

Appendix A9.1 – Updated Transport Assessment Reading Metropolitan



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1 Introduction

- 1.1 This Updated Transport Assessment (TA) has been prepared by Steer on behalf of Hermes Investment Management (the ‘Applicant’) for the an outline planning application with matters reserved with the exception of “Access” “Landscaping” “Layout” and “Scale” for the demolition of all existing buildings and structures; site preparation ; by the redevelopment of the application site for a mix of land uses to include Employment and Business (B1), Residential (C3), Retail (A1), Health and Community Centre (D2) ,car parking, servicing, public and private open space, landscaping, highways, pedestrian and vehicular access and associated works.
- 1.2 The Proposed Development (the “Site”) is known as “Reading Metropolitan”.
- 1.3 The site is located within Reading Borough Council (RBC) with a general location plan shown at Figure 2.1.
- 1.4 A ground floor and basement plan have been provided at **Appendix A** for reference.
- 1.5 This TA has been prepared to update development proposals relating to the 2018 application at Reading Metropolitan. The TA outlines the impacts upon the surrounding transport networks as well as the net change in impact upon transport networks in comparison to the Existing Use on site.
- 1.6 In addition, this TA incorporates the comments received from RBC on the 2018 application and includes agreed changes to the trip generation methodology made during the determination period.

Planning Background

Previous Planning Applications

- 1.7 An Outline Planning Application (OPA) was submitted to RBC for the redevelopment of Royal Mail site in February 2011 (LPA Ref: 11/00276/OUT). The application was granted Outline Planning Permission (OPP) in March 2012 by RBC, with the scheme hereafter referred to as the ‘2012 Consented Scheme’.
- 1.8 The 2012 Consented Scheme secured approval for the following:

“All matters reserved with the exception of means of access, for the demolition of existing buildings; site preparation; and redevelopment of the application site for a mix of uses from amongst employment and business uses (use class B1) and residential accommodation (C3); Hotel (C1), retail floor space (A1), food and drink uses (A3, A4 and A5), leisure uses (D2), car parking, public and private open space, landscaping works, highways, access and associated works.”

- 1.9 The permission allowed for an overall gross external floorspace of all uses of 65,095 sqm, which included:
- 40,092 sqm GEA of residential (Use Class C3);
 - 1,286 sqm GEA of retail (Use Class A1-A5);
 - 16,156 sqm GEA of office floorspace (Use Class B1);
 - 4,493 sqm GEA of hotel (Use Class C1);
 - 300 sqm GEA of gymnasium (Use Class D2); and
 - 1,958 sqm GEA of plant space.
- 1.10 The 2012 Consented Scheme OPP was subject to a Transport Assessment (February 2011), Environmental Statement (August 2011) and Framework Travel Plan (February 2011) prepared by Steer. A subsequent Transport Assessment Addendum was submitted in August 2011 to reflect changes in traffic distribution following amendments requested by RBC to vehicular access arrangements at the site which provide a left-in only junction with Caversham Road (the site's western access) and a two-way junction with Troopers Potts Way (the site's eastern access).
- 1.11 Although the previous consent has not been implemented, the transport and highways principles established have been carried through into the current application, where relevant.
- 1.12 In addition, a further application was submitted in 2018 (Ref 182252) for the following:
- 58,545 sqm GEA of residential (Use Class C3);
 - 1,889 sqm GEA of retail (Use Class A1-A5);
 - 16,604 sqm GEA of office floorspace (Use Class B1); and
 - 772 sqm GEA of health/ community centre (Use Class D2).

Updated Proposals

- 1.13 During the determination period, the development quantum of the 2018 application has been adjusted. The application therefore seeks permission for the following quantum per land use:
- 55,451 sqm GEA of residential (Use Class C3);
 - 1,762 sqm GEA of retail (Use Class A1 and A3);
 - 19,730 sqm GEA of office floorspace (Use Class B1); and
 - 706 sqm GEA of Health and Community Centre (Use Class D1).

Application documents

- 1.14 The full TA should be read in conjunction with the:
- **Appendix J:** Framework Residential Travel Plan (December 2018);
 - **Appendix K:** Commercial Travel Plan (December 2018); and
 - Chapter 9: Traffic and Transport, forming part of the Environmental Statement.

Report structure

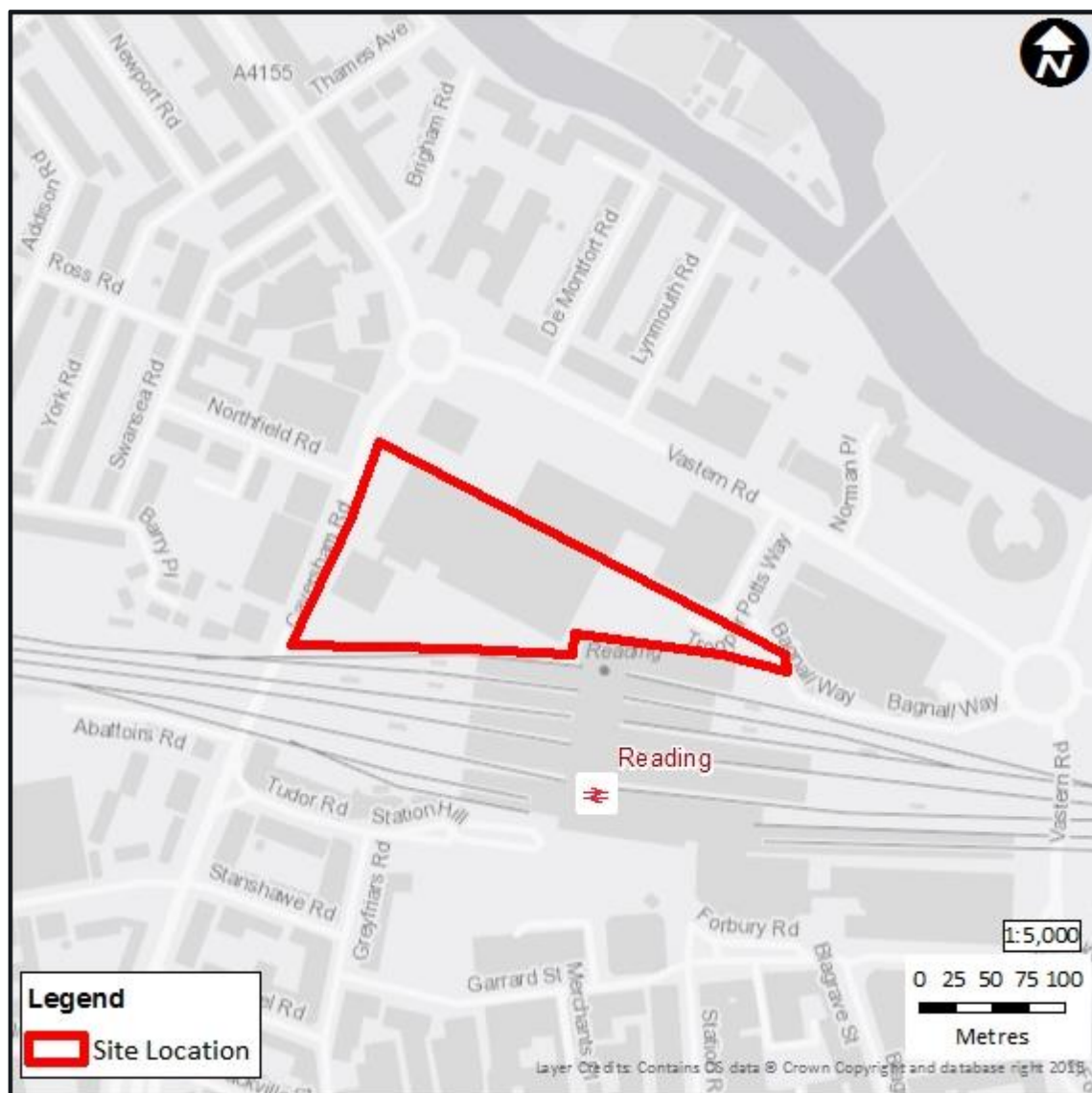
- 1.15 The remainder of this updated Transport Assessment is structured as follows:
- **Chapter 2:** describes the existing transport conditions at the site;
 - **Chapter 3:** describes the relevant planning policy context;
 - **Chapter 4:** describes the new development proposals;
 - **Chapter 5:** outlines the multi-modal trip generation forecasts for the development and compares them to those of the 2012 Consented Scheme
 - **Chapter 6:** details the impact of the 2018 Proposed Development on the highway and public transport networks;
 - **Chapter 7:** provides a summary of servicing, deliveries and waste arrangements;
 - **Chapter 8:** details the impact of construction traffic on the highway network;
 - **Chapter 9:** provides a summary of the two travel plan documents; and
 - **Chapter 10:** provides a summary of the TA.

2 Existing Situation

Site Location

2.1 A site location plan can be seen below in Figure 2.1.

Figure 2.1: Site Location Plan



2.2 Site visits were undertaken by Steer on Friday 6 October 2017 and Friday 10 August 2018, following the departure of Royal Mail in June 2009. The disused sorting offices remain on site and the lawful use of the site is a B8 Parcel Distribution land use.

Pedestrian Facilities

- 2.3 The site is currently impermeable for pedestrians. Pedestrians wishing to travel between the north side of Reading station and roads to the west of Caversham Road are required to detour via Vastern Road.
- 2.4 There is pelican crossing of Caversham Road on the western boundary of the site immediately south of Northfield Road.
- 2.5 The improvements to Reading railway station that were completed in 2014 have enhanced connectivity between the area north of the station and Reading town centre towards the south of the station, through the provision of a new walk-through between the two station entrances (available for non-ticket holders). This has significantly reduced the journey time for pedestrians since the 2012 Consented Scheme for accessing the town centre area, as previously pedestrians were required to walk via A329 Vastern Road and Forbury Gardens.
- 2.6 The public realm outside the railway station's northern entrance along Trooper Potts Way has also been significantly improved since 2012, with footway provision on both sides of the carriageway along Trooper Potts Way commensurate with dropped kerbs and tactile paving at all informal pedestrian crossing points. This will benefit site users accessing the new bus stops (NA, NB, NC, ND and NE) for the station and those travelling towards northern destinations including the Thames Path and Christchurch Bridge (for Caversham).
- 2.7 There have also been significant improvements to the A329 Vastern Road / Trooper Potts Way junction, which previously did not provide a pedestrian crossing over the A329 due to the presence of a central reservation. As part of the Reading railway station northern entrance completion, a signalised pedestrian crossing has been provided across Trooper Potts Way and across the A329 east of the junction, with dropped kerbs and tactile paving. This has enhanced the safety of pedestrians leaving the site's eastern access point and crossing the dual carriageway which experiences high traffic volumes.
- 2.8 Christchurch Bridge was completed in September 2015 and provides a pedestrian link over the River Thames between the Thames Path near Lynmouth Road and Christchurch Meadows. This will reduce the journey time for site users to reach Caversham than the 2012 OPP from the site's eastern access, via Trooper Potts Way and Norman Place.

Cycle Facilities

- 2.9 Within the town centre and in the vicinity to the site, there are several signed cycle routes with or without cycle infrastructure, the closest of which being either end of Vastern Road.
- 2.10 There is a cycle hire scheme, operated by On Your Bike and located to the north of the station building in the vicinity of the Site.
- 2.11 The completed Christchurch Bridge across the River Thames is appropriate for cyclists and forms part of the North Reading designated cycle route, enabling a shorter journey time to reach Caversham and other northern suburbs of Reading. It links to National Cycle Network Route 5.

Public Transport Facilities

Public Transport Accessibility Level (PTAL)

- 2.12 The site achieves a PTAL rating of 6b ('Excellent' level of public transport services) in the peak AM hour. This is due to the Site's proximity to the station, and therefore access to both rail and bus connections. The introduction of Crossrail in 2020 will also significantly improve the public transport accessibility of the Site in future years.
- 2.13 The PTAL calculation is set out in **Appendix B**.

National Rail services

- 2.14 The improvements to Reading railway station were completed in summer 2014, which comprises five new platforms, two new pedestrian entrances (including the northern entrance adjacent to the site), design of track layout, a new pedestrian link bridge and retail outlets. This has enhanced the public realm at the northern entrance adjacent to the site and provides a pedestrian link to the area south of the station, including Station Road and Friar Street.
- 2.15 The rail service frequencies are outlined in Table 2.1. Frequencies have improved to London Paddington compared to the 2011 TA. A number of new services have also been added, including direct trains to Manchester and Newcastle.

Table 2.1: Reading Station railway services

Destination	Peak frequency	Off-peak frequency
London Paddington*	Every 5 – 10 minutes	Every 5 – 10 minutes
Oxford/ Didcot Parkway	Every 10 minutes	Every 10 minutes
Swindon	Every 12 minutes	Every 12 minutes
Basingstoke	Every 15 minutes	Every 15 minutes
Guildford	Every 20 minutes	Every 30 minutes
Newbury	Every 20 minutes	Every 20 minutes
Bristol Parkway	Every 30 minutes	Every 30 minutes
Cardiff	Every 30 minutes	Every 30 minutes
Bristol Temple Meads	Every 30 minutes	Every 30 minutes
Moreton in Marsh	Every 30 minutes	Every 60 minutes
London Waterloo	Every 30 minutes	Every 30 minutes
Redhill/Gatwick Airport	Every 30 minutes	Every 30 minutes
Bournemouth	Every 60 minutes	Every 60 minutes
Penzance	Every 60 minutes	Every 60 minutes
Newcastle	Every 60 minutes	Every 60 minutes
Swansea	Every 60 minutes	Every 60 minutes
Manchester Piccadilly	Every 60 minutes	Every 60 minutes
Weston-Super-Mare	Every 60 minutes	Every 60 minutes
Paignton	Every 60 minutes	Every 60 minutes

*Note: Fast services only (less than 35 minutes journey time). Additional services are available to London Paddington via stopping services.

- 2.16 Reading railway station is currently subject to further improvements associated with modernising the Great Western route, namely the electrification of the route. This will increase the passenger capacity with new rolling stock and shorter journey times. The station is managed by Network Rail.

Elizabeth Line

- 2.17 Reading railway station forms the terminus for Elizabeth line services on the north-western branch, with the route estimated for completion in 2021. Peak services will operate every 15 minutes providing a direct connection to stations in central and east London, including Bond Street, Farringdon and Canary Wharf. Off-peak services will operate every 30 minutes. Fast services to London Paddington operated by Great Western Railway will be unaffected by Crossrail services.

Bus services

- 2.18 The public realm and highway improvements adjacent to the railway's station northern entrance have provided new bus stops (NA, NB, NC, ND and NE) which have shelters, detailed public transport and real-time information. These are located next to the site's eastern access on Trooper Potts Way. The following services call at these bus stops: 22, 23, 24, 25, X39, X40 and X80. Reading buses routes 23 and 25, Thames Travel services X39/40 and Carousel service X80 did not previously call near the site at the time of 2012 OPP, enhancing the options for potential bus passengers from the site.
- 2.19 There is also a bus stop on Caversham Road just beside the Site, Caversham Road Fire Station stop. The 27, 29 and 42 services stop at this bus stop.
- 2.20 A summary of these routes is provided in Table 2.2.

Table 2.2: Bus services within 200m of the Site

Route no. (provider)	Destinations	Peak frequency	Off-peak frequency
22 (Reading Buses)	Reading Station – Caversham Heights	Every 60 mins	Every 60 mins
23 (Reading Buses)	Reading Station – Caversham Park – Emmer Green	Every 30 mins	Every 30 mins
24 (Reading Buses)	Reading Station – Caversham library – Chalgrove Way	Every 30 mins	Every 30 mins
25 (Reading Buses)	Reading Station – Peppard Common	Every 30 mins	Every 60 mins
27/29 (Reading Buses)	Caversham Road – Nire Road	Every 30 mins	Every 60 mins
42 (Reading Buses)	Rivermead Drive - Caversham Road – Kenavon Drive	Every 40 mins	Every 40 mins
X80 (Carousel)	Reading Station – Caversham – Henley-on-Thames – Marlow – High Wycombe	Every 60 mins	Every 60 mins
X39/40B (Thames Travel)	Reading Station – Caversham – Woodcote – Henley-on-Thames – Wallingford – Oxford	Every 30 mins	Every 30 mins

- 2.21 Additionally, there are several bus lines operating from the south side of Reading Station, which can be easily accessed from the Site via the underpass.

Taxi Services

- 2.22 There is a taxi rank located immediately outside of the northern entrance of Reading railway station and the site's proposed eastern access. There is an additional taxi rank on the eastern side of Trooper Potts Way. Both taxi ranks will be retained as part of the proposed redevelopment. It is not anticipated many site users will undertake journeys by taxi due to the large choice of sustainable modes available within proximity to the site.

Car Clubs

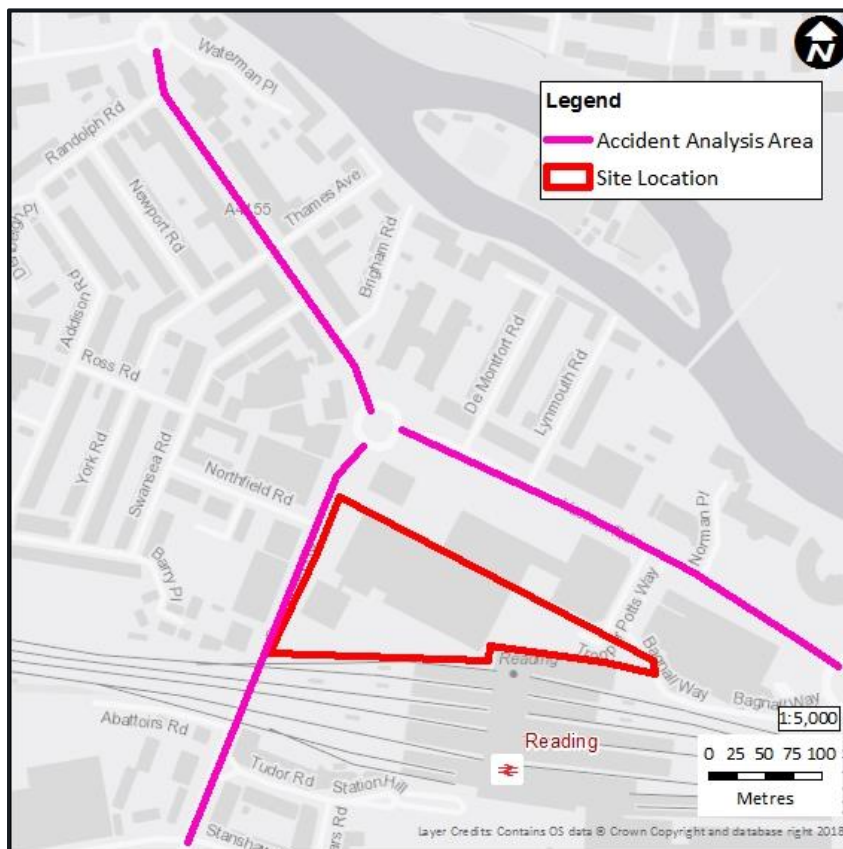
- 2.23 There are three car club vehicles available in proximity to the Site. One additional car club space has been introduced since grant of the previous consent in 2012. The car club vehicles local to the site are detailed below:

- Co-Wheels Car Club – one vehicle available at Reading Council Magistrates Court car park (12-minute walk from site's western pedestrian access); and
- Two Carvenient Car vehicles, including one on Garrard Street (5-minute walk from the site) and one on New Bright Street (15-minute walk from the site).

Road Safety

- 2.24 An analysis was undertaken of Personal Injury Accident (PIA) data for the most recent three-year period available from RBC. Figure 2.2 shows the accident analysis area.

Figure 2.2: Accident Analysis Area



- 2.25 Road safety data is included in **Appendix C**.

- 2.26 A total of 39 accidents were recorded in and around the site on Caversham Road and Vastern Road in the 36-month period from 01/09/2015 and 31/08/2018. Of these 39, eight were serious and one was fatal. Table 2.3 provides further details.

Table 2.3: Breakdown of Accident Data

Personal Injury Accidents 01/09/2015 to 31/08/2018							
Location	Severity			Involvement Mode			
	Fatal	Serious	Slight	Vehicle	Motor cycle	Cyclist	Pedestrian
A329 Vastern Road between the roundabout junction with B3345 George Street / Bagnall Way / King's Meadow Road, and the roundabout junction with the A4155 Caversham Road;	0	8	17	4	1	18	1
A329 Caversham Road between the roundabout junction with the A4155 Caversham Road and the signalised T-junction with Great Knollys Street	0	0	10	4	1	2	2
A4155 Caversham Road between the roundabout junction with the A329 and the roundabout junction with Richfield Avenue / Waterman Place.	1	0	3	1	0	2	2

- 2.27 The most significant cluster of accidents is on Vastern Road eastbound where the roundabout junction connects to Bagnall Way, George Street and Kings Meadow Road. On this section of road, 12 road traffic incidents have taken place in the most recent three-year period. Of these, nine were slight incidents and four were slight.

Local Highway Network

- 2.28 At present, access to the site is possible from the A329 (Caversham Road) and Trooper Potts Way.
- 2.29 The vehicle entrance from the A329 (Caversham Road) southbound provides access to a small on-site car park running along the western border of the site, and to a larger on-site car park on the site's southern side; this is accessible via an access route between the existing buildings.
- 2.30 An additional entrance is taken from Caversham Road immediately north of the railway viaduct and is used by Network Rail to access and maintain the viaduct.
- 2.31 The vehicle access from Trooper Potts Way provides access to a small on-site car park and on-site servicing yard to the rear of the development. Trooper Potts Way's main carriageway, which is currently owned by Royal Mail, also provides access to Reading station's northern entrance, associated drop-off and car parking facilities.
- 2.32 A separate two-way carriageway is also provided along Trooper Potts Way's eastern side. This carriageway is restricted to bus and cycle use only and supports a series of new bus stops, which form part of the Reading station transport interchange (See: Section 5.21). This carriageway connects to the priority junction with Bagnall Way, and forms a loop with the

main carriageway of Trooper Potts Way, permitting buses to leave in forward gear without turning.

- 2.33 The A329, which is referred to as Caversham Road to the site's west and as Vastern Road to the site's north, forms part of the Inner Ring Road. This route acts as a local distributor road for traffic moving to/from different areas of Reading. The junction between the A329 (Caversham Road) and the A329 (Vastern Road) has been signalised since the application for the 2012 Consented Scheme.
- 2.34 The highway network local to the site remains similar to that at the time of the 2012 OPP, with the only significant difference related to the Trooper Potts Way highway scheme and signalisation of its junction with the A329 Vastern Road. Trooper Potts Way operates a left-out / left-in only arrangement due to the central reservation along the A329 Vastern Road. There is a separate carriageway adjacent to Trooper Potts Way for buses only where the new bus stops are located, which connects to the priority junction with Bagnall Way (which is westbound only and cannot be entered at this point) and the Royal Mail site eastern access outside the station entrance.

Baseline Traffic Flows

- 2.35 The summarised survey data is located in **Appendix D**.
- 2.36 Traffic surveys were undertaken by Nationwide Data Collection as part of the February 2011 Transport Assessment prepared by Steer to obtain baseline traffic volumes. These were undertaken in early March 2010 on neutral weekdays and outside of the Easter school holidays, and comprised the following surveys:
- **Automatic Traffic Count (ATC)** survey over a 24-hour 7-day weekly period (2 – 8 March 2010), including speed, classification and direction. Undertaken at the following locations:
 1. Royal Mail Access Road (Trooper Potts Way);
 2. A329 Vastern Road immediately west of signalised junction with Trooper Potts Way (due to central hatched area, distance and guard this was treated as two separate counts, eastbound and westbound); and
 3. A329 Caversham Road immediately south of junction with Northfield Road and the controlled pedestrian crossing (due to the central island this again was treated as two separate counts).
 - **Manual Classified Count (MCC)** survey undertaken on a neutral weekday (Wednesday 3 March 2010) between 07:00 – 10:00 (AM period), 12:00 – 15:00 (lunchtime period) and 16:00 – 19:00 (PM period). Located at the priority junction between Trooper Potts Way / Bagnall Way / Royal Mail Depot site access.
- 2.37 A summary of the 2010 traffic survey data is presented in Table 2.4, including all vehicular movements. The proportion of cyclists and motorcyclists of all traffic is also identified.

Table 2.4: March 2010 Traffic Survey Data Summary

Survey location	AM Peak vehicular flow (08:00 – 09:00)		PM Peak vehicular flow (17:00 – 18:00)	
	Total vehicles	Proportion of cyclists and motorcyclists	Total vehicles	Proportion of cyclists and motorcyclists

ATC Survey*				
Site 1 - Trooper Potts Way (2-way)	76	5%	86	5%
Site 2 - A329 Vastern Road (Eastbound)	1105	2%	595	3%
Site 3 - A329 Vastern Road (Westbound)	780	2%	991	1%
Site 4 - A329 Caversham Road (Northbound)	1418	1%	1273	1%
Site 5 - A329 Caversham Road (Southbound)	1213	1%	1220	1%
MCC Survey				
Site 1 - Trooper Potts Way / Bagnall Way / Royal Mail Depot Site access	107	7%	78	8%

*Note: ATC data presents an average from the 5 individual weekdays (2nd, 3rd, 4th, 5th, 8th March 2010)

2017 Traffic Survey Data

- 2.38 Traffic surveys were also undertaken in October 2017 by Traffic Data Centre in the same format as March 2010, to provide comparative data to assess the change in baseline traffic flows over the duration of seven years. The ATC surveys were undertaken between 11 – 17 October 2017, and the MCC survey was undertaken on Wednesday 11 October 2017.
- 2.39 A summary of the 2017 traffic survey data is presented in Table 2.5.

Table 2.5: October 2017 Traffic Survey Data Summary

Survey location	AM Peak vehicular flow (08:00 – 09:00)		PM Peak vehicular flow (17:00 – 18:00)	
	Total vehicles	Proportion of cyclists and motorcyclists	Total vehicles	Proportion of cyclists and motorcyclists
ATC Survey*				
Site 1 - Trooper Potts Way (2-way)	106	6%	134	6%
Site 2 - A329 Vastern Road (Eastbound)	1022	2%	700	2%
Site 3 - A329 Vastern Road (Westbound)	699	2%	886	2%
Site 4 - A329 Caversham Road (Northbound)	1165	1%	1080	1%
Site 5 - A329 Caversham Road (Southbound)	1132	1%	982	1%
MCC Survey				
Site 1 - Trooper Potts Way / Bagnall Way / Royal Mail Depot Site access	171	30%	210	23%

*Note: ATC data presents an average from the 5 individual weekdays (11th, 12th, 13th, 16th and 17th October 2017)

Net Change in Baseline Traffic Flows

- 2.40 The net change in baseline traffic flows and proportion of cyclists and motorcyclists between 2010 and 2017 is presented in Table 2.6.

Table 2.6: Net Change in baseline traffic flows 2010 – 2017

Survey location	AM Peak vehicular flow (08:00 – 09:00)		PM Peak vehicular flow (17:00 – 18:00)	
	Total vehicles	Proportion of cyclists and motorcyclists	Total vehicles	Proportion of cyclists and motorcyclists
ATC Survey*				
Site 1 - Trooper Potts Way (2-way)	30	1%	49	1%
Site 2 - A329 Vastern Road (Eastbound)	-83	0%	105	-1%
Site 3 - A329 Vastern Road (Westbound)	-81	0%	-105	1%
Site 4 - A329 Caversham Road (Northbound)	-253	0%	-193	-1%
Site 5 - A329 Caversham Road (Southbound)	-81	0%	-238	0%
MCC Survey				
Site 1 - Trooper Potts Way / Bagnall Way / Royal Mail Depot Site access	64	23%	132	16%

- 2.41 Table 2.6 highlights that in the AM peak there has been a decrease in the total traffic volume for A329 Vastern Road and Caversham Road in both directions. Particularly significant is a reduction of circa 250 vehicles northbound on the A329 Caversham Road.

- 2.42 The ATC and MCC survey at Trooper Potts Way demonstrates there has been an increase in traffic flows along the carriageway and turning movements at the priority junction with Bagnall Way and the site access. This change is expected due to the completion of the revised highway layout at the station's northern entrance, operation of the new bus stops, and completion of the expansive cycle hub in the multi-storey car park.
- 2.43 In the PM peak, there has been a decrease in total traffic volume as the same roads in the AM peak (with the exception of Vastern Road eastbound). Similar to the AM peak, Trooper Potts Way and the priority roundabout junction with Bagnall Way has experienced an increase in traffic since 2010.
- 2.44 The 'existing' traffic flows associated with the lawful use of the Site have been omitted from this assessment. Baseline traffic for the Site is based on an analysis of the traffic survey data captured in 2010 and 2017, supplemented with data from the Department for Transport (DfT) from the most recent period.
- 2.45 The baseline traffic flow for the Site on the surrounding road network is shown below in Table 2.7.

Table 2.7: Baseline traffic flow on the surrounding road network (2017)

Highway Link	AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)
Vastern Road	1,762	1,837
Caversham Road North	1,771	2,100
Trooper Potts Way	178	190
Forsbury Road	1,329	1,576
Forsbury Road/Kings Road	1,358	1,611
Caversham Road South	2,312	2,243
Oxford Road	872	1,034

Summary

- 2.46 This chapter has highlighted there have been improvements to the pedestrian and cyclist infrastructure within proximity to the site, and enhancements to public transport services within the acceptable walking distance of the site. These will contribute to the uptake of sustainable modes of travel compared to the 2012 OPP.
- 2.47 ATC and MCC traffic surveys demonstrate that there has been a reduction in existing traffic volumes since 2010 on the A329 for the majority of external links. This supports the rationale presented later in this report for zero underlying traffic growth.

3 Planning Policy and Guidance

Introduction

- 3.1 This chapter considers any change in policy since the 2011 Transport Assessment that must be considered for the proposed redevelopment.
- 3.2 The national, regional and local policy context for the forthcoming development has been revised and updated since the 2012 OPP, and the following documents have been adopted since and will be considered as part of the full Transport Assessment:
- National Planning Policy Framework (NPPF, 2019);
 - Planning Practice Guidance (PPG) - Travel plans, transport assessments and statements in decision-taking (2014);
 - Reading Borough Core Strategy with alteration (2015);
 - Draft Reading Borough Local Plan (2017);
 - Reading Borough Third Local Transport Plan 2011 – 2026;
 - Reading Station Area Framework (2010); and
 - Reading Borough LDF – Revised Parking Standards and Design (adopted October 2011).
- 3.3 RBC is currently in the process of preparing a new Local Plan for the period up until 2036, however it is anticipated this will not be adopted until 2019.

National Planning Policy Framework (June 2019)

- 3.4 The new National Planning Policy Framework was launched In July 2018 and states that the purpose of the planning system is to contribute to the achievement of sustainable development. The three overarching objectives to achieving this are:
- ***“an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;***
 - ***a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being; and***
 - ***an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.”***
- 3.5 To ensure that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.

- 3.6 Chapter 9 ‘Promoting Sustainable Transport’ sets out the requirement for transport issues to be considered from the earliest stages of plan making and development proposals so that:
- impacts on transport networks can be addressed;
 - opportunities from existing and proposed transport infrastructure, technology and usage can be realised;
 - opportunities to promote walking, cycling and public transport can be pursued;
 - the transport and infrastructure environmental impacts can be assessed and mitigated; and,
 - the design of schemes consider patterns of movements, streets, parking and other transport considerations.
- 3.7 Significant development should be located in locations which are/ can be made sustainable by minimising the need to travel and offering a range of transport modes to reduce congestion, emissions, and enhance air quality and public health.
- 3.8 The following should be considered when assessing development sites:
- sustainable transport modes have been promoted;
 - safe and suitable access to the site can be achieved for all users; and,
 - any significant impacts on the transport network (capacity or congestion), or on safety can be mitigated to an acceptable level.
- 3.9 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.

Planning Practice Guidance (March 2014)

- 3.10 In March 2014, the Department for Communities and Local Government (DCLG) launched this web-based resource for planning practice guidance. It provides advice on travel plans, transport assessments and statements, including guidance on when they are required, and what they should contain.
- 3.11 Paragraph 006 of the ‘Overarching principles on Travel Plans, Transport Assessment and Statements’ states that: Travel Plans, Transport Assessments and Statements can positively contribute to:
- encouraging sustainable travel;
 - lessening traffic generation and its detrimental impacts;
 - reducing carbon emissions and climate impacts;
 - creating accessible, connected, inclusive communities;
 - improving health outcomes and quality of life;
 - improving road safety; and
 - reducing the need for new development to increase existing road capacity or provide new roads.
- 3.12 The resource goes on to explain that travel plans and transport assessments “*support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.*”

Reading Borough Core Strategy with alteration (2015)

- 3.13 Reading Borough Core Strategy states that development must have access to efficient and effective public transport.
- 3.14 The Core Strategy outlines the need for Transport Assessments to be prepared for new developments, to ensure the impact upon the transport network is mitigated.

Draft Reading Borough Local Plan (2017)

- 3.15 The Draft Reading Borough Council Local Plan outlines the requirements for new developments to promote and improve sustainable transport facilities
- 3.16 The Local Plan also sets out the council's objectives for transport, which new development should contribute to.

Reading Borough Third Local Transport Plan 2011 – 2026

- 3.17 The Reading Borough Local Transport Plan (LTP) contains the objectives, policies and schemes intended to improve transport in an area whilst also contributing to wider environmental, social and economic benefits.
- 3.18 The Site falls within the Central Area Action Plan for Reading, the LTP recognises that development within the Central Area will increase strain on the traffic network. One of the plans for the Central Area is for RBC to work with the private sector to secure delivery of integrated transport choices associated with new development
- 3.19 The LTP states that future developments should seek to minimise their impact on the transport network in order to reduce environmental impacts associated with air quality, noise and carbon.

Reading Station Area Framework (2010)

- 3.20 The Station Area Framework outlines broad development principles and guide the planned redevelopment of the area, individual sites, the public realm and new transport infrastructure.
- 3.21 The framework insists that any development in the area must ensure that the impact upon the surrounding road network is acceptable.

Reading Borough Council Local Development Framework – Revised Parking Standards and Design (adopted October 2011)

- 3.22 The parking standards and principles outlined in the above guidance do not vary significantly from the previous version of the guidance (2009) that was used to inform the 2012 Consented Scheme. For clarity the standards from the 2011 guidance are outlined in the following narrative.

Car parking standards

- 3.23 The car parking standards are set as maximums in accordance with city centre zones (the site is located within Zone 1: Central Core Area). Where comprehensive and mixed-use development schemes are likely, developers are encouraged to provide shared parking for facilities which are likely to generate peak parking levels during different periods of the day. Electric vehicle charging points will also be encouraged where appropriate.
- 3.24 The maximum car parking standards per land use are set out as follows:

- **Retail** – public parking will be provided in line with RBC’s current parking strategy (2004), which states public spaces across the town centre should not exceed 8,000 in total. Some private parking may be permitted;
- **Commercial / office** – 1 space per 250 sqm;
- **Health** - 1 space per consulting room and 1 space per GP
- **Community** – Public parking should be utilised
- **Residential** – as set out in Table 3.1.

Table 3.1: RBC Zone 1 residential (Class Use C3) maximum car parking standards (October 2011)

Dwelling type	Bedrooms	Maximum number of parking spaces per unit
Flat	1-2	0.5
	3+	1
House	1	0.5
	2	1
	3	1
	4+	2
Visitor parking	0	0

Note: Should a developer require fewer spaces than are set out in Table 3.1, there would need to be a demonstration that there would be no detrimental highway impact.

- 3.25 For delivery and servicing standards, loading bay requirements for developments within Zone 1 will be based on the merits of the application.

Cycle parking standards

- 3.26 Cycle parking standards for Zone 1 should be applied as minimum standards, and mixed-use developments could share parking provision between uses.

- **Residential;**
 - 1-2 bed flat – 0.5 spaces per unit
 - 3+ bed flat – 1 space per unit
 - 1 bed house – 1 space per unit
 - 2-3 bed house – 2 spaces per unit
 - 4+ bed house – 2 spaces per unit
- **Commercial / office** – 1 space per 200 sqm;
- **Health Centre** - 1 space per 2 staff and 1 stand per consulting room
- **Community Centre** – 1 space per 50m²
- **Retail** – as set out in **Table 3.2**.

Table 3.2: RBC Zone 1 minimum retail cycle parking standards (October 2011)

Retail type	Long stay (employees)	Short stay (visitor)
A1 Food Retail	1 space per 6 staff	1 space per 300 sqm
A1 Non-Food Retail up to 1000sqm		1 space per 250 sqm
A1 Non-Food Retail over 1000 sqm		1 space per 300 sqm
A2 Financial and Professional Services		N/A
A3 Restaurants and Cafes		1 space per 300 sqm
A4 Eating Establishment		1 space per 300 sqm
A5 Hot Food Take Away		1 space per 300 sqm

- 3.27 The size of motorcycle bays should be 1500mm wide x 2800mm deep. For developments of 10 or more residential units, motorcycle parking provision should be at least 2% of the maximum total car parking provision.
- 3.28 For all developments with **up to 200** regular car parking spaces, three disabled spaces or 5% of total capacity should be provided.
- 3.29 For developments with **over 200** regular car parking spaces:
- **Retail** – three disabled spaces plus 4% of total capacity;
 - **Commercial / office** – six disabled spaces plus 2% of total capacity; and
 - **Residential / hotel** – four disabled spaces plus 4% of total capacity.
- 3.30 For developments of at least 10 residential units in Zone 1-2, developers will be required to support or provide a car club and must have a minimum of two cars. Free memberships should be offered for first six months for residents.

4 Development Proposals

Overview

- 4.1 This chapter details the key transport elements of the proposed scheme and any significant changes since the 2018 submission and the previous 2012 OPP.
- 4.2 The proposed site covers circa 2.2 ha comprising the former Royal Mail sorting office, a three-storey office building, other ancillary buildings and surface car parking. The former sorting office operations were transferred to Swindon in 2009 and the buildings have since been let to Network Rail for the process of facilitating Reading railway station improvements, however they will vacate the site once the railway works are complete and the site will be demolished.
- 4.3 The site's boundary remains unchanged from the 2018 submission and the 2012 OPP, and is bordered to the north by the Vastern Court Retail Park, to the east by Bagnall Way and the multi-storey car park for Reading railway station, to the south by Reading railway station and the Great Western railway tracks, and to the west by the A329 Caversham Road.

Proposed Changes to Floorspace

- 4.4 The revised application includes retail, office, a health and community centre together with residential development. Underground car parking will be provided through the construction of a basement. The retail uses are provided throughout the site fronting public spaces with office and residential uses above. The revised masterplan reflects three phases of development. The ground floor layout is shown at **Appendix A**.
- 4.5 The proposed changes in quantum per land use between the 2012 Consented Scheme, the 2018 submission and the 2020 proposals are illustrated in Table 4.1, excluding plant / cycle parking / refuse areas.

Table 4.1: Net Change in quantum per land use (GEA sqm) from 2012 Consented Scheme to 2018 Proposed Development

Land Use	2012 Consented Scheme	2018 Submission	2020 Proposed Development	Net Change (from 2018 Scheme)
Residential (C3)	40,902	58,545	55,451	-3,094
Retail (A1-A5)	1,286	1,889	1,762	-127
Office (B1)	16,156	16,604	19,730	3,126
Hotel (C1)	4,493	0	0	0
Leisure Centre / Gym (D2)	300	0	0	0
Health/Community Centre (D2)	0	772	706	-66
Total	63,137	77,810	77,649	-161

- 4.6 The consented quantum and mix of residential units from the 2012 OPP and the proposed quantum and mix of units is presented in Table 4.2.

Table 4.2: Net Change in residential units from 2012 Consented Scheme to 2018 Proposed Development

Type	2012 Consented Scheme	2018 Submission	2020 Proposed Development	Net Change (from 2018 Scheme)
Studio flat	0	79	74	-5
1 bed flat	113	227	194	-33
2 bed flat	181	335	320	-15
3 bed flat	14	6	25	19
Town House	0	11	7	-4
Total	308	658	620	-38

- 4.7 The tables demonstrate that, compared with the original submission of 2018, there is now an overall site-wide decrease of 161 sqm in gross external floor area.

Vehicular Access

- 4.8 At the request of RBC, the updated proposed masterplan includes the provision of a 7.5m width east-west spine road, named The Avenue, (containing a 3.5m central traffic lane, 2 x 1.5m flanking cycle lanes and 2 x 0.5m edge strips to adjacent parking. The layout is shown on the architect's plans in **Appendix A**.
- 4.9 The external vehicular access to the site is proposed to remain as per the arrangements agreed for the 2012 OPP. These access arrangements are designed to eliminate vehicular 'rat-running' through the site and have been approved in principle by RBC. These arrangements are detailed as follows:
1. **western access** – priority junction with A329 Caversham Road, which will operate as left-in only for vehicles, and contra-flow westbound cycle lane; and
 2. **eastern access** – vehicular traffic for both left-in / left-out movements will be directed to the signalised junction with the A329 Vastern Road via Trooper Potts Way, via the existing access point adjacent to Station Square.
- 4.10 The proposals will upgrade the current pelican crossing of Caversham Road south of Northfield Road to include signal-controlled crossings for cyclists. The costs of these works, including supporting Traffic Regulation Orders, would be paid by the applicant.
- 4.11 No changes are proposed to the recently signalised junction between Trooper Potts Way and A329 Vastern Road, which will remain left-in / left-out only for general traffic. There will also be no amendments to either taxi rank located at Reading railway station's northern entrance.
- 4.12 Vehicular traffic to all plots can enter the site by either junction, at the most convenient point to that plot, however they will be restricted to exiting the site via the eastern access only. The internal access through the site to connect the eastern and western junctions will permit the two-way flow of traffic east of the north-south internal access road. The internal access roads will provide direct access to all buildings and the basement car park.
- 4.13 All site roads will be subject to a 20mph speed limit.

- 4.14 As shown at **Appendix E**, the visibility splay at The Avenue / Trooper Potts Way junction does not meet the full design requirements. Nevertheless, as agreed with RBC during discussions on the 2018 submission, this departure from standards would be considered acceptable provided future traffic flows do not exceed those of the site in its current lawful use. Table 4.3 (which extracts the relevant information from Table 5.15) demonstrates that there is likely to be a beneficial reduction in flows throughout the day.

Table 4.3: Existing Lawful Use and Proposed Development Eastbound Traffic Generation at The Avenue / Trooper Potts Way Junction

	Existing Lawful Use	Proposed Development	Net Difference
AM Peak (08:00 – 09:00)	68	25	-43
PM Peak (17:00 – 18:00)	49	15	-34
Daily	505	183	-322

Pedestrian Access

- 4.15 Pedestrian access will be provided from the same western and eastern access points as for vehicular use, and the site layout will be designed to maximise pedestrian permeability between the two accesses.
- 4.16 The main east-west route through the scheme, The Avenue, will be provided with footways on both sides, connecting with an enhanced Station Square.
- 4.17 The existing controlled crossing of Caversham Road south of Northfield Road will be enhanced to improve conditions for pedestrians as well as accommodating cyclists.

Cyclist Access

- 4.18 Cyclists will be able to use both site entrances for ingress and egress movements. Dedicated cycle lanes are provided on The Avenue with a dedicated contra-flow westbound cycle lane provided at the western end of the scheme to provide two-way access to/from Northfield Road via the enhanced signal crossing of Caversham Road.

Parking Provision

Car parking

- 4.19 The 2012 Consented Scheme provided parking for 301 spaces in total, with 210 of these located in the basement / semi-basement, and the remaining 91 spaces at street level.
- 4.20 As requested by RBC, the modified Development will provide a significantly lower level of parking with 94 spaces across all land uses. This takes account of enhanced public transport improvements local to the site.
- 4.21 70 spaces in the basement have been allocated to residential use, with the remaining on-street parking divided up for office, retail and community use as well as four dedicated to servicing. Two car club spaces have been provided at street level to allow residents to have access to a vehicle, without the responsibility of owning one.
- 4.22 In accordance with RBC's parking standards, a maximum of 4 car parking spaces will be allocated to the office use.

4.23 Eight disabled parking spaces are available on the Site. Two are located at basement level and are designated for residential use. The remaining six are located at street level on Metropolitan Road and The Avenue.

4.24 The car parking allocation is set out in Table 4.4.

Table 4.4: Car parking allocation

	Residential	Retail	Health/ Community	Office	Car Club	Servicing	Total
Spaces	72	5	1	2	2	4	86
Accessible Spaces	3	2	1	2	0	0	8
Total	75	7	2	4	2	4	94

Cycle parking

4.25 In recognition of the low levels of car parking provided on the Site, the Applicant proposes to provide 662 long stay spaces within the site, which is far in excess of RBC's minimum cycle parking standards. The minimum requirements for cycle parking spaces are compared with the proposed cycle parking spaces for the development in Table 4.5.

Table 4.5: Proposed Cycle Parking Spaces for Residential Units

Phase	Block	Minimum Required Long Stay Cycle Spaces					Total Long Stay Cycle Parking Provision
		Residential	Office	Retail	Health/ Community	Total	
Phase 1	A	97	0	0	0	97	100
	B	45	0	0	0	45	92
	C	0	53	9	2	69	111
	Terraced Homes	6	0	0	0	0	6
Phase 2	D	44	0	0	0	44	80
Phase 3	E	46	0	0	0	46	68
	F	40	0	0	0	40	68
	G	27	0	0	0	27	44
	H	23	0	0	0	23	34
	J	0	26	1	4	39	65
	Terraced Homes	8	0	0	0	0	8
Total		333	79	10	6	427	662

4.26 The long stay cycle parking spaces for the residential and office land uses will be provided as Josta 2-tier racks, in secure, convenient storage areas with good surveillance. These storage areas are shown in **Appendix A**.

4.27 Cycle storage areas for the town house residential units will be provided in the garden areas. This will mean that the residents of the town houses will not require access to the cycle parking storage areas in the wider development.

4.28 Retail and the Health / Community Centre tenants will be expected to provide long-stay cycle parking storage for staff members within the floorspace of their unit.

- 4.29 Short-stay cycle parking spaces will be provided on-street throughout the site, with exact numbers and locations to be determined.

Servicing Access

- 4.30 Delivery and servicing vehicles will enter the site either via the eastern or western access depending on the destination within the site, and will exit via the eastern entrance under all circumstances. Buildings would be serviced from the nearest safe kerbside location within the proposed internal road network, with the entrance to the refuse storage areas located adjacent to the kerbside.
- 4.31 No servicing will be undertaken from nearby public highways, such as Caversham Road. Further detail on servicing and waste is provided in Chapter 7.

5 Trip Generation

5.1 This chapter examines data related to mode share and trip generation to ascertain the net change in total person and vehicular trip generation between the 2012 Consented Scheme and the 2020 Proposed Development. The following three data sources have been used to form the basis of the assessment:

- TRICS analysis for comparable sites;
- census 'Journey to Work' data review; and
- census car ownership data.

5.2 This chapter uses the data sources to forecast the proposed development's multi-modal trip generation and provides a comparison with the 2012 Consented Scheme multi-modal trip generation.

Trip Generation

5.3 Trip generation has been assessed in terms of peak and daily person trips by all modes. This section sets out the trip generation for the existing use, the 2012 consented scheme and the proposed scheme, as updated from the 2018 application.

Existing Use

5.4 This section sets out the estimated trips generated by the existing use. As noted on RBC's website (LPA Ref 12/00101), the Certificate of Lawfulness granted for the site confirms the existing use as a maximum of 7,494 m² gross internal area (GIA) for the distribution of parcels with the remainder of the site being ancillary to this use.

5.5 Although not currently on RBC's website, the traffic generation associated with the lawful use was reported at paragraph 3.24 of the 2011 Transport Assessment, which states that *"The former Royal Mail sorting office which was located on the site up to June 2009 was estimated to generate around 34 two-way trips via its only entrance from Vastern Road in the AM Peak and around 46 in the PM Peak. These figures have been deduced from the 'existing' trip generation of the site which was agreed with Reading Borough Council as part of RMG's relocation to Gillette Way."*

5.6 B8 Parcels Depot sites within the TRICS database have been used to derive the trip rates for the existing use. The sites selected are provided in Table 5.1 and have been agreed with RBC.

Table 5.1: B8 Parcel Depot TRICS Sites

Location	Survey Date	Floorspace (m ²)
Hounslow, Greater London	26 May 2019 (Re Survey)	3,860
Norfolk, East Anglia	25 October 2012	1,600

5.7 The vehicle trip rates and traffic generation associated with the existing use are provided in Table 5.2.

Table 5.2: Existing Use Trip Generation (Based on 7,494m² gfa)

Trip rate per 100 m ²	AM Peak (08:00-09:00)			PM Peak (17:00-18:00)			Daily (07:00 - 19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Vehicle Trip Rate	0.311	0.897	1.208	0.751	0.659	1.41	6.479	6.738	13.217
Traffic Generation	23	68	91	56	49	106	486	505	990

2012 Consented Scheme

5.8 The 2012 Consented Scheme was based on the illustrative residential led scheme and comprised the following quantum per land use:

- Office (Class B1) – 16,156 sqm;
- Retail (Class A1/A3/A4/A5) – 1,286 sqm;
- Residential (Class C3) – 40,902 sqm;
- Hotel (Class C1) – 4,493 sqm; and
- Health centre / gymnasium – 300 sqm.

5.9 The ‘worst-case’ forecast site wide trips for the 2012 Consented Scheme presented in the 2011 Transport Assessment (based on Scheme 3) is detailed in Table 5.3.

Table 5.3: 2012 Consented Scheme Total Person Trip Generation

Mode	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)			Daily (07:00 - 19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Car Driver	130	77	207	84	141	225	1,300	1,300	2,599
Total People	986	382	1,368	503	1,050	1,553	9,427	9,427	18,854

Proposed Scheme

5.10 As previously described, this TA sets out the assessment of the development proposals in relation to the 2012 Consented Scheme. However, as the assessment was updated in 2018, the trip generation methodology has been based on the 2018 update. The trip rates for each land use therefore have not changed from the assessment carried out in 2018.

5.11 The TRICS database (version 7.2.4) has been interrogated for similar sites to the proposed development to demonstrate whether there is a change in total person trips since that presented in the 2012 Transport Assessment. Sites were selected considering their size, location, public transport accessibility and level of car parking provision. Sites within Greater London were excluded from the selection due to different travel behaviour comparative to sites outside of London.

5.12 During the determination period for the 2018 application, RBC requested that the transport impacts associated with the development be compared to the trips generated by the existing use at the site. Therefore, this chapter compares the trips generated by the updated development proposals to the trips generated by the existing use on-site.

5.13 In addition, the health/community centre trip rates were also reviewed as a result of comments from RBC. The agreed updated trip rates are reflected in this TA.

5.14 This section sets out the method for deriving the trip rates for each proposed land use.

Residential Trip Generation

- 5.15 Person trip rates have been derived from the TRICS database for main land use category '03 – Residential' and sub-category 'C – Flats privately rented' for comparative sites with surveys undertaken between 2010 to 2016. Additional sites have therefore been included that did not comprise the 2012 Transport Assessment and provide a more robust reflection of the proposed site. The TRICS output data is attached at **Appendix F**, and the total person trip rates have been accepted for use by RBC.
- 5.16 The total residential person trip generation, based on the proposals for 620 homes, by time period is presented in Table 5.4.

Table 5.4: Residential Person Trip Generation

	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)			Daily (07:00 - 19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Trip Rates (per unit)	0.07	0.37	0.44	0.45	0.20	0.65	2.42	2.50	4.92
Trip Generation (620 units)	43	231	274	278	122	400	1,499	1,549	3,048

Office Trip Generation

- 5.17 Person trip rates have been derived from the TRICS database for main land use category '02 – Employment' and sub-category 'A – Office' for comparative sites with surveys undertaken between 2010 to 2016 (including on-site parking provision). The TRICS output data is enclosed in **Appendix F**.
- 5.18 The proposed scheme provides 19,730m² of office space. The trip rates per 100m² and the resulting trip generation are provided in Table 5.5.

Table 5.5: Agreed Office Person Trip Generation

	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)			Daily (07:00 - 19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Trip Rates (per 100m ²)	2.00	0.16	2.16	0.11	1.73	1.85	10.69	10.51	21.19
Trip Generation (19,730m ² Office)	395	31	426	22	342	364	2,108	2,073	4,181

Retail Trip Generation

- 5.19 The proposed scheme provides 1,762 m² of retail space (use classes A1 to A3). The exact intended use of the For the purpose of this assessment, the trip generation has been based on an average of non-food retail (881 m²) and café/restaurant use (881 m²) to generate the trip rates. The TRICS output is attached at **Appendix F**.
- 5.20 This section therefore sets out the parameters used to generate the trip rates for each of the land uses that form the basis of the trip generation for the retail element of the proposals.

Non-Food Retail

- 5.21 Person trip rates have been derived from the TRICS database for main land use category '01 – Retail' and sub-category 'O – Convenience Store'. The trip generation is provided in Table 5.6.

Table 5.6: Agreed Retail Person Trip Generation (before linked trip discount)

	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)			Daily (07:00 - 19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Trip Rates (per 100m ²)	25.41	23.72	49.13	38.06	38.57	76.62	386.7	386.2	772.9
Trip Generation (1,762m ² Retail)	224	209	433	335	340	675	3407	3403	6809

Café/Restaurant

- 5.22 Person trip rates have been derived from the TRICS database for main land use category 06 – Hotel, food and drink’ and sub-category ‘B – Restaurants’. The trip generation is provided in Table 5.7.

Table 5.7: Agreed Restaurant / Café Person Trip Generation (before linked trip discount)

	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)			Daily (07:00 - 19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Trip Rates (per 100m ²)	0.00	0.00	0.00	2.39	0.98	3.37	14.24	9.47	23.71
Trip Generation (1,762m ² Retail)	0	0	0	21	9	30	125	83	209

- 5.23 It is assumed that 50% of the trips generated by the retail use will be linked or pass-by trips and therefore not new trips to the local transport network. This has been agreed with RBC.

Health / Community Centre Trip Generation

- 5.24 A health centre and a community centre will be provided as part of the Site, with a combined area of 667 sqm (GEA).
- 5.25 Person trip rates as shown in Table 5.8 have been derived from the TRICS database for main land use category ‘07 – Leisure’ and sub-category ‘Q – Community Centre’, as agreed with RBC during the determination period. The TRICS output data is attached at **Appendix F**.
- 5.26 It is assumed that 50% of the trips generated by the health / community centre use will be linked or pass-by trips, which has been agreed in principle with RBC.

Table 5.8: Total Health / Community Centre Trip Generation (before linked trip discount)

	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)			Daily (07:00 - 19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Trip Rates (per 100m ²)	1.83	0.14	1.96	1.86	1.15	3.01	18.98	18.39	37.37
Person Trips	13	1	14	13	8	21	134	130	264

Overall Trip Generation

- 5.27 Pass-by trip assumptions were agreed with RBC as part of the 2018 application and have been set out in the previous section. Taking these into account, Table 5.11 sets out the overall external person trip generation associated with the site-wide updated proposals.

Table 5.9: Total Person Trip Generation (including linked trip discounts)

	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)			Daily (07:00 - 19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Residential	43	231	274	278	122	400	1,499	1,549	3,048
B1 office	395	31	426	22	342	364	2,108	2,073	4,181
Retail	112	104	216	178	174	352	1,766	1743	3509
Community Centre	6	1	7	6	4	10	67	65	132
TOTAL	556	367	923	485	642	1,127	5,441	5,429	10,870

Mode share

Residential Mode Share

- 5.28 Method of Travel to Work (Dataset QS701EW) data from the 2011 Census has been used to form the basis of the estimated mode share for the residential element of the proposed scheme. This dataset is a more accurate representation of mode share as the data is specific to the geography of the site.
- 5.29 The data has been extracted for the Output Area E00082605, which contains the site and is shown in Figure 5.1.

Figure 5.1: Output Area E00082605

- 5.30 The mode share has been adjusted to reflect the car parking proposals and the expected travel behaviour of the residents. The proposals relate to a total of 75 car parking space that are allocated to the residential units of the site, this is approximately 12% of the number of proposed residential units. Therefore, to assess the worst case, the car driver mode share for the residential trip generation has been assumed to be 12%. The proportions of the remaining modes have been adjusted to reflect this, the results of which are provided in Table 5.10.

Table 5.10: Residential mode share

Mode	2011 Census Mode Share	Adjusted Mode Share
Train	26%	31%
Bus, minibus or coach	8%	9%
Taxi	0%	0%
Motorcycle, scooter or moped	1%	1%
Driving a car or van	26%	12%
Passenger in a car or van	1%	1%
Bicycle	2%	2%
On foot	37%	44%
Other method of travel to work	0%	0%
TOTAL	100%	100%

Commercial Mode Share

- 5.31 The mode share associated with the commercial (B1) land use, presented in Table 5.11, has been derived from the TRICS database and is based on comparative office developments.
- 5.32 Based on the on-site parking strategy, four car parking spaces will be allocated to the commercial use on-street. Therefore, the car driver mode share for commercial use has been reduced to account for one employee and three visitors having access to a car parking space, with the arrivals and departures spread over a two-hour AM and PM peak respectively. The car driver mode share for the AM, PM and daily periods has been calculated based on the proportion of car trips out of the total person trip generation for that time period (obtained by TRICS and as presented in Table 5.2).
- 5.33 For the daily vehicular trip generation, it has been assumed that there will be two sets of both arrivals and departures across the course of the day associated with the car parking spaces, to account for potential vehicular trips in-between the peak periods (e.g. lunchtime journeys). This results in 11 two-way car driver trips over the daily profile.
- 5.34 The remaining proportion of mode share has been distributed between other modes in consideration of the site's proximity to excellent public transport facilities and the TRICS data. The proposed office mode share is subsequently presented in Table 5.11.
- 5.35 This mode share has also been applied to the Health/Community Centre use.

Table 5.11: Proposed commercial mode share for 2018

Mode	Commercial mode share (TRICS data) – all time periods	Adjusted Mode Share
Underground, metro, light rail, tram	0%	0%
Train	3%	29%
Bus, minibus or coach	5%	31%
Taxi	0%	0%
Motorcycle, scooter or moped	0%	1%
Driving a car or van	30%	0%
Passenger in a car or van	32%	1%
Bicycle	1%	8%
On foot	30%	30%
Other method of travel to work	0%	0%
TOTAL	100%	100%

Retail Mode Share

- 5.36 The proposed mode share for the retail uses has been extracted from Method of Travel to Work data from the 2011 Census, by selecting geographies by workday population. The car driver mode share has been adjusted to reflect the low level of parking on-site (7 spaces are allocated for all retail uses) and is presented in Table 5.12.

Table 5.12: Proposed retail uses mode share for 2018 assessment

Mode	Retail and leisure mode share (Census data)	Adjusted Mode Share
Car Driver	10%	1%
Car Passenger	10%	1%
Bus	25%	30%
Rail	20%	29%
Pedestrians	30%	30%
Cyclists	5%	7%
Motorcyclist	0%	2%
TOTAL	100%	100%

Census car ownership data

- 5.37 Steer has examined recent trends in Reading, to ascertain whether a lower volume of vehicular trips per household are applicable to the forthcoming development comparative to the 2012 Consented Scheme.
- 5.38 2001 and 2011 census data has been extracted to compare the car ownership ratio for all wards within Reading borough, using the KS017 dataset by ward for 2001 and the QS416EW

dataset by ward for 2011. Both of these datasets show the number of households and sum of all private cars/vans per ward (including Abbey ward where the proposed site is located).

5.39 Table 5.13 summarises the net change in car ownership over the decade.

Table 5.13: Comparison between 2001 and 2011 Census Data for Car Ownership

Theme	Abbey ward	Reading (all wards)
2001 Census		
Number of households	4197	57,877
Number of cars/vans	3426	62,369
Car ownership ratio	0.82	1.08
2011 Census		
Number of households	6331	62,869
Number of cars/vans	4216	66,681
Car ownership ratio	0.67	1.06
Net Change		
Number of households	+2134	+4992
Number of cars/vans	+790	+4312
Car ownership ratio	-0.15	-0.02

5.40 Table 5.13 demonstrates that whilst there has been an overall increase in household numbers and number of private vehicles owned both at the individual ward level for the site and across the borough as a whole, the car ownership ratio has reduced. It is worth highlighting that Abbey ward has experienced a reduction of 0.15 in the ratio of cars owned per household, which is likely to be attributed to improvements in public transport services in central Reading. Since 2011 there has been significant upgrade in public transport and a large number of regeneration projects in the town centre that offers low car parking provision. Therefore, the car ownership in the town centre areas of Reading is expected to have reduced further. This provides additional justification for reducing the car mode share specific to the office and re-assignment to sustainable modes.

Trip Generation

Proposed Development Trip Generation

- 5.41 The forecast site-wide multi modal trip generation for the current application is presented in Table 5.14 which combines all land uses. The trip generation has been calculated based on the total person trip rates and individual mode shares per land use developed in this chapter and takes account of the agreed discounts for linked trips associated with the retail and community/health land uses.

Table 5.14: Forecast site wide multi-modal trip generation

Mode	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)			12-hour (07:00 - 19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Car Driver	7	25	32	31	15	46	179	183	362
Car Passenger	5	3	9	4	6	10	51	51	102
Bus	161	63	224	89	170	259	1,344	1,330	2,674
Rail / Underground	162	111	273	146	188	334	1,604	1,602	3,206
Pedestrians	176	146	322	189	214	403	1,881	1,885	3,767
Cyclists	36	15	50	21	38	59	303	300	602
Motorcyclist	9	4	13	6	10	15	79	78	156
TOTAL	556	367	923	485	642	1,127	5,441	5,429	10,870

- 5.42 Table 5.14 highlights that circa 362 two-way private car trips are expected from the proposed development over the 12-hour daily profile, with circa 10,870 two-way person trips in total. A large proportion of these trips are assigned to sustainable modes, with over 3,206 daily trips assigned to rail trips, approximately 2,674 to bus passengers and 3,767 journeys made on foot.

Change in Vehicle Trips – Proposed Scheme versus Existing Lawful Use

- 5.43 Table 5.15 sets out the comparison in vehicle trips generated by the existing lawful use of the site and the 2020 updated development proposals. It is evident that the proposals result in a reduction in vehicle trips throughout the day and therefore an improvement to the operation of the surrounding highway network.

Table 5.15: Net change in vehicle trips between the Existing Use and 2020 Proposed Development

Scenario	AM Peak (08:00 - 09:00)			PM Peak (17:00 - 18:00)			Daily (07:00 - 19:00)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
Existing lawful use	23	68	91	56	49	106	486	505	990
Proposed scheme	7	25	32	31	15	46	179	183	362
Difference	-17	-53	-59	-26	-34	-60	-307	-322	-628

6 Transport Impact

Preamble

- 6.1 This chapter considers the impact of the proposals upon the local transport networks, and a comparison with the forecast impact from the 2012 Consented Scheme.

Highways Impact

Vehicular trip distribution

- 6.2 The proposed vehicular access arrangements assume the same layout as the 2012 OPP, with left-in only at the western A329 Caversham Road access, and entry/exit from all parts of the site via Troopers Pott's Way.
- 6.3 The proportion of traffic at each access point is summarised in Table 6.1.

Table 6.1: Assumed distribution of site vehicular traffic per access

Access	AM Peak (08:00 – 09:00)		PM Peak (17:00 – 18:00)	
	Arrivals	Departures	Arrivals	Departures
Caversham Road (west access)	35.3%	0.0%	21.0%	0.0%
Vastern Road (east access)	64.7%	100.0%	79.0%	100.0%

- 6.4 The assigned proportion of site traffic on the highway network (for the AM and PM peak hours) is also assumed to be the same based on top ten origin and destination information from 2011 Census Data, as highlighted in Table 6.2.

Table 6.2: Assigned proportion of site traffic per direction

Movement	South-east	South-west	North-west	North-east	Total
Arrivals	36.5%	29.0%	27.2%	7.3%	100%
Departures	55.4%	23.0%	15.8%	5.8%	100%

Net Change in Proposed Scheme Highway Impact

- 6.5 As part of the 2012 Consented Scheme TA, a highways assessment was undertaken using the 2010 baseline traffic flows (undertaken in March 2010, as presented in Table 2.3 of this report) and the proposed private vehicle flows. The same exercise has been undertaken for the proposed 2018 scheme and 2020 scheme vehicular trips. The first analysis looks at the percentage increase in traffic flows against the baseline traffic flows. The second analysis compared the increase in vehicles on the road against the existing use.
- 6.6 The first analysis, looking at increase in traffic flows against the baseline is shown below in Table 6.3.

Table 6.3: Increase in traffic flows against the baseline

Highway Link	AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)
Baseline Traffic Flow		
Trooper Potts Way (north)	100	121
Trooper Potts Way (south)	6	13
A329 Vastern Road (Eastbound)	1022	700
A329 Vastern Road (Westbound)	699	886
A329 Caversham Road (Northbound)	1165	1080
A329 Caversham Road (Southbound)	1132	982
2018 Scheme Development Flows		
Trooper Potts Way (north)	36	27
Trooper Potts Way (south)	11	34
A329 Vastern Road (Eastbound)	6	19
A329 Vastern Road (Westbound)	39	31
A329 Caversham Road (Northbound)	3	10
A329 Caversham Road (Southbound)	8	6
% Increase on traffic flow (2018 Scheme Development Flows)		
Trooper Potts Way (north)	36%	22%
Trooper Potts Way (south)	165%	261%
A329 Vastern Road (Eastbound)	1%	3%
A329 Vastern Road (Westbound)	6%	3%
A329 Caversham Road (Northbound)	0%	1%
A329 Caversham Road (Southbound)	1%	1%
2020 Scheme Development Flows		
Trooper Potts Way (north)	28	21
Trooper Potts Way (south)	8	28
A329 Vastern Road (Eastbound)	4	15
A329 Vastern Road (Westbound)	30	25
A329 Caversham Road (Northbound)	2	8
A329 Caversham Road (Southbound)	6	5
% Increase on traffic flow (2020 Scheme Development Flows)		
Trooper Potts Way (north)	28%	18%
Trooper Potts Way (south)	122%	209%
A329 Vastern Road (Eastbound)	0%	2%
A329 Vastern Road (Westbound)	4%	3%
A329 Caversham Road (Northbound)	0%	1%
A329 Caversham Road (Southbound)	1%	1%

6.7 As shown in Table 6.3, the percentage increase in traffic flow generated by the Site is minimal. On Trooper Potts Way, there will be a greater change to traffic flows. This is primarily because the road will represent the key access point for the site, and the only egress for vehicles onto

the main arterial routes. Currently the road exhibits a very low usage, mainly being used by buses and taxis accessing the station.

- 6.8 The second analysis, showing the net change in development flows on key points on the local highway network in comparison with the existing use is set out in Table 6.4. The corresponding development traffic flow diagrams, showing vehicle flow from the main access roads during the AM and PM peak is attached at **Appendix G**.

Table 6.4: Net change in development vehicular flows between Existing Use, 2018 Proposed Scheme and 2020 Proposed Scheme

Highway Link	AM Peak (08:00 – 09:00)	PM Peak (17:00 – 18:00)
Existing Use		
Trooper Potts Way (north)	78	49
Trooper Potts Way (south)	15	44
A329 Vastern Road (Eastbound)	8	25
A329 Vastern Road (Westbound)	82	55
A329 Caversham Road (Northbound)	4	13
A329 Caversham Road (Southbound)	18	11
2018 Proposed Scheme Development Flows		
Trooper Potts Way (north)	36	27
Trooper Potts Way (south)	11	34
A329 Vastern Road (Eastbound)	6	19
A329 Vastern Road (Westbound)	39	31
A329 Caversham Road (Northbound)	3	10
A329 Caversham Road (Southbound)	8	6
2020 Proposed Scheme Development Flows		
Trooper Potts Way (north)	28	21
Trooper Potts Way (south)	8	28
A329 Vastern Road (Eastbound)	4	15
A329 Vastern Road (Westbound)	30	25
A329 Caversham Road (Northbound)	2	8
A329 Caversham Road (Southbound)	6	5
Net Change in Development Flows (from Existing Use to 2020)		
Trooper Potts Way (north)	-77	-168
Trooper Potts Way (south)	-101	-68
A329 Vastern Road (Eastbound)	-57	-39
A329 Vastern Road (Westbound)	-101	-175
A329 Caversham Road (Northbound)	-29	-20
A329 Caversham Road (Southbound)	-18	-38

- 6.9 Table 6.4 demonstrates that there will be a reduction in vehicular traffic associated with the proposed development in comparison with the consented scheme upon all highway links.
- 6.10 Additionally, it should be noted that the eastbound vehicular flows exiting the site from the Station Square access are anticipated to be lower than those agreed in the 2012 Consented Scheme.

Public Transport Impact

- 6.11 The forecast trip generation upon bus and rail networks has been outlined in the previous chapter, which is significantly less than presented in the 2012 Consented Scheme TA. This is summarised in Table 6.5.

Table 6.5: Net change in bus and rail trips between 2012 OPP and 2020 Proposed Development

Mode	2012 OPP	2018 Proposed Development	2020 Proposed Development	Net Change (From 2012 to 2020)
Bus	6,052	2,577	2,674	-3,378
Rail / Underground	3,880	3,149	3,206	-674

Note: All values relate to 12-hour two-way trips

Bus

- 6.12 Compared to the 2012 OPP, there will be a reduction of 3,378 two-way bus journeys over the 12-hour period.
- 6.13 Table 5.14 shows that the proposed development is projected to generate 224 two-way bus journeys in the AM peak hour and 259 two-way bus journeys in the PM peak hour. It is expected that this level of additional activity can be accommodated on the bus network.

Rail

- 6.14 Compared to the 2012 OPP, there will be a decrease of 674 two-way rail trips over the 12-hour period.
- 6.15 Table 5.14 shows that the proposed development is projected to generate 273 two-way rail trips during the AM peak hour and 334 two-way rail trips in the PM peak hour. As shown in Table 2.1, there are 80 trains per hour departing and arriving at the station, therefore there will be an average increase of four passengers per train. The increase in train trips can be easily accommodated on the existing train services.

Pedestrian and Cyclist Impact

- 6.16 The forecast trip generation upon pedestrian and cyclist modes has been outlined in the previous chapter. It is less than presented in the 2012 Consented Scheme TA for cyclists and more for pedestrians. The net change is summarised in Table 6.6.

Table 6.6: Net change in pedestrian and cyclist trips between 2012 OPP and 2018 Proposed Development

Mode	Existing Use	2012 OPP Daily Trips (two-way)	2020 Proposed Development Daily Trips (two-way)	Net Change
Pedestrian	0	4,003	3,767	-236
Cyclists	0	1,139	602	-537

- 6.17 Although pedestrian and cycle activity is expected to be lower than the 2012 Consented Scheme, it is nevertheless proposed to enhance the mitigation proposed for pedestrian and cyclists, to include:
- An enhanced Station Square
 - The Avenue, which will be provided with with-flow cycle lanes and tiger crossings linking to the proposed Aviva development to the north
 - An enhanced crossing of Caversham Road by Northfield Road, to include provision for cyclists.

7 Servicing and Waste Strategy

Refuse

- 7.1 Refuse collections will be undertaken on-street from the internal access road for all buildings. Refuse storage facilities will be provided within the confines of each building, with storage capacity and location provided in accordance with RBC's Waste Operations Service Standards – Appendix A (May 2016).
- 7.2 For the purposes of waste storage and collection:
- Four bin storage facilities will be provided at basement level, three to serve the phase 1 block, and one to serve the phase 3 block. These are shown in the accompanying Masterplan drawings and will be accessed from Caversham Road to the west side and the internal site road to the east;
 - Six bin storage facilities will be provided at grade to service the remaining blocks. These areas will be accessed from the internal site road and Caversham Road to the west side. These storage areas are shown in the floor plans in **Appendix A**.
 - Six servicing/delivery bays are proposed on The Avenue.
- 7.3 The minimum requirements for refuse storage according to RBC's Waste Management Guidelines for Property Developers, Architects, Planners and Contractors and BS 5909:2005 guidance are set out in Table 7.1.

Table 7.1: Minimum refuse storage requirements

Land Use	Weekly Arisings (litres)	1,100 litre bin (twice weekly collection)
A1-5 Retail	15,120	6
B1 Office/	63,580	29
D1 Health/Community Use	400	0
C3 Residential Flats	-	65
Total	-	100
Use 240 litre bins (twice weekly collection)		
C3 Residential Houses		33
Total		33

- 7.4 The proposed development will provide 118 1,100 litre bins across the Site for the commercial and flatted residential development and 33 240-litre bins for the residential town houses, demonstrating that it meets the minimum requirements for refuse storage. The storage requirements calculated for the Site assume that residential and commercial waste will be collected twice weekly.

- 7.5 In accordance with the Waste Management Guidelines for Property Developers, Architects, Planners and Contractors, the storage bins provided will be swapped round mid-week to enable tenants to access the bins from the front face. Each of the front-facing bins in the storage areas will have a 2m clearance in front, to enable them to be accessed and safely moved.

Deliveries

- 7.6 A Servicing Management Plan will be secured through a planning condition.
- 7.7 Deliveries will be undertaken from dedicated on-street loading bays provided within the site's boundary, accessible via the internal access route. There are three on-site loading bays. Swept path analyses are shown in **Appendix H**. Delivery vehicles will be able to use either access to enter the site, but will exit the site via the eastern access only.
- 7.8 Servicing and delivery vehicles (<7.5 tonne and/or 10m Rigid HGV vehicles) are proposed to enter the site via access junctions at Vastern Road (Plots 1 and 2) and Caversham Road (Plot 3 and the western service yard for Plot 2).
- 7.9 In terms of assessing the future servicing provision on the Site, the illustrative scheme floor areas have been used to make an assessment. The servicing trip rates for the different land uses can be seen in Table 7.2 below. All trip rates are based on previous project experiences and surveys.

Table 7.2: Servicing – Daily Trip Rates

Land Use	Trip Generation		Number of daily trips
	In	Out	Total
Office	25	25	50
Retail	5	5	10
Residential	40	40	80
Health/Community	1	1	2
TOTAL	71	71	142

- 7.10 It is estimated that the proposed Illustrative Scheme development will generate around 142 daily servicing trips across all three Plots. It is anticipated that service and delivery vehicles accessing the site will be no larger than a standard 10m rigid vehicle.
- 7.11 To accommodate the forecast number of daily service trips, four servicing bays will be provided on The Avenue. The servicing bays provided are 2.7m deep and 12m long, to enable vehicles up to 10m long to service the Site. This level of provision is based on previous project experiences and surveys. Furthermore, vehicle tracking has been carried out as part of this assessment which shows sufficient space for both servicing and refuse vehicles to access all parts of the Site via the internal roads.

8 Construction Impacts

- 8.1 The proposed development will require demolition of the existing former Royal Mail Sorting Office buildings and the construction of the Development.
- 8.2 Demolition and construction will require the removal of spoil and materials from the site and the import of building materials.
- 8.3 The proposed indicative phasing of the construction works can be seen in Table 8.1 below.

Table 8.1: Indicative construction programme

Phase	Start	Approximate Duration	Development
Enabling	Q3 2020	18-20 months	-
One	Q1 2021	24-26 months	Block 1A + 1B
Two	TBC	18-20 months	Block 2A + 2B
Three	TBC	22-24 months	Block 3A – 3D

- 8.4 All construction traffic would access and egress the site via a left in/left out turn from Caversham Road. Since the access is located on the A4155, access to the wider area and the Motorway can be made directly via the M4, A329 and A33 and is therefore adequate for HGV vehicles. These routes would seek to ensure minimum disturbance to surrounding occupiers.
- 8.5 Construction traffic and activities associated with the development would be carefully managed to mitigate impacts on the local road network.
- 8.6 All construction traffic entering and leaving the site would be closely controlled ensuring the safety of pedestrians and other road users. Some minor loss of pedestrian amenity would be anticipated, but no additional road crossing delays surrounding the site would be expected and access to all existing bus stops is to be maintained.
- 8.7 Strict monitoring and control of all vehicles entering and existing the site will also be maintained throughout the construction period and will include:
- The setting of specific delivery and collection times;
 - Consolidation of deliveries wherever possible;
 - The requirement for prior authorisation with the logistics manager when visiting the site via vehicle;
 - Pedestrian access will be maintained adjacent to the work at all times; and
 - Ensuring vehicles are clean on leaving the site and the immediate road and pavement surfaces are kept clear of debris.

- 8.8 The number of construction workers on-site at any one time would depend upon the phasing of the development. To minimise traffic on site, staff and the labour force would be encouraged to use public transport. The proximity of the site to Reading station and a number of bus routes should ensure that this is the case for the majority of employees. No parking on the local roads would be allowed and the Contractor/Construction Manager would collaborate to enforce this. Provision would be made within the site for essential on-site parking only. Site personnel would access the site via bio-metric security gates, which would be segregated from vehicular access.
- 8.9 Whilst no long-term road closures are envisaged, short term closures may be required in order to transport abnormal loads or establish and remove cranes. If these are required, they would be undertaken at weekends or during evenings to minimise disruption to traffic and consent would be obtained from Reading Borough Council. Notice would be given by the Contractor in advance of the required closure or diversion dates.
- 8.10 A Construction Environmental Management Plan (CEMP) would be implemented prior to commencement of demolition and construction works. This would be approved and enforced by the Council under a planning condition in the planning permission sought.
- 8.11 There would be an increase of HGV movements during demolition and construction. Management strategies formed as part of the CEMP would be implemented to ensure that any impacts associated with their movements to and from the site are minimised.
- 8.12 These would include a routing agreement to ensure that the most appropriate route is used between the site and spoil processing/disposal site, along with wheel-washing and restricting the hours of operation.
- 8.13 The CEMP would be submitted to RBC (and other relevant bodies) prior to the commencement of the works. Compliance with the CEMP is anticipated to be secured by appropriate planning conditions or obligations, and the obligations contained within it passed onto the main contractors as 'Employer's Requirements' within the contract for the works.

9 Travel Plans

- 9.1 A Residential Travel Plan and Commercial Travel Plan have been developed alongside this Transport Assessment and can be seen in **Appendix J** and **K** of this report. The travel plans include overarching objectives aimed at promoting sustainable travel to, from and within the Development. The strategic objectives adhere to:
- Promoting Public Transport;
 - Reducing Car Use; and
 - Encouraging Walking and Cycling.
- 9.2 The implementation of the travel plan and target monitoring will improve Site accessibility and reduce car use by encouraging more sustainable travel options.
- 9.3 More detailed Travel Plans would be secured through the S106 agreement.

10 Summary and Conclusions

Summary

- 10.1 This Transport Assessment has been prepared by Steer on behalf of Hermes Investment Management (the 'Applicant') for the forthcoming planning application to RBC involving the demolition of the existing former Royal Mail site and redevelopment of a mixed-use scheme ('Reading Metropolitan'). The site is located immediately to the north of Reading railway station's northern entrance and to the south of Vastern Court Retail Park.
- 10.2 This revised version of the Transport Assessment has summarised the key elements of the updated scheme related to in relation to the 2018 proposed scheme. This TA has been prepared to update development proposals relating to the 2018 application at Reading Metropolitan. The TA outlines the impacts upon the surrounding transport networks as well as the net change in impact upon transport networks in comparison to the Existing Use on site. In addition, this TA incorporates the comments received from RBC on the 2018 application and includes agreed trip generation methodology from the subsequent addenda.
- 10.3 The 2018 application is within the determination period and the development quantum have been adjusted. The application therefore seeks permission for the following quantum per land use:
- 55,451 sqm GEA of residential (Use Class C3);
 - 1,762 sqm GEA of retail (Use Class A1 and A3);
 - 19,730 sqm GEA of office floorspace (Use Class B1); and
 - 706 sqm GEA of Health and Community Centre (Use Class D1)
- 10.4 Overall, the updated proposals relate to a site-wide decrease in gross external floor area of 161 sqm in comparison to the 2018 proposed development. There is an increase of 3,126 sqm in office space and a decrease of 3,094 sqm in residential space.
- 10.5 662 cycle parking spaces will be provided, above and beyond the minimum requirements set out in RBC policy.
- 10.6 A multi-modal trip generation assessment has been undertaken using the most recent census and TRICS data to provide a more accurate forecast. The comparison in vehicle and total people trips generated by the existing lawful use of the site and the 2020 updated development proposals. It is evident that the proposals result in a reduction in vehicle trips and therefore an improvement to the highway network, while increasing the total person trips which would create a vibrant extension to the station area and town centre. In view of the high level of public transport accessibility, there will be insignificant impacts upon public transport modes.
- 10.7 Delivery and servicing will remain as per existing arrangements from the 2012 OPP, with operations undertaken from the nearest safe kerbside location within the proposal internal road network.

- 10.8 The vehicular access will adopt the same approach as the 2012 OPP, permitting a left-in arrangement at both the western access to the A329 Caversham Road, and the eastern access to the A329 Vastern Road, and a left-out arrangement only at the eastern access to avoid 'rat running' through the site. Cyclists will be able to enter and exit from both access points. A two-way flow of traffic movement will be permitted along the majority of the internal road network within the site's boundary to increase the convenience for vehicle users.

Conclusions

- 10.9 With the mitigations proposed, it is considered that the transport impacts of the development can be accommodated on the surrounding highway and public transport networks. Therefore, the development is considered to accord with the relevant local and national policies.

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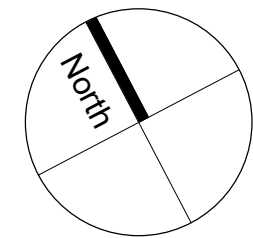
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A Floor Plans



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B PTAL Analysis

Project name	Reading Met
Sheet name	Service Information
Scenario	Proposed Network - Location 1
Version number	Reading Met

Bus Services		Distance to Stop (metres)	Peak Headway (minutes)	Off-Peak Headway (minutes)
	Service			
	22	10	60	60
	23	10	30	30
	24	10	30	30
	25	10	30	60
	27	10	30	60
	42	10	40	40

Underground Services	Service	Distance to Stop (metres)	Peak Headway (minutes)	Off-Peak Headway (minutes)

		Distance to		Off-Peak
	Service	Stop (metres)	Peak Headway (minutes)	Headway (minutes)
Rail Services	London Paddington	50	5	7
	Gatwick Airport	50	60	60
	Guildford	50	20	30
	Bournemouth	50	60	60
	Didcot Parkway	50	15	15
	Bristol Parkway	50	30	30
	Swindon	50	12	12
	Oxford	50	15	15
	Penzance	50	60	60
	Cardiff	50	30	30
	Newcastle	50	60	60
	Basingstoke	50	15	15
	Newbury	50	20	20
	Bristol Temple Meads	50	30	30
	Moreton in Marsh	50	30	60
	London Waterloo	50	30	30
	Swansea	50	60	60
	Manchester Picadilly	50	60	60
	Weston-Super-Mare	50	60	60
	Paignton	50	60	60
Redhill	50	30	30	

The diagram consists of a large rectangle with a black border. This rectangle is partitioned into three distinct colored regions. A vertical yellow strip occupies the leftmost portion of the rectangle. A horizontal light blue strip runs across the top of the rectangle, starting from the right edge of the yellow strip. The remaining area, which is the largest, is colored light orange and covers the bottom and right portions of the rectangle.

Project name	Reading Met
Sheet name	Peak EDF Calculation
Scenario	Proposed Network - Location 1
Version number	Reading Met

		Headway (minutes)	Walk Distance (metres)	Average Wait Time (minutes)	Walk Time (minutes)	Access Time (minutes)	Service Weighting	EDF Calculation
Bus Services	Service							
	22	60	10	8.0	0.1	8.1	Maximum	3.7
	23	30	10	8.0	0.1	8.1	Minimum	1.8
	24	30	10	8.0	0.1	8.1	Minimum	1.8
	25	30	10	8.0	0.1	8.1	Minimum	1.8
	27	30	10	8.0	0.1	8.1	Minimum	1.8
	42	40	10	8.0	0.1	8.1	Minimum	1.8
	Total							12.9

Underground Services	Service	Headway (minutes)	Walk Distance (metres)	Average Wait Time (minutes)	Walk Time (minutes)	Access Time (minutes)	Service Weighting	EDF Calculation
	Total							0.0

Rail Services			Walk	Average		Access		
	Service	Headway (minutes)	Distance (metres)	Wait Time (minutes)	Walk Time (minutes)	Time (minutes)	Service Weighting	EDF Calculation
	London Paddington	5	50	3.3	0.6	3.9	Maximum	7.7
	Gatwick Airport	60	50	12.0	0.6	12.6	Minimum	1.2
	Guildford	20	50	10.8	0.6	11.4	Minimum	1.3
	Bournemouth	60	50	12.0	0.6	12.6	Minimum	1.2
	Didcot Parkway	15	50	8.3	0.6	8.9	Minimum	1.7
	Bristol Parkway	30	50	12.0	0.6	12.6	Minimum	1.2
	Swindon	12	50	6.8	0.6	7.4	Minimum	2.0
	Oxford	15	50	8.3	0.6	8.9	Minimum	1.7
	Penzance	60	50	12.0	0.6	12.6	Minimum	1.2
	Cardiff	30	50	12.0	0.6	12.6	Minimum	1.2
	Newcastle	60	50	12.0	0.6	12.6	Minimum	1.2
	Basingstoke	15	50	8.3	0.6	8.9	Minimum	1.7
	Newbury	20	50	10.8	0.6	11.4	Minimum	1.3
	Bristol Temple Meads	30	50	12.0	0.6	12.6	Minimum	1.2
	Moreton in Marsh	30	50	12.0	0.6	12.6	Minimum	1.2
	London Waterloo	30	50	12.0	0.6	12.6	Minimum	1.2
	Swansea	60	50	12.0	0.6	12.6	Minimum	1.2
	Manchester Picadilly	60	50	12.0	0.6	12.6	Minimum	1.2
Weston-Super-Mare	60	50	12.0	0.6	12.6	Minimum	1.2	
Paignton	60	50	12.0	0.6	12.6	Minimum	1.2	
Redhill	30	50	12.0	0.6	12.6	Minimum	1.2	
Total								34.1

Boat Services	Service	Headway (minutes)	Walk Distance (metres)	Average Wait Time (minutes)	Walk Time (minutes)	Access Time (minutes)	Service Weighting	EDF Calculation
	Total							0.0

Project name	Reading Met
Sheet name	Off-Peak EDF Calculation
Scenario	Proposed Network - Location 1
Version number	Reading Met

Bus Services	Service	Headway (minutes)	Walk Distance (metres)	Average Wait Time (minutes)	Walk Time (minutes)	Access Time (minutes)	Service Weighting	EDF Calculation
	22	60	10	8.0	0.1	8.1	Maximum	3.7
	23	30	10	8.0	0.1	8.1	Minimum	1.8
	24	30	10	8.0	0.1	8.1	Minimum	1.8
	25	60	10	8.0	0.1	8.1	Minimum	1.8
	27	60	10	8.0	0.1	8.1	Minimum	1.8
	42	40	10	8.0	0.1	8.1	Minimum	1.8
	Total							12.9

Underground Services	Service	Headway (minutes)	Walk Distance (metres)	Average Wait Time (minutes)	Walk Time (minutes)	Access Time (minutes)	Service Weighting	EDF Calculation
	Total							0.0

Rail Services	Service	Headway (minutes)	Walk Distance (metres)	Average Wait Time (minutes)	Walk Time (minutes)	Access Time (minutes)	Service Weighting	EDF Calculation
	London Paddington	7	50	4.3	0.6	4.9	Maximum	6.2
	Gatwick Airport	60	50	12.0	0.6	12.6	Minimum	1.2
	Guildford	30	50	12.0	0.6	12.6	Minimum	1.2
	Bournemouth	60	50	12.0	0.6	12.6	Minimum	1.2
	Didcot Parkway	15	50	8.3	0.6	8.9	Minimum	1.7
	Bristol Parkway	30	50	12.0	0.6	12.6	Minimum	1.2
	Swindon	12	50	6.8	0.6	7.4	Minimum	2.0
	Oxford	15	50	8.3	0.6	8.9	Minimum	1.7
	Penzance	60	50	12.0	0.6	12.6	Minimum	1.2
	Cardiff	30	50	12.0	0.6	12.6	Minimum	1.2
	Newcastle	60	50	12.0	0.6	12.6	Minimum	1.2
	Basingstoke	15	50	8.3	0.6	8.9	Minimum	1.7
	Newbury	20	50	10.8	0.6	11.4	Minimum	1.3
	Bristol Temple Meads	30	50	12.0	0.6	12.6	Minimum	1.2
	Moreton in Marsh	60	50	12.0	0.6	12.6	Minimum	1.2
	London Waterloo	30	50	12.0	0.6	12.6	Minimum	1.2
	Swansea	60	50	12.0	0.6	12.6	Minimum	1.2
	Manchester Picadilly	60	50	12.0	0.6	12.6	Minimum	1.2
	Weston-Super-Mare	60	50	12.0	0.6	12.6	Minimum	1.2
	Paignton	60	50	12.0	0.6	12.6	Minimum	1.2
	Redhill	30	50	12.0	0.6	12.6	Minimum	1.2
	Total							32.4

Boat Services	Service	Headway (minutes)	Walk Distance (metres)	Average Wait Time (minutes)	Walk Time (minutes)	Access Time (minutes)	Service Weighting	EDF Calculation
	Total							0.0

Project name	Reading Met
Sheet name	Development PTAL Summary
Scenario	Proposed Network - Location 1
Version number	Reading Met v1

PTAL	Service	Peak PTAI	Off-Peak PTAI
	Bus	12.9	12.9
	Underground	0.0	0.0
	Rail	166.9	32.4
	Boat	0.0	0.0
	Development PTAI	179.8	45.3
	Development PTAL	6b	6b

Development Summary	Reading Met			
	The PTAL level of the development during the period			
			8-9am and 5-6pm	is level 6b
	This level of Public Transport Accessibility is Excellent			
	The PTAL level of the development during the period			
			Daytime	is level 6b
	This level of Public Transport Accessibility is Excellent			

C Road Safety Data

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months

Selection: Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

W1750915 Monday A329 VASTERN ROAD RBT/W B3345 Veh 1 Car Starting NWto E
21/09/2015 GEORGE STREET READING Veh 2 Pedal cycle Going ahead S to N Dri M 39 Serious
R1: A 329 2216hrs
R2: B 3345 Darkness: street lighting unkno
E 471,736 Dry
N 173,938 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 1 Very Likely
2nd: Passing too close to cyclist, horse rider or pedestrian Vehicle 1 Very Likely
3rd: Careless/Reckless/In a hurry Vehicle 1
C1 TRAV NW TO E FAILED TO GWAY AT RBT & COLL/W PC2 TRAV N

W0841115 Tuesday A329 GEORGE STREET RBT/W A329 Veh 1 Car Going ahead NWto SE
10/11/2015 VASTERN ROAD READING Veh 2 Pedal cycle Going ahead S to N Dri M 18 Slight
R1: A 329 0600hrs
R2: B 3345 Darkness: street lights present a
E 471,737 Wet/Damp
N 173,939 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Exceeding speed limit Vehicle 1 Very Likely
2nd: Failed to look properly Vehicle 1 Very Likely
C1 FAILED TO GWAY TRAV SE ENTRD RBT ENTRD RBT & COLL/W PC2 TRAV N. C1 FTS

W2081115 Friday A329 VASTERN ROAD RBT/W B3345 Veh 1 Car Starting NWto S
20/11/2015 GEORGE STREET READING Veh 2 Pedal cycle Going ahead S to N Dri M 56 Serious
R1: A 329 0830hrs
R2: B 3345 Daylight:street lights present
E 471,733 Dry
N 173,937 Fine without high winds
30 mph

C1 TRNG RT NW TO S AT RBT FAILED TO GWAY & COLL/W PC2 TRAV N

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months

Selection: Notes:

Police Ref. Road No. 2nd Road No. Grid Ref.	Day	Location Description	Vehicles					Casualties				
	Date		Veh No	Type	Manv	Dir	Class	Sex / Age / Sev				
	Time											
	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
	Causation Factor:											
	W0561215	Tuesday	A329 VASTERN ROAD RBT/W B3345	Veh 1	Car		Going ahead	S	to N			
R1: A 329	08/12/2015	GEORGE STREET READING	Veh 2	Pedal cycle		Going ahead	S	to N	Dri	M	46 Slight	
R2: B 3345	1830hrs											
E 471,750	Darkness: street lights present a											
N 173,941	Dry											
	Fine without high winds											
	30 mph											
Causation Factor:			Participant:			Confidence:						
1st:	Failed to look properly			Vehicle 1			Very Likely					
2nd:	Failed to judge other persons path or speed			Vehicle 2			Very Likely					
3rd:	Cyclist wearing dark clothing at night			Vehicle 2								
C1 TRAV N COLL/W PC2 ALSO TRAV N. PC BELIEVD C1 WOULD SLW TO LET HIM PASS												
W1580216	Friday	A329 VASTERN RD RBT J/W B3345	Veh 1	Car		Starting	NW	to SE				
R1: A 329	19/02/2016	GEORGE ST READING	Veh 2	Pedal cycle		Going ahead	S	to N	Dri	M	45 Serious	
R2: B 3345	0930hrs											
E 471,739	Daylight:street lights present											
N 173,934	Dry											
	Fine without high winds											
	30 mph											
Causation Factor:			Participant:			Confidence:						
1st:	Dazzling sun			Vehicle 1			Very Likely					
2nd:	Cyclist wearing dark clothing at night			Vehicle 2			Possible					
TX2 DRIV DAZZLD BY SUN FAILD TO G/WAY ENTRG RBT TO TRAV SE & COLL/W PC2 TRAV N ON RBT												
W0480616	Sunday	A329 VASTERN ROAD RBT/W B3345	Veh 1	Taxi		Turning right	NW	to S				
R1: A 329	05/06/2016	GEORGE STREET READING	Veh 2	Pedal cycle		Going ahead	S	to N	Dri	F	41 Slight	
R2: B 3345	2304hrs											
E 471,740	Darkness: street lights present a											
N 173,937	Dry											
	Fine without high winds											
	30 mph											
Causation Factor:			Participant:			Confidence:						
1st:	Failed to look properly			Vehicle 1			Very Likely					
2nd:	Careless/Reckless/In a hurry			Vehicle 1			Very Likely					
TX1 FAILD TO GWAY TRNG RT NW TO S & COLL/W PC2 TRAV N												

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months

Selection: Notes:

			Vehicles					Casualties				
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev				
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												
W0040716	Saturday	A329 VASTERN ROAD RBT/W B3345	Veh 1	Taxi		Going ahead	S	to	N			
	02/07/2016	GEORGE STREET READING	Veh 2	Car		Stopping	S	to	N	FSP	F	42 Slight
R1: A 329	1900hrs		Veh 2	Car		Stopping	S	to	N	RSP	F	8 Slight
R2: U 7201	Daylight:street lights present		Veh 2	Car		Stopping	S	to	N	RSP	F	11 Slight
E 471,749	Dry		Veh 2	Car		Stopping	S	to	N	Dri	F	20 Slight
N 173,875	Fine without high winds											
	30 mph											
Causation Factor:			Participant:				Confidence:					
1st:	Following too close		Vehicle 1				Possible					
2nd:	Failed to look properly		Vehicle 1				Very Likely					
3rd:	Failed to judge other persons path or speed		Vehicle 1				Possible					
4th:	Sudden braking		Vehicle 1				Possible					
5th:	Careless/Reckless/In a hurry		Vehicle 1				Possible					
C2 TRAV N SLWD TO APP OF RBT WAS & HIT IN REAR BY TX1												
160329887	Wednesday	A329 VASTERN RD RBT J/W NAPIER	Veh 1	Car		Going ahead	E	to	W			
	16/11/2016	RD READING	Veh 2	Pedal cycle		Going ahead	N	to	S	Dri	F	24 Slight
R1: A 329	2105hrs											
R2: U 7201	Darkness: street lights present a											
E 471,775	Wet/Damp											
N 173,899	Fine without high winds											
	30 mph											
Causation Factor:			Participant:				Confidence:					
1st:	Failed to look properly		Vehicle 1				Very Likely					
C1 TRAV W FAID TO G/WAY ENT RBT & COLL/W PC2 TRAV S												
160350616	Saturday	A329 VASTERN RD RBT J/W B3345	Veh 1	Car		Going ahead	W	to	E			
	03/12/2016	GEORGE ST READING	Veh 2	M/C > 500 cc		Wait go ahead held	W	to	E		F	52 Slight
R1: A 329	1400hrs											
R2: B 3345	Daylight:street lights present											
E 471,732	Dry											
N 173,940	Fine without high winds											
	30 mph											
Causation Factor:			Participant:				Confidence:					
1st:	Failed to look properly		Vehicle 1				Very Likely					
MC2 TRAV E BUT HELD UP WAITG TO ENT RBT HIT IN REAR BY C1												

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months

Selection: Notes:

Police Ref. Road No. 2nd Road No. Grid Ref.	Day	Location Description	Vehicles					Casualties				
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev		
	Time											
	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												
160356896	Friday	A329 VASTERN RD RBT J/W NAPIER	Veh 1	Car		Going ahead	E	to W				
R1: A 329	09/12/2016	RD READING	Veh 2	Pedal cycle		Going ahead	N	to S	Dri	F 60	Serious	
R2: U 7201	0652hrs											
E 471,774	Darkness: street lights present a											
N 173,895	Dry											
	Fine without high winds											
	30 mph											
Causation Factor:			Participant:			Confidence:						
1st:	Failed to look properly			Vehicle 1			Very Likely					
2nd:	Defective lights or indicators			Vehicle 2			Possible					
C1 FAILED TO G/WAY ENT RBT TRAV W & COLL/W PC2 TRAV S ON RBT												
170003387	Wednesday	A329 VASTERN ROAD RBT/W	Veh 1	Car		Going ahead	E	to NW				
R1: A 329	14/12/2016	NAPIER ROAD READING	Veh 2	Pedal cycle		Going ahead	N	to S	Dri	M 33	Slight	
R2: U 7201	2212hrs											
E 471,776	Darkness: street lights present a											
N 173,897	Dry											
	Fine without high winds											
	30 mph											
Causation Factor:			Participant:			Confidence:						
1st:	Careless/Reckless/In a hurry			Vehicle 1			Very Likely					
2nd:	Failed to look properly			Vehicle 1			Very Likely					
3rd:	Impaired by alcohol			Vehicle 1								
C1 FAILED TO GWAY TRAV E TO NW & COLL/W PC2 TRAV S. C1 FTS												
170015445	Wednesday	A329 VASTERN RD APP 30M NW RBT	Veh 1	Bus/coach		Going ahead	NWto	SE	Ped	F 70	Serious	
R1: A 329	04/01/2017	J/W B3345 GEORGE ST READING										
E 471,709	1055hrs											
N 173,953	Daylight:street lights present											
	Wet/Damp											
	Fine without high winds											
	30 mph											
Causation Factor:			Participant:			Confidence:						
1st:	Failed to look properly			Casualty 1			Very Likely					
2nd:	Failed to judge vehicles path or speed			Casualty 1			Very Likely					
3rd:	Crossed road masked by stationary veh			Casualty 1								
PED STRTD XING RD ON R/ATS, ATS TRND GRN, PED BLOCKD FROM VIEW BY VEH IN LN2, PSV TRAV SE IN BUS LN SAW PED LAST MINUTE SWRVD TO AVOID BUT COLL/W PED												

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months

Selection: Notes:

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev			
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											
170021481	Tuesday	A329 VASTERN ROAD RBT/W B3345	Veh 1	Car	Turning right	NWto S					
R1: A 329	10/01/2017	READING BRIDGE READING	Veh 2	Pedal cycle	Going ahead	S to N	Dri	M	50	Serious	
R2: B 3345	2208hrs										
E 471,736	Darkness: street lights present a										
N 173,935	Dry										
	Fine without high winds										
	30 mph										
Causation Factor:					Participant:		Confidence:				
1st:	Failed to look properly				Vehicle 1		Possible				
2nd:	Poor turn or manoeuvre				Vehicle 1		Possible				
C1 FAILED TO GWAY ENTRG RBT TRNG RT NW TO S & COLL/W PC2 TRAV N											
170044658	Monday	A329 VASTERN RD RBT J/W B3345	Veh 1	Car	Starting	NWto S					
R1: A 329	06/02/2017	GEORGE ST READING	Veh 2	Pedal cycle	Going ahead	S to N	Dri	F	40	Slight	
R2: B 3345	1600hrs										
E 471,733	Daylight:street lights present										
N 173,934	Dry										
	Fine without high winds										
	30 mph										
Causation Factor:					Participant:		Confidence:				
1st:	Failed to look properly				Vehicle 1		Possible				
C1 TRAV FROM NW TO NK DIR FAILD TO G/WAY & ENT RBT & COLL/W PC2 TRAV FROM S TO NK DIR ON RBT											
170055427	Monday	A329 VASTERN RD RBT J/W B3345	Veh 1	Car	Turning right	NWto S					
R1: A 329	20/02/2017	GEORGE ST READING	Veh 2	Pedal cycle	Going ahead	S to N	Dri	M	27	Slight	
R2: B 3345	1658hrs										
E 471,735	Daylight:street lights present										
N 173,937	Dry										
	Fine without high winds										
	30 mph										
Causation Factor:					Participant:		Confidence:				
1st:	Stationary or parked vehicle				Vehicle 1		Possible				
C1 ENTERED RBT TO TRN RT NW TO S ROM LN2 OF 3. VIEW OBSCURRD BY VEH IN LN3 & C1 COLL/W PC2 TRAV N ON RBT											

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months

Selection: Notes:

			Vehicles					Casualties				
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev				
Road No.	Date											
2nd Road No.	Time											
Grid Ref.	D/L											
	R.S.C											
	Weather											
	Speed											
	Account of Accident											
Causation Factor:												
170088724	Tuesday	A329 VASTERN RD J/W NORMAN RD	Veh 1	Car		Going ahead	NWto	SE				
	21/03/2017	READING	Veh 2	Car		Going ahead	NWto	SE	Dri	F	37	Slight
R1: A 329	0908hrs											
R2: U 7201	Daylight:street lights present											
E 471,630	Dry											
N 174,009	Fine without high winds											
	30 mph											
Causation Factor:			Participant:				Confidence:					
1st:	Dazzling sun		Vehicle 1				Very Likely					
C1 TRAV SE, DRIV BLINDED BY SUN & COLL/W REAR C2												
170167257	Thursday	A329 VASTERN RD RBT J/W B3345	Veh 1	Car		Going ahead	NWto	S				
	18/05/2017	GEORGE ST READING	Veh 2	Pedal cycle		Going ahead	SW to	N	Dri	M	41	Slight
R1: A 329	2237hrs											
R2: B 3345	Darkness: street lights present a											
E 471,738	Dry											
N 173,936	Fine without high winds											
	30 mph											
Causation Factor:			Participant:				Confidence:					
1st:	Failed to look properly		Vehicle 1				Very Likely					
2nd:	Careless/Reckless/In a hurry		Vehicle 1				Very Likely					
3rd:	Cyclist wearing dark clothing at night		Vehicle 2				Possible					
4th:	Not displaying lights at night or in poor visibility		Vehicle 2				Possible					
TX1 ENTRG RBT TO TRAV S COLL/W PC2 TRAV N ON RBT. RIDER WEARG DRK CLOTHG & NO LIGHTS IN DARK. TX1 FTS												
170175496	Monday	A329 VASTERN ROAD RBT/W	Veh 1	Goods > 7.5t		Turning right	E	to	NW			
	12/06/2017	NAPIER ROAD READING	Veh 2	M/C > 500 cc		Change lane to left	N	to	S	Dri	M	33 Slight
R1: A 329	0755hrs											
R2: U 7201	Daylight:street lights present											
E 471,769	Dry											
N 173,892	Fine without high winds											
	30 mph											
Causation Factor:			Participant:				Confidence:					
1st:	Failed to look properly		Vehicle 1				Very Likely					
2nd:	Poor turn or manoeuvre		Vehicle 1				Possible					
3rd:	Failed to judge other persons path or speed		Vehicle 2									
HGV1 FAILED TO GWAY TRNG RT E TO NW & COLL/W MC2 TRAV S												

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months

Selection: Notes:

			Vehicles					Casualties			
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev			
Road No.	Date										
2nd Road No.	Time										
Grid Ref.	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
Causation Factor:											
170200321	Friday	B3345 GEORGRE STREET RBT/W	Veh 1	Car	Turning left	NWto N					
	07/07/2017	A329 VASTERN ROAD READING	Veh 2	Pedal cycle	Going ahead	N to S	Dri	M	53	Serious	
R1: B 3345	2119hrs		Veh 3	Car	Parked	0 to 0					
R2: A 329	Daylight:street lights present										
E 471,758	Dry										
N 173,945	Fine without high winds										
	30 mph										
Causation Factor:			Participant:			Confidence:					
1st:	Impaired by alcohol				Vehicle 1	Very Likely					
2nd:	Travelling too fast for conditions				Vehicle 1	Very Likely					
3rd:	Poor turn or manoeuvre				Vehicle 1	Very Likely					
4th:	Loss of control				Vehicle 1	Very Likely					
5th:	Careless/Reckless/In a hurry				Vehicle 1	Very Likely					
6th:	Aggressive driving				Vehicle 1	Very Likely					
INTOX C1 TRNG N TO NE AT SPEED LEFT CWAY OSIDE INTO CENT REFUGE & INTO PC2 TRAV S. C1 FTS & LATER DROVE THE WRONG WAY UP A ONE-WAY STREET & COLL/W PRKD C3 & ARRESTED											
170230481	Saturday	B3345 GEORGE STREET RBT/W A329	Veh 1	Goods < 3.5t	Stopping	N to S					
	29/07/2017	VASTERN ROAD READING	Veh 2	Car	Stopping	N to S	FSP	M	25	Slight	
R1: B 3345	1530hrs		Veh 2	Car	Stopping	N to S	RSP	F	1	Slight	
R2: A 329	Daylight:street lights present		Veh 2	Car	Stopping	N to S	RSP	M	25	Slight	
E 471,768	Wet/Damp		Veh 2	Car	Stopping	N to S	Dri	F	24	Slight	
N 173,939	Fine without high winds										
	30 mph										
Causation Factor:			Participant:			Confidence:					
1st:	Travelling too fast for conditions				Vehicle 1	Very Likely					
2nd:	Failed to judge other persons path or speed				Vehicle 1	Very Likely					
3rd:	Impaired by alcohol				Vehicle 1						
C2 TRAV S WAITG AT RBT WAS HIT IN REAR BY INTOX LGV1											
170151753	Friday	A329 VASTERN ROAD RBT/W B3345	Veh 1	Car	Going ahead	NWto S					
	19/05/2017	READING BRIDGE READING (EXACT	Veh 2	Pedal cycle	Going ahead	S to N	Dri	M	39	Slight	
R1: A 329	1645hrs	LOCATION U/K)									
R2: B 3345	Daylight:street lights present										
E 471,735	Wet/Damp										
N 173,935	Fine without high winds										
	30 mph										
Causation Factor:			Participant:			Confidence:					
1st:	Failed to look properly				Vehicle 1	Very Likely					
C1 FAILD TO GWAY ENTRG RBT SE COLL/W PC2 TRAV N (ASSUMED FROM SKELETAL FORM)											

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months

Selection: Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

170317022 Wednesday B3345 READING BRIDGE RBT/W A329 Veh 1 Car Wait go ahead held N to S
18/10/2017 VASTERN ROAD READING Veh 2 Pedal cycle Going ahead E to W Dri M 17 Slight
R1: B 3345 1610hrs
R2: A 329 Daylight:street lights present
E 471,764 Dry
N 173,943 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 2 Possible
2nd: Failed to judge other persons path or speed Vehicle 2 Possible
C1 APP RBT TRAV S COLL/W PC2 XING RD W/B. C1 FTS

180046228 Friday A329 VASTERN ROAD JUNC/W Veh 1 Car Turning right W to S
26/01/2018 B3345, READING Veh 2 Pedal cycle Going ahead S to N Dri M 66 Serious
R1: A 329 1852hrs
R2: B 3345 Darkness: street lights present a
E 471,736 Dry
N 173,937 Fine without high winds
30 mph

Causation Factor: Participant: Confidence:
1st: Failed to look properly Vehicle 1 Very Likely
2nd: Disobeyed Give Way or Stop sign or markings Vehicle 1 Very Likely
C1 TRAV E FAILD TO G/WAY & COLL/W PED2 TRAV N

180056189 Friday A329 VASTERN ROAD J/W B3345 Veh 1 Car Going ahead NWto SE
16/02/2018 GEORGE STREET READING Veh 2 Pedal cycle Going ahead SW to NE Dri F 19 Slight
R1: A 329 0720hrs
R2: B 3345 Daylight:street lights present
E 471,734 Frost/Ice
N 173,938 Fine without high winds
30 mph

C1 ENT RBT NW TO SE & COLL/W PC2 TRAV NE ON RBT.

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months

Selection: Notes:

Police Ref. Road No. 2nd Road No. Grid Ref.	Day	Location Description	Vehicles					Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex / Age / Sev			
	Time										
	D/L										
	R.S.C										
	Weather										
	Speed										
	Account of Accident										
	Causation Factor:										
180185928	Monday	VASTERN ROAD J/W READING	Veh 1	Car		Going ahead	W	to	E		
	11/06/2018	BRIDGE READING	Veh 2	Car		Wait go ahead held	W	to	E	Dri	F 38 Slight
R1: A 329	0610hrs										
R2: B 3345	Daylight:street lights present										
E 471,730	Dry										
N 173,939	Fine without high winds										
	30 mph										
Causation Factor:			Participant:				Confidence:				
1st:	Failed to look properly					Vehicle 1		Possible			
2nd:	Failed to judge other persons path or speed					Vehicle 1		Possible			
3rd:	Following too close					Vehicle 1					
C1 TRAV E ON APP TO RBT COLL/W RR C2 TRAV E STPNG FOR TRAFF											

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months

Selection: Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

W1741115 Thursday A4155 CAVERSHAM ROAD O/S Veh 1 Car Going ahead NWto SE Ped M 67 Slight
 19/11/2015 NO.160 APPX 100M SE J/W
 R1: A 4155 0830hrs RANDOLPH ROAD READING
 Daylight:street lights present
 E 471,203 Wet/Damp
 N 174,349 Raining without high winds
 30 mph

Causation Factor: Participant: Confidence:
 1st: Slippery road (due to weather) Vehicle 1 Possible
 2nd: Stationary or parked vehicle Vehicle 1 Very Likely
 3rd: Failed to look properly Casualty 1 Possible
 4th: Careless/Reckless/In a hurry Casualty 1 Possible
 PED XING C/WAY SE TO NW FROM BETWEEN STAT VEHS COLL/W C1 TRAV NW TO SE IN LN2

W1830216 Thursday A4155 CAVERSHAM ROAD RBT/W Veh 1 Car Wait go ahead held NWto SE
 25/02/2016 A329 VASTERN WAY READING Veh 2 Pedal cycle Wait go ahead held NWto SE Dri M 62 Slight
 R1: A 4155 0756hrs
 R2: A 329 Daylight:street lights present
 E 471,326 Dry
 N 174,173 Fine without high winds
 30 mph

Causation Factor: Participant: Confidence:
 1st: Passing too close to cyclist, horse rider or pedestrian Vehicle 1 Very Likely
 2nd: Careless/Reckless/In a hurry Vehicle 1 Very Likely
 3rd: Aggressive driving Vehicle 1
 BOTH C1 & PC2 TRAV SE & ARGUING. C1 THEN TRNS LT TOWARDS PC2 & DELIBERATELY COLL/W PC2. C1 FTS

W1900616 Sunday A329 VASTERN RD RBT J/W A4155 Veh 1 M/C > 500 cc Going ahead SW to SE Dri M 38 Slight
 19/06/2016 CAVERSHAM RD READING Veh 2 Car Going ahead NWto SE
 R1: A 329 0812hrs
 R2: A 4155 Daylight:street lights present
 E 471,326 Dry
 N 174,162 Fine without high winds
 30 mph

Causation Factor: Participant: Confidence:
 1st: Failed to look properly Vehicle 2 Very Likely
 2nd: Failed to judge other persons path or speed Vehicle 2 Very Likely
 3rd: Exceeding speed limit Vehicle 1 Possible
 4th: Travelling too fast for conditions Vehicle 1 Possible
 5th: Sudden braking Vehicle 1 Very Likely
 6th: Swerved Vehicle 1 Possible
 C2 TRAV SE FAILD TO G/WAY ENT RBT & COLL/W MC1 TRAV FROM SW TO NK DIR

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months

Selection: Notes:

			Vehicles					Casualties		
Police Ref.	Day	Location Description	Veh No / Type / Manv / Dir / Class					Sex / Age / Sev		
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										
170203940	Friday	A4155 CAVERSHAM RD APP 60M N	Veh 1	Car		Going ahead	SE to NW			
R1: A 4155	30/06/2017	THAMES AVE READING	Veh 2	Car		Wait go ahead held	SE to NW Dri	F	54	Slight
	1525hrs	Daylight:street lights present								
E 471,195	Dry									
N 174,351	Fine without high winds									
	30 mph									
Causation Factor:			Participant:			Confidence:				
1st:	Following too close					Vehicle 1		Possible		
2nd:	Failed to look properly					Vehicle 1		Possible		
3rd:	Failed to judge other persons path or speed					Vehicle 1				
C2 TRAV NW BUT HELD UP IN TRAFF HIT IN REAR BY C1										
170227007	Tuesday	A4155 CAVERSHAM ROAD RBT/W	Veh 1	Car		Turning left	SE to SW			
R1: A 4155	25/07/2017	A329 VASTERN ROAD READING	Veh 2	Pedal cycle		Turning right	NWto SW Dri	M	24	Slight
	0047hrs	Darkness: street lights present a								
R2: A 329										
E 471,341	Dry									
N 174,122	Fine without high winds									
	30 mph									
Causation Factor:			Participant:			Confidence:				
1st:	Disobeyed Give Way or Stop sign or markings					Vehicle 1		Very Likely		
2nd:	Failed to look properly					Vehicle 1		Very Likely		
3rd:	Cyclist wearing dark clothing at night					Vehicle 2		Possible		
4th:	Not displaying lights at night or in poor visibility					Vehicle 2		Possible		
C1 FAILD TO GWAY AT RBT TRNG LT SE TO SW & COLL/W PC2 TRNG RT NW TO SW										
170299145	Saturday	A4155 CAVERSHAM ROAD RBT/W	Veh 1	Bus/coach		Going ahead	S to N	Ped	F	31
R1: A 4155	23/09/2017	RICHFIELD AVENUE READING								
R2: U 7201	0015hrs	Darkness: street lights present a								
E 471,126	Dry									
N 174,455	Fine without high winds									
	40 mph									
Causation Factor:			Participant:			Confidence:				
1st:	Exceeding speed limit					Vehicle 1		Possible		
2nd:	Disobeyed pedestrian crossing facility					Vehicle 1		Possible		
3rd:	Failed to look properly					Vehicle 1		Possible		
4th:	Failed to judge other persons path or speed					Vehicle 1		Possible		
5th:	Passing too close to cyclist, horse rider or pedestrian					Vehicle 1		Possible		
6th:	Careless/Reckless/In a hurry					Vehicle 1		Possible		
PSV1 TRAV N COLL/W PED XING RD IN U/K DIRN. PSV1 FTS										

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months

Selection: Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										
170326818	Tuesday	RICHFIELD AVENUE RBT/W A4155	Veh 1	Car		Wait go ahead held	SW to NE			
	31/10/2017	CAVERSHAM ROAD READING	Veh 2	Car		Wait go ahead held	SW to NE	Dri	M	27 Slight
R1: U 7201	0710hrs									
R2: A(4155	Daylight:street lights present									
E 471,109	Dry									
N 174,493	Fine without high winds									
	30 mph									
Causation Factor:										
1st:	Following too close					Vehicle 1	Possible			
2nd:	Failed to look properly					Vehicle 1	Possible			
3rd:	Failed to judge other persons path or speed					Vehicle 1	Possible			
4th:	Sudden braking					Vehicle 1	Possible			
C2 TRAV E BUT HLD UP WAITG TO ENT RBT HIT IN REAR BY C1										
170345033	Monday	A329 CAVERSHAM ROAD READING	Veh 1	Car		Going ahead	S to N			
	13/11/2017	30M S OF YORK RD	Veh 2	Car		Wait go ahead held	S to N	Dri	F	36 Slight
R1: A 329	2212hrs									
	Daylight:street lights present									
E 471,255	Dry									
N 174,268	Fine without high winds									
	40 mph									
Causation Factor:										
1st:	Failed to look properly					Vehicle 1	Very Likely			
2nd:	Careless/Reckless/In a hurry					Vehicle 1	Very Likely			
3rd:	Disobeyed automatic traffic signal					Vehicle 1				
C1 TRAV N FAILD TO STP & COLL/W C2 WTNG AT ATS										
170356461	Saturday	CAVERSHAM ROAD JUNC/W	Veh 1	Car		Starting	S to N			
	25/11/2017	RICHFIELD AVENUE READING	Veh 2	Car		Going ahead	E to W	Dri	M	32 Slight
R1: U 7201	1740hrs									
R2: U 7201	Daylight:street lights present									
E 471,121	Dry									
N 174,476	Fine without high winds									
	30 mph									
Causation Factor:										
1st:	Failed to look properly					Vehicle 1	Very Likely			
2nd:	Junction restart					Vehicle 1	Very Likely			
3rd:	Distraction outside vehicle					Vehicle 1	Possible			
4th:	Vehicle blind spot					Vehicle 1	Possible			
C1 TRAV N FAILD TO G/WAY & COLL/W C1 TRNG RT N TO W										

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months
Selection: Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										
180001947	Sunday	A33 CAVERSHAM ROAD, J/W A4155	Veh 1	Car		Going ahead	S	to N		
	24/12/2017	RICHFIELD AVENUE, READING	Veh 2	Taxi		Going ahead	S	to N	RSP	F 63 Slight
R1: A 33	1300hrs									
R2: A 4155	Daylight:street lights present									
E 471,311	Wet/Damp									
N 174,143	Fine without high winds									
	30 mph									
Causation Factor:				Participant:			Confidence:			
1st:	Following too close			Vehicle 1			Very Likely			
2nd:	Sudden braking			Vehicle 2			Very Likely			
C1 COLL/W C2 BOTH TRAV S TO N ON RBT. C2 BRAKED SUDDENLY										

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months

Selection: Notes:

Police Ref.	Day	Location Description	Vehicles				Casualties			
			Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
Road No.	Date									
2nd Road No.	Time									
Grid Ref.	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										

W0830616	Saturday	A329 CAVERSHAM ROAD J/W NORTHFIELD ROAD READING	Veh 1	Pedal cycle	Starting	NE to SW	Dri	M	81	Slight
R1: A 329	11/06/2016	1855hrs	Veh 2	Car	Starting	NE to SW				
R2: U 7201	Daylight:	street lights present								
E 471,278	Dry									
N 174,046	Fine without high winds									
	30 mph									

Causation Factor:	Participant:	Confidence:
1st: Other	Vehicle 1	Very Likely
C2 OVRTKG PC1 AS PC1 WOBBLES & FALLS INTO TRALER OF C2		

170001400	Thursday	A329 CAVERSHAM RD J/W TUDOR RD READING	Veh 1	Car	Stopping	N to S	Dri	F	45	Slight
R1: A 329	15/12/2016	1918hrs	Veh 2	Taxi	Stopping	N to S				
R2: U 7201	Darkness:	street lights present a	Veh 3	Car	Stopping	N to S				
E 471,186	Dry									
N 173,831	Fine without high winds									
	30 mph									

Causation Factor:	Participant:	Confidence:
1st: Distraction in vehicle	Vehicle 1	Very Likely
2nd: Other	Vehicle 1	Possible
C1 TRAV S DISTRCTD BY FLR MAT CAUGHT ACCLRTR & COLL/W REAR TX2 CAUSG SHUNT INTO C3		

170312755	Friday	GREAT KNOLLYS STREET JUNC/W A329 CAVERSHAM ROAD READING	Veh 1	Bus/coach	Turning left	S to W	Ped	M	54	Slight
R1: U 7201	20/10/2017	2346hrs	Veh 1	Bus/coach	Turning left	S to W	Ped	M	51	Fatal
R2: A 329	Darkness:	street lights present a								
E 471,140	Wet/Damp									
N 173,768	Raining without high winds									
	30 mph									

Causation Factor:	Participant:	Confidence:
1st: Failed to look properly	Vehicle 1	Possible
2nd: Vehicle blind spot	Vehicle 1	Possible
3rd: Failed to look properly	Casualty 1	Possible
4th: Failed to look properly	Casualty 2	Possible
5th: Pedestrian wearing dark clothing at night	Casualty 1	Very Likely
6th: Pedestrian wearing dark clothing at night	Casualty 2	Very Likely
PSV1 TRNG LT S TO W COLL/W 2 PED AT XING		

Details of Personal Injury Accidents for Period - 01/09/2015 to 31/08/2018 (36) months

Selection: Notes:

Police Ref. Road No. 2nd Road No. Grid Ref.	Day	Location Description	Vehicles				Casualties			
	Date		Veh No	Type	Manv	Dir	Class	Sex	Age	Sev
	Time									
	D/L									
	R.S.C									
	Weather									
	Speed									
	Account of Accident									
Causation Factor:										
170326843	Monday	GREAT KNOLLYS STREET JUNC/W	Veh 1	Goods > 7.5t	Going ahead	SW to NE				
	30/10/2017	A329 CAVERSHAM ROAD READING	Veh 2	Pedal cycle	Going ahead	SW to NE	Dri	F	27	Slight
R1: U 7201	0935hrs									
R2: A 329	Daylight:street lights present									
E 471,149	Dry									
N 173,775	Fine without high winds									
	30 mph									
Causation Factor:					Participant:		Confidence:			
1st:	Failed to look properly				Vehicle 1		Possible			
V1 TRAV N/S FAILED TO SEE & HIT PC IN NSIDE TRAV N/S										

