



# Highway Planning Ltd

Highways & Transportation Consultants

**LAND AT CORNER OF  
DOWNING ROAD AND SCHOOL ROAD,  
TILEHURST,  
READING**

**CHESTERS PLACE LTD**

**TRANSPORT STATEMENT**

**JANUARY 2022**

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## 1.0 INTRODUCTION

- 1.1 Highway Planning Ltd has been appointed by Chesters Place Ltd to provide highway advice in respect of the proposed development of land at the corner of Downing Road and School Road, Tilehurst.
- 1.2 The site was the subject of application 211276 for the construction of a Class E unit plus 4 flats. The application was refused for various planning reasons which did not include any concerns on the highway aspects of the proposals.

## 2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

- 2.1 The site is located on the north side of the junction of School Road and Downing Road. The site comprises an undeveloped area that has been used as an advertising site. The site is adjacent to the defined Tilehurst Triangle district centre as shown on the following extract from the Local Plan Proposals map.





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- 2.2 School Road (with Park Lane and Kenwood Hill) forms part of the local distributor road network that passes through the centre of Tilehurst. In the vicinity of the site School Road is a single carriageway road that is subject to a 30mph speed limit. On-street parking is restricted by double red lines with the exception of limited stay parking bays which operate Monday to Saturday from 8am to 6.30pm when parking is available for 30 minutes.
- 2.3 Downing Road provides access to Park Lane Primary School. On-street parking is restricted by double red lines at the junction with School Road and by single yellow lines and the usual yellow zig-zag lines in the vicinity of the frontage of the school. The age and style of the dwellings in Downing Road mean that on-street parking is in high demand with few properties having off-road parking facilities.
- 2.4 The Tilehurst Triangle district centre provides a range of local facilities and retail premises. The defined boundary of the district centre abuts the site. Public transport is available at bus stops within the district centre including stops to the south west of the School Road/Downing Road junction and a 74m walk distance from the site. The stops serve routes 15/15a Sky Blue and 17 Purple. Most stops have covered seating and Real Time Information systems. Route 15/15a Sky Blue provides a 30 minute frequency between Calcot, Tilehurst and the town centre. Route 17 Purple provides a 10 minute frequency between Tilehurst, the town centre and Earley.
- 2.5 Advice on accessibility and walking distances is set out within the CIHT's document "*Guidelines for Providing Journeys on Foot*" which recommends the following walking distances.



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|                      | <b>Town<br/>Centres (m)</b> | <b>Commuting/<br/>School (m)</b> | <b>Elsewhere (m)</b> |
|----------------------|-----------------------------|----------------------------------|----------------------|
| Desirable            | 200                         | 500                              | 400                  |
| Acceptable           | 400                         | 1000                             | 800                  |
| Preferred<br>maximum | 800                         | 2000                             | 1200                 |

2.6 The site is located well within the “Desirable” walking distances recommended by the CIHT publication and must therefore be considered to be highly accessible. The site is also with the Preferred Maximum walking distance of Tilehurst station which is 1.9km from the site.

2.7 The proposed development comprises the construction of a building containing a retail unit on the ground floor (approximately 85m<sup>2</sup>) and 4 flats (2 x 1 bed and 2 x 2 bed) with the provision of 2 car parking spaces with access onto Downing Road.

### **3.0 HIGHWAY AND TRANSPORTATION CONSIDERATIONS**

3.1 The highway considerations for the proposed development relate to the following:

- Car parking requirements
- Access arrangements

3.2 These issues will be considered in detail below.



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**Car Parking Requirements**

3.3 The adopted parking standards are set out within the “Parking Standards and Design” SPD adopted in 2011. The SPD applies a zonal approach to assessing parking requirements and the site is located within Zone 3 which is described as the Secondary Core Area.

3.4 The standards within the SPD for the proposed development are:

|                               |                              |
|-------------------------------|------------------------------|
| Retail                        | 1 space per 30m <sup>2</sup> |
| Residential – 1 & 2 bed flats | 1.5 spaces                   |

3.5 The retail standard is a “maximum” requirement and is not appropriate for a small unit being created adjacent to the defined district centre. Customers for the new retail unit will also be making “linked trips” with the rest of the district centre. If specific parking was to be provided for the new unit it would be contrary to transport policy which seeks to encourage non-car travel and would not be an efficient use of land within a highly accessible location. As part of the assessment of the previous proposals the Council accepted that the site was located in a *district centre with a good level of public transport with numerous bus services, access to public car parks as well as time limited and loading on street bays within the area that can accommodate staff and customers*. As such, no parking is required for the commercial unit.

3.6 The residential parking standards require the provision of  $4 \times 1.5 = 6$  spaces. The development scheme includes the provision of 2 spaces. The notes that accompany the residential parking standards state,

*“The above standards for C3 are the required standards. Should a developer require fewer spaces than are set out here then there would*



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*need to be demonstration, to the Highway Authority's satisfaction, that there would be no detriment to highway safety as a result."*

3.7 Paragraph 105 of the NPPF, which post-dates the adoption of the Parking SPD, requires parking standards to relate to:

- Accessibility,
- Type, mix and use of the development,
- Availability of public transport,
- Local car ownership levels,
- The need to accommodate charging points for EV and ultra-low emission vehicles,

3.8 There is no doubt that the site is within a highly accessible location with very good public transport availability. The type and mix of the (residential) development comprise 4 small flats including 2 1-bed units. These flats will be likely to generate a low demand for parking.

3.9 Paragraph 105 requires a consideration of local car ownership levels. The data available on car ownership are contained within the 2011 Census which recorded the level of car ownership at that time. It does not reflect changes in ownership levels over the past 10 years nor does it look forward to how the application of transport policy can influence travel behaviour and car ownership.

3.10 Included in **Appendix 1** is the data from the 2011 Census for "Travel to Work". This shows that 36.7% of employed residents in this area travelled to work without driving a car. This underlines the accessible nature of the location. In considering the previous proposals the Council's transport officer accepted that car ownership data for the location justified a reduction in parking to below what is recommended by the adopted **maximum** standards.



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- 3.11 The SPD requires that there must be justification that a reduction in residential parking provision would not result in a detrimental impact to highway safety. In theory, the parking provision of 2 spaces is a shortfall of 4 spaces. It is unlikely that this minor shortfall would result in an “unacceptable impact on highway safety” as required by paragraph 109 of the NPPF. On-street parking is heavily controlled in the vicinity and occupiers of the new flats will be aware of the parking conditions in the vicinity when they view the flats with the prospect of purchase or rental.
- 3.12 In support of the level of parking proposed, the development will include secure cycle parking for 4 cycles which exceeds the 0.5 cycles per 1 & 2 bed flat that is required by the SPD. If required, the proposed parking spaces can include the provision of infrastructure for EV charging points. This is a matter that can be secured by condition.

### ***Site Specific Issues***

- 3.13 The proposed site layout shows how the development will include the provision of a new crossover to Downing Road to provide access to the 2 parking spaces. The crossover will be a minimum of 14m from the Stop Line of the junction onto School Road.
- 3.14 In recognition of the proximity to the school, the parking spaces have been arranged to ensure that 2m x 2m pedestrian visibility splays will be available at either end of the site frontage.
- 3.15 Driver visibility is available over the existing footway which is a minimum of 2.0m wide across the site frontage. Immediately to the north west of the site frontage is a kerb build out that creates a gateway effect on the approach to the school. This assist in ensuring



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that there will be clear intervisibility between drivers on Downing Road and drivers in cars exiting the proposed parking area.

- 3.16 The carriageway of Downing Road is approximately 7.2m wide across the site frontage with on-street parking prohibited by the double red lines. This means that here will always be adequate space for cars to enter and leave the proposed parking spaces without causing interference to vehicles using Downing Road.
- 3.17 The site layout shows that bins will be stored within the undercroft area with easy access on collection days.
- 3.18 Some concerns were raised by local residents in respect of how the development could impact on Downing Road. The Officers report for the previous application states,

*"In response to neighbouring comments, there was concern over how the proposal would relate to the 'School Street' initiative that has been adopted on Downing Road. This involves Downing Road being closed to traffic at certain times of the day for the benefit of the primary school. Further traffic on the School Street, given its designation, was considered to undermine the initiative. It was also confirmed by the Transport Officer that due to the size of the scheme, traffic generation there would be 20 vehicle movements over the course of the day for the 4 parking spaces, there would be a limited amount of movements within the school peak periods and the numbers would not be a significant increase that would warrant a refusal. With regards to movements of vehicles entering and exiting the undercroft (particularly when reversing) and proximity to junction with children crossing where the undercroft would be, there is a gap between the vehicle access point and the crossing point. Pedestrian visibility has been provided and therefore there would be no conflict between vehicles accessing*



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*and egressing the parking spaces with pedestrians crossing at the "build out", this is coupled with the low level of movements generated by the development. Pedestrian visibility splays have also been provided at the crossing and been deemed acceptable and safe by the Transport Officer."*

- 3.19 As the revised proposals will include 2 parking spaces (as opposed to 4 spaces previously) the level of traffic activity that the development will generate will be correspondingly reduced.

#### **4.0 CONCLUSIONS**

- 4.1 The site is situated adjacent to the defined district centre boundary and in a highly accessible location. There is a wide range of facilities and destinations that are accessible on foot. Public transport is less than a 1 minute walk from the site. The Council considers *"...a further commercial (Class E) / residential building (C3) in an established area comprising of retail/ residential units would be a complementary and well-integrated addition in pure land use terms."*
- 4.2 The location of the site, the type of accommodation proposed and the availability of public transport all indicate that car parking below the adopted standards is appropriate and in line with National and Local transport policy.
- 4.3 The layout of the development will not have an unacceptable impact on highway safety, especially pedestrians.
- 4.4 Overall, there are no highway related reasons why the development should not receive planning permission.



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## **APPENDIX 1**

## QS701EW - Method of travel to work

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|             |                                       |
|-------------|---------------------------------------|
| population  | All usual residents aged 16 to 74     |
| units       | Persons                               |
| area type   | 2011 super output areas - lower layer |
| area name   | E01016431 : Reading 005D              |
| rural urban | Total                                 |

| Method of Travel to Work                 | 2011  |
|------------------------------------------|-------|
| All categories: Method of travel to work | 1,147 |
| Work mainly at or from home              | 49    |
| Underground, metro, light rail, tram     | 0     |
| Train                                    | 36    |
| Bus, minibuss or coach                   | 83    |
| Taxi                                     | 3     |
| Motorcycle, scooter or moped             | 5     |
| Driving a car or van                     | 535   |
| Passenger in a car or van                | 50    |
| Bicycle                                  | 22    |
| On foot                                  | 62    |
| Other method of travel to work           | 0     |
| Not in employment                        | 302   |