



Reading Borough Council

LAND AT NORTH STREET, READING

Transport Statement





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Transport Statement

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1 INTRODUCTION

1.1 BACKGROUND

- 1.1.1. WSP has been appointed by Reading Borough Council to prepare a Transport Statement in support of a planning application for a proposed residential development at North Street, Reading.

1.2 EXISTING SITE OVERVIEW

- 1.2.1. The site is located in close proximity to Reading town centre, approximately 400m to the west of Reading railway station. The site is currently vacant land, but was previously occupied by the Reading Family Centre.
- 1.2.2. The site is bound to the north by Reading Ambulance Station, to the east by North Street, to the south by Weldale Street, and to the west by the Burford Court residential apartment block. The site location is shown on **Figure 1.1**.

1.3 DEVELOPMENT PROPOSALS

- 1.3.1. The development proposals comprise of 41 apartments, consisting of:
- § 19 x 1-bedroom apartments;
 - § 21 x 2-bedroom apartments; and
 - § 1 x 3-bedroom apartments.
- 1.3.2. It is proposed to provide nine car parking spaces which will be accessed via North Street. It is also proposed to provide 22 cycle parking spaces.
- 1.3.3. A detailed description of the development proposals is provided in **Chapter 6** of this report.

1.4 PLANNING HISTORY

- 1.4.1. At the site there have been two recent applications which have been granted planning permission on 12th March 2019 (app refs 181652 & 181653). These applications proposed to provide 47 apartments consisting of a mix of one, two and three- bedroom units with variations in the level of affordable housing type.

1.5 SCOPING

- 1.5.1. A pre-application scoping letter was submitted to Planning Officers at Reading Borough Council. A response was received on 3rd July 2019 and the relevant points are as follows:
- § The development proposals include a total of 9 parking spaces. Given the site's close proximity to the centre of Reading, and its easy access to public transport connections and the facilities within the town centre, it is considered that the site is located in a sustainable location. Therefore, a reduction in the residential parking provision [i.e. 9 spaces] will not lead to on-street parking being detrimental to road safety and is acceptable;
 - § The development must provide at least one Electric Vehicle Charging Point; and
 - § Cycle parking should be provided in line with the Council's adopted Parking Standards and Design SPD Section 5.

1.6 STRUCTURE OF THE REPORT

1.6.1. The remainder of this report is structured as follows:

- § Chapter 2: Baseline Conditions – Local Highway Network;
- § Chapter 3: Baseline Conditions – Sustainable Transport Network;
- § Chapter 4: Baseline Conditions – Connectivity;
- § Chapter 5: Planning Policy Review;
- § Chapter 6: Development Proposals;
- § Chapter 7: Trip Assessment;
- § Chapter 8: Impacts on Local Highway Network;
- § Chapter 9: Impacts on Sustainable Transport Network; and
- § Chapter 10: Summary and Conclusion.

2 BASELINE CONDITIONS – LOCAL HIGHWAY NETWORK

2.1 INTRODUCTION

- 2.1.1. This Chapter provides a description of the existing highway conditions in the vicinity of the site, including a review of the local highway network and also highway safety.
- 2.1.2. The location of the site in context to the local highway network is shown on **Figure 2.1**.

2.2 EXISTING VEHICLE ACCESS

- 2.2.1. The site is currently accessible via North Street on the east of the site.

2.3 LOCAL HIGHWAY NETWORK

- 2.3.1. The site is bound to the east by North Street and to the south by Weldale Street.

North Street

- 2.3.2. North Street is of a north-south alignment and bounds the east of the site. North Street is a single carriageway and is subject to a 30mph speed limit.
- 2.3.3. North Street is approximately 95m in length and provides vehicular access to the site, a number of small industrial units, and to Reading Ambulance Station.
- 2.3.4. There are double yellow lines on both sides of the carriageway and pedestrian refuge islands located at on the north and south of the street.
- 2.3.5. To the north, North Street forms the minor arm of a simple T-Junction with Great Knollys Street. To the south, North Street forms the minor arm of a simple T-Junction with Weldale Street.
- 2.3.6. A traffic survey at North Street was undertaken in the Transport Statement that was submitted as part of the previously consented application (ref 181652). The traffic survey recorded vehicle flows along North Street. This is summarised in **Table 2.1**.

Table 2.1 Traffic Flows on North Street

	Northbound	Southbound
AM Peak (08:00-09:00)	56	6
PM Peak (17:00-18:00)	40	18

- 2.3.7. The above table demonstrates that only 62 & 58 vehicles travel along North Street during the AM and PM peak hours respectively, which is considered low.

Weldale Street

- 2.3.8. Weldale Street is of an east-west alignment and bounds the south of the site. Weldale Street is a single carriageway and is subject to a 30mph speed limit.
- 2.3.9. The majority of Weldale Street is subject to a single yellow line controlled parking zone on Monday - Saturday 8am-6.30pm. To the south of the site a 50m section of Weldale Street is a controlled on-street parking bay which operates as a max stay of two hours on Monday to Saturday 8am-6.30pm.

- 2.3.10. Weldale Street provides vehicular access to a number of residential units, industrial units and an Iceland Supermarket. The west of Weldale Street has been stopped-up and is only accessible for emergency vehicles, and the east of Weldale Street forms the minor-arm of a priority junction with Caversham Road. At the junction with Caversham Road, Weldale Street is restricted to left-in and left-out only movements.

Great Knollys Street

- 2.3.11. Great Knollys Street of an east-west alignment and forms the major-arm of a simple T-Junction with North Street. Great Knollys Street is a single carriageway and is subject to a 30mph speed limit.
- 2.3.12. Great Knollys Street is subject to double yellow lines along the majority of the carriageway, with an on-street controlled parking bay of approximately 90m located on the eastbound side of the carriageway and a 30m on-street controlled parking bay located on the westbound side of the carriageway.
- 2.3.13. Great Knollys Street provides vehicular access to a number of residential units, Reading Farmers' Market, and Reading Buses depot. The west of Great Knollys Street has been stopped-up and is only accessible for emergency vehicles, and the east of Great Knollys Street forms the minor-arm of a simple priority junction with Caversham Road.

A329 Caversham Road

- 2.3.14. The A329 Caversham Road is of a north-south alignment and forms part of the Inner Distribution Road (IDR) which loops around Reading town centre. The A329 is a dual carriageway and is subject to a 30mph speed limit.
- 2.3.15. To the north, the A329 leads to Vastern Road and the A4155. To the south, the A329 joins the A33. The A33 continues south to provide access to the M4 Junction 11.

2.4 HIGHWAY SAFETY

- 2.4.1. A review of Personal Injury Collision Data (PIC) for the local highway network surrounding the site has been conducted for the five-year period from 01/01/2013 to 31/12/2017.
- 2.4.2. The severity of PICs are categorised as either 'slight', 'serious' or 'fatal', with the following definitions:
- § Fatal: Death occurring as a consequence of the collision and within 30 days of the collision;
 - § Serious: An injury for which a person is detained in hospital as an "in-patient", or where they suffer any of the following injuries (whether or not they are detained in hospital): fractures, concussion, internal injuries, crushing's, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the accident;
 - § Slight: A minor injury, such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.
- 2.4.3. Personal Injury Collisions within vicinity of the site are displayed in **Figure 2.2**. It can be seen that one slight collision occurred at the Greet Knollys Street / North Street priority junction, one slight collision occurred on Greet Knollys Street, and two slight collisions and a fatal collision have occurred at the Great Knollys Street / Caversham Road junction.

- 2.4.4. The slight collision at the Greet Knollys Street / North Street priority junction occurred in October 2014 and involved two vehicles and one casualty. The slight collision on Greet Knollys Street (approximately 100m to the east of the North Street junction) occurred in March 2016 and involved two vehicles and one casualty.
- 2.4.5. The two slight collisions at the Great Knollys Street / Caversham Road signal controlled junction occurred in April 2015 and October 2017 and both involved two vehicles and one casualty.
- 2.4.6. The fatal collision that occurred at the Great Knollys Street / Caversham Road junction occurred in October 2017 and involved one vehicle and two casualties. Of the two casualties, one was fatal. It is reported that two pedestrians collided with a bus as they crossed the signal controlled junction.

3 BASE CONDITIONS – SUSTAINABLE TRANSPORT NETWORK

3.1 INTRODUCTION

- 3.1.1. This Chapter considers the accessibility of the site via sustainable modes of travel, including walking, cycling and public transport.

3.2 WALKING AND CYCLING

Site Access

- 3.2.1. The footway on North Street bounds the east of the site and dropped kerbs are located at the existing vehicular site access.

North Street

- 3.2.2. North Street bounds the east of the site and is of a north-south alignment. There are continuous footways and street lighting located on both sides of North Street. The footways on North Street lead north to join the footways on Great Knollys Street. At the junction with Great Knollys Street there is a pedestrian refuge island that links the footways on both sides of North Street.
- 3.2.3. The footways on North Street also lead south to join the footways on Weldale Street. At the junction with Weldale Street there is a pedestrian refuge island that links the footways on both sides of North Street.

Weldale Street

- 3.2.4. Weldale Street bounds the south of the site and is of an east-west alignment. There are continuous footways and street lighting located on both sides of Weldale Street. The footways on Weldale Street lead west to join the footways on Caroline Street. The footways on Weldale Street also lead east to join the footways on Caversham Road.
- 3.2.5. To the south of the North Street / Weldale Street junction, there is a footpath of a north-south alignment that leads to the footway on Chatham Street.

Great Knollys Street

- 3.2.6. Great Knollys Street is of an east-west alignment and is located approximately 65m to the north of the site. There are continuous footways and street lighting located on both sides of Great Knollys Street.
- 3.2.7. The footway on Great Knollys Street leads west to Civitas Academy (primary school) and to a large residential area. The footway on Great Knollys Street leads east to join the footway on Caversham Road.
- 3.2.8. The Caversham Road / Great Knollys Street junction is signal controlled and there are signal controlled crossings with pedestrian refuge islands located on the Caversham Road and Great Knollys Street arms of the junction.

Caversham Road

- 3.2.9. There are footways located on both sides of Caversham Road. Pedestrians that would route from the site to Reading town centre would cross Caversham Road at the signal controlled junction at Great Knollys Street or could cross Caversham Road at the zebra crossings located at the Caversham Road / Friar Street roundabout.

Cycle Provision

- 3.2.10. The cycle network in Reading connects the town's major public facilities, employment and leisure areas. The cycle network is split into seven colour coded routes from the town centre to the wider urban area of Reading and a circular route around the town centre.
- 3.2.11. To the north of the site, the cycle route R6 / R60 runs on Great Knollys Road and provides access to the Cattle Market. The cycle route R6 / R60 leads east to join the Reading Town Centre circular cycle route at Caversham Road.
- 3.2.12. The National Cycle Network Routes 4 and 5 pass through Reading. Route 4 runs along the river Kennet to the east of the site and route 5 runs along the River Thames to the north of the site. From the site, cyclist would be able to access route 4 via routing south on Caversham Road and following the Inner Distribution Road to Willow Street. From the site, cyclist would be able to access route 5 via routing north on Caversham Road and following the Inner Distribution Road to Vastern Road
- 3.2.13. The Readybike bike hire scheme operates in Reading and has 29 docking stations throughout the town. The closest location to the site is at Reading Station. Other key docking stations are located at Broad Street and Town Hall Square, Thames Valley Business Park, The University of Reading, Whitley, and Green Park.

3.3 PUBLIC TRANSPORT

Bus Service

- 3.3.1. The nearest bus stop to the site is located on Oxford Road, approximately 375m (4-minute walk). Friar Street bus stop and Reading train station bus stops are also located within walking distance of the site. The key bus services have been summarised in **Table 3.1** below.

Table 3.1 Summary of Local Bus Services

Service	Operator	Route	Direction	Day	First/Last	Approximate Frequency
1 / jetblack	Reading Buses	Newbury - Thatcham - Theale - Reading	Reading	Mon-Sat	05:53 / 23:35	Every 30mins
				Sun	08:40 / 20:05	Hourly
			Newbury	Mon-Sat	05:07 / 22:42	Every 30mins
				Sun	07:20 / 18:45	Hourly
2/2A	Reading Buses	Central Reading - Mortimer	Reading	Mon-Sat	05:57 / 00:13	Every 30mins
				Sun	09:48 / 19:49	Hourly
			Mortimer	Mon-Sat	04:55 / 23:25	Every 30mins

				Sun	09:01 / 19:01	Hourly
15/15A	Reading Buses	Calcot - Tilehurst - Dee Park - Central Reading	Reading	Mon-Sat	05:53 / 00:07	Every 20mins
				Sun	08:07 / 00:00	Every 30mins
			Calcot	Mon-Sat	05:03 / 23:03	Every 30mins
				Sun	07:49 / 23:18	Every 30mins
16	Reading Buses	Purley - Oxford Road - Central Reading	Reading	Mon-Sat	06:14 / 00:13	Every 30mins
				Sun	08:23 / 00:13	Every 20mins
			Purley	Mon-Sat	05:25 / 23:25	Every 20mins
				Sun	07:25 / 23:25	Every 30mins
17	Reading Buses	Wokingham Road - Reading - Tilehurst	Tilehurst	Mon-Sat	04:15 / 03:15	Every 10 - 15mins
				Sun	07:01 / 03:15	Every 10 - 15mins
			Wokingham Road	Mon-Sat	04:43 / 03:43	Every 10 - 15mins
				Sun	07:35 / 03:42	Every 10 - 15mins

- 3.3.2. It should also be noted a coach service also operates from Reading Train Station to Heathrow Airport every 20minutes between 0400-2300 Monday to Saturday and to a reduced timetable on Sunday.

Rail Service

- 3.3.3. Reading Railway Station is located approximately 400m to the northeast of the site. Pedestrians would be able to access the station via Great Knollys Street and either Tudor Road or Stanshawe Road.
- 3.3.4. Reading Railway Station is a major interchange station, with three major train operating companies GWR, South West Trains and Cross Country providing services to destinations such as London Paddington, Basingstoke, Gatwick Airport, Bristol, Birmingham, Manchester, Southampton, Brighton.
- 3.3.5. A summary of key rail services from Reading Railway Station has been shown in **Table 3.2** below.

Table 3.2 Summary of Key Rail Services

Destination	Journey Time	Frequency & First / Last Mon-Sat	Frequency & First / Last Sunday
London Paddington	Approx. 1hr	Every 10 mins. 04:12-01:15	Every 10 mins. 06:20-23:42
Bristol	Approx. 1hr 15min	Every 30 mins. 05:42-00:05	Every 30 mins. 08:39-00:20
Birmingham	Approx. 1hr 37min	Every 30 mins. 06:15-21:46	Hourly 09:11-21:41
Southampton	Approx. 55min	Every 30 mins 07:52-22:52	Every 30 mins 09:52-21:52

- 3.3.6. It should be noted that Reading will also benefit from the Elizabeth Line (previously known as Crossrail) which is due to open between October 2020 and March 2021. It is expected that there will be two trains an hour from Reading and passengers will be able to travel into, and beyond, central London without the need to change at Paddington.

4 BASELINE CONDITIONS – CONNECTIVITY

4.1 INTRODUCTION

- 4.1.1. This section of the report considers the accessibility of the site to key local amenities that will be of use to future residents of the development.
- 4.1.2. The Institution of Highways and Transportation (IHT) published guidelines on suggested acceptable walking distances in Providing for Journeys on Foot (2000). It states that “The average length of a walk journey is 1km (0.6miles) and that this differs little by age or sex remaining constant since 1975/76”.
- 4.1.3. The IHT Guidance acknowledges that “acceptable” walking distances will vary between individuals and circumstances. However, Table 3.2 of the document sets out suggested acceptable walking distances for pedestrians without mobility impairment. These identify “desirable”, “acceptable” and “preferred maximum” distances (as reproduced in the table below) that are typically greater than those set out in RPG10. **Table 4.1** below summarises the IHT Guidance.

Table 4.1 Suggested Acceptable Walking Distance (IHT Providing for Journeys on Foot; Table 3.2)

	Town Centre (m)	Commuting / School (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

- 4.1.20. These differences in the propensity to walk by journey purpose may relate to individuals being more willing to walk further on foot to locations they have the greatest need to reach and/or where longer may be spent upon arrival (e.g. work or school).

4.2 ACCESSIBILITY ASSESSMENT

- 4.2.1. An accessibility study has been undertaken to establish what facilities and amenities are available in the local area. The walk/cycle distances from the development to these facilities have been measured using existing footways, foot/cycle paths, footbridges and local roads (in case of cyclists).
- 4.2.2. The time required to walk to the facility has been based on an average walk speed of 1.4m/s (approximately 3 miles per hour), as recommended in the CIHT guidelines ‘Providing for Journeys on Foot’. The time required to cycle to a facility/amenity has been based on a “comfortable cycle speed” of 4.44 metres per second (10 miles per hour) as suggested in Sustrans’ Cycle Friendly Employers’ Information Sheet.
- 4.2.3. **Table 4.2** provides a summary of the local facilities and amenities and their respective distance, as well as the walk and cycle time from the proposed development. The distance from the site to the facility/amenity has been measured from the centre of the proposed site.
- 4.2.4. For reference, **Figure 4.1** shows the all facilities and amenities within walking distance from the site.

Table 4.2 Summary of local facilities and their distance, walk/ cycle time from the site

Type of Amenity	Name	Distance / Walk from Site (metres)	Walk time from site (mins)	Cycle time from site (mins)
Primary School	Civitas Academy	170m	2	1
	Oxford Road Community School	520m	6	2
Secondary School	Kendrick School	1.5km	17	6
GP Surgery	Chatham Street Surgery	200m	2	1
Hospital	Royal Berkshire Hospital	2.1km	24	8
Pharmacy	Superdrug	500m	6	2
Dentist	Inspire Dental Reading	400m	5	2
Town Centre	Employment / Banks / Recreation	400m	5	2
Farmers Market	Reading Farmers' Market	80m	1	-
Off-Licence Convenience Store	A & S News	300m	3	1
Gymnasium	Anytime Fitness Reading	300m	3	1

- 4.2.64. It can be seen from **Table 4.2** that the site is located in an acceptable walking distance to the town centre based on **Table 4.1**. In the town centre a number of local facilities and employment opportunities existing, and are within a short walk or cycle.
- 4.2.65. The site also benefits from two primary schools being located within a desirable walking distance and a secondary school being located within a preferred maximum distance.
- 4.2.66. Overall, it is considered that the site is located in a sustainable location, with local facilities within walking and cycling distances and Reading Railway Station located approximately 400m from the site.

5 POLICY REVIEW

5.1 INTRODUCTION

- 5.1.1. This chapter provides a review of the relevant and emerging transport planning policy at a national, and local level.

5.2 NATIONAL POLICY

National Planning Policy Framework (February 2019)

- 5.2.1. The latest version of the National Planning Policy Framework (NPPF) was published in February 2019 and sets out the Government planning policies for England.
- 5.2.2. The NPPF is clear that there is a presumption in favour of sustainable development. That is highlighted in paragraph 11, which expands on this, saying that in relation to decision-making this means:
- i Approving development proposals that accord with an up-to-date development plan without delay; or
 - i Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - *The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
 - *Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*
- 5.2.3. Section 9 of the NPPF specifically considers the transport implications and in Paragraph 103 highlights the need to focus new development in locations where there are genuine choices for sustainable transport. It also highlights, the Government's recognition that:
- "opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making".*
- 5.2.4. Paragraph 108 outlines that in assessing development sites 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; and
 - c) 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.
- 5.2.5. Then Paragraph 109 states:
- "Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the road network would be severe".*
- 5.2.6. The NPPF requires that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.
- 5.2.7. Paragraph 110 states that developments should:

- i *“Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- i *Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- i *Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- i *Allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- i *Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations”.*

5.2.8. In terms of parking, the NPPF states that:

“if setting local parking standards for residential and non-residential development, policies should take into account:

- i *the accessibility of the development;*
- i *the type, mix and use of development;*
- i *the availability of and opportunities for public transport;*
- i *local car ownership levels; and*
- i *the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.”*

5.3 LOCAL POLICY

Reading Borough Council Local Development Framework

- 5.3.1. The Reading Borough Core Strategy form the core document of a number of documents which form the Reading Borough Council Local Development Framework.
- 5.3.2. The core strategy was updated in 2015 and sets out the Council's planning strategy for the Borough. It sets out how planning and development will achieve the Reading 2020 Vision for the town. Relevant policies within the Core Strategy were:
 - § Policy CS4: Accessibility and the Intensity of Development of the core strategy states;
 - § Policy CS16: Affordable Housing of the core strategy states;
 - § Policy CS22: Transport Assessments of the core strategy states; and
 - § Policy CS23: Sustainable Travel and Travel Plans of the core strategy states.
- 5.3.3. As part of the Local Development Framework, the Reading Central Area Action Plan (RCAAP) document was adopted in 2009 and provides the development strategy for central Reading to 2026.
- 5.3.4. The site is allocated in the RCAAP under the heading ‘Other Opportunity Sites’, specifically RC4b ‘Reading Family Centre, North Street’. The allocation is for a residential development of 25 to 40 dwellings.

Draft – Reading Borough Local Plan (March 2018)

- 5.3.5. Consultation on a Pre-Submission Draft Local Plan ended on Friday 26th January 2018 and the Local Plan was submitted to the Secretary of State on Thursday 29th March 2018.
- 5.3.6. The Local Plan will replace the current development plans (the Core Strategy, Reading Central Area Action Plan and Sites and Detailed Policies Document) with a new plan setting out how Reading will develop up to 2036.
- 5.3.7. The Draft Local Plan emphasises the importance of the 'Reading 2050 Vision' which is to:
"establish Reading as an internationally recognised and economically successful city region. It envisages a place where low carbon living will be the norm, and the built environment, technology and innovation have combined to create a smart, dynamic and sustainable city, with a high quality of life and equal opportunity for all".
- 5.3.8. The Draft Local Plan contains the spatial strategy for Reading, which consists of the following relevant elements:
- § Central Reading as the focus for meeting much of the identified development needs at a medium and high density; and
 - § Increasing densities where appropriate in other areas with high levels of accessibility by public transport, walking and cycling.
- 5.3.9. The Draft Local Plan states that a significant proportion of the development to be provided in Reading within the plan period will be within the central area. This will include around 7,600 homes (around 49% of the total planned for). The site falls within the central area.
- 5.3.10. The Draft Local Plan includes the following relevant policies:
- § CC1: Presumption in favour of sustainable development
A positive approach to considering development proposals will be taken that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. Where appropriate, the Council will work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
 - § CC6: Accessibility and the intensity of development
The scale and density of development will be related to its level of accessibility by walking, cycling and public transport to a range of services and facilities, with the densest and largest scale development taking place in the most accessible locations. Unless it can be demonstrated that the accessibility of a site is to be significantly upgraded, for example, by providing high quality pedestrian routes or providing access to good public transport services, any new development must be at a scale, density and intensity appropriate to that level of accessibility.
 - § H1: Provision of housing
Provision will be made for at least an additional 15,433 homes (averaging 671 homes per annum) in Reading Borough for the period 2013 to 2036.
 - § H3: Affordable housing

Residential development will make appropriate contribution towards affordable housing to meet the needs of Reading. on sites of 10 or more dwellings, 30% of the total dwellings will be in the form of affordable housing;

§ TR1: Achieving the transport strategy

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

§ TR3: Access, traffic and highway-related matters

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

- 5.3.11. The proposed site is allocated within the Draft Local Plan under policy *CR14b: Other sites for development in central reading*. The policy notes that the site should be for a residential development that should:

- § Address air quality impacts on residential use; and
- § Take account of potential archaeological significance.

Reading Borough Council Local Transport Plan 3

- 5.3.12. The third Reading Borough Council (RBC) Local Transport Plan (LTP3) outlines the transport strategy for the period 2011-2026. Under the LTP3 there is a Connecting Reading Transport Vision, which is:

“Transport in Reading will better connect people to the places that they want to go: easily, swiftly, safely, sustainably and in comfort. We will meet the challenges of a dynamic, low-carbon future to promote prosperity for Reading.

Whichever way you choose to travel, by foot or bicycle, motorcycle, bus, rail, car or boat whether to work or education, to leisure or the services you need, our transport system will help you get there”.

- 5.3.13. The LTP3 has identified the future transport challenges for the central area. These challenges include:

- § Future Development Proposals - Ensure that the transport network can efficiently accommodate the additional demand created by the new proposed developments in the central area and minimise impacts on the environment.
- § Car Parking - Manage demand for the existing central car parks and on-street parking space, and to maximise use of alternative means of accessing central Reading, or to expand car park capacity centrally or at Park & Ride locations in order to support the area’s ongoing economic prosperity.
- § Safety - Reduce the level of accidents through safer pedestrian and cycle facilities in areas where there are high vehicle flows and conflicting movements.
- § Network Efficiency - Improve flows on the IDR, especially during peak times, and ensure that
- § buses have sufficient priority to improve journey times and reliability and thus the attractiveness of bus travel within the central area;

- § Rail - Increase the capacity of the railway station and track and improve the integration of transport facilities for sustainable modes around, to and from the station.

5.3.14. It is understood that a new Local Transport Plan (LTP4) is currently being produced and is at an early stage.

5.4 PREVAILING PARKING STANDARDS

Revised Parking Standards and Design Supplementary Planning Document

5.4.1. The RBC Revised Parking Standards document was published in October 2011 and sets out the recommended number of car and bicycle parking spaces for a development. The standards are based on geographical zones, which have allocated the proposed development as Zone 2, Primary Core Area.

Car Parking

5.4.2. The relevant residential parking standards set out in the RBC Revised Parking Standards document are summarised in **Table 5.1** below.

Table 5.1 RBC Car Parking Standards

Residential – Zone 2	Parking Provision
C3 Dwelling Flat 1 - 2 bed	1 space
C3 Dwelling Flat 3+ bed	1.5 spaces
Visitor	1 space per 10 dwellings (Flats Only)

5.4.3. The Draft Local Plan states that in policy *TR5: Car and cycle parking and electric vehicle charging* Development should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.

Bicycle Parking

5.4.4. The RBC Revised Parking Standards document states 0.5 cycle spaces is required for 1 or 2 bedroom dwellings and 1 space is required for 3 or more bedroom dwellings.

6 DEVELOPMENT PROPOSALS

6.1 INTRODUCTION

- 6.1.1. This Chapter provides details of the proposed development, including a review of the proposed access arrangements by all modes, car and cycle parking provision and servicing / refuse collection arrangements.
- 6.1.2. A masterplan has been prepared by Saunders Architecture, which shows the site layout, including the proposed vehicle and pedestrian access and car parking arrangements. For reference, this is included in **Appendix A**.

6.2 DEVELOPMENT PROPOSALS

- 6.2.1. The development proposals comprise of 41 apartments. It is expected that all apartments will comprise of affordable ownership. A summary of the proposed quantum of development is shown below:
- § 19 x 1-bedroom apartments;
 - § 21 x 2-bedroom apartments; and
 - § 1 x 3-bedroom apartments.

6.3 ACCESS STRATEGY

Vehicle Access

- 6.3.1. Vehicle access to the site's car parking spaces is proposed directly from North Street. The proposed provision of car parking spaces will be located perpendicular to North Street.

Pedestrian and Cycle Access

- 6.3.2. Pedestrians will be able to access the site directly from the footways on North Street. The footway on North Street that borders the site will be realigned into the site, to the rear of the proposed perpendicular parking bays. A footpath will lead from the footway on North Street to a pedestrian gate that provides access to the residential courtyard.
- 6.3.3. Pedestrians on Weldale Street will be able to access the residential apartments that front Weldale Street. There will be a footpath that links from Weldale Street to the residential courtyard.
- 6.3.4. Cyclists will be able to access the site via the existing road network and then via the footpaths on North Street and Weldale Street to the residential courtyard. In the courtyard a footpath will lead to two bicycle storage blocks.

6.4 PARKING

Car Parking

- 6.4.1. The proposals include the provision of nine allocated parking spaces. This provision has been agreed with Planning Officers at Reading Borough Council. The response from Planning Officers stated that:
- "The site is in an accessible location to the wets of Reading centre. In accordance with the adopted Parking SPD, the development would be required to provide 1 parking space per 1-2 bedroom dwelling and 1.5 space per 3 bedroom dwelling. The proposed parking provision is therefore below the Council's requirements. However, the Council's adopted standards state that a lower provision is*

acceptable if the site is within a sustainable location and providing a lower provision of parking will not lead to highway safety issues as a result. North Street and the surrounding road network all have parking restrictions preventing on-street parking. The Highway Authority agrees that the site is sustainable and accessible and there are adequate on-street parking controls, therefore a lower parking standard is considered appropriate”.

- 6.4.2. The proposed car parking spaces will be positioned perpendicular to the highway on North Street. The existing footway that bounds the site on North Street will be realigned to the rear of the proposed car parking spaces.
- 6.4.3. Planning Officers at Reading Borough Council also requested that one Electric Vehicle Charging Point will be provided. The development proposals have included the provision of one electric vehicle charging point.

Cycle Parking

- 6.4.4. The proposals will include two cycle storage blocks on the ground floor which will accommodate 22 bicycles. The cycle storage blocks will be secure, well-lit and covered.
- 6.4.5. Cyclist will be able to access the two cycle storage blocks via the footpaths on North Street and Weldale Street that lead to the residential courtyard.

6.5 SERVICE AND REFUSE COLLECTION ARRANGEMENTS

- 6.5.1. Servicing and refuse collection will be undertaken via Weldale Street and North Street. Parking restrictions are in place on both streets and will discourage vehicles from blocking the footway and access to the bin stores.
- 6.5.2. The proposed development will not result in the requirement for additional refuse collections.

7 TRIP ASSESSMENT

7.1 OVERVIEW

- 7.1.1. This Chapter considers the trip attraction for the consented scheme (residential uses) and for the proposed scheme (residential uses) and provides a summary of the net difference in vehicle trips.
- 7.1.2. This chapter provides a summary of the multi-modal trip generation of the site using the 2011 Census Travel to Work data.
- 7.1.3. No trip generation exercise has been undertaken for the weekend peak periods. Given the nature of the proposed uses on the site it is anticipated that traffic generated is likely to peak during the weekday AM (0800-0900) and PM (1700-1800) periods, coinciding with the busiest periods on the network.

7.2 TRIP ATTRACTION – CONSENTED RESIDENTIAL UNITS

- 7.2.1. As part of the previously approved planning submission (application references 181652 & 181653) a vehicle trip attraction exercise was conducted for the proposed development of 47 apartments. This exercise was for vehicular trips only and was based on the methodology used for the Phase 1 of the near-by Chatham Place, a mixed use residential-led development.
- 7.2.2. The consented vehicle trip rates and trip attraction is summarised in **Table 7.1**.

Table 7.1 Consented Vehicle Trip Attraction

	AM (0800 - 0900)			PM (1700 - 1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicle Trip Rate	0.03	0.13	0.16	0.08	0.03	0.11
Vehicle Trip Attraction	1	6	7	4	1	5

- 7.2.3. It can be seen from **Table 7.1** that the consented planning submission of 47 residential units was expected to attract seven two-way trips in the AM peak and five two-way trips in the PM peak.

7.3 TRIP GENERATION – PROPOSED RESIDENTIAL UNITS

- 7.3.1. The trip generation methodology for the proposed development of 41 apartments have been based upon the consented trip attraction detailed above. The resulting trip generation is shown in **Table 7.2**.

Table 7.2 Residential Total Persons Trip Generation

	AM (0800 - 0900)			PM (1700 - 1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Vehicle Trip Rate	0.03	0.13	0.16	0.08	0.03	0.11
Vehicle Trip Generation	1	5	6	3	1	4

- 7.3.2. It can be seen from **Table 7.2** that the proposed development of 41 apartments is expected to generate six two-way trips in the AM peak and four two-way trips in the PM Peak.

7.4 NET TRIP GENERATION

- 7.4.1. The net difference in vehicle trips between the consented and proposed schemes is summarised in **Table 7.3**.

Table 7.3 Net Trip Generation

	AM (0800 - 0900)			PM (1700 - 1800)		
	Arrivals	Departures	Total	Arrivals	Departures	Total
Previously Consented Application	1	6	7	4	1	5
Proposed Development	1	5	6	3	1	4
Net Vehicular impact	0	-1	-1	-1	0	-1

- 7.4.2. It can be seen from **Table 7.3** that the proposed development will result in one less vehicle trip in the AM and PM peaks.

7.5 TRIP GENERATION – MULTIMODAL

- 7.5.1. The multi-modal trip generation of the proposed development has been calculated using the 2011 Census Travel to Work data and assigning a pro-rata method to the car driver trips based on the vehicle trips shown in **Table 7.2**
- 7.5.2. The 2011 Travel to Work Census data has been examined to identify the travel patterns of the resident population travelling to work from the Ward Abbey, in which the site is located. This data provides an analysis of peoples' mode of travel to and from their place of employment at that time.
- 7.5.3. **Table 7.4** provides a summary of the mode share for the resident population of Ward Abbey.

Table 7.4 Method of travel to work Census for Ward Abbey

Method of Travel to Work	%
Underground, metro, light rail, tram	0%
Train	21%
Bus, minibus or coach	11%
Taxi	0%
Motorcycle, scooter or moped	0%
Driving a car or van	30%
Passenger in a car or van	3%
Bicycle	4%
On foot	30%

Other method of travel to work	1%
Total	100%

- 7.5.4. The table above shows that a proportion of the resident population travel to work by sustainable modes, with 30% travelling on foot, 33% by public transport (bus and train combined), and 4% by bicycle.
- 7.5.5. In terms of modal split, the 2011 Census Method of Travel to Work data (above) has been used to derive a modal split of the predicted residential trip generation for weekday AM and PM peak hours. It is considered that this is the most common journey purpose during these hours. The resultant modal split is shown in **Table 7.5**.

Table 7.5 Proposed Residential All Mode Trip Generation

Method of Travel to Work	%	AM (0800 - 0900)			PM (1700 - 1800)		
		Arrivals	Departures	Total	Arrivals	Departures	Total
Underground, metro, light rail, tram	0%	0	0	0	0	0	0
Train	21%	1	4	4	2	1	3
Bus, minibus or coach	11%	0	2	2	1	0	1
Taxi	0%	0	0	0	0	0	0
Motorcycle, scooter or moped	0%	0	0	0	0	0	0
Driving a car or van	30%	1	5	6	3	1	4
Passenger in a car or van	3%	0	1	1	0	0	0
Bicycle	4%	0	1	1	0	0	1
On foot	30%	1	5	6	3	1	4
Other method of travel to work	1%	0	0	0	0	0	0
Total	100%	3	17	20	10	3	13

- 7.5.6. As can be seen from **Table 7.5** that the proposals could generate up to an additional 20 and 13 two-way trips across all modes in the AM and PM peak hours, respectively.
- 7.5.7. Of the 20 AM peak hour two-way trips, the largest proportion would be undertaken by on-foot or by car (six two-way trips each).
- 7.5.8. Similarly, in the PM peak hour of the 13 two-way trips, the largest proportion would be undertaken by on-foot or by car (four two-way trips each).

- 7.5.9. The increase in car driver trips is not considered significant, and only equates to less than one additional car driver trips every ten minutes that would use the local highway network in the AM and PM peak hours, respectively.

7.6 SERVICING AND REFUSE COLLECTION

- 7.6.1. There is not anticipated to be any uplift in refuse collection vehicles resulting from the additional residential units.
- 7.6.2. Servicing and delivery activity associated with the proposed residential units is expected to be minimal and would likely be spread across the course of a given day, thus not conflicting with the peak hours of operation of the local highway network.

8 IMPACTS ON LOCAL HIGHWAY NETWORK

8.1 INTRODUCTION

- 8.1.1. This Chapter considers the impacts of the proposals on the local highway network in the vicinity of the site.
- 8.1.2. This Chapter also considers the impacts of the proposals in terms of parking, highway safety, and servicing and refuse collection arrangements.

8.2 LOCAL HIGHWAY NETWORK

- 8.2.1. As detailed in **Chapters 2 & 3** of this report, the site is well located in terms of sustainable transport, thus encouraging future residents to travel by sustainable modes (such as walking, cycling and public transport) and reducing the reliance on car ownership.
- 8.2.2. The multi-modal trip generation assessment outlined in **Chapter 7** of this report indicates that the development proposals will generate one less car driver trips during the AM and PM peak hours, respectively when compared to the consented scheme (app refs: 181652 & 181653). Overall, when compared to the existing land use, the proposed development will result in an addition six and four two-way car driver trips in the AM and PM Peaks.
- 8.2.3. These numbers are not considered significant and would not result in any material impact on the operation or capacity of the local highway network.

8.3 CAR PARKING

- 8.3.1. The proposals include the provision of nine car parking spaces. These spaces will be located perpendicular to North Street and the existing footway will be realigned to the rear of the parking spaces. This provision has been agreed with Planning Officers at Reading Borough Council.

8.4 HIGHWAY SAFETY REVIEW

- 8.4.1. A review of local highway safety is presented in **Chapter 2** of this report. The review identifies that only one slight collision has occurred in close proximity to the site, at the North Street / Great Knollys Street junction.
- 8.4.2. The one fatal collision that occurred at the Great Knollys Street / Caversham Road signal controlled junction has been reported that the pedestrian skipped the signals and therefore it is not considered an issue with the operation of the local highway network.
- 8.4.3. The proposals are anticipated to result a reduction in car driver trips when compared to the consented scheme. When compared to the existing land use, the proposed development will result in a slight increase in car driver trips (approximately one vehicle movement every 10 minutes in the AM peak and one every 15 minutes in the PM peak). These numbers are not considered significant, and would not impact on existing safety on the local highway network.

8.5 SERVICING AND REFUSE COLLECTION

- 8.5.1. It is proposed that all servicing and refuse collection associated with the proposed development would be undertaken directly via Weldale Street and North Street. The proposed development will not result in the requirement for additional refuse collections.

9 IMPACT ON SUSTAINABLE TRANSPORT NETWORK

9.1 INTRODUCTION

- 9.1.1. This Chapter provides an assessment of the change in prevailing local transport conditions arising from the proposed development, focussing on sustainable modes of transport, including on foot, by cycle and public transport.

9.2 JOURNEYS BY FOOT

- 9.2.1. The pedestrian network in the vicinity of the site is of a good standard, with footways and street lighting provided along the carriageways surrounding the site. Dropped kerbs with tactile paving and controlled pedestrian crossing points are located on the route towards local facilities and amenities.
- 9.2.2. The proposal includes the provision of a footpath leading from the footways on North Street and Weldale Street to the residential courtyard of the site. Some of the dwellings of the proposed development will be accessed directly from the footways on North Street and Weldale Street. This provision will encourage pedestrian trips at the site.
- 9.2.3. The development proposals would result in a marginal increase of six and four two-way trips via foot in the AM and PM peak hours, respectively. These numbers are not considered significant and could be easily accommodated on the existing network.

9.3 JOURNEYS BY BICYCLE

- 9.3.1. The cycle network in the vicinity of the site is of a good standard. The cycle network in Reading connects the town's major public facilities, employment and leisure areas. To the north of the site, the cycle route R6 / R60 runs on Great Knollys Road and provides access to the Cattle Market. The cycle route R6 / R60 leads east to join the Reading Town Centre circular cycle route at Caversham Road.
- 9.3.2. The site is considered to be readily accessible by bicycle. As such, its location reduces car dependency by facilitating cyclist trips to employment, education and health facilities, shopping, leisure and local services.
- 9.3.3. The proposals include cycle parking in line with standards, which would act to encourage cycling to and from the site.
- 9.3.4. The development proposals would result in a marginal increase of one two-way cycle trips in both the AM and PM peak hours, respectively. These numbers are not considered significant and will be easily accommodated on the local network.

9.4 JOURNEYS BY PUBLIC TRANSPORT

Bus

- 9.4.1. The site is located within acceptable walking distances to local bus stops which provide access to destinations such as Newbury, Purley, and Mortimer.
- 9.4.2. The proposals would result in an increase of two two-way trips via bus in both the AM peak and one two-way trip PM peak hours, respectively. These numbers are considered low and will not impact on the operation of the existing bus services.

Rail

- 9.4.3. The site is located within acceptable walking distances to Reading railway station which provide access to destinations such as London Paddington, Basingstoke, and Bristol and Manchester.
- 9.4.4. The proposals would result in an increase of four and three two-way trips via train in the AM and PM peak hours, respectively. These numbers are considered low and will not impact on the operation of the existing rail services.

9.5 CONNECTIVITY

- 9.5.1. **Chapter 4** and **Table 4.2** of this report demonstrate that the site is well situated in terms of its connectivity to local facilities and amenities.
- 9.5.2. The existing pedestrian and cycle network will encourage residents to walk and cycle to and from local facilities and amenities.
- 9.5.3. The local bus services in the vicinity of the site, and Reading railway station, will enable and encourage residents to travel sustainably to and from destinations further afield.

10 SUMMARY AND CONCLUSION

10.1 SUMMARY

- 10.1.1. WSP has been appointed by Reading Borough Council to prepare a TS in support of a planning application for a proposed residential development at North Street, Reading.
- 10.1.2. The development proposals comprise of 41 apartments, comprising of 19 one-bedroom apartments, 21 two-bedroom apartments, and one three-bedroom apartment.
- 10.1.3. It is proposed to provide nine car parking spaces which will be accessed directly from North Street. It is also proposed to provide 22 cycle parking spaces.
- 10.1.4. This TS demonstrates:
- § The proposals comply with national and local policy objectives, in that they provide appropriate car and cycle parking provision, and are sustainable from a transport and highways perspective;
 - § The site achieves good accessibility by non-car modes of travel including on foot, by bicycle, and by public transport;
 - § There are no common patterns or trends in accidents on the local highway network over the last five-year period;
 - § The site is well connected in terms of its proximity to local facilities and amenities;
 - § The proposed vehicle access arrangements are appropriate to meet the needs of the development and would not result in any detriment to the operation of the local highway network;
 - § The proposed level of parking is appropriate to serve the proposals;
 - § The proposals would not result in a significant uplift in vehicle trips, and as such would not negatively impact on the operation of the local highway network;
 - § The effect of the proposed development, in terms of non-car mode travel, is anticipated to be insignificant on the local sustainable transport network; and
 - § The proposals will not impact on local highway safety.
- 10.1.5. The proposals meet the requirements of NPPF, in that they provide safe and enhanced access for all users and do not negatively impact on the operation of the local highway or sustainable network. The residual transport impact is not considered severe in the context of NPPF.

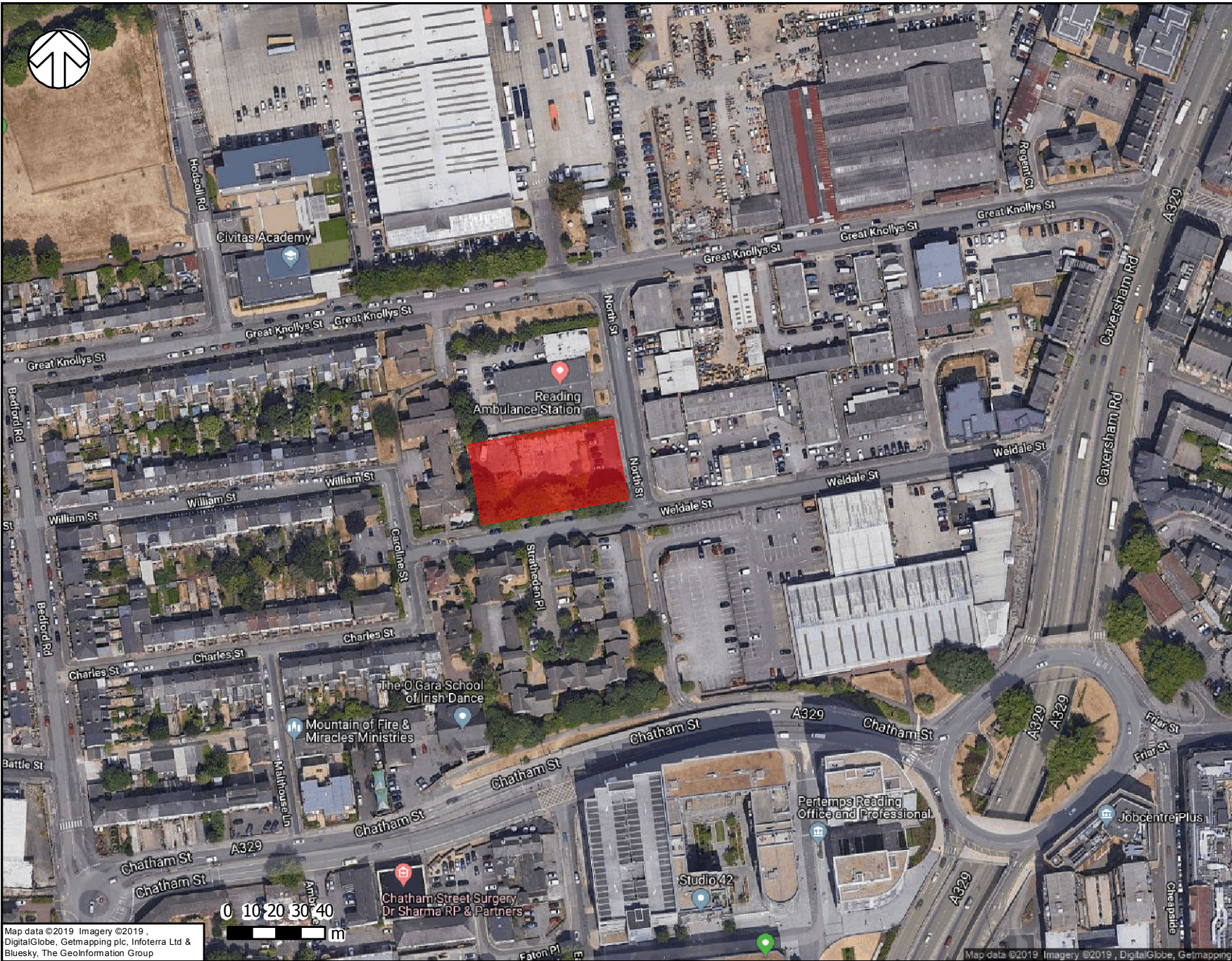
10.2 CONCLUSION

- 10.2.1. This report demonstrates that the site, by virtue of its location and the opportunities for access by a variety of means of transport, is accessible, sustainable and in accordance with national, regional and local policy.
- 10.2.2. The proposals will not generate significant new trips and as such would not impact on the operation of the local highway network.

- 10.2.3. It can therefore be concluded that the proposed development is acceptable in terms of highway and transport.

FIGURES





Key

 Site Location Plan

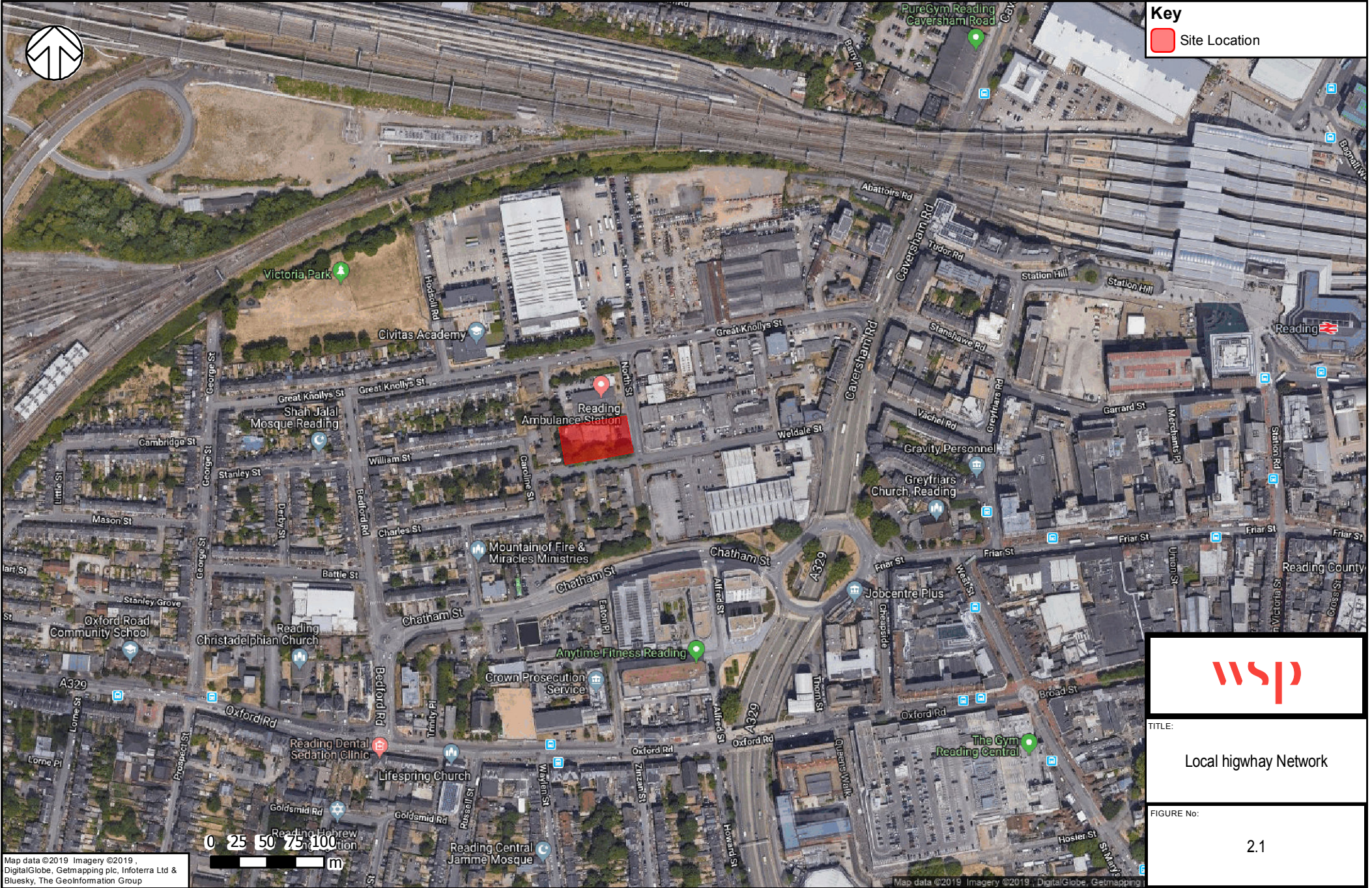


TITLE:

Site Location Plan

FIGURE No:

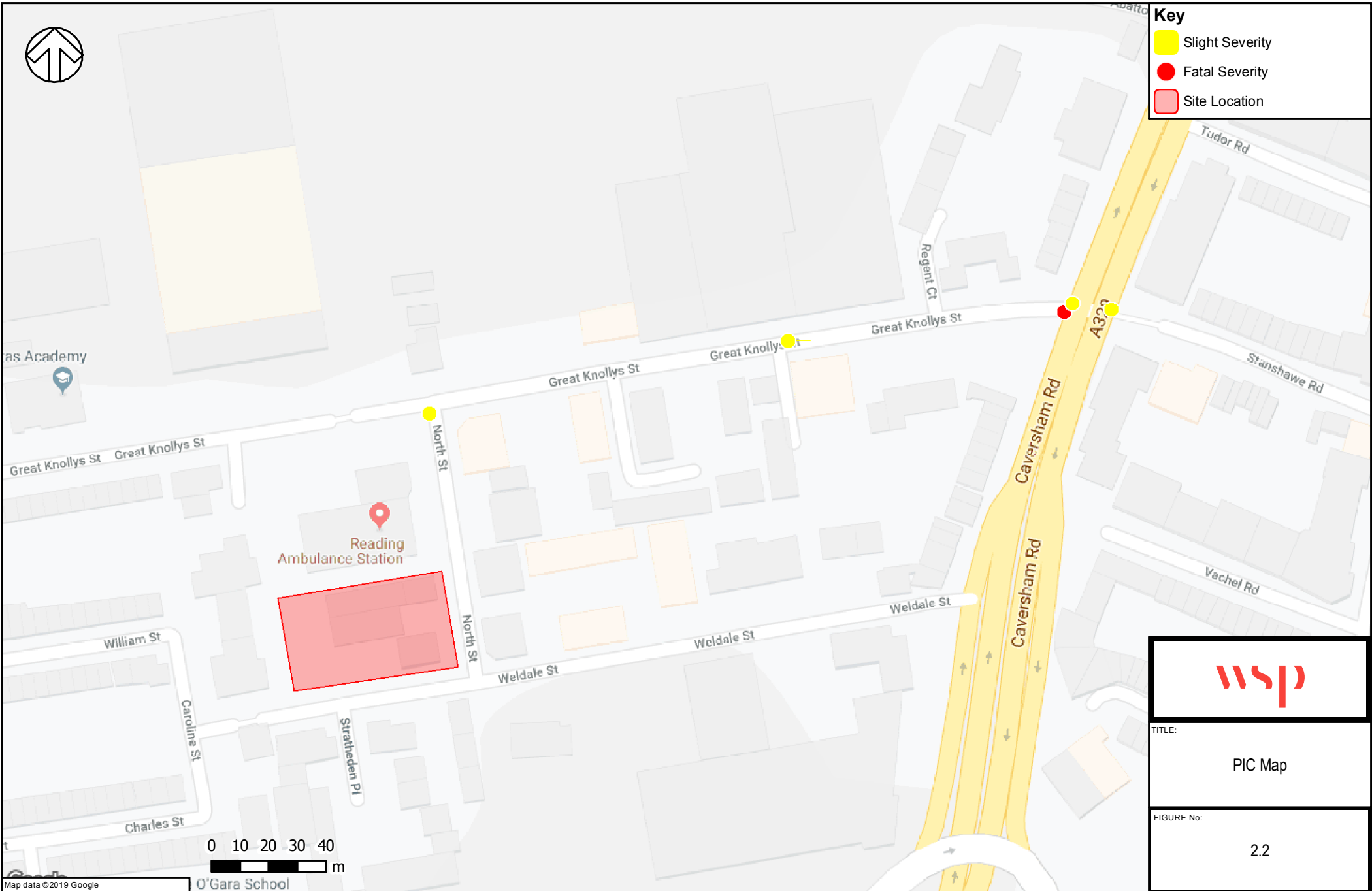
1.1



wsp

TITLE:
Local highway Network

FIGURE No:
2.1





Appendix A

SITE MASTERPLAN



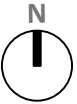
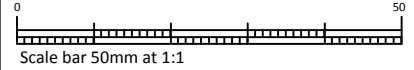
Typology	No. Units	Bed spaces	GIA (m2)	Total GIA (m2)	No. Parking	Comment
1B2P - Type A	10	20	50.8	508		
1B2P - Type B	1	2	51.9	51.9		
1B2P - Type C	6	12	52.5	315		
1B2P - Type D	1	2	56.7	56.7		
1B2P - Type E	1	2	57.4	57.4		
2B3P	2	6	64.4	128.8		
2B4P -Type A	1	4	70.0	70		
2B4P -Type B	4	16	70.4	281.6		
2B4P -Type C	3	12	70.6	211.8		
2B4P -Type D	3	12	77.6	232.8		
2B4P -Type E	1	4	77.2	77.2		
2B4P -Type F	1	4	76.6	76.6		
2B4P -Type G	2	8	81.6	163.2		
2B4P -Type H	3	12	81.7	245.1		
2B4P -Type J	1	4	76.4	76.4		
3B5P	1	5	89.7	89.7		
Totals	41	125		2642.2	9	

Site Area (ha)	0.23
Density (dph)	178



NOTES

This drawing to be read in accordance with the specification/Bills of Quantities and related drawings. No Dimensions to be scaled from this drawing. All stated dimensions to be verified on site and the Architect notified of any discrepancies.



Project

Reading Affordable Housing Sites

North Street
Reading

Title

Proposed Ground Floor Plan

Scale	Date
1:200 @ A3	03/05/2019
Drawn	Checked
SB	MS

Drawing Number	Revision
7916_PL_103	-

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