

PRE-APPLICATION FOR ERECTION OF 4 DWELLING HOUSES WITH ASSOCIATED PARKING

TRANSPORT STATEMENT

LAND TO THE REAR OF 45 UPPER REDLANDS ROAD, READING, RG1 5JE

ON BEHALF OF HURST GROVE ESTATES

**TOWN & COUNTRY PLANNING ACT 1990 (AS AMENDED)
PLANNING AND COMPULSORY PURCHASE ACT 2004**

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PLANNING | **DESIGN** | **ENVIRONMENT** | **ECONOMICS**

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1. INTRODUCTION

- 1.1 This Transportation Statement (TS) has been prepared by Pegasus Group on behalf of Hurst Grove Estates to provide transport and highways advice to support a planning application for the erection of four dwellings with associated landscaping and parking at Upper Redlands Road, Reading. The proposed site location is shown in **Figure 1**.
- 1.2 The following key transportation issues are examined in detail in this document further to agreement of a scope with highway officers at West Berkshire Council.
- site description and an assessment of existing provision for all modes of travel;
 - review of local highway safety for the most recent five year period available;
 - proposed site access arrangement;
 - summary of relevant transport planning policy; and
 - assessment of forecast trips generated by the scheme using the TRICS database.
- 1.3 This Transportation Statement concludes that the proposed development provides access on foot and by cycle and that local bus services, amenities and facilities required on a daily basis are located close by.
- 1.4 It concludes that the site has satisfactory proposed access arrangements and can be accommodated without detriment to the existing safety or operation of the local highway network.
- 1.5 It is concluded that there are no valid highway or transportation reasons, which should prevent the proposed development of this site.

2. DEVELOPMENT SITE

Site Location

- 2.1 The site is located to the south east of Reading City centre approximately 1.5km away. The site is bounded by Redlands Road to the west, Upper Redlands Road to the north and New Road to the south and east. It comprises of four individual plots within a quadrant of existing residential properties. These plots are currently large rear gardens to existing properties.

Local Highway Network

- 2.2 The local roads in the vicinity of the development site are all within a 20mph zone. They generally have footways on both sides as well as private driveway accesses and are illuminated by a system of street lighting. The existing private driveways reverse onto the highway are generally of single width with capacity for one or two vehicles.

Redlands Road

- 2.3 Redlands Road is a distributor road running north – south and connecting the A327 to the south and the A4 London Road and city centre to the north. Redlands Road is part of a 20mph zone.
- 2.4 Redlands Road is fronted with a mixture of residential properties, university campus buildings, student accommodation and at its junction with the London Road is the Royal Berkshire Hospital.
- 2.5 There are a variety of parking restrictions in the vicinity of the site. However, the proposal for the development is for off street parking. There is a mix of residents parking zones and limited time pay & display parking in the surrounding streets. These can be seen in **Figure 2**.

Upper Redlands Road

- 2.6 Upper Redlands Road is on average around 8m in width and is residential in nature, traversing the northern boundary of the site and provides access to the east. It passes along the northern periphery of the University of Reading's Whiteknights campus.

- 2.7 There are 2m footways along Upper Redlands Road, sections of which are segregated from the carriageway by grass verges on either side.
- 2.8 There is a system of vertical traffic calming in the form of speed tables and a system of street lighting.

New Road

- 2.9 New Road is also residential in nature and traverses the southern and eastern boundaries of the site. It also has 1.5m footways on both sides and provides access to the east onto Upper Redlands Road.
- 2.10 New Road is subject to a residents parking restriction, zone 15R. Parking is available to residents on both sides of the road with 'No waiting at any time' restrictions at both junctions and for a section around the bend in the road.

A4, London Road

- 2.11 Access to London Road is provided to the north of the site onto a section that is one way only for vehicles travelling from east to west towards Reading city centre. Onward access to the A33 and the M4 junction 11 is provided via the A327 and the A329. Further west London Road provides a route to Southcote via Bath Road and then onto the M4 junction 12.
- 2.12 To the east London Road provides access to the A3290 and the A329(M) which also provides a link to the M4 via junction 10. The A329(M) also crosses the M4 and provides onward access to Wokingham and Bracknell.

A327, Christchurch Road

- 2.13 Access to Christchurch Road is provided to the south via Elmhurst Road and has footways and lighting on both sides. To the west of the Elmhurst Road / Redlands Road signalised junction is a staggered pelican crossing providing safe accessibility for footway users to the retail units on the south side of the carriageway.

Existing Highway Safety

- 2.14 West Berkshire Council has provided personal injury accident (PIA) data for the most recent 5 year period between 01/12/12 and 30/11/2017. The accident records are contained in **Appendix 1**.

- 2.15 The accident data confirms that there have been a small number of incidents within 250 metres of the proposed site accesses.
- 2.16 These incidents have been investigated and the root causes established. All incidents were classified as 'slight' and can be attributed to 'failure to look' or injudicious pulling out as a contributory factor.
- 2.17 It is considered that there is no existing safety problem that would be exacerbated by the very low levels of traffic associated with the development.

On-street Parking

- 2.18 The site is located within Residential Parking Zone 15R details of which are provided in **Appendix 2**.
- 2.19 Approximately 25m to the north of the Redlands Road / Upper Redlands Road priority junction is a pay and display parking zone on the east side of Redlands Road. There is space here for approximately 20 cars.
- 2.20 There are also pay and display sections within the vicinity of the site on the north side of Upper Redlands Road with space for approximately 8 cars.
- 2.21 On the south side of Upper Redlands Road parking is permitted for permit holders only, this section is sufficient for approximately 16 cars.
- 2.22 On New Road there is residents parking only with spaces available for approximately 50 cars with parking available on both sides of the road.
- 2.23 It is considered that this site is suitably located for the relative scale of development and provides the opportunity for future residents to access local services and amenities by walking or cycling.

3. ACCESSIBILITY

Pedestrian Accessibility

- 3.1 Pedestrian infrastructure within the vicinity of the site is considered to be of an appropriate standard as the majority of the streets are residential in character and predominantly lit with continuous, macadam footways on both sides of varying width. There are dropped kerbs at crossing points and pedestrian visibility is generally good due to the layout of surrounding streets which are predominately straight roads with little variation in gradient. This also provides appropriate forward visibility for vehicles approaching crossing points.
- 3.2 Local services and amenities required on a daily basis are located between 300m and 2km of the proposed development site. This equates to an approximate five to 10 minute walk based upon an average walking speed of 80 metres per minute and up to a two and a half minute cycle based upon an average cycling speed of 320 metres per minute.
- 3.3 The parade of shops approximately 300m to the south are easily accessible on foot via a segregated footpath section and controlled pelican crossing point approximately 30m to the west of the A327, Christchurch Road / Redlands Road / Elmhurst Road signalised junction linking Redlands Road with the parade of shops. 300m to the south as shown on **Figure 3**. The retail units include:
- Bakery;
 - Café;
 - Estate Agents (x2);
 - Bank;
 - Convenience stores (x2);
 - Pharmacy;
 - Fast food / takeaway (x2); and
 - A laundrette

- 3.4 This provides many of the day-to-day household conveniences and should therefore have a positive impact on encouraging sustainable travel.
- 3.5 Approximately 2km to the north west of the site is the Oracle Shopping centre which offers shops, restaurants, cafés bars and a ten-screen cinema. The centre is open from 09:30 to 20:00 Monday to Friday; 09:00 to 19:00 on Saturdays and 11:00 until 17:00 on Sundays. To the north and east of the Oracle is the wider central reading retail and employment area meaning the site enjoys appropriate access to jobs.
- 3.6 Access to a large employment area to the south-west of the site is located approximately 2km from the site. This includes an area to the south of Waterloo Meadows which extends into Whitley and the Green Park Business Park.
- 3.7 Within close proximity to the proposed development site (within 800m walking distance) there are 3 nursery and primary schools, a secondary school, Reading University and the Royal Berkshire Hospital. There are also a number of GP surgeries, dentists and local convenience stores.

Cycling

- 3.8 Within the vicinity of the site the roads are residential in nature particularly to the north and east. To the south of the A327 Christchurch Road, which forms part of Reading cycle route R2, which is shown in detail in Appendix 1. The streets surrounding the site are quiet, flat and subject to slow vehicle speeds as part of the 20mph zone, making them suitable to be used for cycling.
- 3.9 The following paragraphs explain the route in sufficient detail and are taken from the R2 and R20 cycle guide which has been provided in **Appendix 3**.
- 3.10 *"From the Lower Earley District Centre R2 utilises off-road cycleways to connect to Shinfield Rise. Quiet roads along the East Reading Ridge bring the route to Christchurch Green and Reading University's main entrance from where R2 passes the Royal Berkshire Hospital, joining R20 at Watlington Street to follow the Kennetside cycleway into central Reading."*
- 3.11 *"R20 connects IQ Winnersh with the A329 cycle way providing an off-road route to Earley Station and the University of Reading. R20 uses quieter roads through Earley and Redlands, past the Royal Berkshire Hospital and joins the Kennetside cycleway into central Reading from Watlington Street"*

Reading Cycle Routes (2010)

- 3.12 Routes R2 and R20 also connect to additional cycle routes throughout the city and these routes are shown in **Appendix 3**.

Readybike

- 3.13 Readybike is a 24 hour on-street bike hire service, providing 200 bicycles for hire for residents and visitors from 29 locations in Reading and the surrounding area. Stations within the vicinity of the site are shown in **Appendix 4**.
- 3.14 The closest hire station to the site is located approximately 300m to the south at Christchurch Green adjacent to the Christchurch Road/Elmhurst Road signalised junction. There are up to 10 bikes stationed here at any one time. There is no charge for subscription but a minimum balance requirement of £1 in members' accounts. Charges are £1 per hour of hire with a maximum hire time of 7 hours.
- 3.15 RBC planning policy explains that the site falls within Zone 2 a 'Primary Core Area' "well served by public transport"

Buses

- 3.16 The closest bus stop to the site is located approximately 200m in either direction on Redlands Road as shown in Figure 2. These stops provide access to the following services which are summarised in the paragraphs below. Full timetables are provided in **Appendix 5**.
- 3.17 Service 9 provides an hourly service to Central Reading and Reading railway station to the north and the Northumberland Avenue Terminus to the south. Five of these journeys provide onward connection to Mere Oak park and ride to the south, two in the morning peak hours and three in the evening peak hours. The first bus is at 06:15 and the last is 20:15.
- 3.18 The Leopard 3, 3b and 10 bus routes provide an hourly link between Bracknell, Wokingham and Central Reading. Services operate between Arborfield Green and Central Reading including the station, every 30 minutes between 06:07 and 23:47 from the Redlands Road stop north of the site.
- 3.19 Additional services are provided on Christchurch Road approximately 350m to the south. From here the 21 Claret service provides links to Reading city centre and

the railway station to the north and Earley to the south via the University of Reading Whiteknights Campus.

- 3.20 During University term time the 21 Claret service runs every 7 to 8 minutes with services running 24 hours a day, seven days a week.
- 3.21 A Rail-Air service is provided from Reading station to Heathrow Terminals. This service runs hourly services from 04:00 to 05:00 and 21:05 to 23:05 and 10 to 30 minute services from 05:00 to 21:05.
- 3.22 The overall frequency of buses serving these stops is relatively high with services approximately every 10 minutes towards Reading city centre and hourly towards Wokingham town centre.

Rail

- 3.23 Reading station is located approximately 2.3 kilometres (km) to the north of the proposed site on the Great Western Mainline. The station has recently undergone an £850 million redevelopment which was completed in 2015. There are now some 730 trains serving Reading station daily and the following facilities are provided:
- ATM Machine
 - Accessible Public Telephones (coins and cards)
 - Refreshment facilities
 - Accessible toilets
 - Waiting rooms (opening hours Monday - Sunday 24 Hours a Day)
- 3.24 The station is accessible by bus and cycle and could be considered within walking distance for some.
- 3.25 There are typically 23 direct trains from Reading to London Paddington between the 07:30 and 09:00 to the west. There are also frequent direct services to Bristol Temple Meads, Cardiff Central, Penzance, Swansea, Oxford and Basingstoke
- 3.26 It is considered that the site is accessibly located

4. DEVELOPMENT PROPOSALS

- 4.1 The proposed planning application is for the erection of four dwellings with associated landscaping and parking. The proposed site plan is provided in **Appendix 6**.

Accommodation schedule

- 3x 4 Bedroom Houses
- 1x 3 Bedroom House
- 2 Car parking spaces per plot

Access

- 4.2 Access is to be provided via Upper Redlands Road for 2 plots, Redlands Road for 1 plot and 1 plot from New Road. Shared vehicular and pedestrian access to each plot is proposed and is considered normal and acceptable for the very low numbers of vehicular movements. Each will consist of a standard vehicular crossover of the existing footway as shown in **Figure 4**.
- 4.3 Guidance set out in *Manual for Streets* (MfS) suggest that a visibility splay of 25m to the nearside kerb is appropriate for roads with a speed limit of 20mph. However, **Figure 4** shows that achievable visibility splays can be provided in excess of 43m to the nearside kerb, appropriate for vehicle speeds of 30mph.
- 4.4 There are existing driveway crossovers of the footways on Redlands Road, Upper Redlands road and New Road. These driveways are of single width and therefore vehicles are required to reverse from the road or reverse onto it.
- 4.5 It is anticipated that the new accesses will operate in the same manner. Autotracking of vehicular movements accessing and egressing the sites in a forward gear are shown in **Figure 4**.
- 4.6 There will be a small loss (approx. 2 spaces per access) of on-street parking across the new accesses. An informal on-site parking survey was carried out on 13th March 2018 between 07.00 – 14.00, and capacity within the existing on-street parking was observed. On Upper Redlands Road between the hours of 6pm – 8am there was spare capacity of 38% (approx 6 spaces). On New Road there was spare capacity of 40% (approx. 9 spaces). On Redland Road there are existing parking restrictions and therefore no loss of parking would be required.

4.7 Access for emergency fire service is to be with 45m of the property. This is achievable with all 4 plots and emergency service vehicles having access from the frontage of each on public highway.

4.8 Refuse collections are anticipated to be kerbside as per the current collection arrangements for the existing dwellings.

Parking Provision

4.9 The Reading Borough Local Development Framework Revised Parking Standards and Design Supplementary Planning Document (SPD), adopted in 2011 categorises the site as being located in 'Zone 2 – Primary Core Area' and that these areas are well served by public transport

- C3 Dwelling Flat 1-2 bed 1
- C3 Dwelling Flat 3+ bed 1.5
- C3 Dwelling House 1 bed 1
- C3 Dwelling House 2 bed 1
- C3 Dwelling House 3 bed 2
- C3 Dwelling House 4+ bed 2

4.10 It is proposed to provide 2 parking spaces per dwelling, this complies with the requirements set out in the Reading Borough Local Development Framework Revised Parking Standards and Design Supplementary Planning Document (SPD) as set out above.

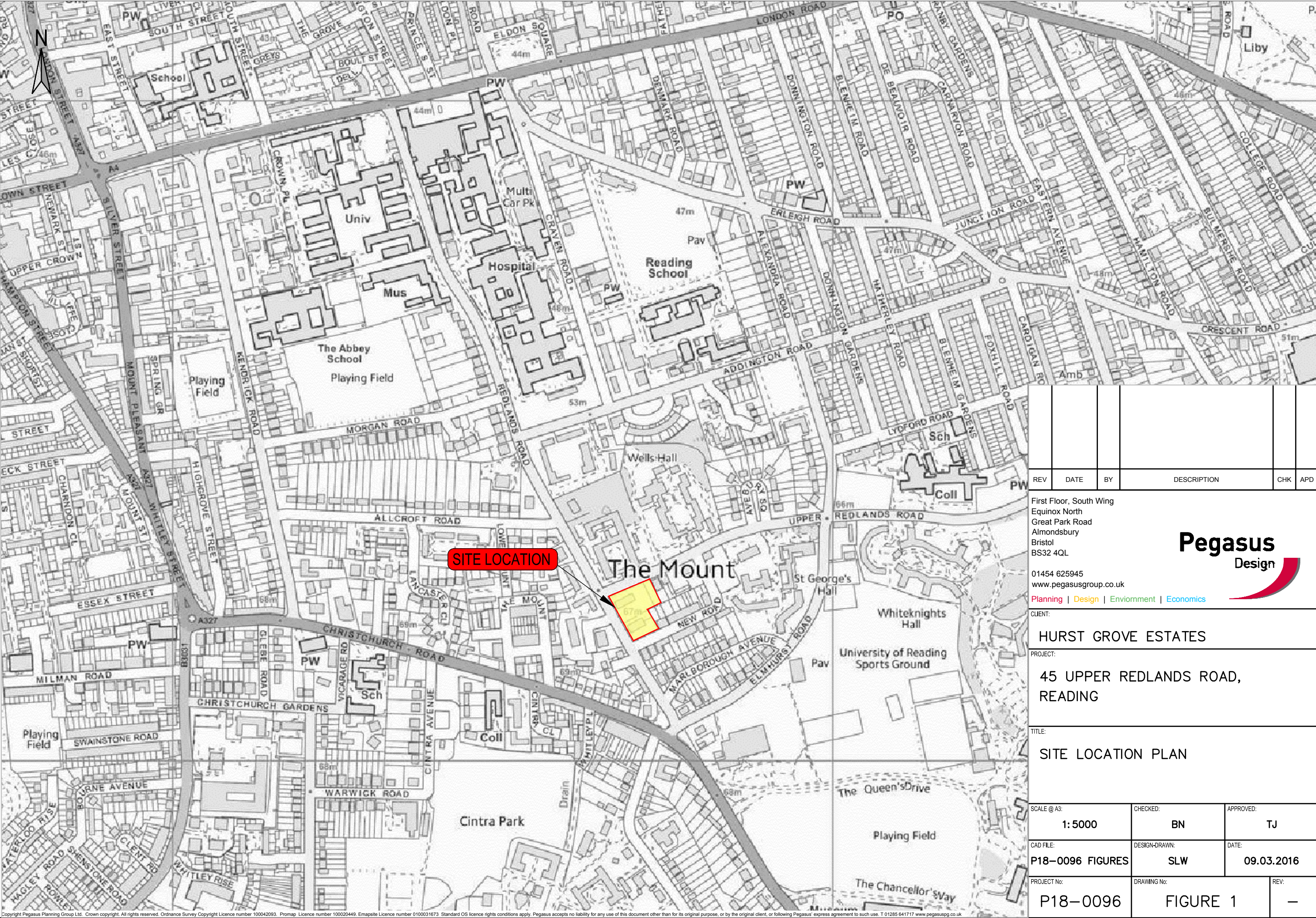
5. FORECAST TRIP GENERATION

- 5.1 The industry standard TRICS (v7.5.1) database has been scrutinised to determine the forecast number of trips for the proposed development.
- 5.2 A multi-modal analysis has been conducted within TRICS and the following parameters were selected in an attempt to forecast trip rates for developments with similar characteristics to the proposal.
- Main Land Use: 03 - Residential
 - Sub land use: A – Houses Privately Owned
 - Regions – All English (except Greater London), Wales and Scotland
 - Manually selected number of dwellings: 6 to 50
 - Date range: 01/01/2009 to 10/05/2017
 - Weekdays include Tuesday to Friday
 - Locations Types: Suburban area and edge of town
- 5.3 The final parameter on the list above (vii. Location Types) were the only types available for surveys with 6 to 10 dwellings. The 'Edge of Town Centre' type would normally be more suited to the development site. However, it is considered a robust analysis to use suburban and edge of town in this instance as these areas typically have less sustainable travel alternative than this area of Reading. The TRICS reports are included at **Appendix 7**.
- 5.4 It is forecast that the development proposals could be associated with two additional two-way trips on the highway network during the AM peak and three additional two-way trips in the PM peak. Across a 12-hour day there is forecast to be 23 two-way trips or approximately two per hour on average.
- 5.5 Based on the above figures there are forecast to be an average of one additional trip every half an hour in the AM peak hour and 1 additional vehicle every 20 minutes in the PM peak on the local highway network.
- 5.6 Therefore, the development impact is not considered to be severe and will not have a significant impact on the safety, operation or integrity of the local highway network.

6. CONCLUSIONS

- 6.1 This report has examined the local highway network, existing public transport provision and facilities for pedestrians and cyclists. It is concluded that this site is sustainably located and provides the opportunity for future residents to walk and cycle to local amenities required on a daily basis as well as nearby bus services.
- 6.2 It is concluded that a safe and appropriate access arrangement can be provided to serve the site.
- 6.3 The existing local highway network is considered to operate safely. It is concluded that traffic arising from the development will have no material impact on the existing situation particularly as a proportion of the development scheme includes retirees who will not be likely to generate significant trips during the periods of busiest operation on the local highway network.
- 6.4 It is therefore concluded that there are no valid transportation reasons, which should prevent the residential development of this site.

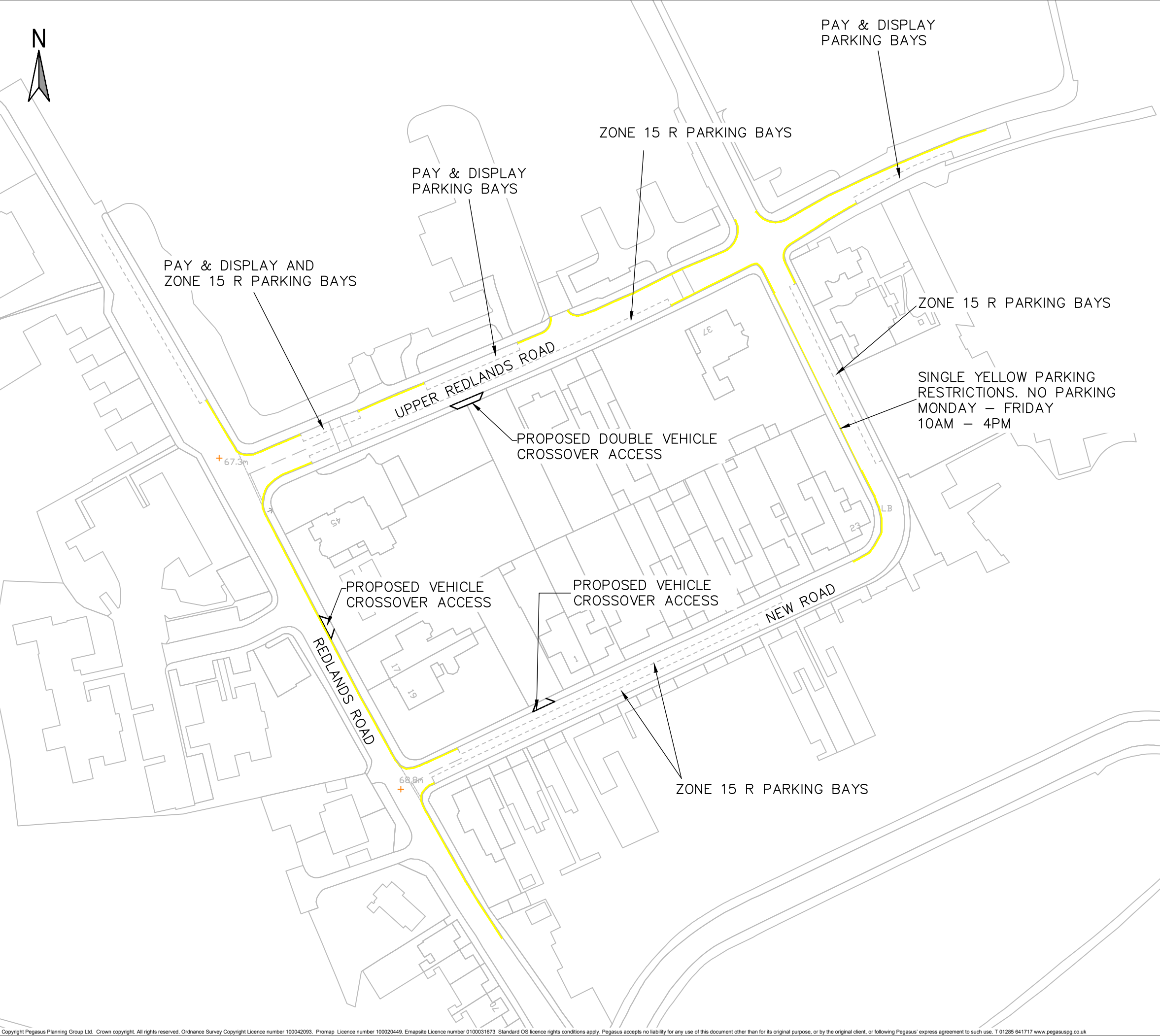
FIGURE 1
SITE LOCATION



REV	DATE	BY	DESCRIPTION	CHK	APD
First Floor, South Wing Equinox North Great Park Road Almondsbury Bristol BS32 4QL			Pegasus Design 01454 625945 www.pegasusgroup.co.uk Planning Design Environment Economics		
CLIENT:			HURST GROVE ESTATES		
PROJECT:			45 UPPER REDLANDS ROAD, READING		
TITLE:			SITE LOCATION PLAN		
SCALE @ A3:		CHECKED:	APPROVED:		
1: 5000		BN	TJ		
CAD FILE:		DESIGN-DRAWN:	DATE:		
P18-0096 FIGURES		SLW	09.03.2016		
PROJECT No:		DRAWING No:	REV:		
P18-0096		FIGURE 1	-		

FIGURE 2

EXISTING PARKING RESTRICTIONS



- NOTES**
- 1. Do not scale from this drawing.
 - 2. This drawing is for illustrative purposes only and not for construction.
 - 3. This drawing is to be read and printed in colour.
 - 4. Ordnance Survey data based on Emapsite dated 20.03.2018

KEY

-----	PROPOSED DROPPED KERBS TO VEHICLE CROSSOVER ACCESS
=====	EXISTING DOUBLE YELLOW PARKING RESTRICTION
- - - - -	EXISTING ON STREET PARKING ZONE 15 R RESIDENTS PARKING ZONE

A	12/12/18	MJB	Layout amended	AJ	AJ
REV	DATE	BY	DESCRIPTION	CHK	APD

First Floor, South Wing
Equinox North
Great Park Road
Almondsbury
Bristol
BS32 4QL

01454 625945
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Planning | Design | Environment | Economics



CLIENT:
HURST GROVE ESTATES

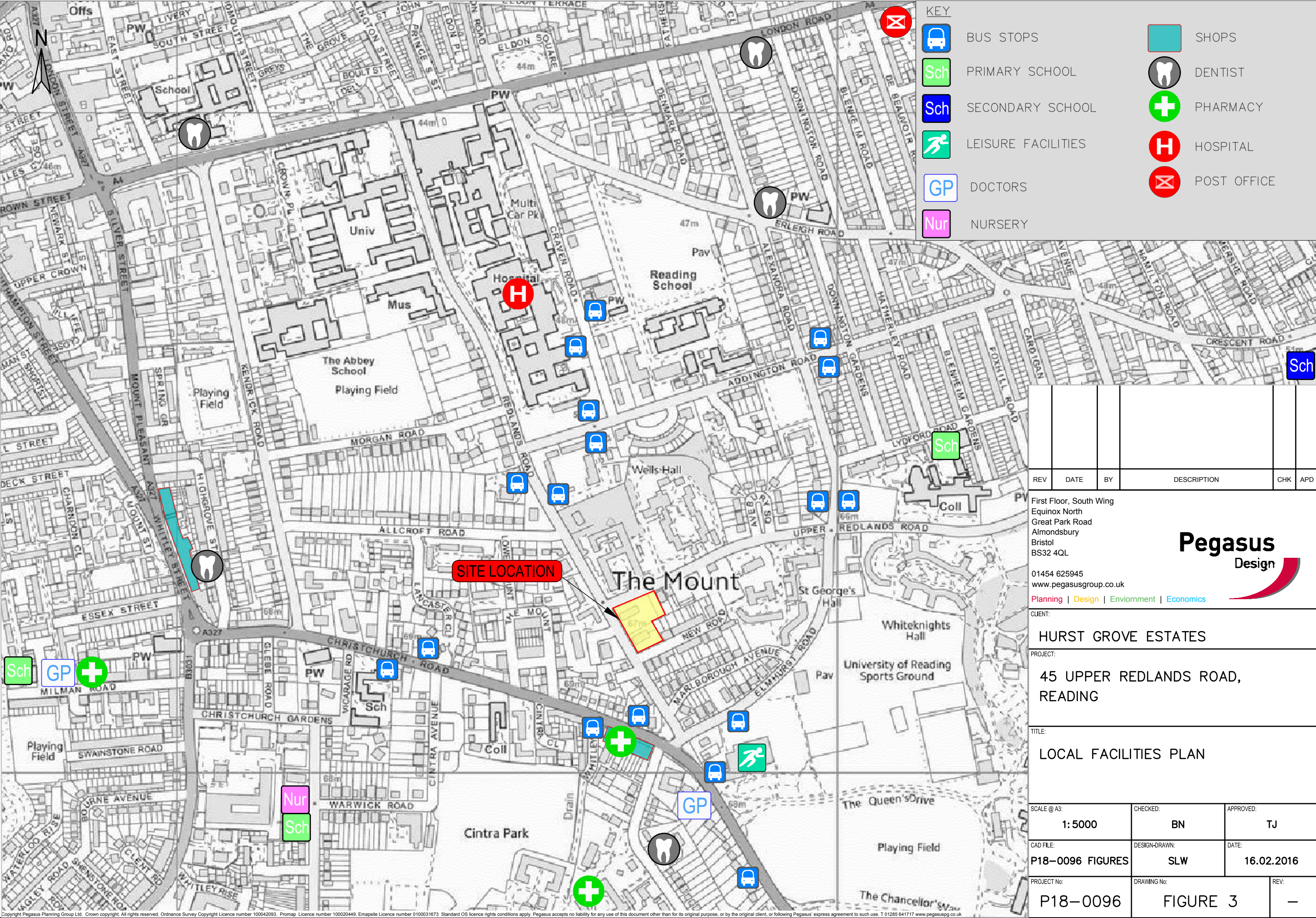
PROJECT:
**45 UPPER REDLANDS ROAD,
READING**

TITLE:
**PROPOSED ACCESS ARRANGEMENTS
AND PARKING RESTRICTIONS**

SCALE @ A3: 1:1000	CHECKED: MB	APPROVED: TJ
CAD FILE: P18-0096 FIGURE3	DESIGN-DRAWN: SLW	DATE: 20.03.2016
PROJECT No: P18-0096	DRAWING No: FIGURE 2	REV: A

FIGURE 3

LOCAL FACILITIES PLAN



KEY	
	BUS STOPS
	PRIMARY SCHOOL
	SECONDARY SCHOOL
	LEISURE FACILITIES
	DOCTORS
	NURSERY
	SHOPS
	DENTIST
	PHARMACY
	HOSPITAL
	POST OFFICE

REV	DATE	BY	DESCRIPTION	CHK	APD
First Floor, South Wing Equinox North Great Park Road Almondsbury Bristol BS32 4QL 01454 625945 www.pegasusgroup.co.uk Planning Design Environment Economics					
CLIENT: HURST GROVE ESTATES					
PROJECT: 45 UPPER REDLANDS ROAD, READING					
TITLE: LOCAL FACILITIES PLAN					
SCALE @ A3: 1: 5000		CHECKED: BN		APPROVED: TJ	
CAD FILE: P18-0096 FIGURES		DESIGN-DRAWN: SLW		DATE: 16.02.2016	
PROJECT No: P18-0096		DRAWING No: FIGURE 3			REV: -

FIGURE 4

SWEPT PATH ANALYSIS OF SITE ACCESS / EGRESS & VISIBILITY