



## **Transport Statement**

Hexham Road, Reading

On behalf of Reading Borough Council via **Property Services,**  
**Hampshire County Council**

July 2023

Internal reference: E05076

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**Client:** Property Services  
**Project:** Hexham Road, Reading  
**Title:** Transport Statement  
**Status:** OUT of DRAFT  
**Date:** July 2023

### Document Production Record

| Issue | Purpose/Status                               | Prepared by | Checked | Approved | Date       |
|-------|----------------------------------------------|-------------|---------|----------|------------|
| 01    | Draft for Client review                      | BBM         | DM      | DM       | 12.12.22   |
| 02    | Final for Client issue                       | BBM         | DM      | DM       | 09.02.23   |
| 03    | Reissue following Highway Authority comments | BBM         | DM      | DM       | 19.07.2023 |

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# 1. Background

## 1.1. Overview

- 1.1.1. This Transport Statement (TS) has been prepared to support the submission of a planning application for a day centre providing social care services - use Class E(f) - and housing - use Class C3 - with landscaping, car parking and access at Hexham Road, Reading, herein referred to as 'the site.'
- 1.1.2. The scope and methodology of this report has been agreed in advance with Reading Borough Council's (RBC) Highways Development Planning department who agreed that a Transport Statement would be required in relation to this development.
- 1.1.3. The scope of the TS was agreed via a meeting between Hampshire County Council (HCC) Property Services and RBC Officers (18<sup>th</sup> May 2021), details are attached as **Appendix 1**. Through this pre-app advice, the RBC planning department set out the scope they would require; the points raised are addressed in the report below.
- 1.1.4. Following submission of the planning application and receipt of comments from the Transport Development Control Officer, we have met with the Officer to discuss their comments. Following this we have updated the Transport Statement, including results of an on street car parking survey. The total number of car parking spaces on the site has increased by two to allow for additional visitor car parking for the residential accommodation. Chapter 4 "Day Centre Staff Parking spaces and drop off"; "on-street parking"; and "parking provision at the site" (p22-p27) have been updated/added. There is a new Chapter 5 "Parking survey and summary" (p32-p36). Chapter 7 "Summary and conclusions" has been updated accordingly.

## 1.2. Policy and Guidelines

- 1.2.1. This TS has been prepared with reference to local policy and guidelines including:
- National Planning Policy Framework (NPPF) 2021
  - Department for Transport guidance on travel plans, transport assessments and statements (2014)<sup>1</sup>
  - RBC's adopted Local Plan (4th November 2019) with specific note to:
    - RBC's Sustainability Appraisal SPD (2019)
    - RBC's Design and Construction SPD (2019)
  - RBC's Adults Care Strategy (2019)
  - RBC's draft Local Transport Plan 4 (2020-2036) which, in direct relation to their Corporate Plan (section 2.35) identifies the following key priorities:
    - *Improving access to decent housing to meet local needs, and*
    - *Protecting and enhancing the lives of vulnerable adults and children.*

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<sup>1</sup> [Travel Plans, Transport Assessments and Statements - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/travel-plans-transport-assessments-and-statements)

- The 'Infrastructure Delivery Plan' of the LTP also highlights a borough-wide need for the delivery of extra care housing provision, mental health accommodation, learning disability accommodation and dementia friendly provision.
- RBC's Revised Parking Standards and Design SPD (2011)

1.2.2. The context for the parking requirements contained within this TS need to be recognised in accordance with the following:

- Climate emergency declared by RBC (2019)
- RBC's requirement for low carbon emissions strategy on new schemes and developments (2020-2025)
- RBC's Supplementary Planning Policy for Sustainability (as highlighted by the draft LTP4).

1.2.3. With regards to RBC's Sustainability Appraisal SPD (2019) new development will seek '*...to reduce the need to travel through appropriately located development, with the questions to address as follows:*

- *How has the design and layout incorporated measures to reduce the need to travel, especially by car, and promote alternative and sustainable modes of transport such as walking, cycling and the use of public transport?*
- *How have public transport networks been considered in terms of the location of the development and proximity to local amenities?*
- *How have deliveries and the manoeuvring of delivery vehicles been considered?"*

1.2.4. There is no current approved Neighbourhood Plan for the locality or for Reading as a whole.

### **1.3. The new PMLD facility and sheltered/general needs housing**

1.3.1. The following facilities and accommodation is planned at the site located on Hexham Road, formally known as 'The Willows' Figure 1:

- **Relocation of Strathy Close PMLD Day Care Service**

A new adult day care service (to accommodate the relocated Strathy Close day care service). This service provides opportunities for adults with profound and multiple learning difficulties (PMLD).

Service users are supported to meet their personal care needs and to participate in activities within the service and local community. Service users will arrive via Readibus<sup>2</sup>/taxi/carers and go on to join activities of

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<sup>2</sup> Readibus is a dial-a-ride bus service for people with restricted mobility in and around Reading

their choice either in the service or be taken to activities in the community via Readibus/public transport.

- **Sheltered Flats**

The construction of 36 one-bedroom sheltered accommodation flats for people typically over the age of 55. Occupants can have a range of needs from fully independent living to those with mental health and mobility issues. Occupants are supported but the accommodation will not be supervised on site, like for example with a 'live in' warden.

- **General Needs Flats**

The construction of six one-bedroom general needs flats. The flats will be located on the ground floor, with two of the flats providing more specialist facilities for wheelchair users.

1.3.2. The site is situated on Hexham Road (see Figure 1), in the Borough of Reading, approximately 2.3km south of Reading Town Centre. The site was previously known as 'The Willows' which was a former specialist dementia and intermediate care home for the elderly.

1.3.3. The current PMLD day care service, to be moved and accommodated at the site, is currently located at Strathy Close, approx. 2.5km west of Reading town centre and 4.3km north-west of the new site (Figure 1).



**Figure 1: PMLD Day Care Facility – Existing and New Site Locations**

- 1.3.4. The Strathy Close PMLD Day Care service is run and owned by RBC. This offers a day care service for adults with learning disabilities who need a high level of support and will continue this same level of service at the Hexham Road site. The service offers a programme of interactive, sensory, and physical activities that helps develop independence and promote a healthy lifestyle.
- 1.3.5. There are currently 27 adults (25 years and over) who use the PMLD Day Care service at Strathy Close, with a total of 24 full time equivalent (FTE) staff working there.
- 1.3.6. The site that would accommodate the relocated Strathy Close PMLD day care service, is located on Hexham Road, approx. 2.4km north of Whitley 4.4km north-west of Strathy Close and 2km south of Reading Town Centre (Figure 1). The PMLD provision would be expanded to accommodate up to 31 places at this site. Formally this site was known as 'The Willows.'
- 1.3.7. Prior to closures, the Willows served as a specialist dementia care home and intermediate care service for the elderly and was split into two adjoining units

on the site. The dementia unit provided a service for up to 16 residents. The intermediate care unit comprised of 10 small flats (one person per flat), which provided up to six weeks rehabilitation care following an injury or illness for adults. Both these units were staffed by care workers at all times.

- 1.3.8. The Willows was closed and the intermediate care/rehabilitation beds moved to Charles Clore Court (an Extra Care provision) on the basis that this would deliver better outcomes for users as the alternative options would be better suited to meeting their needs. It closed in 2020 and was demolished in November 2022.
- 1.3.9. There were 19 parking spaces on the site and one accessible parking bay. The Willows site and its buildings were sealed off and remained vacant from 2019 until complete demolition of the site in 2022, which was subject to an earlier Prior Approval application (application number 221019).
- 1.3.10. There were 24 staff associated with the former Willows site across both facilities. These staff aren't on any shift patterns, it's 24 staff during operational hours. A total of 18 FTE staff however will work at the new relocated service at Hexham Road.
- 1.3.11. The intention is for the day centre adult day care attendees and occupants of the housing to come from within the Reading Borough area. The new day centre day care facility will be owned, managed, and run by RBC.

#### **1.4. Why is the new care facility and accommodation required?**

- 1.4.1. RBC is reviewing in-house services across Adult Social Care in order to ensure that services are sustainable and able to meet the need of their communities, now and into the future. As part of this process RBC are reviewing their facilities and the buildings that they run these services from, this includes the current facilities at the Strathy Close PMLD Day Care service.
- 1.4.2. RBC made a formal commitment to continue running these valuable services, following a consultation in the summer of 2017. However, in order to ensure the best use of their resources and to meet the mental health needs of a wide range of people living in the Reading borough, the Council needed to consider alternative options for the location of these services.
- 1.4.3. RBC also seeks to make significant steps to meet the Council's housing objectives as part of the Adults Care Strategy (2019) by maximising the

opportunities for housing as part of the new site's viability. The Strategy therefore has two key components; adults care and housing.

- 1.4.4. RBC's current stock of flats do not meet the needs of older people and are not located near local services and amenities. The ambition for the new flats is to re-provide new, affordable homes for older people with modern facilities that meet the needs of existing and new tenants, including those who wish to downsize from family sized homes, freeing up properties required for young families.
- 1.4.5. For the adult care aspects of the accommodation, RBC carried out public consultations for the future of the service with service users, carers, families, staff and partner organisations.
- 1.4.6. The selected site at Hexham Road (formally known as The Willows) are a result of viability schematics on several sites across the Borough. It furthermore centralises an existing site; making use of a vacant site well situated within the Borough. This process is also summarised in the Planning Statement.

## 2. Existing site conditions

### 2.1. Location and operation

- 2.1.1. **Figure 2** details a closer view of the Hexham Road site, outlined within the red hatched area, showing the immediate highway network surrounding the site.



**Figure 2 – The Former Willows Site, Hexham Road**

- 2.1.2. The site is located within the Redlands area of Reading Borough (approx. 2.3km south of Reading town centre) and is positioned on the corner of Hexham Road and Northumberland Avenue.
- 2.1.3. The site consisted of a, now demolished, part-two part-single storey building which was formerly in use as an elderly persons' dementia care home.
- 2.1.4. The surrounding area is predominantly residential consisting of two storey terraced and semi-detached dwellings whilst some four storey blocks of flats are also present, located 100m to the east further along Hexham Road. Adjoining the site to the south is the Reading Girls School site.

## **2.2. Local highway network**

- 2.2.1. The site is currently accessed via a single vehicular entrance directly off Hexham Road (Figure 2). Hexham Road is a single carriageway road, residential in nature and subject to a 30mph speed limit.

- 2.2.2. Hexham Road provides access to a residential housing area, that links Northumberland Avenue to Corbridge Road and Newcastle Road (Figure 2). These roads are similar to Hexham Road in their layouts.
- 2.2.3. Residential parking is present along Hexham Road in the form of on-street, laybys, resident only parking areas and some private driveways. There are no parking restrictions on Hexham Road, within the immediate vicinity of the site entrance junction. Double yellow lines are present at the roundabout junction of Hexham Road and Northumberland Avenue.
- 2.2.4. Northumberland Avenue is a residential road providing access to the wider residential area, as well as the Reading Girls School, directly south of the site. The majority of Northumberland Avenue forms part of a 20mph zone, with traffic calming present, in the form associated signage, 20mph road markings and speed cushions. The 20pmh zone runs from its northern entrance junction with Christchurch Gardens, past the Hexham Road junction and ends at the Long Barn Lane roundabout junction (Figure 2), where it transfers to 30mph.
- 2.2.5. Footways are present along both sides of Hexham Road, in the vicinity of the site entrance and the roundabout junction with Northumberland Avenue. There are no formalised pedestrian crossing facilities are present on Hexham Road. Northumberland Avenue has a zebra crossing present 150m north of the Hexham Road roundabout junction and an uncontrolled pedestrian crossing point 120m south of this junction. Both these crossing facilities fall within the 20mph zone.
- 2.2.6. A pedestrian access footway (Bede Walk) is directly to the south of the site, off Northumberland Avenue. This provides pedestrian only access to the wider residential area including Hexham Road (Figure 2). Two new pedestrian access points will be created as part of this development to access Bede walk outlined within the site plan of Figure 3, later on in this TS.
- 2.2.7. The closest bus stops are on Northumberland Avenue, approx. 50m from the site entrance. These stops cater for the emerald 5 and number 91 bus services. The emerald 5 serves a north-south route from Reading town centre/railway station to Whitley Wood via Northumberland Avenue and Corbridge Road. Emerald 5 runs a high frequency service 24 hours a day, 7 days a week, with buses every 10 minutes throughout the working day.
- 2.2.8. The 91 service caters mainly for the Reading Girls School pupils and operates around school opening and closing times, Monday to Friday only. It covers a similar route but also extends towards West Reading.
- 2.2.9. The nearest mainline railway station is Reading station which is approximately 2.5km north from the site (served by the emerald 5 bus service). Reading station is served by stopping services run by Great Western Railway between Reading and Oxford (or in a few cases onward to Banbury). Most of these services start or continue as semi-fast services between Reading and London Paddington and run twice per hour throughout most of the day, but only hourly

on Sundays. Typical journey times are about 35 minutes to Oxford, and just under one hour to Paddington and Winchester.

## 2.3. Local Improvement Works

2.3.1. Reading Borough Council's Highways Development Team has confirmed that there are no planned works within the direct vicinity of the Site, in relation to any other development.

## 2.4. Personal Injury Collision review

2.4.1. Given the fact that the surrounding area of the site is heavily traffic calmed, with good footways, street lighting and crossing facilities present, Personal Injury Collision (PIC) data, in agreement with RBC, was not collected as part of this TS.

2.4.2. Furthermore a large proportion of the trips generated by the site, will be via organised transport (taxis and minibuses) for the day care facility.

2.4.3. No issues were raised concerning the history of PIC data for Hexham Road and its surrounding roads. It was therefore agreed at the 18<sup>th</sup> of May 2021 meeting, between Reading Borough Council and Hampshire Council Officers, that a review and analysis of Personal Injury Collision Data (PIC) was not required as part of this TS.

## 3. Trip generation

### 3.1. Trip Generation Methodology

3.1.1. Trip generation methodology was agreed during the meeting held between RBC as Highway Authority and HCC officers on 18<sup>th</sup> of May 2021. It was agreed that trip rates of the sites anticipated new use would be produced and analysed against the trip rate of the sites previous use. This would be done to demonstrate the net difference in anticipated vehicle trips.

3.1.2. This analysis is to be based on a Trip Rate Information Computer System (TRICS) assessment for the relevant site use for its new use as residential, sheltered/assisted living accommodation and a day centre providing social care services, and its previous use as a dementia care home facility.

3.1.3. For the purposes of the TRICs assessment the site's land use class was split into three different categories, outlined below. It is worth noting that there was no specific 'day care service or centre' land use category within the TRICs database, therefore it was agreed that the best comparison would be a nursery site, as the day service would run specific time slots for attendees throughout the day, akin to nursery traffic movements.

#### **For the sites new use:**

- **Class C3:**
  - **Assisted Living** - *Housing developments for older people that offer more support than sheltered housing, but still allow residents to live independently. Residents usually live in a self-contained flat with*

*their own front door, but meals may be provided. Personal care and support services are generally available on-site 24 hours per day. Trip rates are calculated by Site Area, Dwellings, Housing Density or Bedrooms.*

- **Sheltered accommodation for elderly people** – *not to be confused with nursing homes. Trip rates are calculated by Site Area, Dwellings, or Housing Density.*

- **Class D1:**

- **Nursery Pre-school centres.** Trip rates can be calculated by Gross Floor Area, Pupils, or Employees. For the purposes of the day care service to illustrate a trip rate akin to a Day Service. Day Service land use category not available on TRICs.

**For the sites previous use as a dementia care home:**

- **Class C2:**

- **Care Home (Specific Condition)** - *A care home that is registered to meet a specific care need (for example, mental illness, dementia, long term physical injuries, etc). Not specifically catering for older people, with possibly an element of day care included. Not to be confused with the "Care Home (elderly residential)" land use sub-category. Trip rates are calculated by Residents or Parking Spaces.*

3.1.4. It is worth noting that within TRICs the category for 'Sheltered Accommodation' was only listed against 'elderly people (not care homes).' Therefore, 'Assisted Living' offered a better fit than 'Sheltered Accommodation' for the TRICs methodology sub-categories, as listed in the description above. Both these sub-categories share the same land use group of C3. This was agreed via HCC and RBC.

3.1.5. There was no category in TRICs for 'general needs' accommodation so this has been combined with the C3 'assisted living' category, as it is not dissimilar.

3.1.6. As previously stated, there was no specific 'day care service or centre' land use category within the TRICs database, therefore it was agreed that the best comparison would be a nursery facility, as the day service would run specific time slots for attendees throughout the day, and they would be dropped off and collected from the day service.

3.1.7. The nursery calculations via TRICs are based on the number of staff (18 FTE) for the day service. However, this trip generation represents a 'worst case scenario' based on peak hour assumptions. It does not take into account shared use transportation, for example car sharing amongst staff and residents. It is also anticipated that taxis, minibuses or dial-a-ride shared bus services would be the main form of transport for users the day centre, therefore minimising the overall anticipated vehicle trip rates at peak hours.

- 3.1.8. The TRICS assessment will aim to provide an anticipated peak hour trip rate (AM & PM) for the sites new use in terms of its capacity of assisted/sheltered residential accommodation and day centre, as well as the sites previous use as a dementia care home facility to ascertain a net differential in trip rates. All trips related to car/small van transportation – as outlined in TRICS.
- 3.1.9. The demand for on-site staff and visitor parking, for the site, has been calculated using RBC's *Parking Standards and Design SPD (2011)*, in relation to the number of care staff expected to be employed by the day care facility. A total of 18 FTE staff has been established based on the number of staff at the current Strathy Close day care service.

## **3.2. TRICS Assessments**

- 3.2.1. All survey sites selected were located within either a 'residential/suburban area/residential zone' and 'edge of town centre' location, similar to that of the current area surrounding the new site off Hexham Road. The trip rate parameters and calculations, for all land use types, are included in **Appendix 2**.
- 3.2.2. Five comparable TRICS survey sites were available to use in the assessment of the residential dementia care home use (C2), and four sites for the assisted living accommodation (C3). The information from these sites was used in order to produce an average estimated trip against the maximum capacity of residents for both facilities across the site.
- 3.2.3. For the day care service, nursery comparison (use class D1), a total of five comparable sites were available to use within the trip generation TRICS assessment.
- 3.2.4. TRICS trip generation calculations for the new site are based on an assumed 31-place day service and 18 FTE staff, 36 one bedroom sheltered accommodation affordable housing units and six assisted living one-bedroom flats.
- 3.2.5. For the sites previous use the TRICS calculations are based on the 16 resident capacity of the dementia care facility and 10 resident capacity of the intermediate sheltered care accommodation (26 residents in total).
- 3.2.6. The outputs of the calculations above were used in order to produce an average estimated peak hour vehicle arrival and departure trip rate, in relation to the maximum capacity of units for residents and spaces for the relocated day care service on the site.
- 3.2.7. Outlined below are the trip rate summaries for the new accommodation and relocated day care service:

### **New Sheltered Accommodation/General Needs Flats:**

- 3.2.8. For the new sheltered/general needs flats the TRICS assessment showed that the highest level of arrivals and departures for the AM peak would be between 10:00-11:00, and 14:00-15:00 for the PM. This was measured within a 12 hour period from 007:00-19:00.
- 3.2.9. From the TRICs data the sheltered/general needs flats produced the highest combined vehicle arrival and departure trip rate between the hours of 10:00-11:00, at a calculation of 0.273 per resident. This figure was then multiplied against the number of planned dwellings (42) which gave the calculation of 11.4. Rounded down this would show that there would be 11 vehicle arrivals and departures at the peak hour associated with this accommodation.

### **Relocated Day Centre:**

- 3.2.10. For the purpose of the relocated day care service, the trip rate for a nursery was used as a robust comparison. In terms of trips a nursery facility would operate a similar way, whereby attendees would be dropped off and picked up at different times throughout the operational hours of the service. The trip rate used was based on the full time equivalent (FTE) staff numbers - 18 in total for the relocated adult day care service.
- 3.2.11. The TRICS assessment showed that the peak level of arrivals and departures for the AM were between 08:00-09:00, and for the PM peak 17:00-18:00. This was measured within a 14 hour period from 06:00-20:00. As the day centre is expected to close at 15:00, it can be assumed that the peak hour for PM trips will be 14:00-15:00. For the purposes of this calculation the nursery peak hour of 17:00-18:00 will be used to represent the 14:00-15:00 peak when the day service closes.
- 3.2.12. The TRICS data produced a combined vehicle arrival and departure trip rate of 1.529, at the AM peak hour of 08:00-09:00. When calculated against the total number of staff associated with the adult day care facility (18) this equated to 27.5. When rounded up this would equate to 28 vehicle arrival and departures, during the highest peak hour associated with this service type, within the 14 hours assessment period.
- 3.2.13. The combined anticipated peak hour vehicle arrival and departure outputs, for the new accommodation and relocated day care service are detailed in Table 1 below:

Table 1 Estimated Arrival/Departure Trip Rate for Peak AM & PM Times - New Use

| Accommodation Type/Facility Type                   | Measurement for Comparison | TRICS Estimated Trip Rate - AM Peak Hour | TRICS Estimated Trip Rate - PM Peak Hour | Total no. of Peak Hour Vehicles |
|----------------------------------------------------|----------------------------|------------------------------------------|------------------------------------------|---------------------------------|
| <b>New use</b>                                     |                            |                                          |                                          |                                 |
| Sheltered accommodation/general needs housing (C3) | 42 Units                   | 6                                        | 5                                        | <b>11</b>                       |
| Adult day service (as Nursery D1)                  | 18 staff                   | 28                                       | 26                                       | <b>54</b>                       |

3.2.14. Outlined below is the trip rate summary for the sites previous use as a dementia and intermediate care home.

#### **Former dementia care home:**

3.2.15. For the former dementia and intermediate care home the TRICS assessment demonstrated that the highest level of arrivals and departures for the AM peak were between 09:00-10:00, and 15:00-16:00 for the PM.

3.2.16. From TRICS the care home facility produced a combined vehicle arrival and departure trip rate of 0.311, at the peak hour of 15:00-16:00. When calculated against the capacity of residents within the former care home (26) this equated to 8 vehicle arrival and departures during the peak hours associated with this facility type, within the 14-hour assessment period (07:00-21:00).

3.2.17. The peak hour vehicle arrival and departure outputs for the dementia and intermediate care are detailed in Table 2 below:

Table 2 Estimated Arrival/Departure Trip Rate for Peak AM & PM Times - Sites Previous Use

| Accommodation Type/Facility Type    | Measurement for Comparison | TRICS Estimated Trip Rate - AM Peak Hour | TRICS Estimated Trip Rate - PM Peak Hour | Total no. of Peak Hour Vehicles |
|-------------------------------------|----------------------------|------------------------------------------|------------------------------------------|---------------------------------|
| Dementia and intermediate care home | 26 resident capacity       | 4                                        | 8                                        | <b>12</b>                       |

3.2.18. Table 1 outlines that there would have been up to 8 arrival and departure vehicle trips that would have occurred at the peak period, associated with the sites previous use as a care home and intermediate care facility.

### **3.3. TRICS Trip Generation Comparison and Conclusions**

- 3.3.1. With regards to the sites new uses, vehicle trip rates are estimated to total **65 arrival and departure vehicle trips** occurring at the peak hour AM & PM periods combined. This represents a net increase of **+53 vehicle trips** over the sites previous trip generation estimation.
- 3.3.2. The difference in trip generation from the site's previous use to its anticipated use shows that although there is a net increase in trips (+53), the resulting anticipated impact on the highway however is expected to be minimal, for the following reasons:
- 3.3.3. This trip generation represents a 'worst case scenario' based on peak hour assumptions. It does not consider shared use transportation, for example car sharing amongst staff and residents.
- 3.3.4. As 'nursery' has been used against the TRICS assessment for the adult day care service it can be assumed that a higher percentage of nursery style trips would be undertaken due to young children travelling with their parents, generally on a 1:1 basis. This would naturally produce a higher trip rate of arrival and departures.
- 3.3.5. As with existing adult day care services within the borough, attendees will share taxis, minibuses, or dial-a-ride shared bus services, as this would be the main form of transport for users. This would help minimise the overall anticipated vehicle trip rates at peak hours.
- 3.3.6. The anticipated vehicle trip generation for the adult day centre shows different peak hours to that of the sheltered/general needs accommodation, spreading the trips apart further throughout the day. The day care service would also be more regimented in the arrival and drop off of attendees.
- 3.3.7. It is worth noting however that sufficient staff parking will be accommodated on site against RBC guidelines for 'nursery style' provision, within the new layout against the total of 18 FTE staff.

## 4. The new development

### 4.1. Development outline

4.1.1. The new buildings will be split into three distinct elements that represent different uses; day centre providing social care services, general needs flats on the ground floor with specialist units aimed at people typically over 55 with a range of needs (sheltered accommodation).

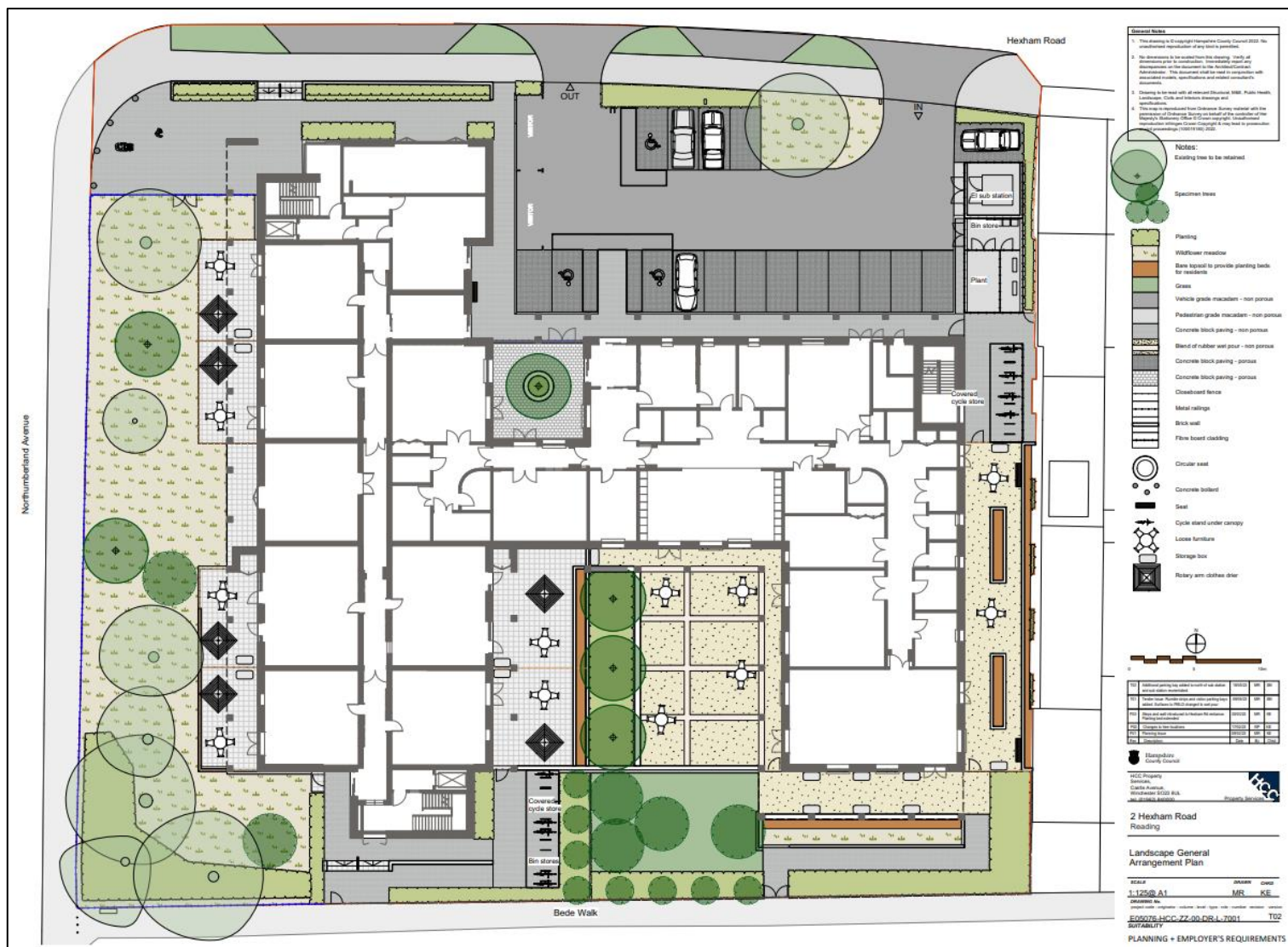
4.1.2. A total of 42 new residential dwellings will be accommodated at the site. These will all be affordable housing, owned and run by RBC and tenanted. They will comprise of the following accommodation:

- **6 x 1 bed general needs flats – to accommodate up to 2 persons per flat, 2 of which will have wheelchair accessibility.**
- **36 x 1 bed sheltered flats – to accommodate up to 2 persons per flat.**

4.1.3. Together with the new accommodation an anticipated 31 space adult day care facility will be constructed. It is expected that This will be open from 09:00 until 15:00, Monday to Friday, as per the current hours of its current site at Strathy Close.

4.1.4. **Figure 3** below outlines the site plan proposals. A new 'in only' vehicle, pedestrian and cycle entrance will be created off Hexham Road (approx.20m east of the existing entrance). The existing entrance will become 'exit only' to allow all vehicles and cyclists to loop through the car park. Two new pedestrian gated entrances will be created to the south of the site, off Bede Walk. No other entrances to the site are proposed. **Figure 3** appears in larger detail within **Appendix 3**.

4.1.5. Entrances and exits to the Site will be covered by the appropriate signage denoting the one-way operation of the entrances and through the site.



### Figure 3: Hexham Road Site Plan

4.1.6. The day centre will comprise of:

- A Reception and an administration office
- Toilets for all building users
- Assisted bathrooms
- Life skills kitchen and support area
- Group activity rooms
- Sensory rooms

4.1.7. The building will be carefully placed on the site and respects the existing trees which provide a screen to the busier road to the west. A series of courtyards and garden spaces on the ground floor will provide different types of landscaped spaces for the different user groups.

4.1.8. 12 mobility scooter places are planned for the sheltered/general needs flats, contained within a secure and safe room with electric charging points. This and the provision of other Electric charging points for cars supports measures to deal with the RBC Carbon Crises issues of car emissions. Cycle storage is provided in line with the requirements.

4.1.9. New cycle parking will be provided, at 0.5 spaces per dwelling flat (1-2 beds) and 1 space per 2 FTE staff for the PMLD day care service, in accordance with RBCs policy. Cycle parking will be combined for both the accommodation and day care service staff, in the form of hoops and will be covered.

## 4.2. On-site parking for residents, day care staff and visitors

4.2.1. This section outlines the parking proposals for the site, in relation to the accommodation and day care service to be provided. Previous on-site parking arrangements for the site's previous use as a dementia care home was 19 parking spaces.

4.2.2. In relation to RBC's adopted *Parking Standards and Design SPD (2011)* the site sits within Zone 2 (Primary Core Area) of Reading borough. Zone 2's definition within RBC's *Parking Standards and Design SPD (2011)* states that:

- *'This zone directly surrounds the Central Core Area and extends to walking distances of 2 kilometres from the centre of Reading. Typically this zone is well served by public transport, with buses continuing either into or out of the Central Core Area via this zone. Much of this area is within acceptable walking distance (400m) of either the main railway station or Reading West railway station. Walking and cycling in this area tends to be encouraged through the provision of wide and safe footways, with some dedicated or shared cycle ways. The areas within Zone 2 also typically have smaller local centres, providing day-to-day access to retail and some commercial facilities. Future growth in these areas is likely to be more mixed than in the core area, with larger amounts of residential than commercial space.'*

4.2.3. With this in mind the site is within a sustainable location. It is close to the centre of Reading (2.3km) and is served by rapid transit high frequency public transport links, therefore, this site would normally seek to try and discourage private car travel, where possible, given the location and needs of site users.

4.2.4. With regard to the RBC Parking Standards and Design SPD (2011) there was no direct category for Class C3 therefore the standard for category C3 residential is 1 space per 1-2 bed dwellings, was observed. However, there is no specification on the type of dwelling being provided (i.e. sheltered) within Class C3. There is no standard reflected for a day centre reflected within the RBC SPD.

4.2.5. When assessing the parking requirements for the site within Zone 2, as outlined within RBC's *Parking Standards and Design SPD (2011)*, the following factors have to be taken into consideration:

- A climate emergency has been declared by the RBC;
- RBC's low carbon policy within their Local Plan;
- RBC's Supplementary Planning Policy for Sustainably;
- The site's location close to the centre of Reading, with accessible and rapid public transport links adjacent to the site, which will help to discourage private car travel;
- The new site is within in accessible walking distances of local shops, schools, and other amenities (e.g. doctor's surgery, dentist).
- Due to the nature of the new residents (older and disabled persons) trips via private motor cars will be limited.
- Mobility scooter parking and charging facilities have been increased to accommodate a great need from the residents.

- 4.2.6. Under RBC's Sustainable Policy item 2:11 it states that there is a requirement *'...to develop a transport infrastructure which supports more low carbon travel options for people in Reading and encourage non-car travel for all sectors of the population.'*
- 4.2.7. Any new parking construction within the borough must also be in accordance with RBC's Sustainability Planning Policy SPD where development seeks to achieve the aims, *'...to minimise damage to the environment through air, ground/surface water, land, noise or light pollution, by having limited car spaces, and also providing Electric Vehicle charging points.'* The site will have electric charging facilities for vehicles in line with RBC guidance.

### **Residential and Visitor Car Parking:**

- 4.2.8. The residential element of the application proposal will be served by 13 car parking spaces, comprising 10 for residents (of which two will be accessible) and 3 for visitors. The scheme has been amended to add the 3 visitor spaces.
- 4.2.9. RBC's Parking Standards and Design SPD (2011) are for one space per 1-2 bed dwelling. For 42 dwellings this equates to 21 car parking spaces. Whilst the proposal is for C3 accommodation the nature of accommodation (sheltered and general needs for people typically over 55s) means that a lower level of car parking is required. Moreover, as it is managed accommodation the level of car parking can be controlled. This is explained below based upon information from RBC Housing Services about parking at other similar sites elsewhere in the Borough.
- 4.2.10. When considering parking provision at other similar sites within the borough, parking is not allocated to tenants/individual units. It is, instead, provided on a 'first come first served' basis. The tenancy agreement for the individual resident is for the property, and not a parking space.
- 4.2.11. All similar sheltered/assisted living accommodation within the borough does have parking available, although the parking area varies in amount and size. It is also typical that spaces on these sites will also be used by visitors and carers to pick up and drop off on a "short stay" basis.
- 4.2.12. Generally there are no on-site parking restrictions in place at most of the other similar sites and RBC does not "manage" the car parks at these sites.
- 4.2.1. Residential private car ownership can vary across each site depending upon who occupies the accommodation and when specific individual needs change. However, based upon information from RBC Housing Services about parking at the other nine similar sites within the Borough, there is generally a relatively low turnover of residents.
- 4.2.2. Table 3 below outlines these sites, including amongst other data, their distance to the town centre and the current level of car ownership against the number of properties at each site. This data was supplied by the Reading Borough Council Supported Housing Team.

4.2.3. Details for the Hexham Road site has been put within the Table 3 'indicatively' to represent where it would sit within the borough and to allow for its comparison to the other sites.

Table 3 Sheltered/assisted living accommodation car ownership and associated data

| Site               | Address                                     | RBC Parking Zone | Number of properties                                        | Distance to local centre | Distance to Reading centre (approx.) | Within a parking permit zone? Y or N | Distance to available uncontrolled/ free parking (approx.) | Number of on site parking spaces (inc. accessible) | Public Transport available? (e.g. bus / train within 200m) | Current number of car ownership (April 2023) | Private car ownership against property total (%) |
|--------------------|---------------------------------------------|------------------|-------------------------------------------------------------|--------------------------|--------------------------------------|--------------------------------------|------------------------------------------------------------|----------------------------------------------------|------------------------------------------------------------|----------------------------------------------|--------------------------------------------------|
| Trinity Place      | 10 Trinity Place, Reading, RG1 7NH          | 2                | 25: (24 one-bed flats and one studio flat)                  | 100m                     | 800m                                 | Y                                    | Maitland Road (500m)                                       | 6                                                  | Bus – 100m Stops: On Oxford Road                           | 2                                            | 8%                                               |
| St Stephens Court  | Rupert Street, Reading, RG1 3HB             | 2                | 28: (one-bed flats).                                        | 200m                     | 1km                                  | Y                                    | Blenheim Rd (200m)                                         | 7                                                  | Bus – 100m Stops: On King's Road                           | 3                                            | 11%                                              |
| Wierside Court     | Orts Road, Reading, RG1 3JZ                 | 2                | 30: (3 two-bed flats, 21 one-bed flats and 6 studio flats). | 400m                     | 1km                                  | Y                                    | Blenheim 400m                                              | 6                                                  | Bus – 170m Stops: On Kings Road                            | 5                                            | 16%                                              |
| Christchurch Court | 6-10 Christchurch Gardens, Reading, RG2 7AQ | 2                | 28: (one-bed flats)                                         | 230m                     | 1.4km                                | N                                    | Christchurch Gardens (0m)                                  | 8                                                  | Bus – 0m On Christchurch Gardens                           | 5                                            | 18%                                              |
| Bristow Court      | Harley Road, Caversham, RG4 8DA             | 3                | 24: (one bed flats)                                         | 230m                     | 1.2km                                | Y                                    | Elliotts Way (100m)                                        | 13                                                 | Bus - 75m Stop: On Gosbrook Road                           | 8                                            | 33%                                              |

|                                        |                                          |     |                                                |      |        |   |                      |                     |                              |     |     |
|----------------------------------------|------------------------------------------|-----|------------------------------------------------|------|--------|---|----------------------|---------------------|------------------------------|-----|-----|
| Hexham Road                            | 2 Hexham Road, Reading, RG2 7UG          | 2   | 42: (one-bed flats)                            | 150m | 2.3km  | N | Hexham Road (0m)     | 13 (inc. 3 visitor) | 50m (Northumberland Ave)     | N/A | N/A |
| Liebenrood Road                        | Liebenrood Road, Southcote RG30 2EB      | 3   | 27: (19 one-bed flats and 8 studio flats)      | 1km  | 2.37km | N | Amethyst Lane (100m) | 11                  | Bus - 50m Stops: On Bath Rd  | 7   | 26% |
| Durham Close                           | Whitley, Reading, RG2 8NS                | 3   | 30: (15 studio flats and 15 one-bed bungalows) | 380m | 3.6km  | N | Durham Close (0m)    | 6                   | Bus – 0m Northumberland Ave  | 8   | 27% |
| Woodlands Court                        | Norwich Drive, Woodley, Reading, RG5 3EY | N/A | 29: (one-bed flats)                            | 340m | 3.9km  | N | Norwich Drive (0m)   | 13                  | Bus – 20m Stops: Howth Drive | 8   | 28% |
| Corwen Road                            | 131-223 Corwen Road, Tilehurst, RG30 4TH | 3   | 40: (17 one-bed flats and 23 studio flats)     | 290m | 4.5km  | N | Corwen Rd (0m)       | 8                   | Bus - 0m Corwen Rd           | 8   | 20% |
| Average car ownership across all sites |                                          |     |                                                |      |        |   |                      |                     |                              |     | 21% |

- 4.2.4. From Table 3 it can be seen that the averages of car ownership at similar sites, close to the town centre, produce on average 21% car ownership, against the number of properties on the site. In relation to the Hexham Road site and the proposed accommodation (42 dwellings) that would equate to eight spaces.
- 4.2.5. From the sites 800m-1.2km away from the town centre and within 100m-400m of a district centre, generally levels of car ownership are lower with a collective average of 17% private car ownership (Trinity Place to Bristow Court). Four of the five sites closest to the town are also within a restricted parking area (i.e. permit controlled). That would equate to 7 private cars when applied to the accommodation total (42 one-bedroom flats) for the Hexham Road site. The Hexham Road site is further away from the town centre (2.3km) but still close to a district centre (150m).
- 4.2.6. On only one site does the number of private cars is the same as the number of designated spaces (Corwen Road) and on only one site does the number of private cars exceed the number of designated spaces (Durham Close). In both cases the sites are further out of the town centre (4.5km and 3.6km respectively) and from a district centre (290m and 380m respectively). Both these sites however are adjacent to unrestricted on street parking that could accommodate any further demand.
- 4.2.7. One site closer to the town centre, Wierside Court (1km), demonstrated only one free available space against the private car ownership, however this is the only accommodation that aside from one-bed flats, also has three two-bed flats so this could account for a slight increase in demand for that site.
- 4.2.8. All current sites are served by public transport connections that are close to the site (up to a maximum of 170m). For Hexham Road the public transport connection bus stops are considerably closer, being 50m from the Site.
- 4.2.9. In view of the information of the existing sheltered accommodation sites within Reading Borough (as outlined in [Table 5](#)) the average number of car parking spaces provided on site is 8.6 (9 rounded up). For the Hexham Road Site 10 on-site residential parking spaces are being provided, along with 3 visitor spaces.
- 4.2.10. From the Reading Parking SPD it states that visitor parking allocation must be '1 space per 10 dwellings (flats only).' Based on 42 flats this would equate to four visitor bays being provided on-site. The scheme has been amended to provide three visitor spaces. Given the constraints of the site (mainly due to the presence of mature trees) only three visitor bays can be provided without the loss of these trees.
- 4.2.11. It is expected that any staff will park on site for a short period of time when undertaking visits or checks on the site. Numbers of staff for sheltered accommodation who will attend the site at any one time will generally be a maximum of two, however usually only one car at a time.
- 4.2.12. Moreover, the parking survey (section 5) also demonstrates that there is a surplus of on-street car parking spaces in the local area.

## Day Centre Staff Car Parking Spaces and Drop Off

- 4.2.13. The day centre element of the application proposal will be served by six car parking spaces (of which one will be accessible).
- 4.2.14. The day centre will be operated by a total of 18 full time equivalent (FTE) staff, as confirmed by the RBC Adult Care and Health Team. Within RBC's parking guidelines there is no specific guidance on staff parking for a 'day care facility'.
- 4.2.15. As outlined within 3.2.10 the style of a day care service would be akin to nursery traffic movements. In line with the RBC Parking SPD, the day service staff car parking provision would be '1 space per 3 FTE staff'. This complies with a 'nursery' use which falls within the proposed use class.
- 4.2.16. In relation to this 18 FTE staff equates to six car parking spaces being provided in total for the day care service staff on. The application proposal provides six car parking spaces in accordance with this standard.
- 4.2.17. Within the RBC parking SPD it also states that in line with 'nursery' provision with fixed pick up and drop off times 1 drop off space is required per 5 pupils. However, as the day service users are collected as a group by minibuses or taxis and there are many fewer drop offs/pick-ups. As a result the drop off spaces are not required. The minibuses and taxis can stop at the entrance apron, within the in-out loop.
- 4.2.18. Table 4 below outlines the current drop offs/pick-ups at Strathy Close, to transport the adult day care service attendees. This information was provided by RBC Adult Care & Health Services (June 2023).

**Table 4 Strathy Close vehicle arrivals and departures**

| Mon           | Tue           | Wed           | Thurs         | Fri           |
|---------------|---------------|---------------|---------------|---------------|
| 2 buses AM/PM | 2 buses AM/PM | 2 buses AM/PM | 2 buses AM/PM | 2 buses AM/PM |
| 2 Cars AM/PM  | 4 Cars AM/PM  | 3 Cars AM/PM  | 5 Cars AM/PM  | 2 Cars AM/PM  |

- 4.2.19. From Table 4 the number of drop off/pick-ups, per day, is well below that set out in RBC parking SPD for nurseries.

## On-Street Car Parking

- 4.2.20. The on-street car parking on Hexham Road, directly outside the Site, will be reconfigured to accommodate the new 'in only' entrance to the Site, as well as providing three new electric car charging points. This will result in the loss of four existing on-street car parking spaces. Three existing on-street spaces will be relocated slightly into the existing verge, to accommodate the electric charging points, so the parked vehicles do not obstruct one side of the highway. Figure 4 outlines the new parking arrangements.

4.2.21. To mitigate the loss of four on street car parking spaces, a 'pool car' scheme is suggested, utilising the three relocated parking spaces on Hexham Road, immediately outside the site (Figure 4). These spaces will be provided with electrical charge points and be available to all local residents.

4.2.22. A parking survey for local roads surrounding the site has been undertaken in response to the loss of the four parking spaces, full details of this are outlined in section 5 of this TS. The parking survey also demonstrates that there is a surplus of on-street car parking spaces in the local area. The loss of four on-street car parking spaces will therefore not have a negative impact.

## Parking Provision at the Site

4.2.23. **Table 5** below outlines the parking allocations for the whole site.

**Table 5 Parking allocations for the Site**

| Parking type                    | New Provision Total                 | Comments                                                                                                                     |
|---------------------------------|-------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| <i>Day Centre staff parking</i> | <b>6 (of which one accessible)</b>  | In line with RBC Parking SPD for 'nursery provision' – 1 space per 3 FTE staff                                               |
| <i>Residential parking</i>      | <b>10 (of which two accessible)</b> | Parking provision measured against average % of private car ownership at existing sheltered accommodation sites (Table 3)    |
| <i>Visitor parking</i>          | <b>3</b>                            | RBC Parking SPD states '1 space per 10 dwellings (Flats only)' = 4 spaces. 1 space will be accommodated on highway (see 5.2) |
| <i>Cycle residential</i>        | <b>21</b>                           | In line with RBC Parking SPD – 0.5 spaces per 1-2 bed flat dwelling                                                          |
| <i>Cycle staff</i>              | <b>9</b>                            | In line with RBC Parking SPD 'nursery provision' 1 space per 2 FTE staff                                                     |
| <i>Powered two-wheeler</i>      | <b>1</b>                            | In line with RBC Parking SPD - '2% of the maximum total car parking provision'                                               |

- 4.2.24. From RBC's parking standards cycle parking is calculated for staff at the day centre as one per two FTE members of staff, which makes nine spaces. For residential C3 category cycle parking is calculated at 0.5 spaces per 1-2 bed flat dwelling, this would amount to 21 spaces.
- 4.2.25. Powered two-wheeler parking provision is calculated at 2% of the maximum total car parking provision, which makes one space.
- 4.2.26. Accessible parking bays will be provided in line with RBCs parking standards of '3 disabled spaces or 5% of total capacity whichever is greater.' This would amount to three accessible bays being provided.
- 4.2.27. To help enhance car parking provision RBC have suggested a 'car-pool' scheme, utilising three existing spaces on Hexham Road. This will be achieved with an allocation of four highway parking spaces on Hexham Road immediately outside the site, utilising the existing verge to form a layby, thus moving on street parking that would otherwise obstruct one side of the highway. These spaces will be provided with electrical charge points and be available to all local residents.
- 4.2.28. In total 19 car parking spaces will be provided on-site, for staff, visitors and residents. (Figure 3).
- 4.2.29. To form a safer one-way style looped car park, a new 'in only' vehicular entrance will be constructed to the north-eastern boundary. This will enable those accessing the site, in particular minibuses for the day care service, to loop through the site to drop off with no requirement for manoeuvring or reversing. Tracking for the swept path of these vehicles, through the Site, is provided in **Appendix 4**.
- 4.2.30. The formation of this new 'in only' entrance from Hexham road would result in the loss of 3 nr lay-by parking spaces off site (Figure 4 outlines their exact location).
- 4.2.31. Appropriate levels of car parking is proposed for the site in the context of the following points:
- A climate emergency has been declared by the Borough;
  - RBC's low carbon policy within the Local Plan (and its location within an Air Quality Management Area);
  - RBC's Supplementary Planning Policy for Sustainably;
  - The site's location close to the centre of Reading, with accessible and rapid public transport links adjacent to the site, which will help to discourage private car travel;
  - The site is within in accessible walking distances of local shops, schools, and other amenities (e.g. doctor's surgery, dentist).
  - It has been demonstrated that potential tenants of the accommodation typically have less private car ownership amongst them, and guaranteed parking spaces are not a requirement of their tenancy agreement (Table 3).

- 4.2.32. Any new parking construction within the borough must also be in accordance with RBC's Sustainability Planning Policy SPD where development seeks to achieve the aims, '...to minimise damage to the environment through air, ground/surface water, land, noise or light pollution, by having limited car spaces, and also providing Electric Vehicle charging points.'
- 4.2.33. In line with RBC's Local Plan 10% of any newly constructed parking spaces must provide electric charging points, to deal with the RBC carbon crises issues of car emissions. This would equate to two new spaces providing electric charging points. In total as part of this development 11 car parking spaces will accommodate electric charging points.
- 4.2.34. In addition 10 new mobility scooter places are planned within the building in a secure and safe room with electric charging points.
- 4.2.35. A Construction Phase Traffic Management Plan will manage the impacts of construction traffic. It is subject to contractor approval and is therefore proposed to be made a condition of planning. Construction deliveries will be managed to avoid peak morning and afternoon times.
- 4.2.36. Figure 4 below outlines the parking arrangements for the site. A larger more detailed version is available in **Appendix 5**.

### 3.8 Parking & Cycle Storage

Figure 41 shows the parking areas associated with the development.

#### Parking Provision:

- 16 Nr parking spaces (inc 3 accessible)
- 3 Nr visitor parking spaces on site
- 3 Nr spaces provided within the existing verges along Hexham Road.
- 28 Bicycle parking spaces
- 1 Motorscycle parking space
- 10 mobility scooter parking spaces
- EV charging for 11 spaces on site and 3 along Hexham Road.

#### Bicycle Parking

Three locations for cycle storage are being provided as part of the development, all conveniently located in close proximity to the main access points to the flats, as well as for the day service staff. The storage area to the north is part of the mobility scooter store area, potentially utilising the charging points for e-bikes.

#### Key

|                                 |                                                                                     |
|---------------------------------|-------------------------------------------------------------------------------------|
| Existing Parking                |    |
| Offstreet Parking               |    |
| Dropped kerb                    |   |
| New Electric Car Pool Spaces    |  |
| New Car Parking Spaces          |  |
| New Disabled Car Parking Spaces |  |
| New Visitor Parking Spaces      |  |
| Scooter Store                   |  |
| Bicycle Storage                 |  |
| Parking Restriction             |  |
| Removed Parking Space           |  |

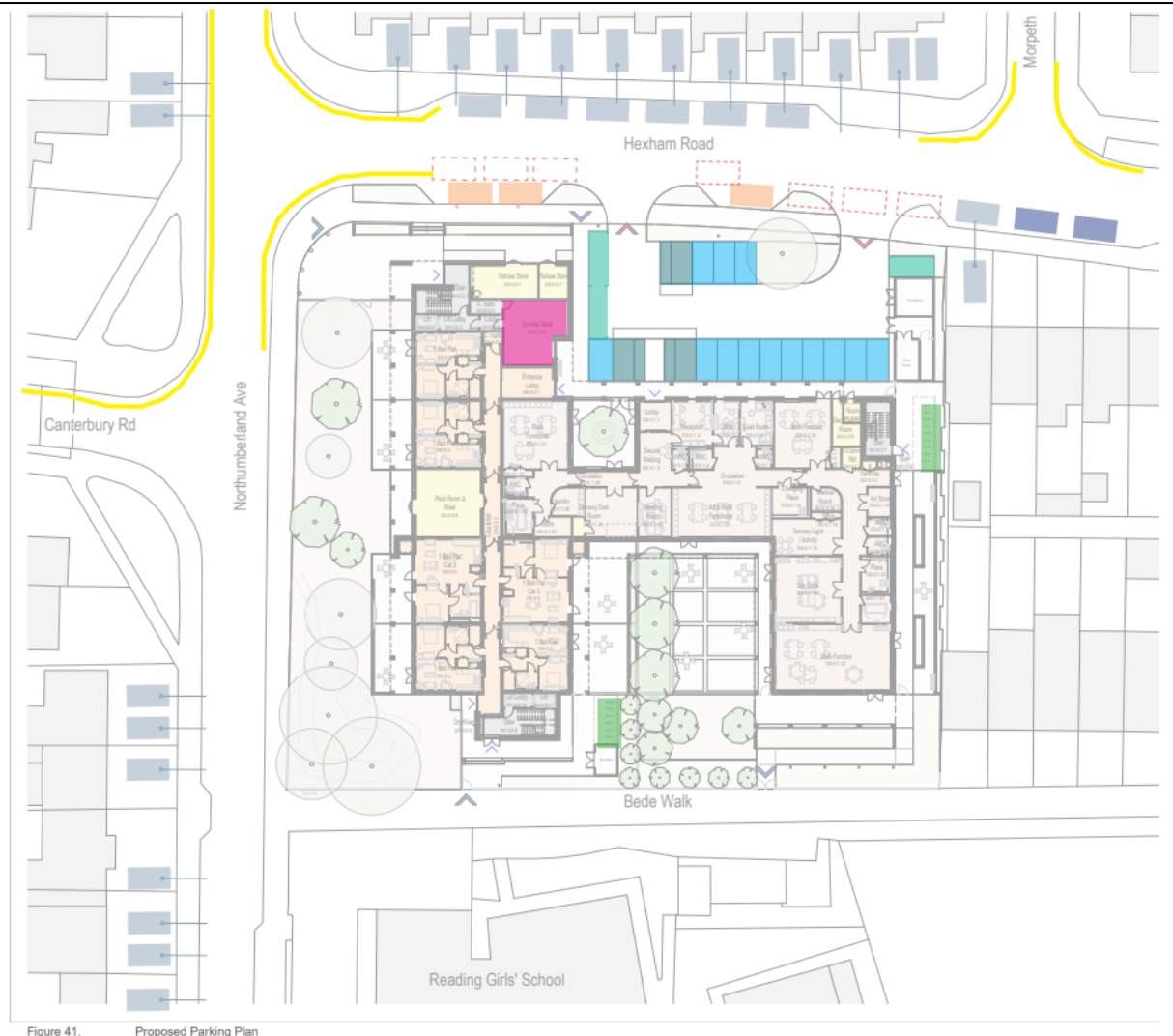


Figure 4: Parking Layout

## **5. Parking Survey**

### **5.1. Survey Background**

- 5.1.1. As explained above, the new 'in only' entrance results in a loss of four existing on street parking bays and there is a requirement for one extra visitor space that cannot be accommodated on the Site. This will amount to five spaces having to be dispersed onto the local highway network, around the Site.
- 5.1.2. To assess if this would be acceptable parking surveys were requested by RBC as Highway Authority, details of which are outlined in the next section.
- 5.1.3. The off-site parking on the roads that surround the site is not controlled. The current local on-street parking for residents and visitors is a mixture of laybys and uncontrolled areas of the carriageway. Many properties have created driveways that open onto the layby parking areas.
- 5.1.4. To assess the existing availability of on-street parking spaces, a parking survey was conducted on Hexham Road and the immediate roads up to 180m east of the site. 180m would be considered a reasonable walking distance to access the Site. The roads in this survey were divided up into seven sections to determine the amount of available on street parking spaces for each section.
- 5.1.5. Space for a total of 86 (legal) on-street car parking spaces were identified within this area. Figure 5 below outlines these sections. No private parking (i.e. driveways or specifically designated private car parks) were counted as part of this survey.

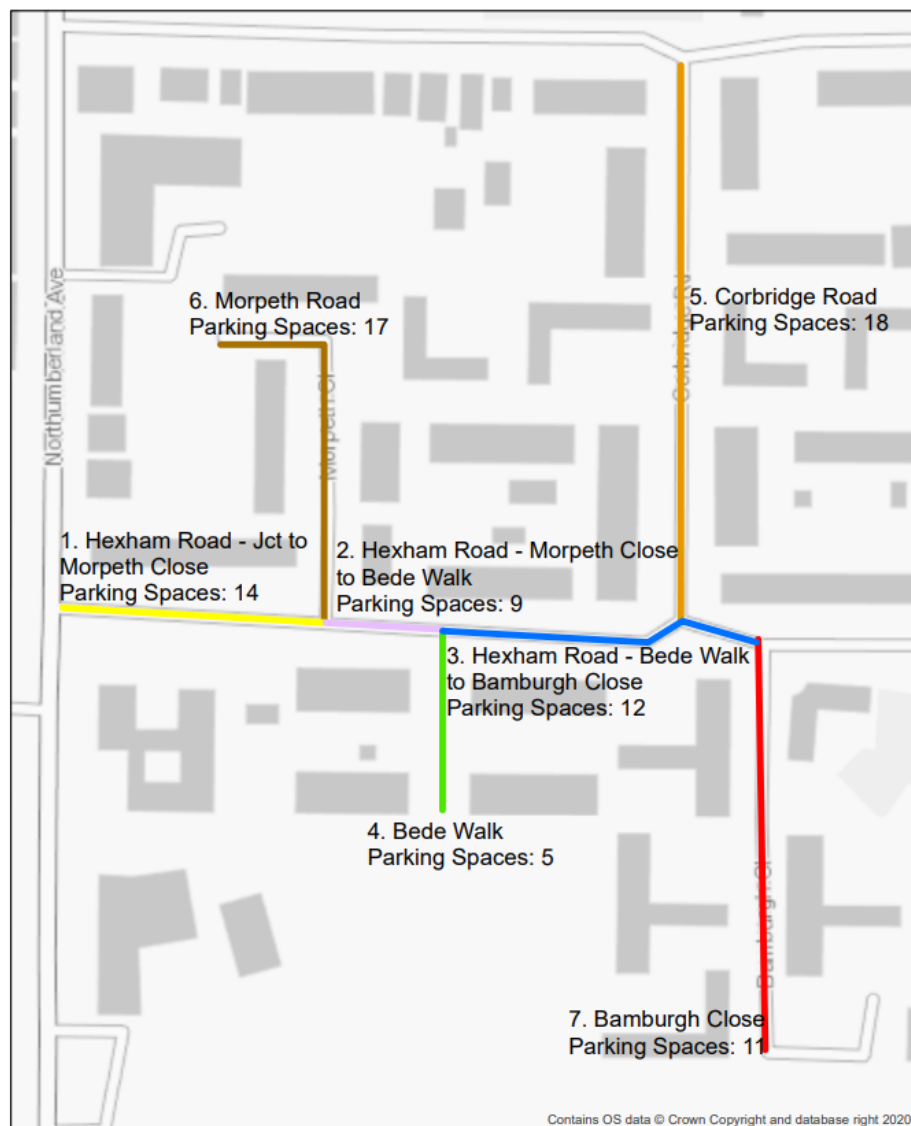


**Figure 5 - Parking survey areas**

5.1.6. Following confirmation by RBC, the survey was undertaken at three different times, towards the end of May and the beginning of June 2023 (during school term-time). Two surveys were undertaken on Wed 24<sup>th</sup> May at 09:00am and 15:00pm, and one survey on Thurs 8<sup>th</sup> June at 12:00 midnight. These dates are considered to be 'neutral' in line with the Department for Transport's guidelines on traffic surveys (i.e. it represents typical conditions).

5.1.7. Illegally parked vehicles were also observed during the survey (i.e. those parked on verges, double yellow lines etc.). These were counted as part of parking demand.

## **5.2. Parking Survey Summary**

5.2.1. Table 6 below outlines the results of the surveys.

Table 6 Parking survey results

| LOCATION                                              | APPROX<br>MAXIMUM<br>LEGAL CAR<br>PARKING<br>SPACES | TIME                          |                                 |             | TIME                          |                                 |                | TIME                          |                                 |                |
|-------------------------------------------------------|-----------------------------------------------------|-------------------------------|---------------------------------|-------------|-------------------------------|---------------------------------|----------------|-------------------------------|---------------------------------|----------------|
|                                                       |                                                     | 09:00                         |                                 |             | 15:00                         |                                 |                | Midnight                      |                                 |                |
|                                                       |                                                     | LEGALLY<br>PARKED<br>VEHICLES | ILLEGALLY<br>PARKED<br>VEHICLES | FREE SPACES | LEGALLY<br>PARKED<br>VEHICLES | ILLEGALLY<br>PARKED<br>VEHICLES | FREE<br>SPACES | LEGALLY<br>PARKED<br>VEHICLES | ILLEGALLY<br>PARKED<br>VEHICLES | FREE<br>SPACES |
| 1. Hexham Road<br>- Jct to<br>Morpeth<br>Close        | 14                                                  | 11                            | 0                               | 3           | 11                            | 0                               | 3              | 11                            | 0                               | 3              |
| 2. Hexham Road<br>- Morpeth<br>Close to Bede<br>Walk  | 9                                                   | 7                             | 0                               | 2           | 4                             | 0                               | 5              | 3                             | 0                               | 6              |
| 3. Hexham Road<br>- Bede Walk to<br>Bamburgh<br>Close | 12                                                  | 8                             | 0                               | 4           | 5                             | 0                               | 7              | 12                            | 0                               | 0              |
| 4. Bede Walk                                          | 5                                                   | 3                             | 0                               | 2           | 2                             | 0                               | 3              | 5                             | 3*                              | 0              |
| 5. Corbridge<br>Road                                  | 18                                                  | 12                            | 0                               | 3           | 8                             | 0                               | 7              | 14                            | 0                               | 4              |
| 6. Morpeth Rd                                         | 17                                                  | 3                             | 0                               | 14          | 2                             | 0                               | 15             | 17                            | 6**                             | 0              |
| 7. Bamburgh<br>Close                                  | 11                                                  | 7                             | 0                               | 4           | 8                             | 0                               | 3              | 3                             | 1*                              | 8              |

\*on verge

\*\*double parked

5.2.2. The results shown in

- 5.2.3. demonstrate that during the morning and afternoon peak times, there is a minimum of 32 spaces available on roads within 180m of the Site. For the midnight survey there was a minimum of 21 spaces. There is therefore plenty of capacity to accommodate the loss of four existing on street parking bays and the one extra visitor space.
- 5.2.4. No illegally parked vehicles were observed as part of the daytime surveys. Illegal parking for the midnight survey was observed on three roads. For Bede Walk and Bamburgh Close the illegal parking was in the form of vehicles parked on verge. For Bede Walk it is likely that that road is at capacity at night, however it was unclear as to why there was one vehicle parked on the verge when eight spaces remained, it could be that there was no free parking space at an earlier time.
- 5.2.5. For Morpeth Close it was the midnight survey highlighted parking either side of the road on its approach to end of road. Four 'half on half off curb' were counted as illegal, plus three cars that were parked blocking other cars in (most likely from the same household). Morpeth Close was seen to be at capacity during the midnight count.
- 5.2.6. In summary, the parking surveys demonstrated that there is enough parking available on the roads, closest to the Site, to cater for the loss of the four on street parking spaces and the requirement for the one extra visitor space that cannot be accommodated on site.

## 6. Consultation

### 6.1. Consultation stages

6.1.1. A public consultation was held locally on the plans in November 2022. A newsletter about the site's development were circulated to residents in October 2022 with an update in January 2022.

6.1.2. Contained within the first newsletter was an invitation to a public planning exhibition, showing the plans for the site to repurpose was held at the Hexham Road Community Centre, via an informal drop-in session on Thursday 10<sup>th</sup> and Friday 11<sup>th</sup> November 2022.

6.1.3. Views and comments were welcomed throughout the consultation process, to help inform the design process prior to any planning submission. A dedicated website was promoted in order to achieve this.

6.1.4. There were very few comments received that related highway matters. Of those that were mentioned these included:

- *Readibus* had concerns regarding widths of entrance / exit and position of rear of bus dropping off at the main entrance to PMLD.
- Provide sufficient waymarking / tactile paving for a partially sighted person to navigate from bus stop to entrance of building.

6.1.5. From these two comments it was agreed that further tests will be carried out to ensure that the design solution is acceptable for entrance widths, and that measures to assist partially sighted people will be developed further as detail design progresses.

6.1.6. From the consultation no issues were raised in relation to highway safety concerns, parking issues, or the trip generation impact of the site.

## **7. Summary and Conclusions**

### **7.1. Summary**

- 7.1.1. This TS has been provided by Hampshire Transport Planning Services on behalf of RBC. It is submitted in support of a planning application that seeks planning permission for a day centre providing social care services (Use Class E(f)) and housing (Use Class C3) with landscaping, car parking and access at 2 Hexham Road, Reading. It will result in the creation of 42 affordable dwellings comprising 36 one bedroom sheltered accommodation units and six one-bedroom general needs flats with disabled access.
- 7.1.2. This TS has been produced to provide the necessary information for the local highway and planning authorities to assess the development in terms of accessibility and the impact of the anticipated development traffic on the local highway network.

### **7.2. Conclusions**

- 7.2.1. The Site is located on Hexham Road, situated within a residential area approximately 2.4km south of Reading Town Centre, and sits within the planning authority area of Reading Borough Council.
- 7.2.2. The proposals will be making use of an old vacant site, within Reading Borough, and is providing improved care provision and new affordable housing.
- 7.2.3. It has been established that the site can be accessed by a good existing network of footways connecting the day care facility and new accommodation successfully to the local residential area. There are also good opportunities for staff and residents of the new accommodation to travel by sustainable transport modes to and from the site.
- 7.2.4. For the day centre it is expected that care service transport for attendees will be organised via community transport in the form of taxis and minibuses. This would be the main form of transport for attendees of the service, maximising vehicle sharing for the attendees, thus helping to reduce multiple trips to and from the site.
- 7.2.5. It is also worth noting that the site has in previous years been used as a care home facility, offering specialist dementia care for up to 16 elderly residents along with an intermediate care unit comprising of 10 small flats (one person per flat), which provided up to six weeks rehabilitation care following an injury or illness for adults.
- 7.2.6. An anticipated trip generation for the site have been produced to demonstrate the net difference of vehicle trips for the new sites use, against the previous sites use. This aimed to show the net difference in peak hour vehicle trips made to and from the site. This was achieved using TRICS analysis, based on the capacity of the new PMLD adult day care service facility and sheltered/general needs accommodation.

- 7.2.7. Through the trip generation assessment, it has been established that although there is a net increase in the predicted peak hour trips for the new site capacity, it is by no means enough to have any detrimental impact on the local highway network. The current vehicle numbers that serve the day care service at Strathy Close demonstrate that the vehicle numbers for the Site, associated with this service, will be far less than the predicted trip generation (associated with 'nursery' service).
- 7.2.8. The site is accessible with a range of travel options available to those who wish to walk or cycle, as well as use public transport, with a high frequency bus service available with links to the borough's main destinations and transport hubs.
- 7.2.9. Parking is being provided in line with similar existing accommodation facilities, within the borough, that are located within a comparable distance of the town centre. Current car ownership has been taken into account for residents of existing sheltered/general needs living accommodation, where it has been demonstrated that due to the needs of some of the residents there is a much lower car ownership rate and need for parking spaces. Furthermore, as part of the tenancy agreement of this accommodation car parking spaces are not provided or guaranteed for residents.
- 7.2.10. Examination of local on-street parking was undertaken via parking surveys of roads closest to the Site (within 160m distance). The results of the parking survey demonstrated that there is sufficient car parking capacity to accommodate the dispersed parking, considering the loss of four on-street parking spaces on Hexham Road, due to the creation of the new entrance. One visitor space that cannot be accommodated on the site can also be accommodated successfully within the local highway.
- 7.2.11. For the day centre staff parking is provided in line with Reading parking SPD in relation to 'nursery' provision. This is measured against the anticipated day centre staff at the Hexham Road site (18 as confirmed by the RBC Adult Care and Health team) to provide the required staff parking provision.
- 7.2.12. Sufficient cycle parking provision for staff is being provided in accordance with RBC's parking guidelines and discussions with RBC's Highway Development Planning Team.
- 7.2.13. In light of the analysis within the TS, it is considered that the proposals for the site on Hexham Road are not anticipated to have a detrimental impact on the local highway network. This is provided that the measures within the Construction Phase Traffic Management Plan are implemented.
- 7.2.14. Consequently, it is considered that there are no significant highways and transportation matters that should prevent this planning application from being approved.