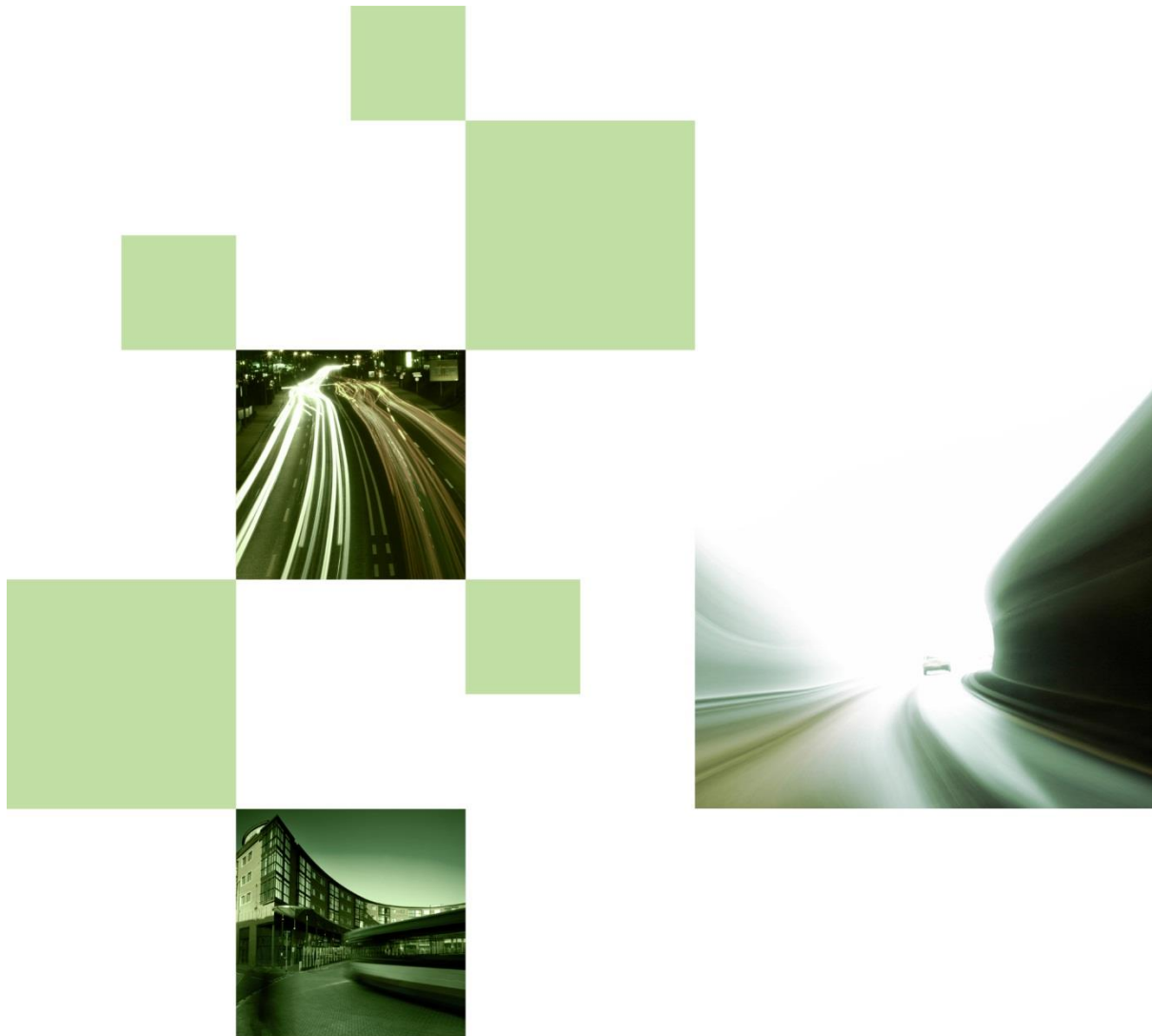


BRYAN G HALL

CONSULTING CIVIL & TRANSPORTATION PLANNING ENGINEERS



Proposed Egress Improvements Morrisons Reading

Transport Statement

August 2020

PROPOSED EGRESS IMPROVEMENTS
MORRISONS READING

WM MORRISON SUPERMARKETS PLC

TRANSPORT STATEMENT

Report by: Daniel McLean

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Ref: 19-201-001.01

August 2020

Report Reference No: 19-201-001.01

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1.0 INTRODUCTION

- 1.1 This Transport Statement (TS) has been prepared by Bryan G Hall (BGH) on behalf of Wm Morrison Supermarkets Plc to accompany a planning application for changes to the access arrangements to provide an additional egress for the existing Morrisons supermarket at Whitley in Reading. A location plan of the site is attached at **Appendix BGH1**.
- 1.2 Access to the store for customers is currently provided via the City Road / Rose Kiln Lane / Gillette Way roundabout to the north of the store and from the entry-only junction to the east of the store off Morrison Road. Access for service vehicles is taken from Gillette Way. At peak times, there are delays for Morrisons customers exiting the store car park via the existing egress to the north of the store. Morrisons have received complaints from customers regarding the existing access arrangements.
- 1.3 The proposed improvement is to provide an exit lane to the existing access to the east of the store off Morrisons Road. The proposed arrangement is attached at **Appendix BGH2**. In addition to improving egress from the store for Morrisons customers, there will be a net benefit to the operation of the local highway network as there will be less traffic using the City Road arm of the City Road / Rose Kiln Lane / Gillette Way roundabout to the north of the store and less traffic using the B3031 Basingstoke Road / Rose Kiln Lane signalised T-junction.
- 1.4 Pre-Application advice was sought from Reading Borough Council (ref: 190584/PREAPP) and the response dated 19th July 2019 is attached at **Appendix BGH3** for reference. It raises a number of highways concerns which are addressed in this report.

2.0 THE SITE AND THE HIGHWAY NETWORK AND THEIR OPERATION

The Site

- 2.1 The Morrisons food store is located in Reading, some 1.5 miles to the south of Reading city centre. It is bounded by Rose Kiln Lane to the north, the B3031 Basingstoke Road to the east, retail and employment sites to the south and Gillette Way to the west. The store has a gross floor area of some 7,513m², a petrol filling station (PFS) and a 596 space car park.
- 2.2 At present, all vehicles must exit the store via City Road to the north of the store, this is because the access to the east of the store is entry-only and customers cannot exit the store via this location. At peak trading times, City Road often becomes congested on the approach to the City Road / Rose Kiln Lane / Gillette Way roundabout, causing delays for Morrisons customers exiting the store car park.
- 2.3 The access to the east of the store is currently an entry-only access with one lane. There is an area of hatching to the east of the lane which is used to direct vehicles into the car park. A height restriction of 2 metres is in place at this junction. This access will be improved as part of this application and details of this improvement are discussed further in Chapter 3.

The Local Road Network

- 2.4 Vehicular access to the store for customers is provided from the access on City Road and the entry-only access on Morrison Road. Morrison Road is a single carriageway road and there are footways present on both sides of the carriageway. The road is a private road owned by Morrisons and not adopted by the local Highway Authority.
- 2.5 To the north of Morrison Road is the entry-only access to the Morrisons store, which has the benefit of a pedestrian crossing facility near the access. To the east, Morrison Road provides access to the highway network at the signalised crossroads junction with Morrison Road / B3031 Basingstoke Road / Buckland Road.
- 2.6 The B3031 Basingstoke Road is a single carriageway road which runs in a north / south direction. The road is street lit and is subject to a speed limit of 30mph. There is a bus lane present on the southbound carriageway along the eastern site frontage. There are footways along both sides of the carriageway and the western footway is separated from the carriageway by a verge. Double yellow lines are present to prevent parking on both sides of the B3031 Basingstoke Road in the vicinity of the Morrisons store. Pedestrians can cross the B3031 Basingstoke Road

at the signalised crossroads junction with Morrison Road / B3031 Basingstoke Road / Buckland Road. To the north, the B3031 Basingstoke Road continues towards Katesgrove. To the south, the B3031 Basingstoke Road terminates at Junction 11 of the M4.

- 2.7 Buckland Road is a single carriageway road which runs in an east / west direction. It is subject to a speed limit of 30mph and is street lit. There are wide footways on both sides of the carriageway. To the east, Buckland Road meets Long Barn Lane, Northumberland Avenue and Cressingham Road at a priority roundabout junction.

Personal Injury Collisions

- 2.8 Details of the personal injury collision (PIC) record for the local highway network in the vicinity of the site have been obtained from the CrashMap website for the most recent five-year period available. The data obtained covers the period from January 2015 to December 2019 and is attached at **Appendix BGH4**.
- 2.9 There was a total of 6 PIC's recorded during this period, 1 PIC resulted in a fatality and the remaining 5 PIC's were classified as slight in severity.
- 2.10 All 6 PIC's occurred either at the junction of the B3031 Basingstoke Road / Morrison Road / Buckland Road or on the approach to the junction.
- 2.11 News articles from the time indicated that the fatal PIC may have occurred when a pedestrian crossing the B3031 Basingstoke Road was hit by a vehicle and killed. The other PIC's were all slight which are common at traffic signal junctions such as minor rear end shunt type incidents.

3.0 THE PROPOSED SCHEME AND ITS IMPACT

The Improvement Scheme

- 3.1 The proposed scheme is shown on the plan at **Appendix BGH2**. The scheme consists of a dedicated exit lane from the car park to Morrison Road at the existing entry-only access to the east of the store. The purpose of this is to provide an alternative exit for customers from the store car park and reduce the demand on the main egress on City Road.
- 3.2 An area of the existing pedestrian deterrent paving and footway will be removed in order to construct the exit lane. The radius on the east side of the carriageway in the vicinity of the existing pedestrian crossing will be increased to provide a carriageway width suitable for two vehicles to pass each other. The double yellow lines on the east side of the road will be pulled back to the new kerbline. The existing pedestrian crossing will be relocated some 3 metres to the north of its existing position.
- 3.3 No car parking spaces will be lost as a result of this scheme. The routes of vehicles within the car park will change because of the new egress and new road markings will be put down within the car park to suit the new egress.

The Impact of the Scheme

- 3.4 The scheme will decrease wait times and reduce delays for customers exiting the Morrisons store car park as the trips will be split across two accesses rather than all customers leaving via the same access as they do at present.
- 3.5 The Pre-Application advice states that “the applicant will need to demonstrate what impact the proposal would have not only to the Basingstoke Road / Buckland Road / Access Road signalised junction but also the other surrounding junctions”. However, due to the Coronavirus pandemic it is not possible to obtain traffic surveys that are representative of the usual operation of adjacent junctions.
- 3.6 A thorough review of planning applications in the vicinity of the site has failed to identify any reasonably recent traffic survey information. The most recent data is some 7 years old which exceeds the usual industry practice of not accepting data more than 3 years old. Such data can therefore not be relied upon.
- 3.7 However, the proposal for a dedicated exit lane is a modest scheme that will not have a significant impact on the local road network. It is therefore considered that there is no need to provide traffic flows or junction analysis. Whilst the scheme is

important to Morrisons, it will not have a material effect on the operation of the adjacent road network and even if it did, the peak times of operation on Friday evening or Saturday lunchtime are short lived and hence for the vast majority of the day any impact would not be critical. Certainly, the morning peak would not be affected as Morrisons will generate low flows at this time.

- 3.8 Despite the above, a high level assessment of the impact of the proposals has been carried out. The Morrisons store is located in the centre of a large conurbation surrounded by residential development. On the basis of a robust assessment, it has been assumed that approximately 25% of customers each live to the north, east, south and west (via the A33) of the store.
- 3.9 As a result, 50% of Morrisons customers who live to the east and south of the store will use the new egress instead of the existing City Road access. This will increase the demand from the Morrisons store on the Morrison Road arm of the Morrison Road / B3031 Basingstoke Road / Buckland Road junction by 50% and decrease the demand by 50% on the B3031 Basingstoke Road North arm. This will decrease the demand on the mainline southbound traffic flow.
- 3.10 Due to 50% of the customers using the new egress instead of the City Road egress, this results in 50% less trips from the store using the City Road / Rose Kiln Lane / Gillette Way roundabout to the north of the store and the B3031 Basingstoke Road / Rose Kiln Lane signalised T-junction to the north-east of the store. The existing and proposed distribution has been illustrated on the attached plans at **Appendix BGH5**.
- 3.11 It has been demonstrated that the Morrison Road / B3031 Basingstoke Road / Buckland Road will operate with the same amount of traffic, with less demand on the B3031 Basingstoke Road southbound movement. The City Road / Rose Kiln Lane / Gillette Way roundabout and the B3031 Basingstoke Road / Rose Kiln Lane signalised T-junction will operate with low traffic from the Morrisons store.
- 3.12 It is not considered that a minor improvement scheme of this type needs to be subject to such an extensive analysis similar to what would be required of a new development. Due to the issues caused by the Coronavirus pandemic it is expected that a realistic approach will be taken by officers, especially given the financial pressures which Morrisons are operating under at present.
- 3.13 The Pre-Application response has raised concerns over potential rat running through the site as a result of this scheme, and that it already occurs in the opposite direction. The Council have not provided any detailed evidence that shows rat running occurring through the site. The possibility of rat running should not limit or

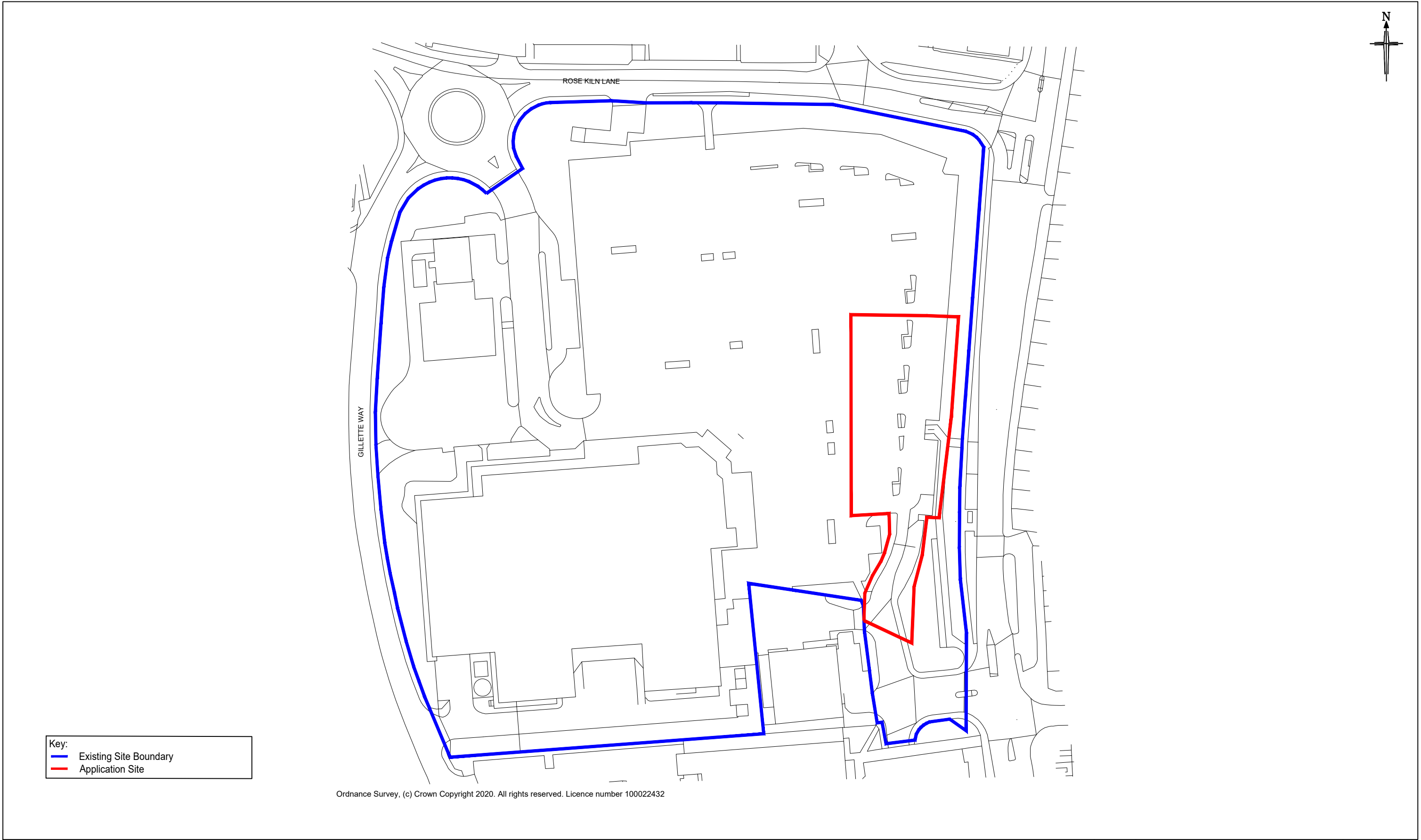
constrain Morrisons in improving their access arrangements and if this is a specific concern of the Council, then it can be assessed as a separate, stand alone issue.

- 3.14 Upon further inspection of the car park layout, it appears that there is very little benefit from rat running through the site. Should rat running occur, this would be as a result of issues on the existing highway network, such as congestion. Once the issues on the existing highway network have been alleviated, rat running would not occur through the Morrisons site.
- 3.15 The comments in the Pre-Application response relating to green time at Morrison Road / B3031 Basingstoke Road / Buckland Road junction have been acknowledged however Morrisons still wish to pursue this improvement scheme because of the beneficial impact to the operation of the store.
- 3.16 Finally, the Pre-Application response has suggested that the first aisle of the car park should be reconfigured or blocked off so that any queueing vehicles exiting the site does not block vehicles entering the car park. It is not anticipated that queues to exit the car park will extend as far as the first aisle, however even if the queue does extend this far vehicles entering the site will still be able to enter the car park by taking the first left turn. This movement will not be blocked by any queueing vehicles waiting to exit therefore this is not an issue.
- 3.17 It is considered that the above responses fully address the comments raised in the Pre-Application response. Therefore, there is no justifiable highways related reason why the modest amendments which are proposed should not be allowed to proceed.

4.0 SUMMARY AND CONCLUSIONS

- 4.1 This Transport Statement has been prepared by Bryan G Hall to accompany a planning application by Wm Morrison Supermarkets Plc for an additional egress for the existing Morrisons supermarket at Whitley in Reading.
- 4.2 The proposed scheme is to provide a dedicated exit lane to the existing access to the east of the store off Morrisons Road, which will reduce the number of vehicles using the main store access.
- 4.3 A review of the personal injury collision data for the latest five-year period has been undertaken. This shows that there are no road safety issues associated with the road network in the vicinity of the site.
- 4.4 The comments raised in the Pre-Application response have been addressed in full within this report.
- 4.5 This Transport Statement has demonstrated that the scheme will improve access to and from the store for Morrisons customers at no detriment for other road users or local residents. It is therefore concluded that there are no justifiable transport reasons why the proposals should not be granted planning permission.

APPENDIX BGH 1



Key:
Existing Site Boundary
Application Site

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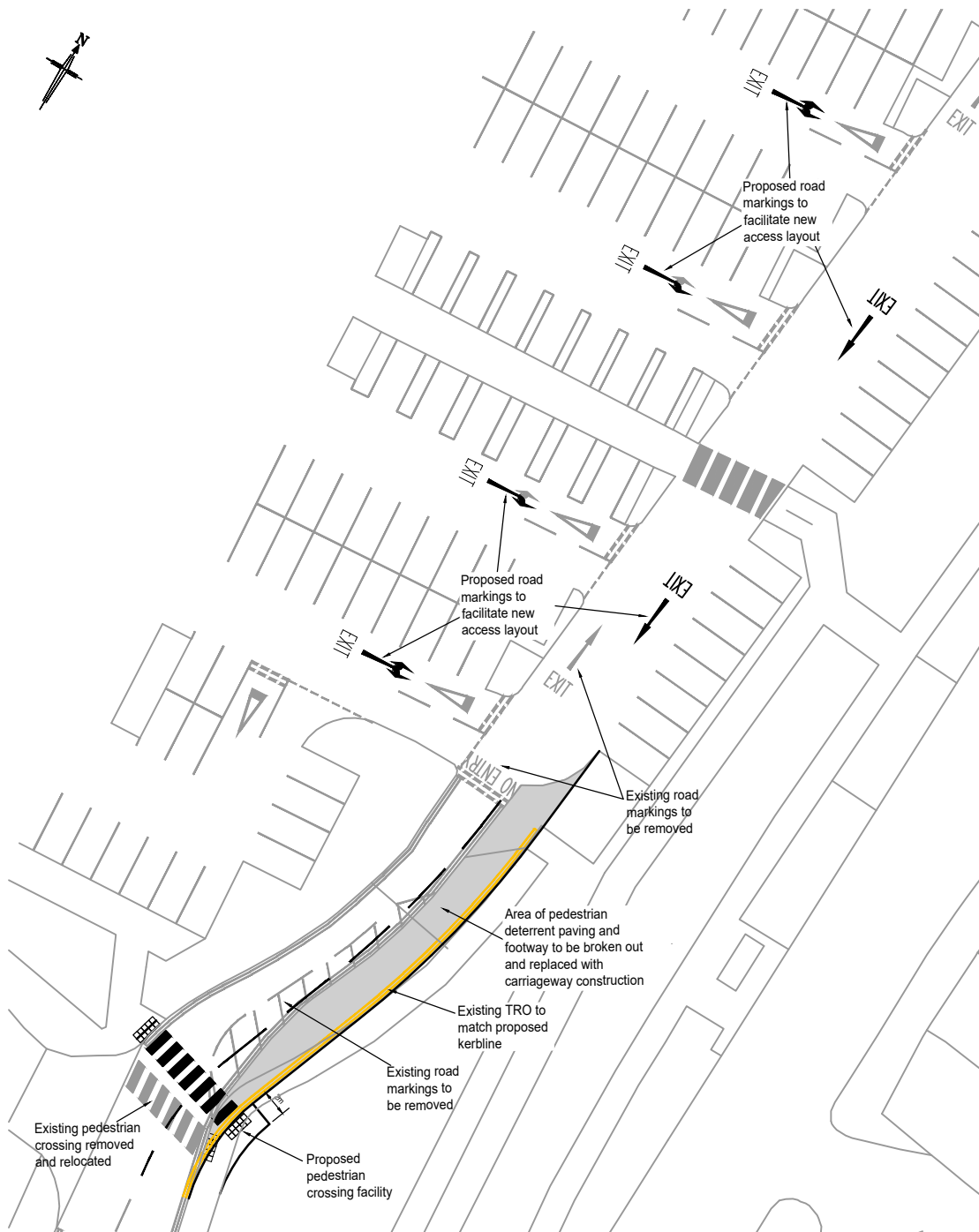
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Drawn: DM
Chkd: MC
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Rev:	Date:	Amendment:	DRN	CHK	APR
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Project:			MORRISONS, READING		
Drawing No:			19/201/LOC/002		
Job No:			19-201		
Revision:			-		
Date:			02.06.2020		

APPENDIX BGH 2



A	11/06/20	CHANGED PAPER SIZE AND SCALE	DM	CT	CT
Rev:	Date:	Amendment:	DRN:	CHK:	APR:

APPENDIX BGH 3

Kate Peel
Suite E15
Josephs Well
Hanover Walk
Leeds
L83 1AB

Our Ref: 190584/PREAPP

Direct: ☎ 0118 937 4729
e-mail: Anthony.scholes@reading.gov.uk

19th July 2019

Your contact is: Anthony Scholes, Planning & Building Control

Without prejudice

Dear Kate Peel,

Re: 190584/PREAPP - Pre-application advice for proposed new egress to Basingstoke Road

Please accept any delay in this pre-application response. Please be advised the following comments are the informal opinion of an Officer and without prejudice to any decision that may be made should an application be submitted.

Site description

The site in question is the Morrisons supermarket and service station at the corner of Basingstoke Road and Rose Kiln Lane. The site is currently access via a restricted ingress only access from Basingstoke Road, and is also access via a roundabout from Rose Kiln Lane.

Proposal

This query as submitted, relates to the alteration of the access from Basingstoke Road to allow two way traffic to the signalised intersection onto Basingstoke Road.

The applicant is seeking the LPA's views on the application and information requirements that would be required to support an application.

Relevant Planning History

Not Applicable.

Relevant Policies

Any application at the site would be considered within the context of the Council's Core Strategy (2008, Altered 2015) and Sites and Detailed Policies (2012, Altered 2015) documents. Supplementary Planning Guidance would also be applied where relevant, together with national guidance (the NPPF). Please use [this link](#) to view the local policies and guidance.

Appraisal

The main issues to be considered are:

- a) Principle of development
- b) Transport matters
- c) Tree matters

a) Principle of development

The proposed use of the site is that of the Morrisons Supermarket. There appears to be no material change of use on the site as a result of the works proposed. As such, there are no in principle objections to the alterations to the access from a planning perspective.

b) Transport matters

A response from transport officers has been provided as follows:

- As part of this proposal the applicant will need to demonstrate what impact the proposal would have not only to the Basingstoke Road / Buckland Road / Access Road signalised junction but also the other surrounding junctions.
- This area is congested at peak times especially and most junctions are likely to be in excess of their capacity, any proposal would therefore need to detail how opening up a new exit would be of benefit to the surrounding network.
- There are concerns that the opening up of this route to two-way traffic could result in rat running through the site, officers are aware of rat running through the site currently but in the opposing direction. It would therefore need to be confirmed how this would be avoided.
- Having discussed the proposal with the Network Management team I can confirm that no additional green time can be provided at the B3031 Basingstoke Road / C301 Buckland Road junction for vehicles that may wish to exit at this point, as this will have a detrimental effect on the traffic flow along the B3031 Basingstoke Road. As a result this would only relocate the issue and onto the Public Highway which will also have a detrimental impact on the adjacent business which currently makes use of this access point.
- I have not looked into the layout in much detail but the first aisle as you enter the site should be reconfigured / blocked off (full or partial) so that any queue exiting the site does not block vehicles entering the car park.

As such, more information is required to adequately assess the potential impacts of the proposed altered access arrangements. The strong objections from a transport perspective should be considered should any application be brought forward.

You are advised to consider these points should a full planning application be sought.

c) Natural Environment (trees) matters

The store is situated within a 10% or less canopy cover area, as defined by our Tree Strategy, hence one in which tree retention and planting is vital. Whilst the impact in terms of vegetation loss are not clear from the proposed access arrangement on the plan provided, the proposal would appear to have the potential to significantly affect the landscaping in that area on the Basingstoke Road frontage to the detriment of local amenity:

Any future application should be accompanied by a topographical survey/plan, tree survey, Arboricultural Impact Assessment and details of mitigation planting so the proposal can be fully assessed. However, on the basis of the (limited) information provided with this pre-app it would seem that tree/landscape objections may be raised on the basis of being contrary to DM18, emerging policy EN14 and our adopted Tree Strategy.

You are advised to consider these points should a full planning application be sought.

Procedural Points

Submitting a valid application - Prior to the submission of any future application you are advised to consider the Council's validation checklist (available via the website), which provides details as to the level and nature of information required to validate an application. The determination period for the Council to consider your application will only begin once all the necessary information to validate the application has been received.

Based on the information provided and the nature of the proposals, it is envisaged that the following documents would be required for any future application:

All necessary part 1 requirements

Item 13 - Landscape principles

Item 22 - Transport assessment

Item 23 - Tree Survey

A link to the local validation requirements can be found by [clicking here](#).

Wider consultation in advance of any submission - In line with paragraph 189 of the National Planning Policy Framework, you are encouraged to engage with the local community prior to the submission of any application. Please detail in your submission what consultation you have undertaken with the local community.

Conclusion

In conclusion, based on the comments above, it is considered that the proposed changes to the access from Basingstoke Road would be likely to result in an increased traffic pressure on the signalised intersection that the proposal would seek egress onto. As such, although it is acknowledged that there are traffic issues within the site, it is not considered that amending the access could be achieved without harming the overall function of the surrounding road network.

Any application which is submitted will be assessed on its own planning merits. If you were to submit an application, please note the validation requirements set out in the Council's Validation Checklist.

This advice is in good faith and will not over-ride the formal consideration of a planning application by the Council. The responses received from consultees may also affect the decision period if matters are raised which were not addressed at pre-application stage or require consideration before a decision is made.

If you wish to discuss the contents of this letter, please contact me on the number given above.

Yours sincerely,

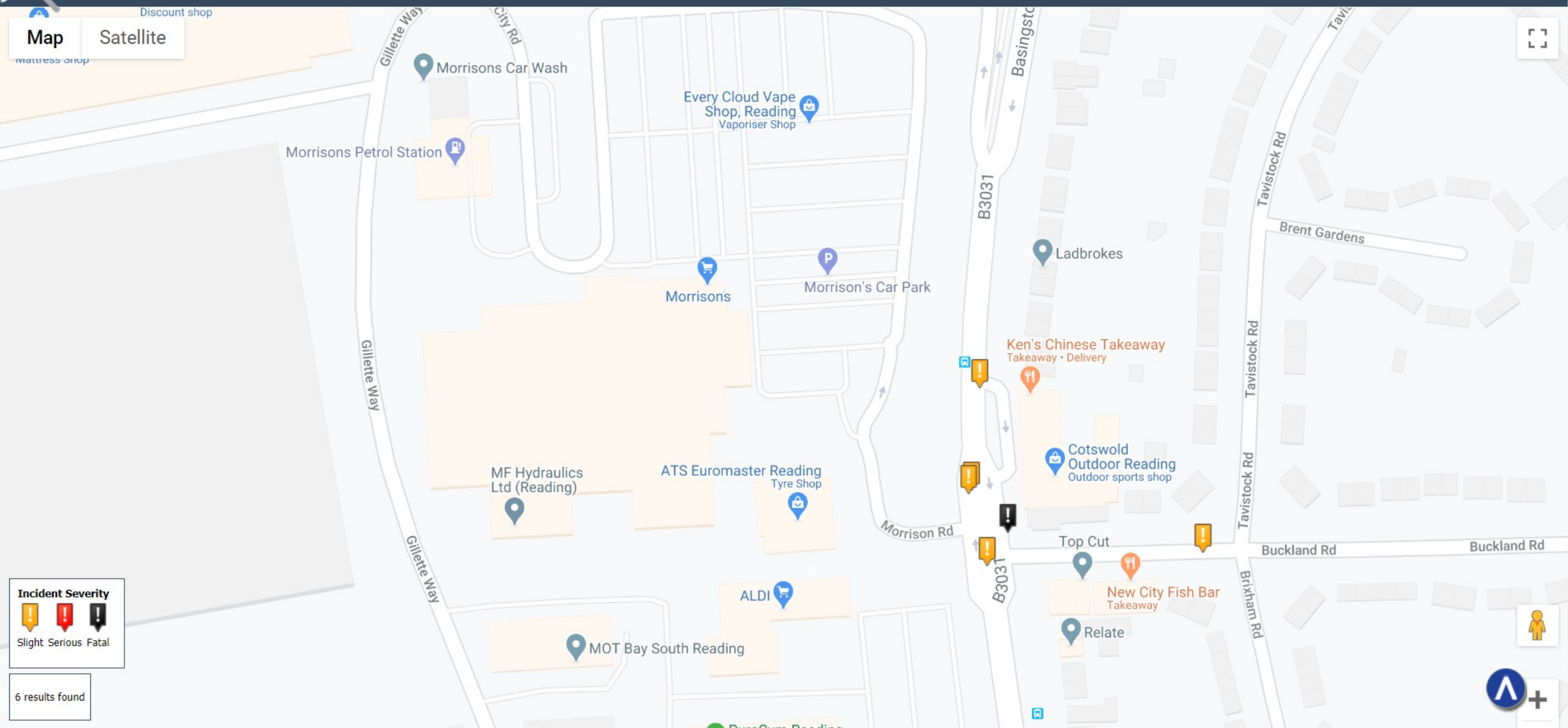
Anthony Scholes

Anthony Scholes
Senior Planning Officer

APPENDIX BGH 4

Map

Satellite



Incident Severity



Slight Serious Fatal

6 results found



APPENDIX BGH 5



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Status: FOR INFORMATION

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