



Highway Planning Ltd

Highways & Transportation Consultants

**105 ADDINGTON ROAD,
READING
RG1 5PZ**

MR C SANDHU

TRANSPORT STATEMENT

JANUARY 2019

59 Barnards Hill, Marlow, Bucks, SL7 2NX

Tel 01628 488444 – 07752 913058

E-mail dermot@highwayplanning.co.uk



1.0 INTRODUCTION

- 1.1 My name is Dermot McCaffery. I am a highway and transportation consultant. I have 30 years experience in local authority and private consultancies in dealing with the highway development control aspects of development proposals. I am a Fellow of the Institute of Highway Engineers and a Member of the Association of Industrial Road Safety Officers.
- 1.2 I have been appointed by Mr C Sandhu to provide highway support to a proposal to develop the site at 105 Addington Road, Reading to provide 2 4 bedroomed houses.
- 1.3 Pre-application discussions have taken place with the local planning authority and the views expressed during these discussions have been incorporated into the submitted development scheme.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

- 2.1 The site is located on the north side of Addington Road and on the west side of Erleigh Road. The site comprises a bungalow with no vehicular access. Advertising hoardings are located to the east of the site.
- 2.2 Addington Road is a local access road that is predominantly residential in nature. It has a straight and level alignment and forms a link between Erleigh Road and Redlands Road. It is subject to a 20mph speed limit and forms part of a local network of traffic calmed residential streets. On-street parking is restricted by double yellow lines and through a comprehensive residents permit parking scheme on side roads.



- 2.3 Erleigh Road is a local distributor road that passes through an established residential area. It is subject to a 20mph speed limit. On-street parking is restricted by double yellow lines with parking bays that are controlled by resident permits and limited stay (pay at meter) parking.
- 2.4 The proposed development comprises the replacement of the existing dwelling with 2 x 4 bed houses. The houses will not have off-road car parking. A storage area for cycles and refuse will be provided at the rear.

3.0 HIGHWAY AND TRANSPORTATION CONSIDERATIONS

- 3.1 The pre-application advice received from the Council in respect of a scheme for 6 flats highlighted the safety issues in considering new vehicular accesses onto either of the site's frontages. As such, any development of the site would be "car free" and the Council considered that this could be acceptable subject to sufficient justification.
- 3.2 The current proposal is for 2 houses i.e. a net increase of one dwelling. The car free nature of the scheme remains and so it is necessary to assess whether a car free development in this location would be acceptable.
- 3.3 The adopted parking standards "Parking Standards and Design – SPD" (adopted October 2011) identify that the site's location falls within Zone 2 and that the maximum parking requirement is 2 spaces per dwelling. This will apply to the net increase of one dwelling. The Standards accept that a lower level of parking can be accepted if adequate justification is demonstrated.



- 3.4 Paragraph 106 of the NPPF (2018) recognises that locations such as town centres or those well served by public transport should have the level of parking for developments capped in order to optimise the density of development.
- 3.5 It follows therefore that if it can be demonstrated that the proposed site is well served by public transport, offers opportunities for residents to travel by non-car modes and has adequate on-street parking controls to ensure that a lack of parking for the development does not have an adverse impact on highway safety, the car free nature of the development should be accepted.

Bus services

- 3.6 The site is located in an area that is particularly well served by public transport services. The following table shows the services that are available within a 10 minute/800m walk distance:

Bus stop	Walk distance	services	Frequency
Addington Road	70m	19a/19b/19c Reading to Loddon Bridge/Lower Early	1 per hour per route i.e. 3 per hour
Alexander Road	340m	981	School bus service
Wokingham Road	730m	4/4X Central Reading to Wokingham and Bracknell	4 per hour
		17 Reading to Tilehurst	12 per hour



- 3.7 The above table shows that there are 19 buses per hour within an 800m walk distance of the site with services into the centre of Reading and other key employment, retail and leisure destinations.

Cycle routes

- 3.8 The Council has identified key roads in the vicinity of the site as part of the South-East Reading & Wokingham Cycle Route. These are:

Wokingham Road
Whiteknights Road
Redlands Road
Erleigh Road



Local Facilities

- 3.9 The site is well located in terms of pedestrian access to local facilities. There are local convenience and “top up” supermarkets in Erleigh Road, local restaurants in Erleigh Road and a wider range of facilities



in Wokingham Road. These are all within 800m walk distance from the site.

On-street parking controls

- 3.10 The availability of public transport and local facilities will influence how residents will travel on a day to day basis and will be included in the decision of whether to live in the proposed houses and own a car. However, a more material determinant is whether residents would have the opportunity to park their vehicle.
- 3.11 The roads in the vicinity of the site are comprehensively covered by on-street parking controls. It is generally accepted (e.g. by the Lambeth Methodology for parking surveys) that residents do not want to park their vehicle more than 200m from their dwelling. This being the case, there are no opportunities to park a vehicle for more than 2 hours within 200m of the site. Even if a resident was able to park within one of the limited stay (2 hour) bays on Erleigh Road the car would have to be moved with little prospect of finding an alternative parking bay.
- 3.12 The side roads off Addington Road are restricted to residents permit holders only. The Council has stressed in its pre-application response that future residents of the development would not be eligible for residents permits.

4.0 CONCLUSIONS

- 4.1 The proposed development will result in the net increase of one dwelling with no off-road parking facilities.



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- 4.2 The site is in a highly accessible location with a high frequency of public transport services linking to the centre of Reading and other key destinations.
 - 4.3 There is a range of local facilities within walking and cycling distance of the site.
 - 4.4 On-street parking in the vicinity of the site is comprehensively controlled and this will discourage residents from owning a car. Future residents of the development will not be eligible for residents parking permits.
 - 4.5 It has been demonstrated that the car free nature of the development will not have an adverse impact on the safety of road users or the amenity of local residents.