



45 Tilehurst Road, Reading

Transport Statement

Client: Aman Gupta

i-Transport Ref: SJ/GT/ITB16348-001E

Date: 28 February 2023

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Date: 28 February 2023

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Quality Management

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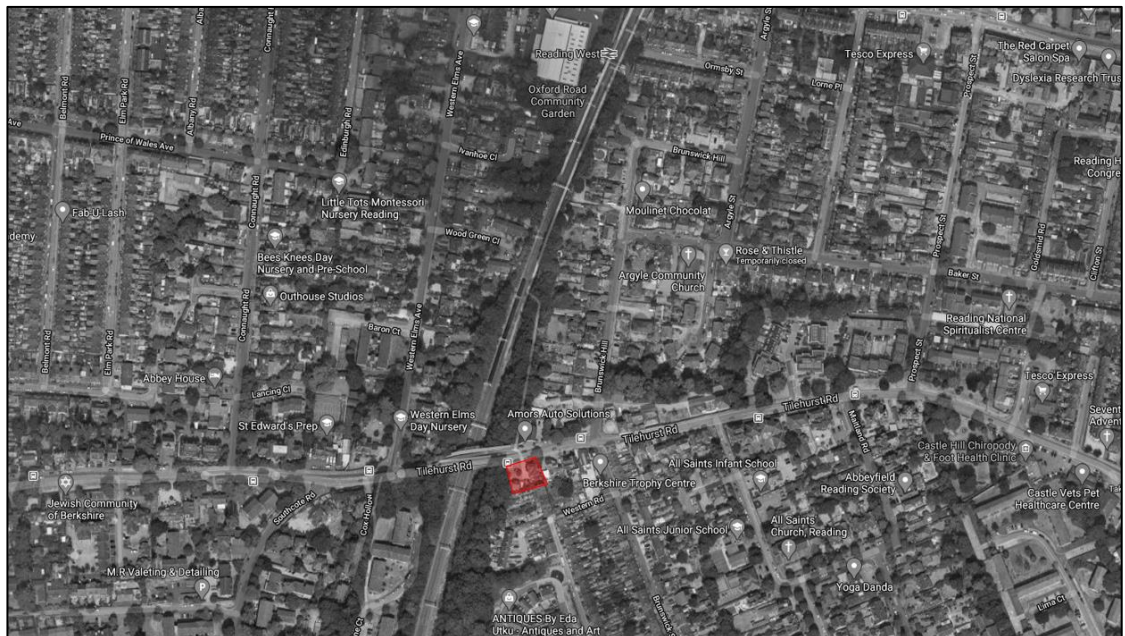
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SECTION 1 INTRODUCTION

1.1.1 i-Transport LLP has been appointed by Aman Gupta to provide highways and transport advice in relation to a forthcoming planning application for the development of 2x two bed houses adjacent to the existing residential dwelling at 45 Tilehurst Road. The site is located south of Tilehurst Road in Reading.

1.1.2 The site is located within the planning and highway authority of Reading Borough Council (RBC). The site location is shown in **Image 1.1**.

Image 1.1: Site Location Plan Extract



Source: i-Transport / Google

1.2 Pre-application engagement

1.2.1 Previous pre-application engagement has been completed with RBC in respect of a scheme for 6x two-bedroom flats and the following highways comments raised the need for:

- A 4.8m wide access;
- Suitable visibility splays of access to a 'Main Transport Corridor' with a desire for 2.4m x 90m identified;
- 7 car parking spaces (1 per flat plus 1 visitor space);
- Provision for EV charging;

- 3 cycle parking spaces; and
- A bin store with 10m of the highway.

1.2.2 Since the previous pre-application engagement, the scheme has been amended to provide 2x two bed-room houses and the scheme has given due consideration to the RBC pre-application comments.

1.3 Structure of Report and Planning Policy Requirements

1.3.1 In line with the above pre-application comments and the requirements of the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG), this Transport Statement (TS) has been prepared.

1.3.2 Specifically, this TS has been prepared to consider the key transport tests outlined in paragraphs 110 of the NPPF, namely:

- Will the opportunities for sustainable travel be appropriately taken up given the type of development and its location?
- Will safe and acceptable access be provided for all users?
- Will the internal movement network be designed appropriately?
- Will the transport impacts of the site be adequately mitigated, such that the residual cumulative impact will be acceptable (i.e. not severe), and not result in unacceptable safety impacts?

1.3.3 RBC's Local Plan covers the period up to 2036 and within Policy TR1 for Achieving the Transport Strategy states:

"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."

1.3.4 Policy TR3 for Access, Traffic and Highway-Related Matters outlines development will only be permitted where:

- ***Accesses and works to the highway comply with the adopted standards of the Transport Authority;***

- ***The development would not have a material detrimental impact on the functioning of the transport network;***
- ***The proposals would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;***
- ***The proposals would not generate regular movement of heavy good vehicles (HGVs) on unsuitable roads, or on roads without easy access to the classified highway network; and***
- ***For non-residential uses, or new dwellings on classified roads, off-street servicing would be provided.***

1.3.5 Policy TR3 then goes on to state:

“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 of the safe use of the road.”

1.3.6 Within Policy TR4 for Cycle Routes and Facilities it is outlined:

“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.”

1.3.7 Policy TR5 for Car and Cycle Parking and Electric Vehicle Charging states:

“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.”***

1.4 Summary

1.4.1 The remainder of this report demonstrates how the development proposals responds to the pre-application comments and national and local transport planning policy.

SECTION 2 EXISTING CONDITIONS

2.1 Public Transport

Bus

- 2.1.1 The closest bus stop to the site is located along the site frontage on Tilehurst Road. This bus stop is in the form of a flag and pole and is served by westbound 33 bus route. For the eastbound 33 route the nearest bus stop is located approximately 50m east of the site and is in the form of a bus shelter. **Table 2.1** summarises the details of the No.33 bus route.

Table 2.1: Bus Route and Frequency

Service	Route	Typical Service Frequency (Each Direction)		
		Mon-Fri	Saturdays	Sundays
33	Central Reading to Turnham's Farm	3 services per hour	2-3 services per hour	1-2 services per hour

Source: Reading Buses (last accessed: February 2023)

Rail

- 2.1.2 The closest railway station to the site is Reading West which is directly opposite the site. **Table 2.2** identifies the rail services available from Reading West rail station along with the approximate journey time to reach each destination. Overall, there are good rail connections to Newbury and Basingstoke. There are also frequent services to Reading rail station, with an average journey time of 3 minutes, which provides further connectivity to wider destinations including Bracknell, Swindon, London Paddington and London Waterloo.

Table 2.2: Key Rail Destinations

Station	Destination	Typical Weekday Frequency		Average Journey Duration
		Peak	Off-Peak	
Reading West	Basingstoke	2-3 services per hour*	2 services per hour*	26 mins
	Newbury	2 services per hour*	2-3 services per hour*	28 mins
	Bracknell	2 services per hour*	2 services per hour*	38 mins
	London Paddington	3-4 services per hour*	3 services per hour*	38 mins

Station	Destination	Typical Weekday Frequency		Average Journey Duration
		Peak	Off-Peak	
	Swindon	2-3 services per hour*	3 services per hour*	40 mins
	London Waterloo	4-5 services per hour*	4-5 services per hour*	1 hour 18 mins

Source: National Rail Enquiries (last accessed: February 2023)

*Some services will require at least one change

2.1.3 Reading station (accessible by bus and via a three minute journey from Reading West station) will in the future be served by the Elizabeth Line (Crossrail) services which will serve up to four trains per hour from Reading towards Essex, via Central London, without the need to interchange.

2.1.4 Reading West station can be accessed comfortably on foot. The most direct route to access the station is via ramp adjacent to the railway line on the northern side of Tilehurst Road.

2.1.5 Pedestrians can also travel via Western Elms Avenue which is a slightly longer walking route (750m) with continuous, street lit footways provided along the entire route.

2.2 Walking and Cycling

2.2.1 The site is well connected to the existing pedestrian network along Tilehurst Road with wide, street lit footways provided on either side of the carriageway. Approximately 30m east of the site, a signalised pedestrian crossing is provided which facilitates safe pedestrian movements across Tilehurst Road to connect with the footways on the northern side of the carriageway, along with the existing bus stop.

2.2.2 Due to the residential nature of the surrounding area, continuous street lit footways are provided offering routes towards the A4155 Bath Road to the south and the A329 Oxford Road to the north. Both the A4155 Bath Road and the A329 Oxford Road provide a safe pedestrian environment with wide footways and crossing facilities in the form of signalised crossings and dropped kerb crossings towards the centre of Reading to the east.

2.2.3 To the west of the site, the footway on the southern side of the carriageway connects with the existing bus stop for westbound services. On the northern side of Tilehurst Road, a pedestrian

ramp is provided adjacent to the railway line which provides a safe pedestrian route towards Reading West rail station.

- 2.2.4 Footways are provided on either side of the carriageway over the railway bridge towards Western Elms Avenue. Again, due to the residential nature of the surrounding area, continuous footways are provided along the carriageways which offer a safe pedestrian environment. Western Elms Avenue provides continuous footways north towards the A329 Oxford Road and offers an alternate route towards Reading West Station. To the west of Western Elms Avenue, continuous street lit footways are provided with crossing facilities in the form of dropped kerbs and a Zebra crossing towards the services and facilities within West Reading.
- 2.2.5 There are no designated cycling facilities within the vicinity of the site along Tilehurst Road, however due to the slow speed traffic environment of Tilehurst Road and the surrounding residential roads, it is an attractive environment for on carriageway cycling.

SECTION 3 DEVELOPMENT PROPOSALS

- 3.1.1 The development proposal would see the development of 2x two bed houses adjacent to the existing dwelling located on 45 Tilehurst Road, Reading. The indicative site layout is provided in **Appendix A**.

3.2 Site Access Arrangements

- 3.2.1 The proposed development will be accessed via the existing access location onto Tilehurst Road. The site access will take the form of a simple crossover with a 3.5m wide private drive access.
- 3.2.2 Pre-application engagement has been held between the applicant and RBC during August 2020 and the comments received from RBC are provided in **Appendix B**. Within the pre-application comments from RBC, the following was stated relating to the site access arrangement:

“Given that the Tilehurst Road is on a main transport corridor within the borough, the vehicular access should be 4.8m wide with visibility splays of 2.4m x 90m. Based on the preliminary site layout plan, I am concerned that the visibility requirements cannot be met resulting in intensification of a substandard access.”

- 3.2.3 The 2.4m x 90m visibility splays required by RBC comes from their document titled “Geometric Design Guidance for Residential Accesses on to Classified Roads” and suggests:

“With regards to visibility splays on main transport corridors, the requirements of DMRB will still apply for 30mph roads.”

- 3.2.4 Tilehurst Road is subject to a 30mph speed limit, and usually this would require Manual for Streets (MfS) visibility standards to be applied which equate to 2.4m x 43m in each direction of the proposed site access. Whilst RBC’s request for 2.4m x 90m visibility splays are in accordance with their published design guidance, it is out of step with relevant national highways design guidance. The application of standards within the Design Manual for Roads and Bridges (DMRB) is relevant design guidance for Motorways and Trunk Roads, which Tilehurst Road is neither.

- 3.2.5 The Manual for Streets, states:

DMRB is the design standard for Trunk Roads and Motorways in England, Scotland, Wales and Northern Ireland. The strict application of DMRB for non-trunk routes is rarely appropriate for highway design in built up areas regardless of traffic volumes

3.2.6 However, the ability to provide DMRB splays has been investigated and whilst a 2.4m x 90m visibility splay is achievable to the west of the site access, it is not achievable to the east of the access within the publicly maintainable highway.

3.2.7 To address RBC's request to provide a 90m visibility splay in each direction of the access, a weeklong Automatic Traffic Count (ATC) survey was undertaken along Tilehurst Road within the vicinity of the site between 2nd November 2020 and 10th November 2020. The purpose of this survey was to capture vehicle speed data for westbound vehicles approaching the site. The vehicle speed data is provided in **Appendix C** and a summary of the 85th percentile wet weather speeds are provided in **Table 3.1**.

Table 3.1: Tilehurst Road

Road	Direction	Average Speed (mph)	85 th Percentile Speeds (mph)
Tilehurst Road	Eastbound	21.9	26.3
	Westbound	21.0	26.1

Source: Traffic Surveys, November 2020

3.2.8 To justify the application of DMRB design standards, and the 90m visibility splays, 85th percentile wet weather speeds would have to be in excess of 37.5 mph. It is evident from **Table 3.1** that the 85th percentile wet weather speeds are in fact 26.3 mph (eastbound vehicles) and 26.1 mph (westbound vehicles) which suggests MfS standards should apply to the access design. These vehicles speeds require 35.3m visibility splays to the east of the site and 35.7m to the west of the site.

3.2.9 However, as RBC require DMRB standards to apply, despite the 30mph speed limit, the 85th percentile wet weather speeds will require 45m visibility splays to the west and 44m visibility splays to the east (**Appendix D** presents the visibility splay calculations). This has been calculated using the relevant DMRB reaction times and deceleration rates¹. The visibility splays have been

¹ $SSD = vt + v^2 / 2(d + 0.1a)$

t = Driver perception-reaction time (2 seconds)

d = deceleration rate (3.679 m/s)

illustrated on **Drawing ITB16348-GA-001** and demonstrate the visibility splays in each direction of the site access can be safely achieved within the publicly maintained highway in accordance with the observed vehicle speeds. It should be noted, to provide a robust assessment, the visibility splay to the west of the site access has been shown as 2.4m x 90m despite the observed vehicle speeds requiring a much lower visibility splay.

3.3 Site Access Comparison

3.3.1 To further demonstrate the suitability of the proposed site access, an exercise has been undertaken of other vehicular accesses onto Tilehurst Road within the vicinity of the proposed site to understand the level of visibility achievable at each of the accesses. The following accesses have been included within the assessment:

- Amors Auto Solutions garage (directly opposite the proposed site);
- Residential dwellings 43-43B Tilehurst Road (circa 20m east of the proposed site); and
- Local Express Reading convenience store (circa 35m east of the proposed site).

3.3.2 The summary of the achievable visibility splays is summarised in **Table 3.2** and this is illustrated on **Drawing ITB16348-GA-002**.

Table 3.2: Tilehurst Road Achievable Visibility Splays

Road	Direction	Visibility Splay
Amors Auto Solutions Garage	East	83.7m
	West	55.3m
43-43B Tilehurst Road	East	24.2m
	West	21.8m
Local Express Convenience store	East	11.2m
	West	23.5m
Proposed Development	East	44m
	West	90m (45m)

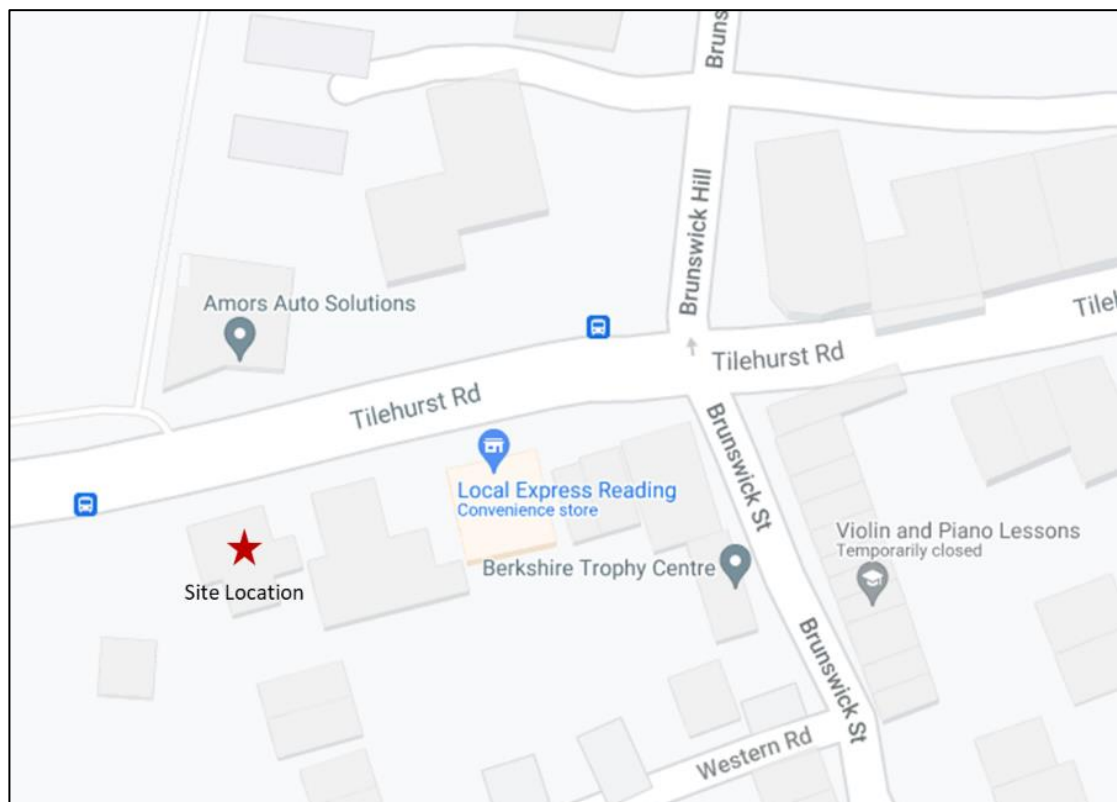
Source: Consultant's Assessment

	Achieves requested 90m visibility splay
	Achieves visibility splay in accordance with DMRB 85 th percentile speed requirement
	Visibility splay is below the 85 th percentile speed requirement

3.3.3 **Table 3.2** demonstrates the other vehicular accesses onto Tilehurst Road within the vicinity of the site do not achieve the 90m visibility splays in each direction of the site access required by RBC. This is particularly evident at the convenience store and 43-43B Tilehurst Road directly to the east of the site which do not provide visibility splays in accordance with the observed 85th percentile vehicle speeds in either direction on Tilehurst Road.

3.3.4 The online resource CrashMap has been consulted to understand if there is a highway safety issue present within the vicinity of the site and an extract from the website is provided in **Image 3.1**.

Image 3.1: CrashMap Extract – Tilehurst Road



Source: CrashMap

3.3.5 **Image 3.1** highlights there is not an existing highway safety issue within the vicinity of the site access. It should also be noted there are no highway safety issues located at the car garage access opposite the site, residential dwellings 43-43B or the convenience store which all have

reduced visibility splays compared to the observed vehicle speeds along Tilehurst Road. On this basis, the proposed visibility splays are in line with the observed vehicle speeds (DMRB standards applied) and are appropriate to provide a safe and suitable access to the proposed site.

- 3.3.6 In addition to this, the proposed site access will be located in the same location as the existing access which serves the site. As there are no highway collisions recorded within the most recent five-year period along the site frontage, this further demonstrates the proposed access arrangements provide safe and suitable access.

3.4 Parking

- 3.4.1 The proposed development site falls within Zone 2 of RBC's car parking standards document. The car parking standards for Zone 2 are summarised in **Table 3.3**.

Table 3.3: RBC Car Parking Standards – Zone 2

Residential	Zone 2 Car Parking Standards
Dwelling House (2-Bedrooms)	1

Source: RBC Revised Car Parking SPD October 2011

- 3.4.2 Based on the standards set out in **Table 3.3**, the proposed development would be required to provide a total of two car parking spaces on the site and the standards suggest no visitor parking is required for two-bedroom houses. The site layout provided in **Appendix A** shows there will be a total of two car parking spaces for the additional houses on the site which is in line with the car parking standards for Zone 2.

3.5 Cycle Parking

- 3.5.1 For parking zones 1-4, RBC cycle parking standards require two-bedroom houses to be provided with two cycle parking spaces per dwelling. The proposed development will provide a total of four cycle parking spaces which is in line with the RBC standards and this will be provided in a shed in the rear garden of each house.

3.6 Servicing

- 3.6.1 Servicing of the site will take place from Tilehurst Road which was agreed with RBC during the pre-application discussions. Collection crews will not be required to retrieve bins over 15m from

the collection vehicle as residents will place bins out for collection, which is in line with the RBC Waste Operations Service Standards document (2018).

3.7 **Summary**

- 3.7.1** The speed survey undertaken along Tilehurst Road has demonstrated vehicles travel along the site frontage below the posted 30mph speed limit. This in turn requires a lower level of visibility to be provided in each direction of the site access to comply with the observed vehicle speeds. Whilst the proposed site access provides visibility in accordance with the vehicle speeds, this is not the case with other vehicular accesses immediately east of the site which provide visibility well below the vehicle speed requirement. However, despite this, there has not been a highway safety issue recorded along this section of Tilehurst Road in the last five-year period and therefore the visibility splays provided lower than the 90m visibility splays (requested by RBC) will not cause a future safety risk.
- 3.7.2** The site proposes to provide car parking in accordance with the RBC standards. Cycle parking will also be provided in accordance with RBC cycle parking standards and bicycles will be stored within a shed located in the garden of each house.

SECTION 4 TRAFFIC IMPACT

4.1 Trip Generation

- 4.1.1 To understand the trip generation of the proposed development, a generic trip rate of 0.6 for the two-way peak movements has been used. This provides a robust assessment as the TRICS database does not include sites small enough to get a representative trip rate. The proposed trip generation is summarised in **Table 4.1**.

Table 4.1: Residential Trip Rates

	Morning Peak Period			Evening Peak Period		
	In	Out	Total	In	Out	Total
Privately Owned Houses	0.100	0.500	0.600	0.500	0.100	0.600
Trip Generation	0	1	1	1	0	1

Source: TRICS

- 4.1.2 To summarise, **Table 4.1** demonstrates the proposed development will only add one additional vehicle movements to the local highway network during the peak hours. On this basis, the proposed site will not cause any noticeable intensification of use of the site access..

SECTION 5 SUMMARY AND CONCLUSIONS

5.1 Summary

- 5.1.1 i-Transport LLP has been appointed by Aman Gupta to provide highways and transport advice in relation to the redevelopment of 45 Tilehurst Road, Reading to provide two houses.
- 5.1.2 The site is located in an accessible location with an established, high quality pedestrian network within the vicinity of the site which will facilitate safe pedestrian movements to the local bus stops and Reading West rail station (all of which are located within a comfortable walking distance). Future residents will have access to frequent bus services into Reading along with frequent rail services routing to destinations such as Bracknell, Newbury, Swindon and London.
- 5.1.3 During the pre-application engagement, RBC raised highway safety concerns relating to the site access despite the proposed site access being located in the same location as the existing access to the site. RBC requested 90m visibility splays should be achieved from the site access to comply with RBC's design guidance (DMRB standards) despite the posted 30mph speed on Tilehurst Road, which would usually require MfS design standards.
- 5.1.4 The observed (recorded) vehicle speeds along Tilehurst Road demonstrate that vehicles currently travel below the 30mph speed limit and therefore the MfS guidance is suitable to be applied to the proposed site access. However, to provide a robust assessment, DMRB standards have still been applied to the observed vehicle speeds. The proposed visibility has been compared to existing accesses located on Tilehurst Road and this has highlighted that the proposed site access provides greater visibility compared to the residential dwellings located immediately to the east of the site. Therefore, the site access provides safe and suitable access for all users and will not cause a safety risk on the local highway network.
- 5.1.5 The proposed development will provide car and cycle parking in full accordance with the RBC parking standards. Refuse collection will take place from Tilehurst Road as agreed with RBC and in line with RBC standards.
- 5.1.6 The proposed development is expected to generate very low peak period vehicle movements on the local highway network. This will not cause a highway safety risk on Tilehurst Road.

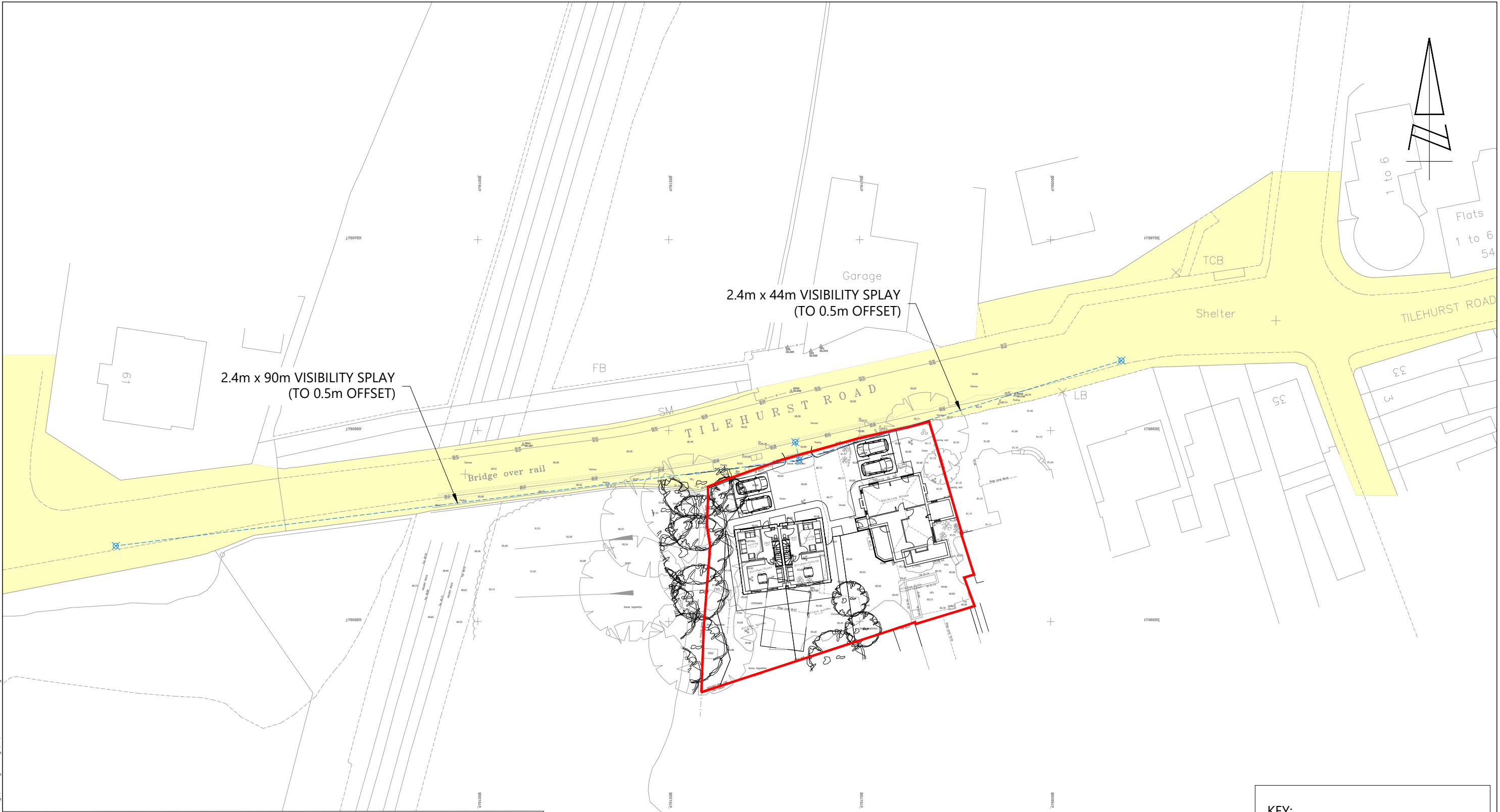
5.2 Conclusions

5.2.1 Against this background it is demonstrated that:

- There are genuine opportunities for future residents to travel from the site using sustainable modes of transport, and that the proposals will ensure opportunities for sustainable travel are taken up;
- The proposed site access arrangements will be safe and suitable to serve the development and is compliant with the relevant design standards;
- The internal layout of the site is designed appropriately; and
- The local highway network can accommodate the traffic generated by the development during the peak periods and will fall well short of a 'severe' impact on the network operation. Therefore, the site is in full accordance with the policies set out in the NPPF.

5.2.2 Therefore, based on the above, it is concluded that the development proposal fully satisfies local and national transport policies and should be considered fully acceptable in transport and highways terms.

DRAWINGS



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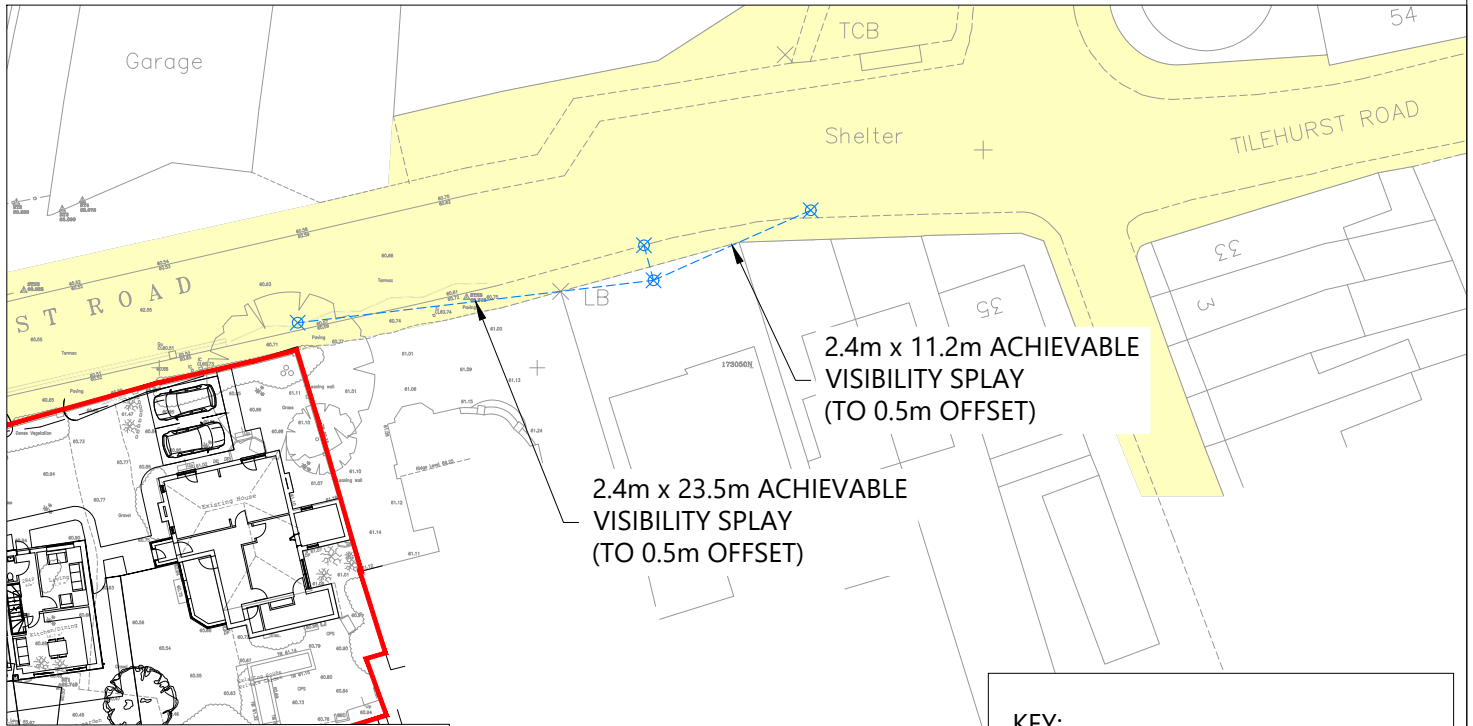
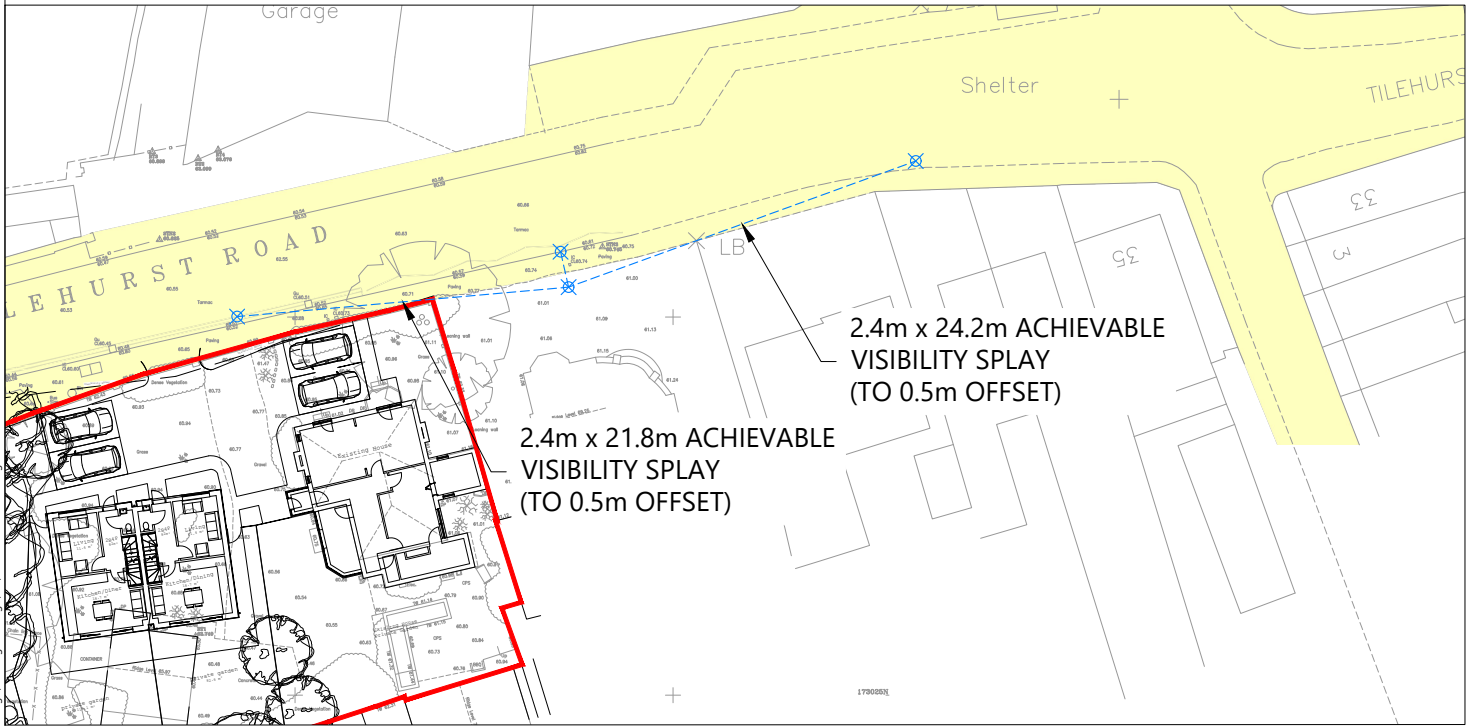
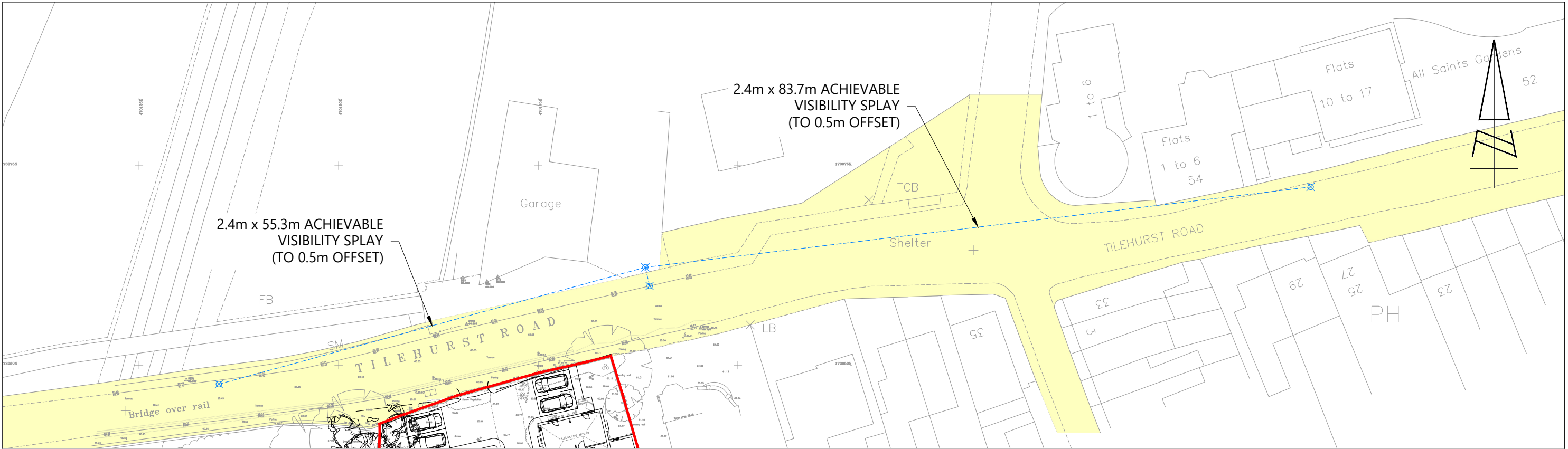
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KEY:

HIGHWAY BOUNDARY

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	D	28.02.23	MM	SITE LAYOUT UPDATED	GT	SJ					
	C	19.01.22	JD	SITE LAYOUT UPDATED	GT	SJ					
	B	18.10.21	JD	SITE LAYOUT UPDATED	GT	SJ					
	A	18.11.20	JD	VISIBILITY SPLAYS UPDATED	GT	SJ					
REV	DATE	BY	DESCRIPTION		CHK	APD	PROJECT:	CLIENT:	PROJECT No:	SCALE @ A3:	DATE:
STATUS: FOR INFORMATION							45 TILEHURST ROAD, READING	COLONY ARCHITECTS	ITB16348	1:500	09.10.20
									DRAWING No: ITB16348-GA-001		REV: D



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SCALE BAR @ 1:500
0 5 10 25 50

KEY:
HIGHWAY BOUNDARY

 The Square, Basing View, Basingstoke, Hampshire, RG21 4EB www.i-transport.co.uk							TITLE:	EXISTING ACCESSES - VISIBILITY SPLAYS			DRAWN:	JD	CHECKED:	GT	APPROVED:	SJ
	C	28.02.23	MM	SITE LAYOUT UPDATED		GT	SJ	PROJECT:	45 TILEHURST ROAD, READING	CLIENT:	COLONY ARCHITECTS	PROJECT No:	SCALE @ A3:	DATE:		
	B	19.01.22	JD	SITE LAYOUT UPDATED		GT	SJ					ITB16348	1:500	18.10.20		
	A	18.10.21	JD	SITE LAYOUT UPDATED		GT	SJ					DRAWING No:	ITB16348-GA-002		REV:	
	REV	DATE	BY	DESCRIPTION	CHK	APD						C				
STATUS:				FOR INFORMATION												

APPENDIX A. Indicative Site Layout



Collaborating with:
Aman Gupta

Job: 668
Drawing: 03-10
Revision:

Project:
**45 Tilehurst Road
Reading, RG1 7TT**
Drawing:
Proposed Ground Floor Plan

Date:
Feb 23
Status:
Planning
Drawn By:
VK
Checked By:
EM



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APPENDIX B. RBC Pre-Application Engagement

Memo

From: (e)Transport Development Control Floor 1 North Rear Civic Offices Bridge Street Reading RG1 2LU
To: Claire Ringwood 0118 9374545 claire.ringwood@reading.gov.uk
Date: 18 August 2020
Re: Consultation on Planning Application

Application Number: 200741

Application Type: Pre Application Enquiry

Address: 45 Tilehurst Road Reading RG1 7TT

Proposal: Pre-application advice for conversion of the existing property to include a 3-storey extension to the side and alterations to the roof space to create 6 two bed flats with associated parking and amenity space.

The pre-application proposal consists of the conversion of the existing property to include a 3-storey extension to the side and alterations to the roof space to create 6 two bed flats with associated parking and amenity space.



The site is located on the C400 Tilehurst Road and currently benefits from a vehicular access directly onto the Tilehurst Road. Given that the Tilehurst Road is a main transport corridor within the borough, the vehicular access should be 4.8m wide with visibility splays of 2.4m x 90m. Based on the preliminary site layout plan, I am concerned that the visibility requirements cannot be met resulting in intensification of a substandard access.

The site is located in Zone 2, Primary Core Area, of the Revised Parking Standards and Design SPD. This zone directly surrounds the Central Core and extends to walking distances of 2 kilometres from the centre of Reading. This zone is well served by public transport, with buses continuing either into or out of the Central Core Area via this zone. In accordance with the adopted Parking SPD, the development would be required to provide 1no. on-site parking space per 1-2 bedroom dwelling plus 1no. visitor parking space.

The Preliminary Site Layout Scheme A drawing indicates that 7 parking spaces will be provided which complies with the Council's adopted standards. All parking spaces should be provided to the required dimensions of 2.4m wide by 4.8m long. I have not checked the

dimensions of the parking spaces or turning areas, however, all parking spaces must be able to enter and exit the site in forward gear. Tracking diagrams may be requested if a full application is submitted. The parking areas should be constructed in permeable materials so not to increase the surface water run-off from the site.

The Council's Local Plan was adopted in November 2019 and this includes a requirement at Policy TR5 for each new house to be provided with an electric charging point. As the proposed flats will be provided with dedicated off-street parking, provision should be made for electric charging points.

In accordance with the Borough's Parking Standards and Design SPD, a minimum provision 0.5 cycle storage spaces should be provided per flat. A secure cycle store is indicated towards the back of the site, adjacent to the amenity area. The proposed cycle store should be equipped with 'Sheffield' type stands. However, the cycle storage should be separate from bin storage segregated by a wall to prevent odors within the cycle store.

A bin store or collection point should be located within 10m of the public highway. I would prefer to see the bin store and cycle store located closer the access point, which would enable the parking spaces to be moved further into the site. This would reduce conflict between vehicles entering the site and vehicles parking in the bays closest to the entrance. The applicant should ensure that the refuse storage provisions comply with the Council's Waste Management Guidance which is available to view online.

Regards

Natalie Lucas ext 74703

Transport Development Control Officer

Transport | Environment & Neighbourhood Services

APPENDIX C. Tilehurst Road Vehicle Speed Data

Intelligent Data Collection Limited

Client: i-Transport
Project Number: ID05541
Site Number: Site 1



Mean and 85%ile Speed Summary

Direction A-B (Mph)							
Date	03/11	04/11	05/11	06/11	09/11		
Day	Tue	Wed	Thu	Fri	Mon		
Mean Speed (mph)	21.3	21.5	22.4	22.3	21.8	21.9	Eastbound
85%ile Speed (mph)	25.7	26.1	26.7	26.7	26.4	26.3	
85%ile Speed (kph)	41.1	41.8	42.7	42.7	42.24	42.1	

Direction B-A (Mph)							
Date	03/11	04/11	05/11	06/11	09/11		
Day	Tue	Wed	Thu	Fri	Mon		
Mean Speed (mph)	19.7	20.0	22.5	22.2	20.4	21.0	Westbound
85%ile Speed (mph)	25.4	25.6	26.8	26.5	26.0	26.1	
85%ile Speed (kph)	40.6	41.0	42.9	42.4	41.6	41.7	

APPENDIX D. Visibility Splay Calculations

Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): $SSD = vt + v^2/2(d+0.1a)$
v = Speed of vehicle (m/s)
t = driver perception-reaction time (seconds)
d = deceleration rate (m/s)
a = longitudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below (see also the note)

26.1 mph

11.668 m/s

v = 11.668 m/s

t = 2 taken from MfS2 table 10.1

d = 3.679 Vehicle type All vehicles 1

a = +ve for upgrades and -ve for downgrades

SSD = 42 m

SSD adjusted for bonnet
length (MfS only) = 44 m (SSD + 2.4m)

Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles	1.5	0.450 g	MfS2
	HGV's	1.5	0.375 g	MfS2
	Buses	1.5	0.375 g	MfS2
Above 60kph	All vehicles 1	2	0.375 g (Absolute minimum)	TD9/93
	All vehicles 2	2	0.250 g (Desirable minimum)	TD9/93

Stopping Sight Distance Calculator

Formula for calculating SSD (from Manual for Streets 2): $SSD = vt + v^2/2(d+0.1a)$
v = Speed of vehicle (m/s)
t = driver perception-reaction time (seconds)
d = deceleration rate (m/s)
a = longitudinal gradient (%)

Fill in the white boxes only

Enter the vehicle 85%ile speed below (see also the note)

26.3 mph

11.757 m/s

v = 11.757 m/s

t = 2 taken from MfS2 table 10.1

d = 3.679 Vehicle type All vehicles 1

a = +ve for upgrades and -ve for downgrades

SSD = 42 m

SSD adjusted for bonnet
length (MfS only) = 45 m (SSD + 2.4m)

Table 10.1 MfS2

Design speed	Vehicle Type	Reaction Time t (s)	Deceleration rate d (m/s) (ie factor x 9.81)	Standard
60kph and below	Light vehicles	1.5	0.450 g	MfS2
	HGV's	1.5	0.375 g	MfS2
	Buses	1.5	0.375 g	MfS2
Above 60kph	All vehicles 1	2	0.375 g (Absolute minimum)	TD9/93
	All vehicles 2	2	0.250 g (Desirable minimum)	TD9/93

