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PROPOSED RESIDENTIAL DEVELOPMENT 20 SHINFIELD ROAD, READING

TRANSPORT STATEMENT

BY

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**PROPOSED RESIDENTIAL DEVELOPMENT
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TRANSPORT STATEMENT

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PROPOSED RESIDENTIAL DEVELOPMENT 20 SHINFIELD ROAD, READING

TRANSPORT STATEMENT

1 INTRODUCTION

- 1.1 This Statement addresses the transport impact of a residential development scheme for no 20 Shinfield Road, Reading.
- 1.2 It has been made clear that the only transport concern about the proposed development relates to the proposed on-site car parking provision and highway access.
- 1.3 This report should be read in conjunction with the scheme drawings and other submissions in support of the development.

2 SITE, SURROUNDINGS AND ACCESS

- 2.1 The site lies in a suburban area on the east side of the A327 Shinfield Road, partly opposite Queens Drive, the main access road to Reading University campus. Shinfield Road is a single carriageway main road running south from Reading town centre.
- 2.2 The site is occupied by a detached large 2 storey house of apparently 20th century interwar era origin, set well back from the highway frontage with a large front garden area much of which is paved for car parking and access. There is a single highway access and crossover at the south end of the frontage, not directly opposite Queens Drive.
- 2.3 The access is bounded by dwarf brick walls splaying outwards to the highway interface providing visibility between emerging vehicles and pedestrians approaching on the public footway, though the previous highway authority saw fit to plant an oak tree, which has since grown to mature size, at the back of the footway adjacent to the northern visibility splay area. There is also a lamp post at the back of footway adjacent to the southern visibility area.
- 2.4 Shinfield Road is marked out with a wide single traffic lane in each direction. The speed limit is the standard built up area 30 mph, and there are weekday daytime single yellow line waiting restrictions both sides. The footway on the west side, including in front of the site, is about 3 metres, and the road is straight for a long distance either side of the site.
- 2.5 Street lighting is generally of a high standard throughout the locality, using modern illumination.

3 PROPOSED DEVELOPMENT

- 3.1 The development will entail demolition of the existing house and construction of a building accommodating 4 nr small flats on approximately the same footprint. The front garden/ forecourt layout will be rearranged. 4 nr car parking spaces will be provided, and the existing highway access will be retained with minor modification to ease access.

4 ASSESSMENT

- 4.1 Swept path access manoeuvres for a large car, demonstrating the practicability of the proposed access and parking layout, are presented at Appendix A of this Statement. All parking spaces can be satisfactorily accessed, with cars being to enter and leave the site in forward gear to avoid reversing on or onto the highway, without excessive on-site shunting manoeuvres.
- 4.2 The access is not wide enough to enable cars to enter and leave the site at the same time, but this is not necessary for such a small development as the probability of a car requiring access at the same time as a car leaving the site is extremely low with only a few vehicle movements per day. In the unlikely event of this happening, no problem or hazard on the highway would result – whether the car requiring entry had arrived from the north or the south the traffic lanes are wide enough to enable other traffic to pass.
- 4.3 Inter-vehicle visibility at the highway interface is more than adequate, with visibility splays well in excess of the 2.4 x 43 metres indicated by the long-established national guidance in Manual for Streets for a 30 mph road.
- 4.4 There is no national requirement for pedestrian visibility at minor private highway accesses, but the available visibility would be satisfactory in both directions, notwithstanding the tree trunk on the north side, as emerging drivers would be able to see through to the north side of the tree trunk

5 CONCLUSIONS

- 5.1 The proposed development would include satisfactory car parking provision and layout, using the long-established existing highway access with some minor improvement.
- 5.2 The layout would enable cars to enter and leave in forward gear to avoid reversing onto the highway.
- 5.3 This small development would generate very few and infrequent traffic movements, and it is unlikely that any vehicle entry movement would coincide with an exit movement, but even in such an eventuality this would cause no problem or hazard on the highway.
- 5.4 Visibility at the highway interface is more than adequate and exceeds that indicated in national guidance.

- 5.5 It is concluded that the proposed access and parking arrangements are safe and operationally satisfactory, and would cause no highway traffic flow or safety problems.
- 5.6 There are no other transport concerns about this development, and there is therefore no transport reason why the development should not be permitted.

APPENDIX A

Large Car Access and Parking Manoeuvres

(1:100 scale at A3)



Refuse Store

Existing and
Proposed Hedge

4no. car parking spaces

Secured Access
Gate

Existing, extended
vehicular access

Root protection area

STN1

68.20

68.19

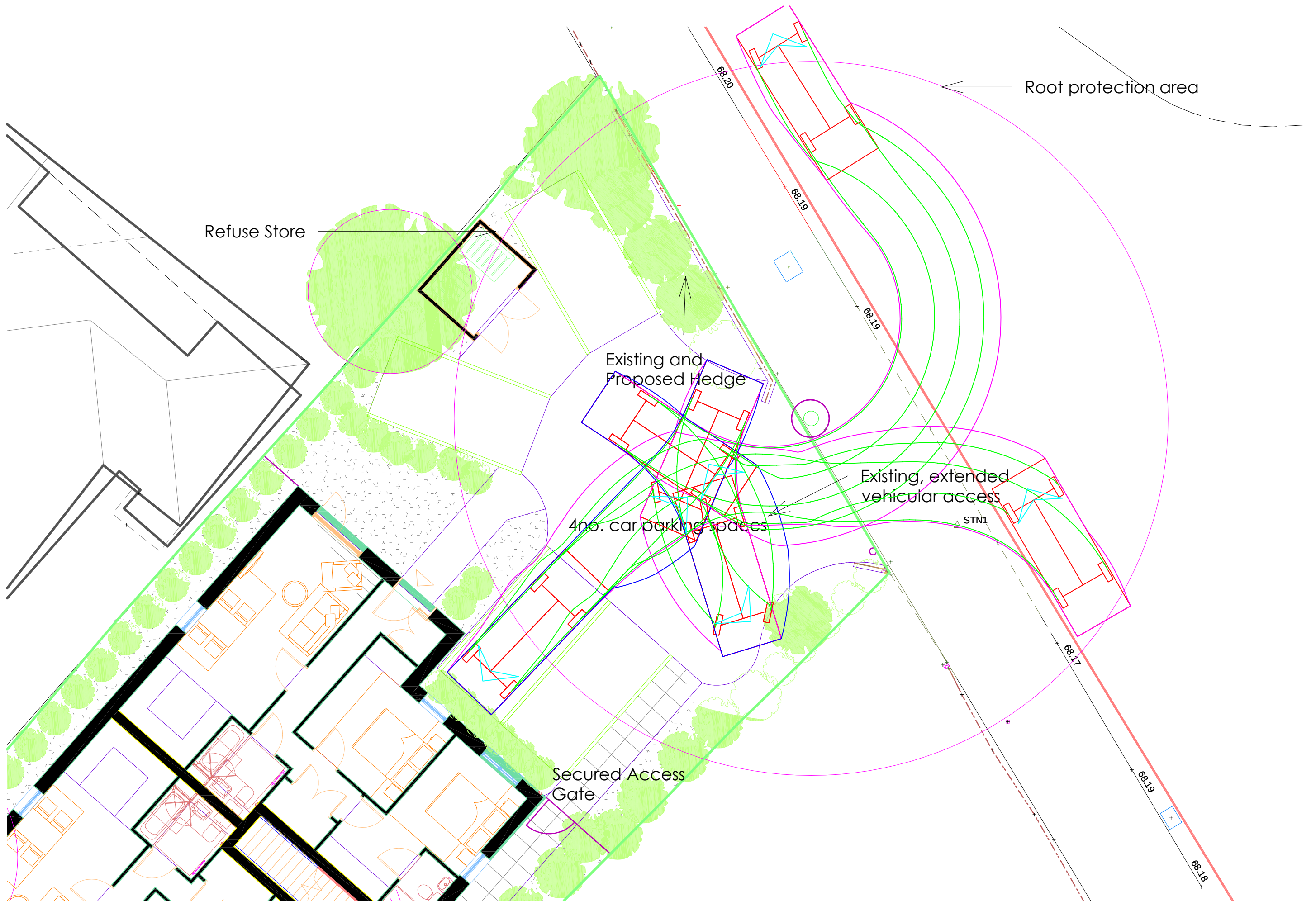
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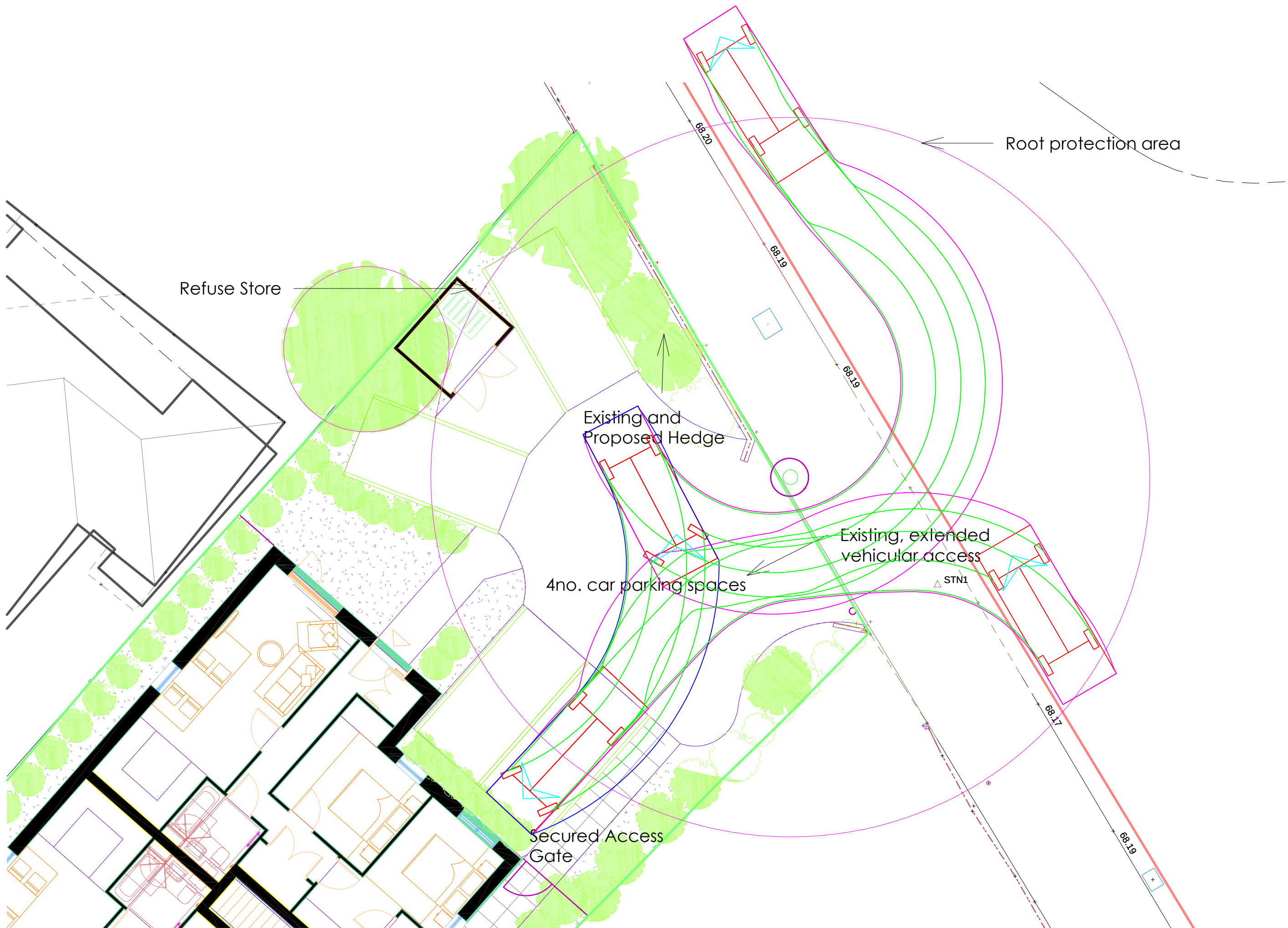
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