

Prepared on behalf of

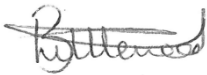
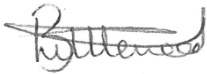
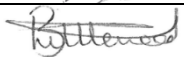
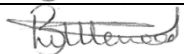
Mr Tim Ridley

**Proposed Dwelling
4 Alford Close, Tilehurst**

Transport Statement

Control Sheet

CLIENT: Mr Tim Ridley
PROJECT TITLE: Proposed Dwelling
 4 Alford Close, Tilehurst
REPORT TITLE: Transport Statement
PROJECT REFERENCE: 300995
DOCUMENT NUMBER: 001

Issue & Approval Schedule	Issue 01 DRAFT		Name		Signature		Date
	Prepared by		Ashley Armitage				07/06/2022
	Checked by		Brett Littlewood				07/06/2022
	Approved by		Brett Littlewood				07/06/2022
Issue Record	Issue	Date	Status	Description	Signature		
	02	15.09.2022	Final	Updated following highway comments	Prepared		
					Checked		
					Approved		
	03				Prepared		
					Checked		
					Approved		

This document has been prepared in accordance with procedure OP/P02 of the Sanderson Associates (Consulting Engineers) Ltd Quality and Environmental Management System.

This document has been prepared in accordance with the instructions of the client, Mr Tim Ridley, for the client's sole and specific use. Any other persons who use any information contained herein do so at their own risk.

Any information provided by third parties and referred to herein has not been checked or verified by Sanderson Associates (Consulting Engineers) Ltd unless otherwise expressly stated within this report.

Copyright - All intellectual property rights in, or arising out of, or in connection with this report, are owned by Sanderson Associates (Consulting Engineers) Ltd. The client named above has a licence to copy and use this report only for the purposes for which it was provided. The licence to use and copy this report is subject to other terms and conditions agreed between Sanderson Associates (Consulting Engineers) Ltd and the client.

Acknowledgements:

National Geographic Society MapMaker, and ©OpenStreetMap contributors have been used to generate figures included in this report.

The Crashmap Pro database has been used to undertake an assessment of personal injury accidents.

An extract of the Reading Cycle Map has been included in this report.

The TRICS database has been used in this report to calculate traffic generations.

Contents

Page No

1	Introduction.....	6
2	Existing Situation	8
3	Accessibility by Sustainable Travel Modes	11
4	Development Proposals and Traffic Impact.....	18
5	Conclusion.....	21

Appendices

APPENDIX A

Crashmap Reports

APPENDIX B

Proposed Site Layout Plan

Drawing 300995-001A

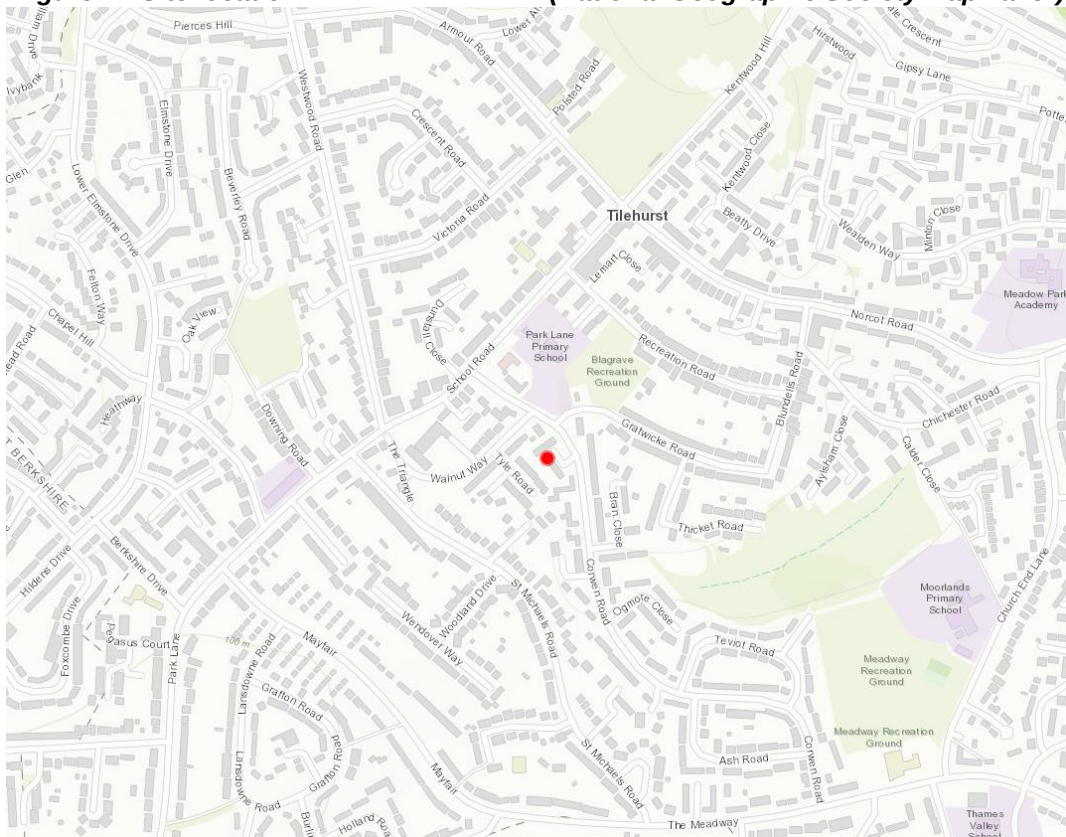
APPENDIX C

Car Ownership and LSOA area

1 Introduction

- 1.1 Sanderson Associates (Consulting Engineers) Ltd has been appointed by Mr Tim Ridley to provide highway consultancy services to support an application for a new dwelling and extension adjacent to 4 Alford Close in Tilehurst. The location of the development is shown below in **Figure 1**

Figure 1 - Site location (National Geographic Society MapMaker)



- 1.2 This Transport Statement will consider in detail the following aspects:

- the local highway network and its road traffic accident record
- the proposed use and its operational characteristics
- the impact of the proposals on the local highway network in terms of highway safety
- accessibility of the site in relation to sustainable transport and local facilities and means to encourage the use of sustainable transport.

-
- 1.3 It also examines the transport implications of the proposed use taking into account whether the following objectives included within the National Policy Planning Framework are satisfied.
- 1.4 In July 2021, a new revision to the National Planning Policy Framework (NPPF) was published. NPPF sets out the Government's planning policies for England and how these are expected to be applied.
- 1.5 NPPF paragraph 110 states that;
- “In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - b) safe and suitable access to the site can be achieved for all users;*
 - c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
 - d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree”.*
- 1.6 Paragraph 111 goes on to say;
- “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”*
- 1.7 This Transport Statement demonstrates that the development will not have an unacceptable impact on highway safety and the residual cumulative impacts of the development on the road network are not severe, consequently the planning application should be supported by the Council on transport grounds.

2 Existing Situation

2.1 *The Site and Existing Highway Network*

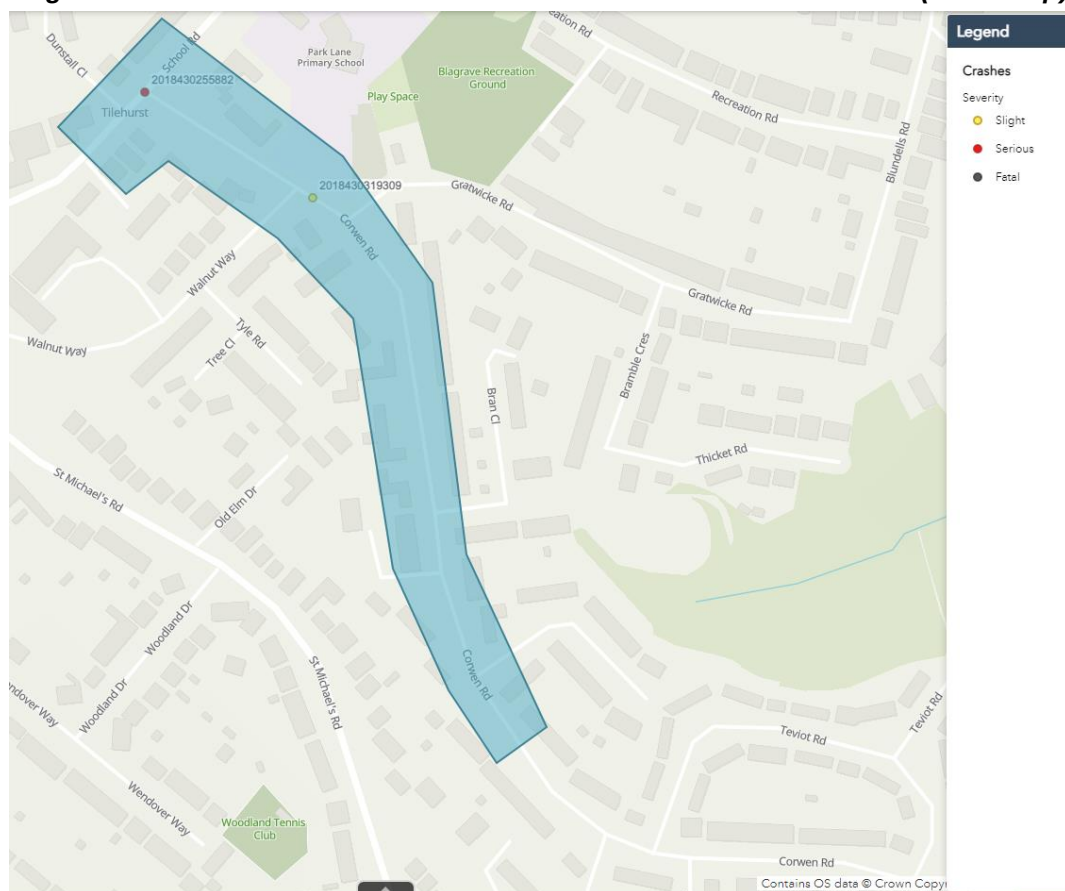
- 2.1.1 The site is located in the centre of Tilehurst, approximately 4.3km west of Reading town centre. The application site is garden land associated with 4 Alford Close which is a three-bed, two-storey, end-of-terrace property.
- 2.1.2 It is bounded by residential properties to the north, west and south and Alford Close to the east. No. 4 Alford Close has a dropped vehicle crossover which provides access to a driveway with a garage.
- 2.1.3 Alford Close is a residential cul-de-sac which provides access to 10 No. terraced properties. It is street lit and within the vicinity of the site it has a carriageway width of approximately 5.5m with a 2.0m footway on its western flank only.
- 2.1.4 Alford Close joins Corwen Road via a priority junction and at this junction visibility splays in excess of 43m can be achieved in both directions from a 2.4m set back.
- 2.1.5 Corwen Road is part of the local street network which provides access to various residential dwellings and side streets. It is street lit, subject to a 30mph speed limit and traffic calming features in the form of one-way priority working are present along its length. Within the vicinity of the site it has a carriageway width of approximately 6.5m. Footways are provided on both flanks approximately 2.0m wide and these are segregated from the carriageway by a grass verge.
- 2.1.6 From the site Corwen Road can be followed north to Tilehurst town centre and south east to The Meadway with both routes providing access to the wider highway network.

2.2 Highway Collision Data

2.2.1 The Personal Injury Accident history within the vicinity of the site has been considered using the Crashmap Pro Collision Analysis System which identifies all recorded incidents that have occurred in the most recently available 5 year period of 2016 to 2021. An extract of the search area is shown below and a report of the identified study area from Crashmap is attached at **Appendix A**.

Figure 2 – Assessment area

(Crashmap)



2.2.2 As can be seen from the report, 2 incidents have occurred within the study area of which one was slight and one was serious in severity. One occurred in 2018 and the other in 2019 and further details of these incidents are as follows:

- Collision 2018430255882 occurred on 20th August 2018 at 15:54 in light conditions on a dry road surface. The collision occurred at the School Road / Corwen Road junction and involved a motorcycle and a bus. The bus was in the act of turning right and the motorcyclist was passing another moving vehicle on its offside. The collision resulted in serious injuries to the motorcycle rider.
- Collision 2018430319309 occurred on 18th October 2018 at 15:30 in light conditions on a dry road surface. The collision occurred on Corwen Road near its junction with Walnut Way and involved a car and a pedestrian. The car was proceeding normally along the carriageway and the pedestrian (age 0-5) was crossing from the drivers offside, result in slight injuries to the pedestrian.

2.2.3 It is considered that the number, type and severity of the accidents which have occurred are as a result of driver error rather than deficiencies within the highway layout. It is considered that the development proposals would not have a material adverse impact on the existing accident risk of the local highway network.

3 Accessibility by Sustainable Travel Modes

3.1 Overview

3.1.1 This section of the report considers the accessibility of the development by the following modes of transport in order to review the opportunities that will exist for staff and visitors.

- Accessibility by Active Travel – walking and cycling;
- Accessibility Public Transport – bus and train

3.2 Active Travel: Walking & Cycling

3.2.1 Walking is the most important mode of transport at the local level and can replace short car trips for journeys under 2km, which contribute to congestion and pollution, and the need for car parking.

3.2.2 Guidance on walking distances is provided within the IHT document 'Providing for Journeys on Foot' (2000) as summarised below;

Guidelines for PROVIDING FOR JOURNEYS ON FOOT

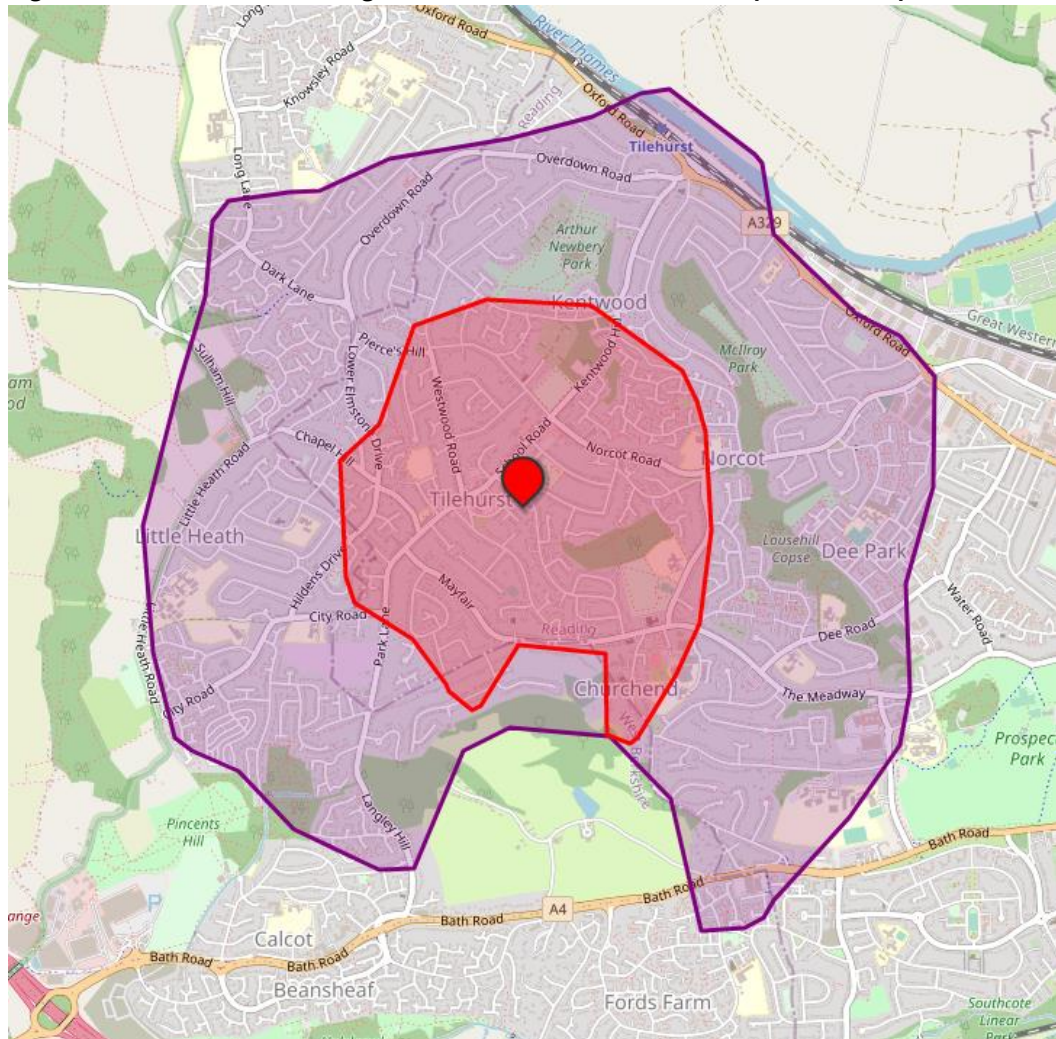
Table 3.2: Suggested Acceptable Walking Distance.

	Town centres (m)	Commuting/School Sight-seeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred maximum	800	2000	1200

3.2.3 Figure 3 (overleaf) identifies 1km / 2km walking isochrones from the site in order to illustrate the general extent of the surrounding area that is considered to be accessible on foot.

Figure 3 – 1km / 2km Walking Isochrones

©OpenStreetMap contributors



3.2.4 As can be seen from Figure 3, Tilehurst town centre is within a 1.0km walking distance of the site, this provides a wide range of retail, commercial, leisure and employment facilities.

3.2.5 It is important to consider the routes that would be taken to get to locations as well as the distance. Department for Transport guidance 'Building Sustainable Transport into New Developments' (2008) gives the following advice:

"The propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating."

3.2.6 In terms of pedestrian infrastructure, all roads in the vicinity of the site have footways on both sides and are street-lit. Dropped kerbs with tactile paving are provided at most crossing points and at the Corwen Road / School Road junction pedestrian islands are present which can be utilised to access the wider street network.

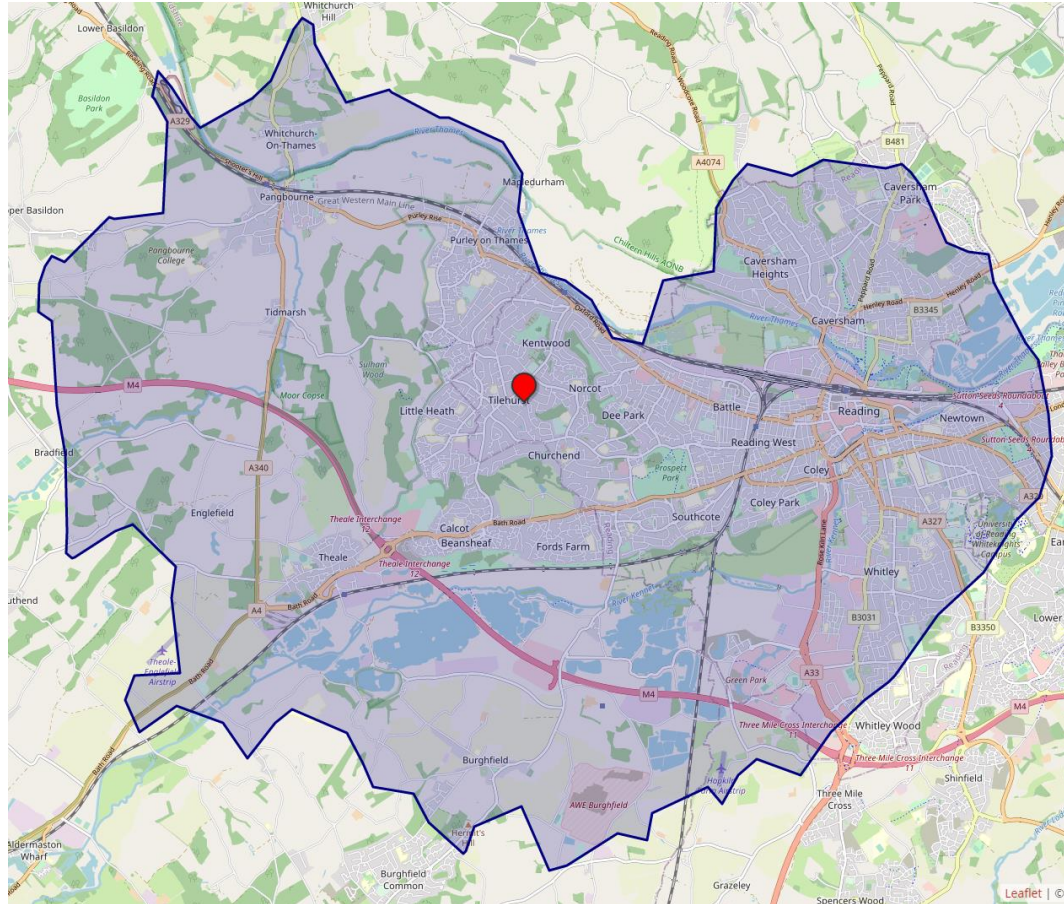
3.2.7 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach. CIHT's Planning for Cycling (2014) states that:

"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips."

3.2.8 Figure 4 illustrates an 8km (5 mile) cycling isochrone from the site and provides a general indication of the extent of the surrounding area which is accessible by cycle and to the extent of designated cycle routes available.

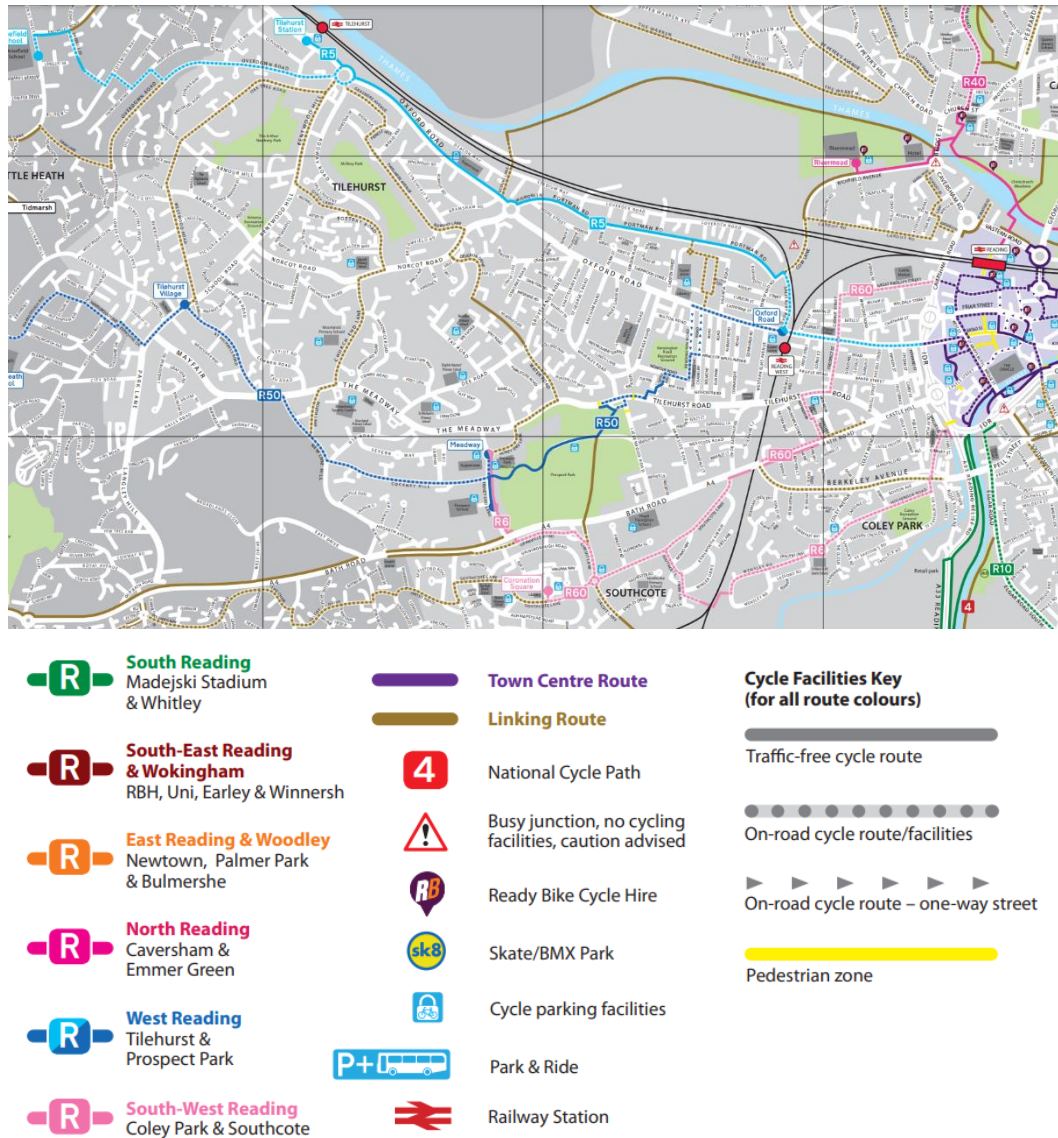
Figure 4 –8km Cycling Isochrone

©OpenStreetMap contributors



3.2.9 Figure 4 indicates that various suburbs of Reading and Reading Town Centre are located within cycling distance. However, as with walking, it is considered that the quality of the available cycle infrastructure is an important factor when it comes to accessibility. Figure 5 shows an extract from Reading cycle map detailing the available cycle infrastructure in the vicinity of the site;

Figure 5 – Extract of Reading Cycle Map



3.2.10 As can be seen, from the extract there are various cycle route within with vicinity of the site and these can be followed to various retails / commercial areas and public transport hubs. Cycle parking facilities are available at various locations. It is therefore considered that there is a realistic prospect that residents can cycle instead of travelling by car.

3.3 Public Transport – Bus and Train

3.3.1 The nearest bus stops to the site are located on Corwen Road within 150m of the centre of the site. Details of the available services are given in Table 1, below:

Table 1 – Bus stop information

Old Pant Road / Coronation Crescent	
Reference	rdgadjt
Direction of travel	Southbound
Distance to stop	Approx 50m
Facilities	Pole stop with timetable
Services	33
Reference	rdgadjw
Direction of travel	Northbound
Distance to stop	Approx 150m
Facilities	Pole stop with timetable
Services	33

3.3.2 A summary of the bus services which operate from these stops is provided below:

Table 2 – Summary of Bus Services

#	Route	Approximate peak frequency		
		Mon-Sat Daytime	Mon-Sat Evening	Sunday
33	Central Reading - Turnham's Farm via Tilehurst Road, Corwen Road, Pierces Hill, Little Heath Road	15 mins	30 mins	30 mins

3.3.3 The information set out in Table 2 demonstrates that the site is accessible via a frequent bus service and therefore residents and visitors have the opportunity to use this mode of transport.

3.3.4 The closest train station to the site is Tilehurst, located approximately 2.0km northeast of the site. This station is managed by Greater Western Railway and provides services to Didcot and London via Reading as well as various local destinations. With trains running in both directions approximately every 30 minutes.

-
- 3.3.5 It is a part time staffed station with ticket counter, ticket machines, toilets, sheltered seating, waiting areas and help points. 10 shelter cycle spaces are also provided at the station and the cycle time from the site takes approximately 10 minutes.

3.4 *Accessibility Summary*

- 3.4.1 In summary it is considered that the site is readily accessible by both active and public transport, providing residents and visitors with the opportunity to travel by sustainable modes and reduce reliance on the private car.

4 Development Proposals and Traffic Impact

- 4.1 This Transport Statement is intended to provide highway and transportation information to support the development of a new three-bedroom dwelling and associated parking adjacent to 4 Alford Close. The proposals also include a single storey extension to the rear of 4 Alford Close. A copy of the proposed plans are attached at **Appendix B**.
- 4.2 Vehicle access to the proposed dwelling will be from Alford Close via a new vehicle crossover. Drawings 300955-001 at **Appendix B** show the potential access point and the swept path of a private car accessing the drive.
- 4.3 Reading Council's 'Revised Parking Standards and Design SPD contains guidance on residential parking standards in the local area; an extract of these standards is provided below.

	Residential Parking Provision			
	Zone 1	Zone 2	Zone 3	Zone 4
Residential				
C3 Retirement Home with Warden (spaces per individual units)	0.5 + 1 space on site for staff	1 + 1 space on site for staff	1 + 1 space on site for staff	1 + 1 space on site for staff
C3 Dwelling Flat 1-2 bed	0.5	1	1.5	1.5
C3 Dwelling Flat 3+ bed	1	1.5	2	2
C3 Dwelling House 1 bed	0.5	1	1	1
C3 Dwelling House 2 bed	1	1	1.5	2
C3 Dwelling House 3 bed	1	2	2	2
C3 Dwelling House 4+ bed	2	2	2	3
Visitor Parking	0	1 space per 10 dwellings (Flats only)	1 space per 4 dwellings (Flats only)	1 space per 4 dwellings (Flats only)
Houses in Multiple Occupation (HMOs)	0.25 per bedroom**	0.25 per bedroom**	0.25 per bedroom**	0.25 per bedroom**

4.4 The guidance also states the following;

‘The above standards for C3 are the required standards. Should a developer require fewer spaces than are set out here then there would need to be demonstration, to the Highway Authority’s satisfaction, that there would be no detriment to highway safety as a result. Under exceptional circumstances the Local Authority will give consideration to a higher level of car parking provision than that which is set out above. This requirement would need to be supported by robust evidence.

This table has been informed by Census data (April 2001, updated March 2007) and will be amended in the light of new data which emerges from the 2011 Census.’

4.5 The site is located within Zone 3 and therefore the Council’s standards required for each property is 2 spaces.

4.6 Data from the 2011 Census, dataset ‘KS404UK – Car or van availability’ has been used to ascertain the car ownership levels of households in Reading 009B, the Lower Super Output Area (LSOA) of the site. The full output and LSOA area are included at **Appendix C**.

Table 3 - Predicted Trip Rates and Resultant Trips

Number of cars or vans in household	Number of Households	Number of Vehicles
1	243	243
2	157	314
3	31	93
4	7	28
total	601	678

4.7 This above assessment shows an average of approximately 1.1 vehicles per household for this area, which is considered representative given the proximity to the town centre and the provision of a high-frequency bus route along Corwen Road.

-
- 4.8 The existing three-bedroom dwelling (No.4) has a garage and a driveway for an additional vehicle and the proposal for the dwelling is a single storey extension to provide a large kitchen / dining area.
- 4.9 The proposed dwelling adjacent to No.4 would also provide a garage and driveway providing two off-street parking spaces. The proposed garage will be 3m x 6m which is the recommended size stated in Manual for Streets. Section 8.0 of the parking standards recommends a garage size of 3m x 7m, which would easily allow for the rear of the garage to accommodate bicycle. However, as can be seen from the site plan, secure sheltered bicycle parking will be provided elsewhere within the curtilage of the property. Furthermore, drawing 300995-001A demonstrates that a car can easily access and park within the garage.
- 4.10 The site is accessible by sustainable travel and cycle parking provision is proposed within the curtilage of the dwelling, thereby promoting the uptake of sustainable travel and reducing car dependency. Both garages will also be fitted with electric vehicle charging point. The proposed parking provisions are therefore considered adequate.
- 4.11 Bins will be stored within boundary of the site in an accessible location so that they can be wheeled to the kerbside on collection days for refuse collection from the public highway.
- 4.12 It is generally accepted, and TRICS data would suggest, that a dwelling would result in a two-way trip rate between 0.5 - 0.8 trips an hour in the typical AM and PM highway peak hours.
- 4.13 Therefore, it is likely that the proposals would result in approximately one additional vehicle every hour in the AM and PM peak periods.
- 4.14 The potential vehicle movements from the development are modest and would not be discernible against normal daily fluctuations in traffic flow. It is therefore considered that there will be no residual cumulative adverse impacts on the local highway network.

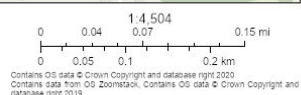
5 Conclusion

- 5.1 Sanderson Associates (Consulting Engineers) Ltd has been appointed by Mr Tim Ridley to provide highway consultancy services to support an application for the erection of a new dwelling adjacent to 4 Alford Close in Tilehurst and minor extension of the principal dwelling.
- 5.2 Vehicle access to the proposed dwelling will be from Alford Close via a new vehicle crossover.
- 5.3 Off-street parking will be provided for the proposed dwelling and based on the details provided in Section 4 it is considered that the proposed level of parking is appropriate for this site.
- 5.4 There are no existing significant clusters or trends of accidents and it is considered that the development proposals would not have a material adverse impact on the existing accident risk of the local highway network.
- 5.5 The site is readily accessible by sustainable modes of travel, including walking, cycling and public transport, providing future residents and other site users with a realistic alternative to travel by private car.
- 5.6 The potential vehicle movements from the development are modest and would not be discernible against normal daily fluctuations in traffic flow. It is therefore considered that there will be no residual cumulative adverse impacts on the local highway network.
- 5.7 This Transport Statement has demonstrated that the residual cumulative impacts of the development in transport terms are not severe and therefore, in the context of NPPF paragraph 111, the development should not be refused on transport grounds.

APPENDIX A
Crashmap Reports

Area : 30,869.02 m²

May 6 2022 9:53:33 British Summer Time



Summary

Name	Count	Area(m²)	Length(m)
Crashes	2	N/A	N/A

Crashes

#	Carriageway_Hazards	Severity	Officer_Attended	Accident_DateTime	Year	Number_of_vehicles	Number_of_casualties	Easting
1	None	Slight	Police officer attended crash scene	October 18, 2018	2018	1	1	466934
2	None	Serious	Police officer attended crash scene	August 20, 2018	2018	2	1	466828

#	Northing	Highway_Authority	Road_Number	Weather_conditions	Road_Type	Road_surface	Speed_Limit	Light_conditions
1	173687	Reading	U0	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights
2	173754	Reading	U0	Fine without high winds	Single carriageway	Dry	30	Daylight: regardless of presence of streetlights

#	Junction_detail	Pedestrian_Crossing	Involved_pedalcycle	Involved_Motorcycle	Pedestrian_casualty	Child_casualty	Pedal_cycleuser_casualty	Motorcycle_user_casualty
1	T or staggered junction	No physical crossing facility within 50 metres	0	0	1	1	0	0
2	T or staggered junction	No physical crossing facility within 50 metres	0	1	0	0	0	1

#	Involved_car	Involved_goodsvehicle	Involved_Bus	Involved_young_driver	Local_Authority_District	Junction_control	Is_Provisional	Is_Amended	Web_Link	Count
1	1	0	0	0	Reading Borough	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2018430319309	1
2	0	0	1	0	Reading Borough	Give way or uncontrolled	No	No	https://www.crashmap.co.uk/reports/proreportservice?reportId=2018430255882	1

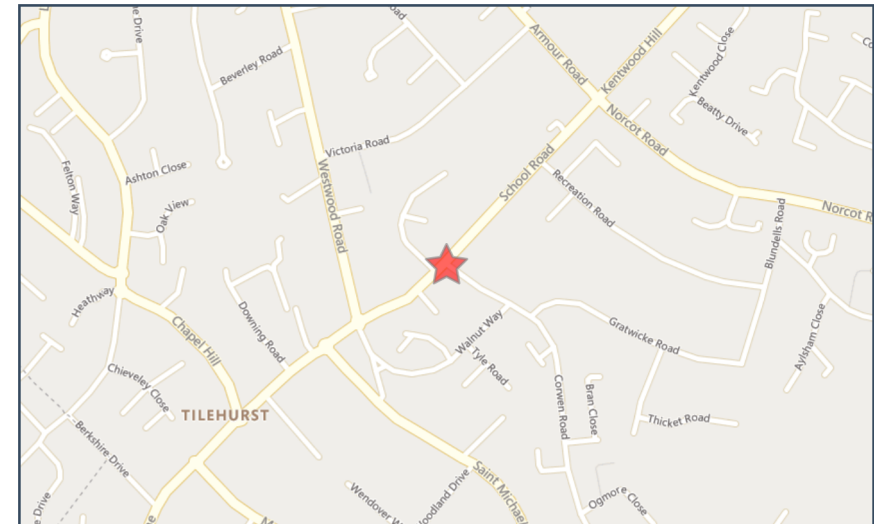


crashmap.co.uk

Validated Data

Crash Date: Monday, August 20, 2018 **Time of Crash:** 3:54:00 PM **Crash Reference:** 2018430255882

Highest Injury Severity:	Serious	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Reading	Number of Vehicles:	2	OS Grid Reference:	466828 173754
Local Authority:	Reading Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Motorcycle over 500cc		5 Male	Over 75	Vehicle is passing another moving vehicle on its offside	Front	Unknown	None	None
2	Bus or coach (17+ passenger seats)		1 Male	46 - 55	Vehicle is in the act of turning right	Offside	Journey as part of work	None	Tree

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	Over 75	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

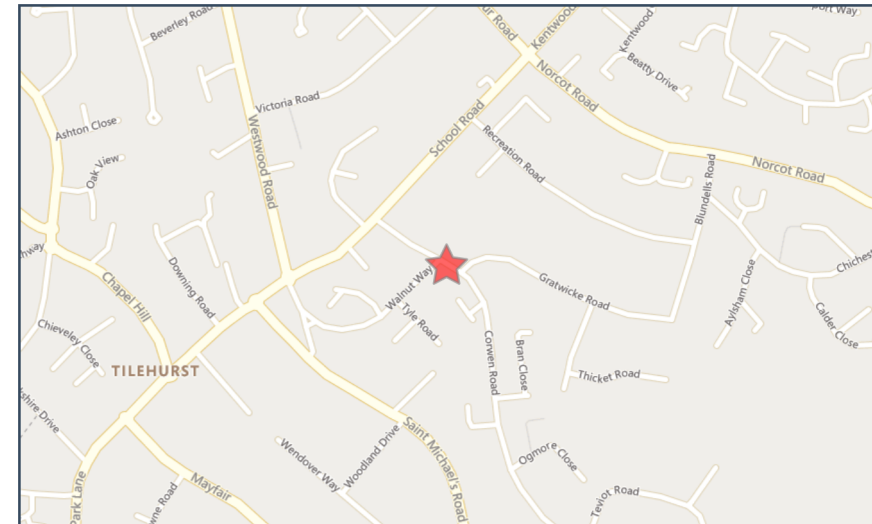


crashmap.co.uk

Validated Data

Crash Date: Thursday, October 18, 2018 **Time of Crash:** 3:30:00 PM **Crash Reference:** 2018430319309

Highest Injury Severity:	Slight	Road Number:	U0	Number of Casualties:	1
Highway Authority:	Reading	Number of Vehicles:	1	OS Grid Reference:	466934 173687
Local Authority:	Reading Borough				
Weather Description:	Fine without high winds				
Road Surface Description:	Dry				
Speed Limit:	30				
Light Conditions:	Daylight: regardless of presence of streetlights				
Carriageway Hazards:	None				
Junction Detail:	T or staggered junction				
Junction Pedestrian Crossing:	No physical crossing facility within 50 metres				
Road Type:	Single carriageway				
Junction Control:	Give way or uncontrolled				



For more information about the data please visit: www.crashmap.co.uk/home/Faq
To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services



Validated Data

Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Maneuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	15	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Unknown	None	None

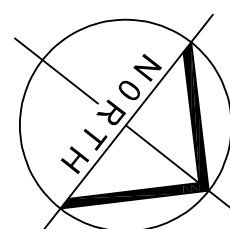
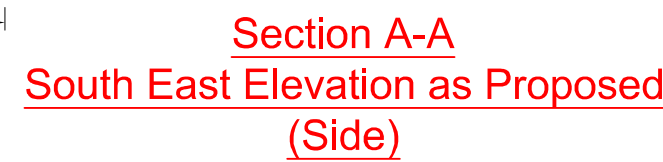
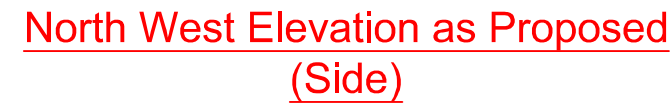
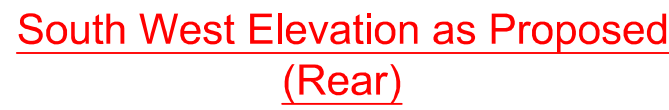
Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Pedestrian	Male	0 - 5	In carriageway, crossing elsewhere	Crossing from driver's offside

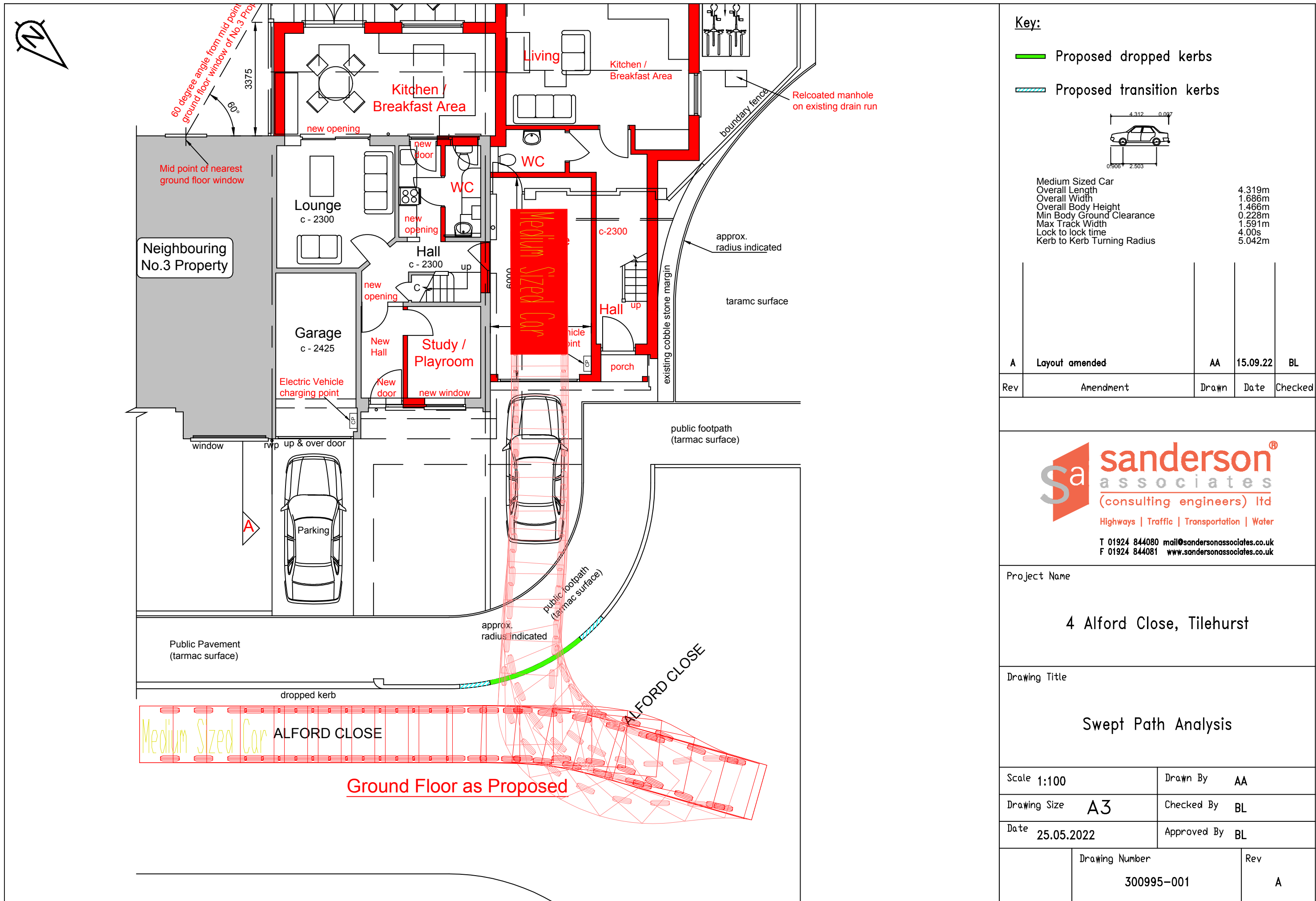
For more information about the data please visit: www.crashmap.co.uk/home/Faq

To subscribe to unlimited reports using CrashMap Pro visit www.crashmap.co.uk/Home/Premium_Services

APPENDIX B
Proposed Site Layout Plan
Drawing 300995-001A



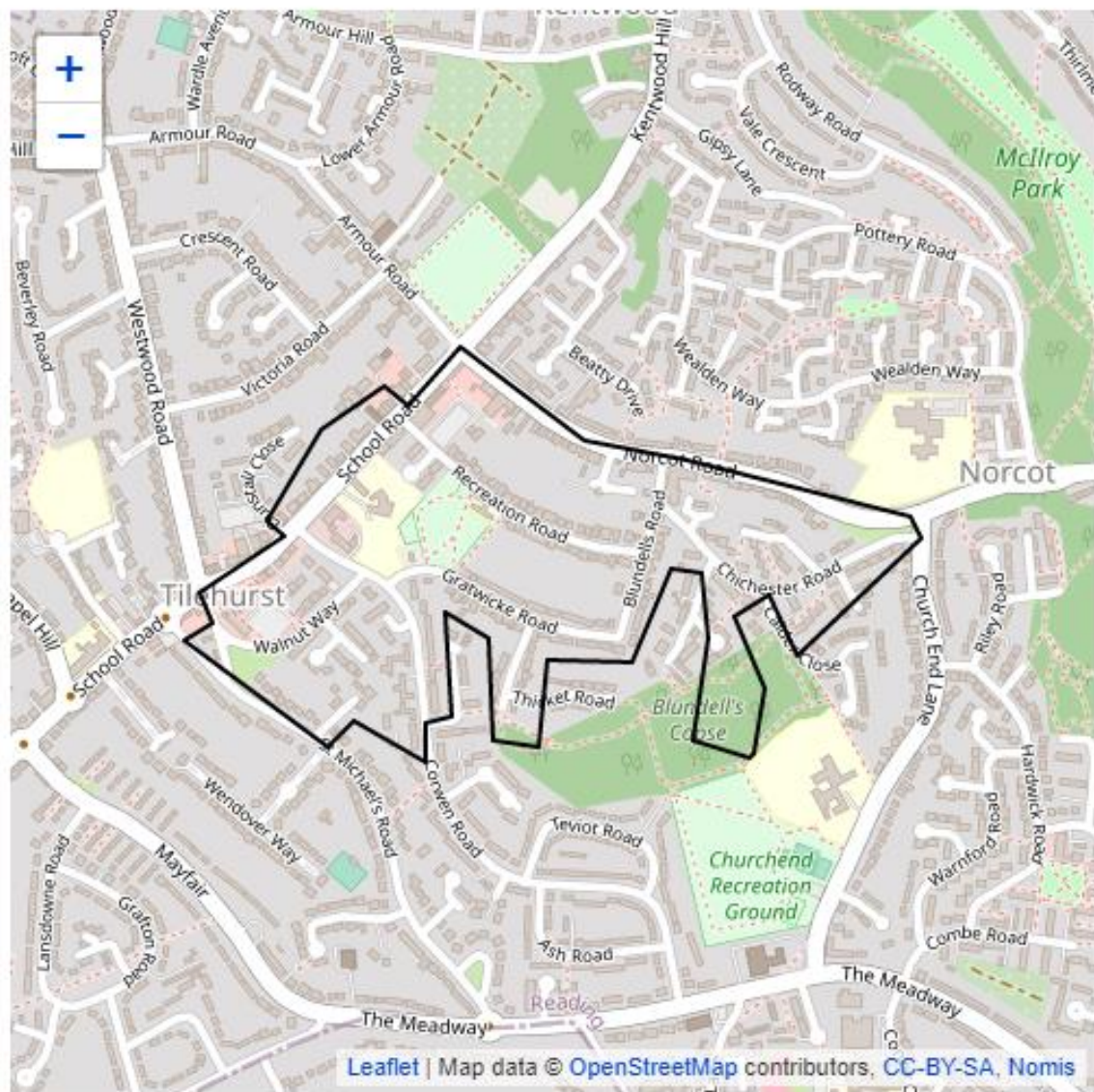
A1 Sheet



APPENDIX C

Car Ownership and LSOA area

Map of E01016433 : Reading 009B

[Close](#)

KS404EW - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 26 May 2022]

population	All households; All cars or vans
units	Households
area type	2011 super output areas - lower layer
area name	E01016433 : Reading 009B
rural urban	Total

Cars	2011
1 car or van in household	243
2 cars or vans in household	157
3 cars or vans in household	31
4 or more cars or vans in hous	7

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.