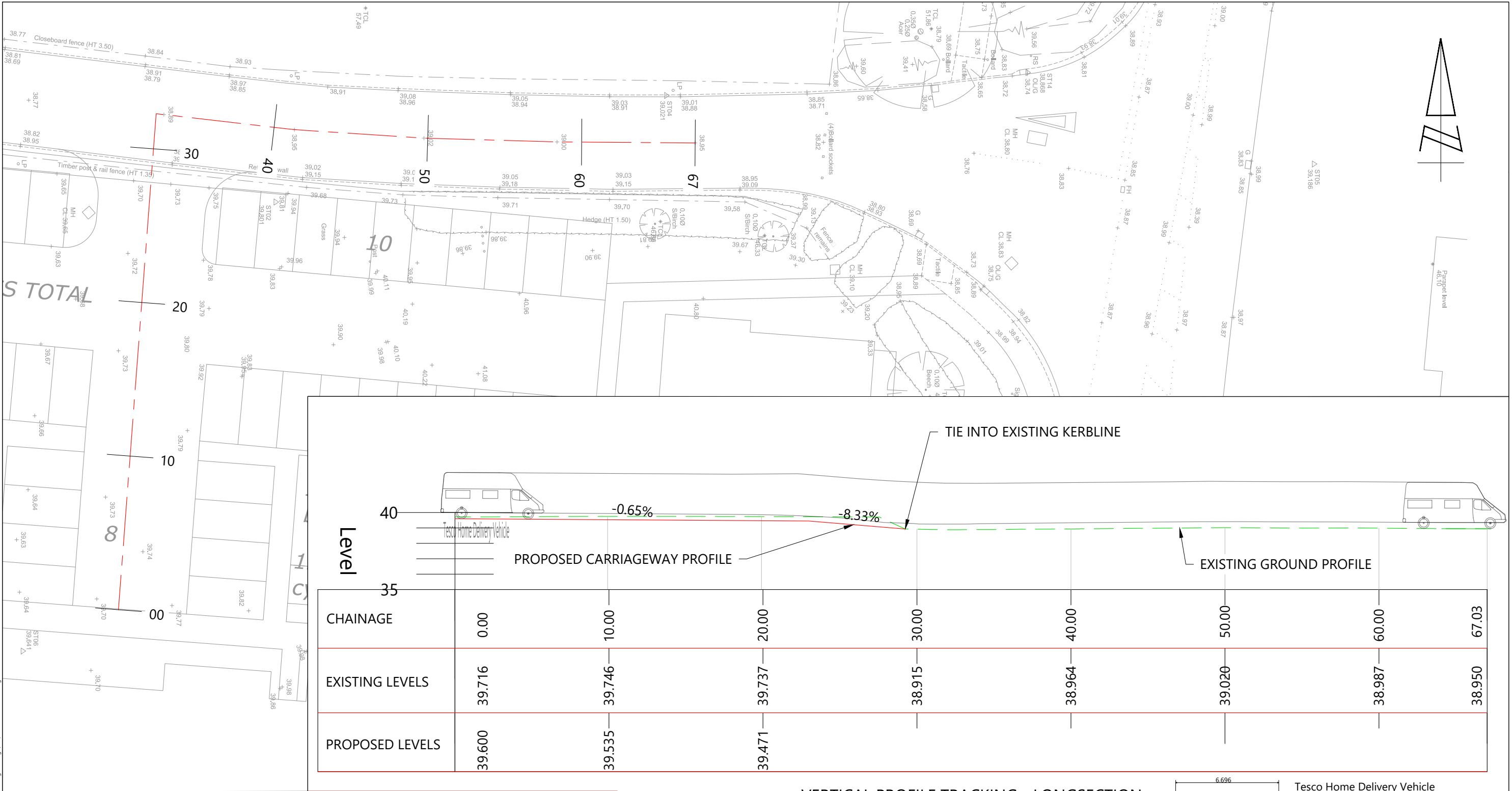
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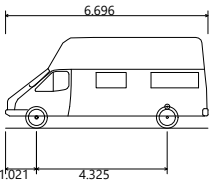


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SCALE BAR @ 1:250



VERTICAL PROFILE TRACKING - LONGSECTION
SCALE: H 1:250,V 1:250. DATUM: 35.000



Tesco Home Delivery Vehicle
Overall Length 6.696m
Overall Width 2.090m
Overall Body Height 3.000m
Min Body Ground Clearance 0.400m
Track Width 2.000m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 6.000m

 The Square, Basing View, Basingstoke, Hampshire, RG21 4EB Tel: 01256 637940 www.i-transport.co.uk										C B A	21.06.23 20.06.23 15.05.23	MC MC JB	GRADIENT REVISED UPDATED SITE LAYOUT UPDATED SITE LAYOUT	DS DS DS	DS DS DS	TITLE: CAR PARK ACCESS - VERTICAL SWEPT PATH ANALYSIS			DRAWN: SH	CHECKED: DS	APPROVED: DS	
REV		DATE	BY	DESCRIPTION		CHK	APD	PROJECT: PORTMAN ROAD, READING		CUENT: 		PROJECT No: ITB17217	SCALE @ A3: 1:250	DATE: 22.12.22								
STATUS: FOR INFORMATION											DRAWING No: ITB17217-GA-005			REV: C								

APPENDIX A. Reading Cycle Route Map

R5

Avoid congestion through the Oxford Road local centre by cycling along the off-road cycle path on **Portman Road** and **Oxford Road** west all the way to **Tilehurst Station**. Remember that traffic is moving slowly, usually less than 20mph past **Oxford Road Primary School**, so if you want to move quickly, pass vehicles on their right. To get into the bus lane towards town, position yourself in the centre of the road.

R5 Route Gradients

Metres

30
40
50



A

6 mins



Norcot Road Junction

B

4 mins



West Village (Battle Hospital Development)



D

3 mins

Reading West Station



3 mins

Town Centre



E

Chatham Place

West Reading

R5

Tilehurst Station, The West Village & Oxford Road to Reading Town Centre



Reading Cycle Routes

Other Cycle Maps

R1 R10
South Reading
Green Park & Whitley

R50
West Reading
Tilehurst & Prospect Park

R6 R60
South-West Reading
Coley Park & Southcote

Reading Network

Available from:



0118 939 0900
www.reading.gov.uk

Winter/Spring 2010



Reading
Cycle Routes

Legend



Reading Cycle Route

Town Centre Route

Linking Route

4 National Cycle Path

! Busy junction, no cycling facilities, caution advised

P Cycle parking facilities

No Cycling prohibited

RS Railway Station

TL Pedestrian Light Controlled Crossing

TC Toucan (Cycle) Light Controlled Crossing

U Underpass /Subway

Cycle Facilities Key (for all route colours)

Off-road cycle route (tarmac or path)

Off-road cycle route (gravel or rough surface)

On-road cycle route – traffic-calmed or quiet residential road

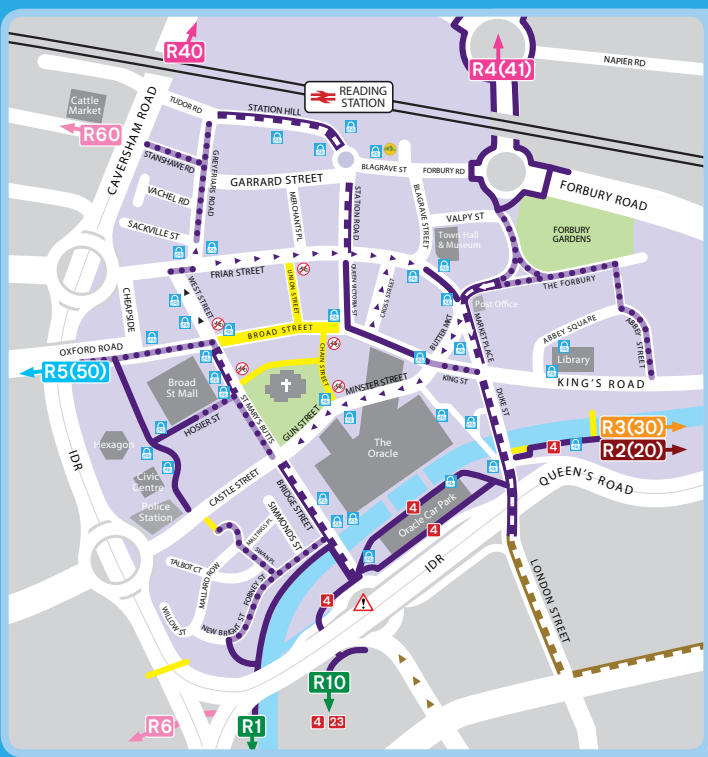
On-road cycle route – one-way street

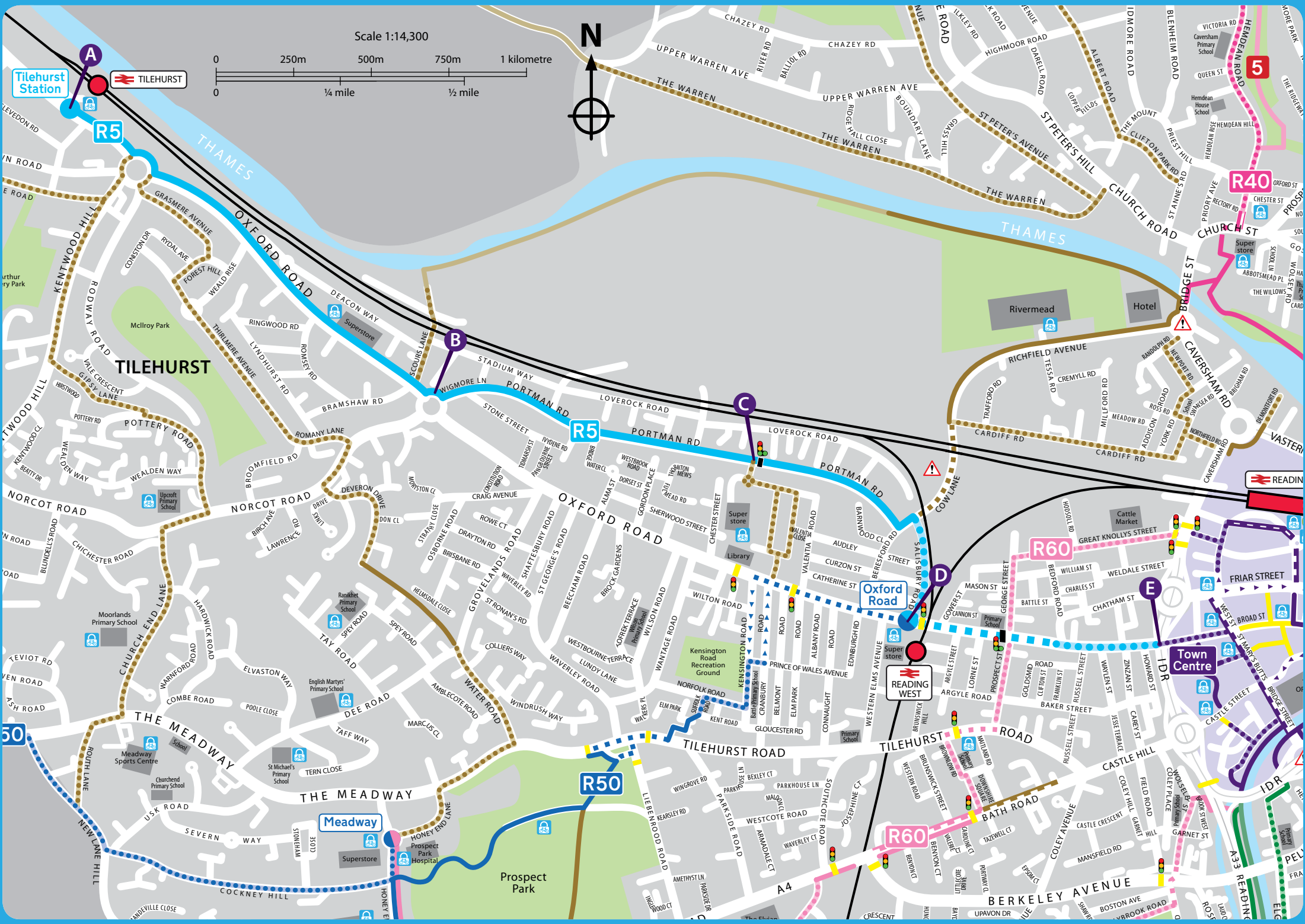
On-road cycle way / shared bus lane (one direction)

On-road cycle way / shared bus lane (both directions)

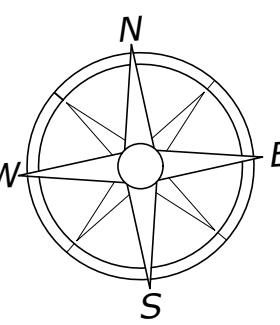
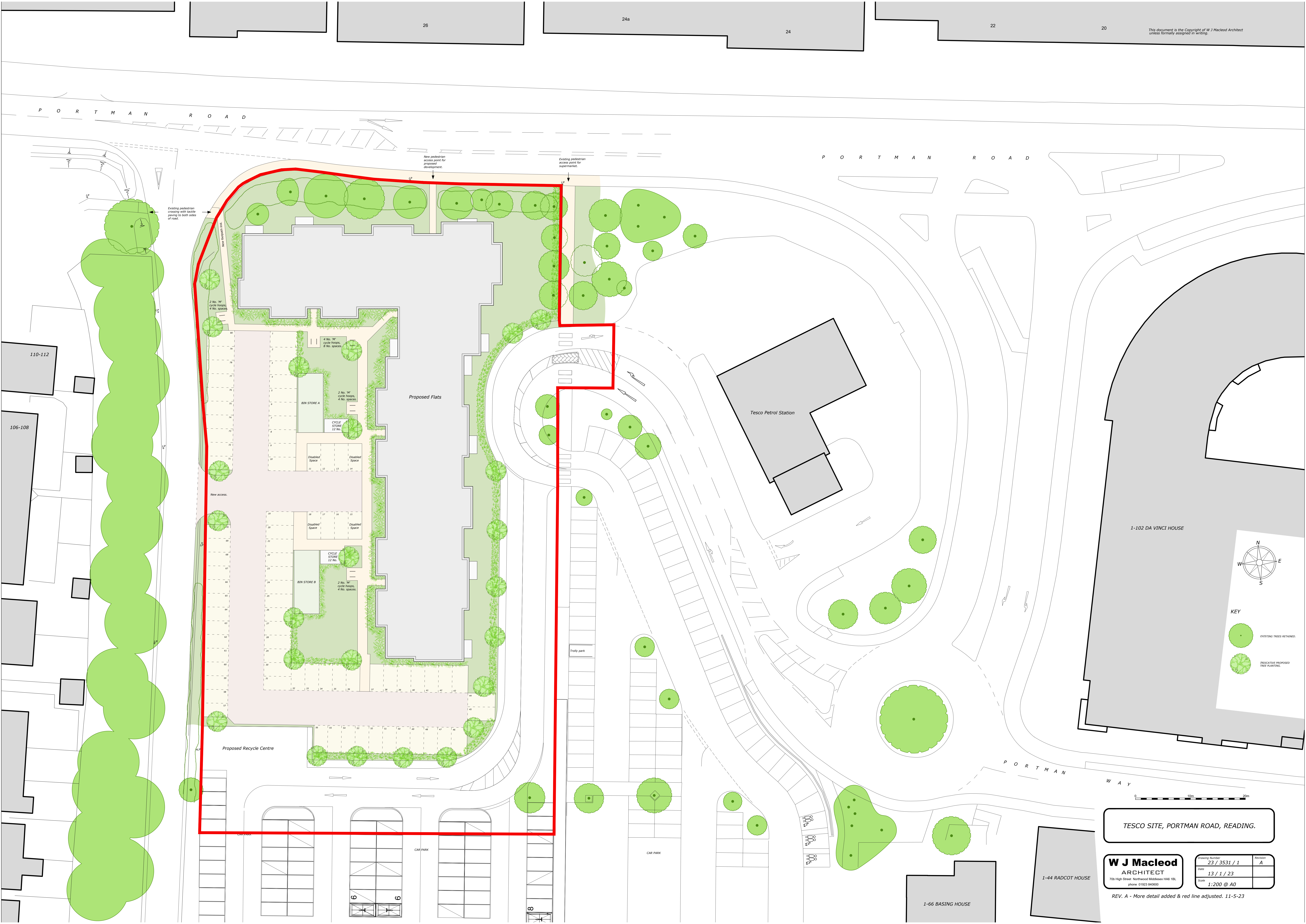
On-road route without dedicated facilities

Pedestrians only, cyclists dismount





APPENDIX B. Site Layout



KEY

EXISTING TREES RETAINED.

INDICATIVE PROPOSED TREE PLANTING.

TESCO SITE, PORTMAN ROAD, READING.

W J Macleod
ARCHITECT
70b High Street, Northwood, Middlesex HA6 1BL.
phone: 01923 840600.

Drawing Number	23 / 3531 / 1	Revision	A
Date	13 / 1 / 23		
Scale	1:200 @ A0		

REV. A - More detail added & red line adjusted. 11-5-23

APPENDIX C. TRICS Data

i-Transport Grove House Basingstoke

Licence No: 236601

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
 TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	BD BEDFORDSHIRE	2 days
	ES EAST SUSSEX	1 days
	EX ESSEX	1 days
	HC HAMPSHIRE	1 days
	HF HERTFORDSHIRE	1 days
04	EAST ANGLIA	
	NF NORFOLK	1 days
	SF SUFFOLK	3 days
05	EAST MIDLANDS	
	NT NOTTINGHAMSHIRE	2 days
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	SY SOUTH YORKSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 51 to 146 (units:)
 Range Selected by User: 50 to 150 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 23/06/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	7 days
Wednesday	3 days
Thursday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	13 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	9
Suburban Area (PPS6 Out of Centre)	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Development Zone	1
Residential Zone	4
Built-Up Zone	5
No Sub Category	3

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 13 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

1,001 to 5,000	2 days
10,001 to 15,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	7 days
50,001 to 100,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	3 days
125,001 to 250,000	5 days
250,001 to 500,000	5 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 days
1.1 to 1.5	8 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	2 days
No	11 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	13 days
-----------------	---------

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions
-----------------------	-----	--

LIST OF SITES relevant to selection parameters

1	BD-03-C-02	BLOCKS OF FLATS	BEDFORDSHIRE
	STANBRIDGE ROAD		
	LEIGHTON BUZZARD		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	62	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
2	BD-03-C-03	BLOCKS OF FLATS	BEDFORDSHIRE
	COURT DRIVE		
	DUNSTABLE		
	Edge of Town Centre		
	No Sub Category		
	Total No of Dwellings:	146	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
3	ES-03-C-01	BLOCK OF FLATS	EAST SUSSEX
	OLD SHOREHAM RD		
	BRIGHTON		
	HOVE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:	71	
	Survey date: TUESDAY	26/09/17	Survey Type: MANUAL
4	EX-03-C-02	BLOCK OF FLATS	ESSEX
	WESTCLIFF PARADE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	94	
	Survey date: TUESDAY	22/10/13	Survey Type: MANUAL
5	HC-03-C-01	BLOCKS OF FLATS	HAMPSHIRE
	CROSS STREET		
	PORTSMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	90	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
6	HF-03-C-03	BLOCK OF FLATS	HERTFORDSHIRE
	SHENLEY ROAD		
	BOREHAMWOOD		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	91	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
7	NF-03-C-01	BLOCKS OF FLATS	NORFOLK
	PAGE STAIR LANE		
	KING'S LYNN		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	51	
	Survey date: THURSDAY	11/12/14	Survey Type: MANUAL
8	NT-03-C-01	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	LAWRENCE WAY		
	NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:	56	
	Survey date: TUESDAY	08/11/16	Survey Type: MANUAL

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LIST OF SITES relevant to selection parameters (Cont.)

9	NT-03-C-02	HOUSES (SPLIT INTO FLATS)	NOTTINGHAMSHIRE
	CASTLE MARINA ROAD NOTTINGHAM		
	Suburban Area (PPS6 Out of Centre)		
	No Sub Category		
	Total No of Dwellings:		135
	Survey date: WEDNESDAY		09/11/16
10	SF-03-C-01	BLOCKS OF FLATS	SUFFOLK
	STATION HILL BURY ST EDMUNDS		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:		85
	Survey date: THURSDAY		18/12/14
11	SF-03-C-04	BLOCKS OF FLATS	SUFFOLK
	SAINT MARY'S ROAD IPSWICH		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total No of Dwellings:		56
	Survey date: WEDNESDAY		16/09/20
12	SF-03-C-05	BLOCKS OF FLATS	SUFFOLK
	FORE STREET IPSWICH IPSWICH WATERFRONT		
	Edge of Town Centre		
	Development Zone		
	Total No of Dwellings:		69
	Survey date: WEDNESDAY		23/06/21
13	SY-03-C-01	BLOCKS OF FLATS	SOUTH YORKSHIRE
	HEELIS STREET BARNLEY		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:		112
	Survey date: TUESDAY		08/09/20
	Survey Type: MANUAL		

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	13	86	0.047	13	86	0.123	13	86	0.170
08:00 - 09:00	13	86	0.056	13	86	0.152	13	86	0.208
09:00 - 10:00	13	86	0.059	13	86	0.085	13	86	0.144
10:00 - 11:00	13	86	0.064	13	86	0.083	13	86	0.147
11:00 - 12:00	13	86	0.070	13	86	0.072	13	86	0.142
12:00 - 13:00	13	86	0.097	13	86	0.092	13	86	0.189
13:00 - 14:00	13	86	0.082	13	86	0.077	13	86	0.159
14:00 - 15:00	13	86	0.069	13	86	0.073	13	86	0.142
15:00 - 16:00	13	86	0.085	13	86	0.060	13	86	0.145
16:00 - 17:00	13	86	0.100	13	86	0.067	13	86	0.167
17:00 - 18:00	13	86	0.135	13	86	0.075	13	86	0.210
18:00 - 19:00	13	86	0.140	13	86	0.085	13	86	0.225
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.004			1.044			2.048

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 51 - 146 (units:)
 Survey date range: 01/01/13 - 23/06/21
 Number of weekdays (Monday-Friday): 13
 Number of Saturdays: 0
 Number of Sundays: 0
 Surveys automatically removed from selection: 0
 Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

