

TECHNICAL NOTE

Job Name: Reading Golf Course
Job No: 45675
Note No: 5500/TN008
Date: 19/03/21
Prepared By: Dale Harvey
Subject: ES Chapter 8, Traffic and Transport - Addendum

1. Introduction

- 1.1. This note has been prepared as an addendum to the Reading Golf Course Environmental Statement (ES) Chapter 8, Traffic and Transport that supports the planning application ref: 210018 submitted to Reading Borough Council (RBC) in January 2021.
- 1.2. The original document contains an arithmetic error in tables 8.6 and 8.7. The percentage impact column is incorrect, this addendum technical note provides updated versions of both tables and paragraphs within the document that refer to these figures.
- 1.3. For clarity, it is noted that the results and conclusions of the ES chapter are unaffected and remain as per the original report. This note simply provides corrected percentage figures and some additional explanatory text. Updates are highlighted in green text.

DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Approved (Project Director)
45675/5500/TN008	-	26/03/21	Dale Harvey	Phil Brady

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2. Updates to ES Chapter 8: Traffic and Transport Report

Table 8.6: Average Two-Way Daily Traffic Flows

Link	Existing Baseline (2019)		Future Baseline without Proposed Development (2026)		Future Year with Proposed Development at Full Occupation (2026)		% Impact of Proposed Development on All Traffic
	AADT (All Traffic)	HGV %	AADT (All Traffic)	HGV %	AADT (All Traffic)	HGV %	
Kidmore End Road N	926	6%	973	6%	1070	5%	10%
Kidmore End Road S	2451	6%	2574	6%	4245	4%	65%
Peppard Road N	11329	6%	11861	6%	11907	6%	0%
Kiln Road	2502	6%	2628	6%	2783	5%	6%
Caversham Park Road	5651	5%	5935	5%	6213	5%	5%
Peppard Road Central	11897	6%	12456	6%	12896	6%	4%
Buckingham Drive	16373	5%	17142	5%	18027	5%	5%

Table 8.7: Average Two-Way Weekday Traffic Flows

Link	Existing Baseline (2019)		Future Baseline without Proposed Development (2026)		Future Year with Proposed Development at Full Occupation (2026)		% Impact of Proposed Development on All Traffic
	AAWT (All Traffic)	HGV %	AAWT (All Traffic)	HGV %	AAWT (All Traffic)	HGV %	
Kidmore End Road N	925	6%	971	6%	1044	6%	8%
Kidmore End Road S	2508	7%	2634	7%	4014	5%	52%
Peppard Road N	12115	7%	12684	7%	12719	7%	0%
Kiln Road	2675	6%	2809	6%	2926	6%	4%
Caversham Park Road	6002	6%	6304	6%	6524	6%	3%
Peppard Road Central	12546	6%	12371	6%	13477	6%	3%
Buckingham Drive	17145	6%	17951	6%	18660	5%	4%

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Severance

8.6.16

On Kidmore End Road S, at receptors 1.1, 1.2, 1.3 and 1.4, the Proposed Development is expected to result in a **65%** increase in two-way AADT flows. However, to reduce severance in this location, the Proposed Development includes a new crossing of Kidmore End Road S, to the north of Grove Road, which will improve access to the Emmer Green local centre for new residents at the development, and provide an improved walking route to the south towards Highdown School via Grove Road for residents on the eastern side of Kidmore End Road.

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The overall impact of the Proposed Development is therefore expected to be negligible. The overall effect is therefore considered to be negligible on all sensitive receptors.

Pedestrian Delay

8.6.20

An increase in traffic flow of around 30% can double the delay experienced by pedestrians attempting to cross the road. A **65%** increase in traffic flow is expected on Kidmore End Road S, although the overall level of traffic using the link daily remains low at 4,198 vehicles per day AADT. To reduce pedestrian delay, the Proposed Development includes a new crossing of Kidmore End Road S, to the north of Grove Road, which will improve access to the Emmer Green local centre for new residents at the development, and provide an improved walking route to the south towards Highdown School via Grove Road for residents on the eastern side of Kidmore End Road.

8.6.21

Overall therefore, there is considered to be a negligible impact in terms of pedestrian delay. The overall effect is therefore considered to be negligible on all sensitive receptors.

Pedestrian Amenity

8.6.22

A 65% increase in traffic flow is expected on Kidmore End Road S, although the overall level of traffic using the link remains low at 4,198 vehicles AADT. A grass verge provides separation of the footway and carriageway, and average traffic speeds along the link are low, at under 25 mph. The development will provide new crossings of side roads along the link, improving the pleasantness of pedestrians' journeys. Additionally, the provision of a new crossing of Kidmore End Road S to the north of Grove Road will enable pedestrians travelling on the western footway to avoid the pinch point on the western footway at the White Horse pub, and use the wider footway on the eastern side of the road.

These factors combined mean that development is expected to have a negligible impact in terms of pedestrian amenity. When considering the local sensitive receptors, the overall effect is expected to be negligible.