

TRANSPORT ASSESSMENT
The Gate Church, The Meadway, Reading

Engineering, Design and
Surveying Consultants
from inception to completion

Prepared for: The Gate Church, Reading
Ref: HH4180484/DK/004
Issue 1: 08 April 2019

Document History

Issue	Date	Description	Prepared By	Checked By
1	08 Apr 19	-	David Kemp	Howard Gell

Glanville

Glanville Consultants is a multi-disciplinary engineering, design and surveying consultancy with the following expertise:



Structural Engineering



Civil Engineering



Transport and Highways



Geomatics (Land Surveying)



Building Surveying



BIM

Cornerstone House
62 Foxhall Road
Didcot
Oxfordshire OX11 7AD

Offices also at:

3 Grovelands Business Centre
Boundary Way
Hemel Hempstead
Hertfordshire HP2 7TE

Telephone: 01235 515550

Telephone: 01442 835999

postbox@glanvillegroup.com
www.glanvillegroup.com

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1.0 Introduction

- 1.1 This Transport Statement has been prepared by Glanville Consultants on behalf of The Gate Church, hereafter referred to as 'the church', to support a planning application for the redevelopment of the existing church building at 384 The Meadway in Tilehust, a western suburb of Reading.
- 1.2 The site currently incorporates a 300 seat church with offices and meeting rooms. The proposed building will increase capacity to 384 seats, a net increase of 84 seats. The Gross Floor Area will increase by 490sqm, almost doubling the size of the building but this additional space will be taken up with ancillary uses such as offices, meeting rooms and a cafe.
- 1.3 As the existing church provides an existing travel demand, this assessment will focus on the transport impact of the additional seating. It is also understood that there is currently a concern with on-street parking particularly in Keswick Close and on The Meadway and so this assessment investigates the current on-street situation and identifies potential measures and initiatives that the church can implement to minimise the impact of on-street parking.
- 1.4 Taking the above into account, in addition to the scale and nature of the proposed development, it is considered appropriate for this application to be accompanied by a Transport Statement rather than a full multi-modal Transport Assessment in accordance with national and local policy and best practice.
- 1.5 This Transport Statement describes the existing use of the site and the scale of the proposed development. Matters pertaining to access, parking, traffic generation, servicing and the accessibility of the site by means other than the car are all given consideration.
- 1.6 The statement follows advice from Central Government in the form of the National Planning Policy Framework [NPPF] (July 2018) and the Planning Practice Guidance [PPG] (March 2014).

2.0 Policy Review

2.1 This section provides a brief overview of the key national and local policy relevant to the development of the site from a transport and highways perspective.

National Policy Documents

2.2 The national policy documents, which set the context for this development proposal, include:

- The Future of Transport White Paper (2004) - A Network for 2030; and
- National Planning Policy Framework (NPPF – July 2018).

2.3 A key thread of national policy is to ensure the provision of a transport network that can meet the challenges of a growing economy and the increasing demand for travel, but can also achieve social and environmental objectives to support strong but sustainable communities. As with the previous NPPF issued in 2012, the updated policy continues to encourage a presumption in favour of sustainable development which is tailored to local circumstances.

2.4 The NPPF seeks to integrate planning and transport at the national, regional, strategic and local level in order to:

- Balance transport systems in favour of sustainable transport modes;
- Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling;
- Promote social interaction and support healthy lifestyles through the provision of street layouts with good pedestrian and cycling connections between neighbourhoods;
- Ensure safe and suitable access to the site can be achieved by all people; and
- Minimise the length of routes to key facilities such as primary schools and local shops.

2.5 The NPPF also identifies that transport issues should be considered from the earliest stages of a project, such that:

- Potential impacts on transport networks can be addressed;
- Opportunities from existing or proposed transport infrastructure can be realised;
- Opportunities to promote walking, cycling and public transport use are identified and pursued;
- The environmental impacts of the traffic and transport infrastructure can be identified, assessed and taken into account; and
- High quality places can be designed once the patterns of movement, streets, parking and other transport issues have been considered.

2.6 The Policy document also states that planning applications should:

- Support the appropriate mix of uses and within larger sites, minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;

- Actively involve the local highway authorities and other transport infrastructure providers such that strategies for supporting sustainable transport are aligned;
- Identify and protect routes which are critical in developing infrastructure to widen transport choices; and
- Provide high quality walking and cycling networks and supporting features such as cycle parking.

2.7 Likewise developments should also ensure:

- Appropriate opportunities to promote sustainable transport modes that can be taken up, given the type of development and its location;
- Safe and suitable access can be achieved for all users; and
- Any significant impact on capacity and congestion or on highway safety can be mitigated.

2.8 Whilst opportunities to maximise sustainable travel use should be actively encouraged, the NPPF recognises that these opportunities will vary between urban and rural areas.

2.9 As with the previous version of the NPPF, developments should only be refused on highway grounds if there is an unacceptable impact on highway safety or the residual cumulative impacts are severe. Therefore developments should:

- Give priority to pedestrians and cyclists;
- Address the needs of people with disabilities;
- Create places that are safe, secure and attractive;
- Allow the efficient delivery of goods; and
- Be designed to enable the charging of plug-in and ultra-low emissions vehicles in safe, accessible and convenient locations.

2.10 It is considered that the site complies with national policy through being located within close proximity to a number of public transport routes and within walking and cycling distance of the western residential suburbs of Reading.

2.11 In addition to this, the transport demands of the proposed development have been assessed within this Transport Statement, thus complying with NPPF policy regarding assessing and managing future travel demand to and from the site.

Local Policy Documents

2.12 The local policy documents relevant to the development proposal are as follows:

- Berkshire Structure Plan 2001 – 2016;
- Reading Borough Council's 'Core Strategy' (2008 and revised 2015);
- Reading's Draft Local Plan – May 2017;
- Reading Borough Council's 'Sites and Detailed Policies Document' (2012 and revised 2015);
- Reading Borough Council's Local Transport Plan 3 – 2011 to 2026 (2011).

Berkshire Structure Plan 2001 – 2016

2.13 This Structure Plan provides a joint statutory development plan for the six Unitary Authorities which formerly made up Berkshire County Council. It sets out the Unitary

Council's combined policies and proposals for the development and use of the land in Berkshire. The specific transport policies relating to the development include:

Policies DP 1 and DP 2

- The scale of development shall be related to its accessibility by public transport, cycling and walking.

Policy T1 – Transport Strategy

- Within Berkshire, there will be a strategy to ensure that the best use is made of modes of travel other than the car.
- Councils will use their planning powers to:
 1. Reduce the need to travel by car;
 2. Promote alternative modes of travel to the car;
 3. Increase the safety of travel; and
 4. Provide improved access to jobs, leisure opportunities and services for all members of the community.

Policy T4 – Travel Impacts

- All developments will take appropriate measures to offset any adverse effects it has on the transport network.
- Developments which generate a significant number of trips should include the promotion of sustainable alternatives modes of travel to private car, and should minimise the pressure on the transport network.

Policy T5 – Car Parking

- Car parking should be planned to decrease the rate of growth in car travel and to decrease the proportion of trips undertaken by car.

Reading Borough Council's Core Strategy (January 2015)

- 2.14 This policy document identifies the Borough's overall planning strategy and important development principles. It provides a framework as to how Reading can grow in a sustainable way in the future.
- 2.15 With regards transport, the Core Strategy identifies the following objectives:
- Promoting sustainable transport;
 - Promoting the accessibility of sites to essential facilities by transport, specifically walking, cycling and public transport; and
 - Reducing the need to travel, especially by car.
- 2.16 The transport policies affecting the proposed development are as follows:

Policy CS4 – Accessibility and the Intensity of Development

- The scale and density of development will be related to its level of accessibility by walking, cycling and public transport to a range of services and facilities. Sites will be assessed in terms of their level of accessibility to a good range of facilities by pedestrian routes, and to a bus stop served by a strategic bus service. The size and scale of any development must be appropriate to its level of accessibility.

Policy CS20 – Implementation of the Reading Transport Strategy (Local Transport Plan 2006 – 2011)

- Planning permission will not be granted unless the proposals contribute towards the provision of a balanced transport network. Such projects and plans will include

the provision of measures that make alternatives to the use of private cars more attractive and contribute towards improved accessibility in accordance with Policy CS4.

Policy CS22 – Transport Assessments

- Planning permission will not be granted unless development proposals make appropriate provision to ensure an adequate level of accessibility and safety by all modes of transport in accordance with an agreed transport assessment submitted as part of the application.

Policy CS23 – Sustainable Travel and Travel Plans

- Planning permission will not be granted for major development proposals unless there is a commitment to implement measures to promote and improve sustainable transport facilities. This will be through provision to encourage walking, cycling and public transport use and will be undertaken as part of an agreed travel plans and through safe routes to schools.

Policy CS24 – Car / Cycle Parking

- Maximum car parking standards and cycle parking requirements will be applied in relation to the accessibility of locations within the Borough to sustainable transport facilities, particularly public transport.

Reading Borough Council's Draft Local Plan (May 2017)

- 2.17 Once adopted, the Reading Local Plan will provide guidance for development within the town up to 2036. It will replace the existing 'Core Strategy' and the 'Local Development Framework – Sites and Detailed Policies'. The current emerging policies which relate to transport and impact the proposed development are as follows:

Policy CC6 – Accessibility and the Intensity of Development

- The scale and density of the development will be related to the level of accessibility by walking, cycling and public transport. Unless significant improvements are proposed, any new development must be at a scale, density and intensity appropriate to the level of accessibility.

TR1 – Achieving the Transport Strategy

- Proposed development should contribute appropriately to meeting the objectives of the most up to date Local Transport Plan. Major developments would need to provide a commitment to promote and improve sustainable transport facilities through encouraging walking, cycling and the use of public transport.
- All development proposals should make appropriate provision to ensure an adequate level of accessibility and safety by all modes of transport, particularly walking, cycling and public transport.

TR3 – Access, Traffic and Highway Related Matters

- When determining proposals which include a new or altered access or the generation of additional trips on the transport network, consideration will be given to the effect on safety, congestion and the environment.
- Development will only be permitted where:
 - a) Access and works to the highway comply with the adopted standards of the Transport Authority;
 - b) The development would not have a material impact on the functioning of the transport network;

- c) The proposals would not be detrimental to the safety of road users including pedestrians and cyclists;
- d) The proposals would not generate a regular movement of heavy goods vehicles on unsuitable roads; and
- e) For non-residential uses, off-street servicing should be provided.

TR4 – Cycle Routes and Facilities

- Developments will be expected to make full use of opportunities to improve access for cyclists and to integrate cycling through the provision of new facilities. The cycle routes identified in the Cycle Strategy should be maintained and not be detrimentally affected by developments.

TR5 – Car and Cycle Parking

- Developments should provide car parking and cycle parking that is appropriate to the accessibility of locations within the Borough to sustainable transport facilities.

OU1 – New and Existing Community Facilities

- Community facilities should be located where there is a choice of means of travel including walking and cycling, and in existing centres where possible.

- 2.18 There are no area specific policies for the West Reading and Tilehurst area that impact on the proposed re-development of The Gate Church site.

Reading Borough Council's Local Development Framework – Sites and Detailed Policies Document (October 2012)

- 2.19 This document sets out the detailed policies utilised by RBC when considering planning applications. The policy relating to transport is as follows:

Policy DM12 – Access, Traffic and Highway Related Matters

- In determining proposals involving a new or altered access onto the transport network or the generation of additional trips on the network, consideration will be given to the effect on safety, congestion and the environment.
- Development will only be permitted where:
 1. The development would not have a material detrimental impact on the functioning of the transport network;
 2. The proposal would not be detrimental to the safety of users of the transport network, including pedestrians and cyclists;
 3. The proposal would not generate regular movements of HGVs on unsuitable roads or on roads without easy access to the Classified Road Network; and
 4. For non-residential uses, off-street servicing would be provided.

Reading Borough Council's Local Transport Plan 3 – 2011 to 2026 (2011)

- 2.20 Reading's Local Transport Plan 3 (LTP3) contains objectives, policies and schemes intended to improve transport provision within the local area, in order to contribute to wider social, economic and environmental benefits.

- 2.21 The vision of the LTP3 is to:

- Improve accessibility by non-car modes;

-
- Manage and upgrade the transport network to provide a safe and efficient infrastructure; and
 - Ensure that Reading remains a successful economic area by providing excellent transport connections.

Design Guides

- 2.22 The following documents have been referred to in order to establish relevant guidance in terms of the evolution of the masterplan:
- Design Manual for Roads and Bridges – Department of Transport;
 - Manual for Streets – Department of Transport; and
 - Manual for Streets 2 – Department of Transport.
- 2.23 The above documents have all been reviewed and adhered to throughout the design of the site to ensure that the development accords with all relevant local design guidance.

3.0 Site Location and Existing Conditions

Site Description

- 3.1 The Gate Church is located at 184 The Meadway within Tilehurst, a western suburb of Reading. The postcode for the site is RG30 4NX. The site consists of a single building with a 36 space car park. The site is accessed off The Meadway, with a separate access off Keswick Close to the north of the site. The location of the site is shown in Figure 1.
- 3.2 The church on The Meadway is one of three 'The Gate Church' buildings situated within Reading and provides the location for their Sunday services. The other two buildings are located on Oxford Road in Norcot and Empress Road in Calcot. These buildings provide resource centres for hosting connect groups, life groups and other events.
- 3.3 The existing church building is 505sqm in size and can seat 300 worshippers. There are two regular services on a Sunday morning. Between 9am and 10am there is a Prayer service which is a quiet and reflective service, whilst the main family service takes place at 11am and is livelier with child and youth groups and refreshments after the service. Across these two services, there are around 250 worshippers who attend regularly with up 170 people for the 11am service. In addition to these services, twice a month there is an evening service with around sixty attendees. It is assumed that the evening service takes place between 6pm and 7pm.
- 3.4 It is considered that the above patterns of worship and events will continue following the re-development of the church.
- 3.5 It is understood that up to 80% of the attendees on a Sunday morning are family groups who are liable to use the same travel modes for example car share. Consequently, it is considered that 200 attendees of the morning services are family members.
- 3.6 The church office is open between 9am to 2pm Monday to Friday. It is understood that there are currently nine employees with all but two being part time. The two full time employees are based at the church but spend a proportion of their time away from the site. Out of the seven part time employees, only two are based at the church and work in the office.
- 3.7 It is understood that the existing church building is used for various activities during the week. These include:
- A group for people over the age of 55 takes place on Wednesday afternoons between 2pm and 4pm. Around 30 people attend each week;
 - A church group meets on Thursday mornings between 9am and 12 noon and attendance is typically around 20 people;
 - Messy church takes place on Friday mornings between 10am and 12 noon with around 50 parents and children attending; and
 - Occasionally, the building has been booked for a Saturday for events such as conferences or children's parties. It is understood that these are infrequent with a similar number of attendees as a Sunday service.
- 3.8 With the exception of the Thursday morning group, all attendees travel to and from the church outside of the highway peak hours.

3.9 In the past, the existing building has been booked by community groups but it is understood that this is an infrequent occurrence. It is considered that the majority of these events occur outside of the highway peak hours or during the evenings.

3.10 It is also understood that the church occasionally hosts weddings with an average of two taking place each year. These normally accommodate 100-150 attendees although it is considered that many of these attendees will be family groups who lift share.

Parking Provision

3.11 The church has an existing car park surrounding the existing building. This car park has 36 marked spaces, however, the topographical survey indicates that some of the car park spaces do not accord with the minimum dimensions outlined within Manual for Streets or the RBC. Parking standards. Likewise some of the parking aisles are only 3.2m to 3.6m wide rather than the necessary 6m required for vehicles to manoeuvre into the spaces. Consequently, not all of the spaces are currently usable when the car park is busy. The site visit on Sunday 7 October 2018 indicated that at least six spaces were left un-occupied despite worshippers parking on The Meadway.

3.12 A parking survey was undertaken by a member of the church community for the main 11am service on six separate Sundays, including during wet weather in February 2019, whilst the site visit identified the number of parked vehicles for a sixth Sunday. This survey, summarised in Table 1 below, identified the following number of parked vehicles associated with the existing 11am church service. A copy of the survey has been provided within Appendix A:

Table 1: Parking Survey Results (11am Service)

Survey Date	On-site Car Park	The Meadway	Keswick Close	Total Parked Cars
22 July 2018	29	11	2	42
29 July 2018	28	12	1	32
09 September 2018	23	9	0	38
30 September 2018	28	7	3	41
07 October 2018	30	16	1	47
10 February 2019 (wet weather survey)	27	13	4	44
Average	28	11	1.8	41

3.13 Based on the above surveys, typically around 28 church users park in the car park for the 11am service. The surveys also indicate that on average around six of the spaces are not used.

3.14 The church has two minibuses which provide lifts for regular attendees. These pick up worshippers from different locations around the town.

3.15 A review of the existing off-site parking has been provided within Section 4 of this report.

Vehicular Access

- 3.16 Vehicular access to the site is achievable via an existing driveway crossover between numbers 382 and 386 The Meadway. This crossover is shared with 382 The Meadway and leads to a 3m wide access track leading to the church building and adjacent car park. This access tracks is border by a 2.5m high hedge on the western side and a 0.6m wide grass verge on the eastern side (see photograph 1).
- 3.17 The access road continues through the site and bends around the existing church building. It re-joins Keswick Close at a 3.2m wide gated access within the existing cul-de-sac (see photograph 2).



Photo 1: Site Access on The Meadway



Photo 2: Site Access onto Keswick Close

- 3.18 It is understood that on a Sunday morning, the church implements a one-way system within the car park so that vehicles enter via the access on The Meadway and departs via Keswick Close. However, it is considered that this is more important during the period between the 9am and 11am service, where vehicles are likely to be both arriving and departing at the same time.
- 3.19 It should be noted that worshippers will generally tend to arrive within a short thirty minute period and depart at the same time, thereby restricting the impact on the access junctions, the internal site and the local highway network to a short period of time only.
- 3.20 At other times, for example during the week, it is understood that the one-way system within the car park is not in operation due to the lower volumes of traffic and that visibility at the site access is not impacted as attendees are less likely to park on The Meadway as the car park is available.

Visibility Splays

- 3.21 The Meadway has a current posted speed limit of 30mph. Keswick Close also has a posted speed limit of 30mph although as it is a cul-de-sac, the road is relatively narrow with a 90 degree bend and therefore it is considered that the design speed is 20mph. Speed surveys have been undertaken on The Meadway and St Michael's Road in the vicinity of the junction with Keswick Close and the results have been provided within Table 3 later on in this chapter.

- 3.22 The speed surveys indicate that 85th percentile speeds on The Meadway in the vicinity of the site access are 31.2mph eastbound and 33.3mph westbound. This is in excess of the posted speed limit.
- 3.23 The site access on The Meadway achieves suitable visibility splays of 2.4m x 59m (Manual for Streets) to the east of the site access when there is no on-street parking. The site visit and parking surveys indicate that the on-street parking resulting from the 11am service encroaches into the visibility splays to the left of the site access (see photograph 3). As a result vehicles are encouraged to depart the site via Keswick Close. However, the parking also impacts on the driveway visibility of the local residents, hence why the church is trying to minimise the on-street parking.
- 3.24 Visibility to the right of the access accords with Manual for Streets as the Halls Road junction and the pedestrian refuge islands limits on-street parking on this location (see photograph 4).



Photo 3: Visibility to the Left of the Site Access During an 11am Service



Photo 4: Visibility to the Right of the Site Access During an 11am Service

- 3.25 Visibility on Keswick Close accords with a 20mph design speed. Parking adjacent to the site access does restrict visibility, but as the road is a cul-de-sac and the access is located at the end turning circle, vehicle speeds and traffic flows will be low and therefore it is considered that vehicles can safely encroach into the carriageway to see around the parked vehicles. The visibility splay at the Keswick Close access is shown in Photographs 5 and 6.



Photo 5: Keswick Road Visibility at Car Park Exit



Photo 6: Keswick Road Visibility After Encroaching into Carriageway

- 3.26 Speed surveys were undertaken on St Michaels Road in the vicinity of the Keswick Close junction (see Table 3). These surveys indicate a northbound 85th percentile speed of 28.0mph and a southbound speed of 33.6mph. As the Keswick Close junction is situated on the outside of a bend, visibility splays of 2.4m x 59m in accordance with Manual for Streets are achievable in both directions. Consequently, it is considered that appropriate visibility is achievable at the Keswick Close junction.

Servicing and Deliveries

- 3.27 The existing building has a small kitchen and office facilities. It is considered that deliveries to the church are minimal, with the majority of deliveries comprising of courier and office deliveries. It is understood that the deliveries are undertaken using transit sized vans, although to provide a worst case assessment, the swept path assessment undertaken later on in this report assesses a 7.5 tonne Light Goods Vehicle. As the kitchen is only small and tends to only provide light refreshments after the service or during special events, all goods will be delivered via car by the kitchen helpers.
- 3.28 It is understood that all servicing and deliveries occur within the site boundary and therefore no activity occurs on The Meadway or Keswick Close. It is considered that delivery vehicles would arrive via The Meadway and depart via either the Meadway, after turning around within the site, or via Keswick Close.
- 3.29 Currently, refuse collections occur on The Meadway and take place with the collections for the local dwellings. It is understood that a member of office staff moves the bin to The Meadway prior to the collection day. Consequently, no refuse vehicles access the site.

Existing Highway Conditions

- 3.30 The Meadway is one of the main east / west roads which link the western suburbs of Reading with the town centre. Consequently, the site visit on Sunday 7th October 2018 indicated that vehicle flows were relatively high for a Sunday morning and this was confirmed through the traffic surveys (see Table 2).
- 3.31 In the vicinity of the site, The Meadway is 9.1m wide, is a single carriageway two-way road and has no parking restrictions. Consequently, church users park on street if they are unable to use the on-site car park. The site visit indicated that church users parked on both sides of the street thereby reducing the width of the carriageway to 5.1m. In the vicinity of the church, the local residents have driveways and therefore residents tend not to park on-street, although the site visit indicated that visitors to the houses did.
- 3.32 The northern vehicular access to the church connects to the turning head at the southern end of Keswick Close. Keswick Close is a 5.2m to 5.5m wide cul-de-sac with a ninety degree bend sited approximately 30m north of the church access. There are no parking restrictions and consequently some worshippers park on the Close during services. Keswick Close connects to St Michael's Road at a priority T-junction sited 190m north of The Meadway.
- 3.33 Approximately 50m to the west of the site's vehicular access is Halls Road. This road is 5.8m wide and connects with The Meadway and Mayfair via a priority T-junction. There are no parking restrictions along the length of Halls Road but on the day of the site visit no on-street parking was observed.

- 3.34 To the east of the church, The Meadway connects to St Michael's Road via a mini-roundabout. This junction is located around 180m from the site access. To the northwest of the site, Mayfair connects with Park Lane at a mini-roundabout approximately 600m from the site access.
- 3.35 St Michael's Road runs north / south between the Mead way and the centre of Tilehurst and connects to School Road at a mini-roundabout adjacent to the Triangle shopping precinct.
- 3.36 The site visit on Sunday 7th October 2018 indicated that the junctions in the immediate vicinity of the site were operating within capacity with minimal queueing both before and after the 11am church service. These junctions included:
- The Meadway / St Michaels Road;
 - Halls Road / The Meadway / Mayfair;
 - Mayfair / Park Lane / School Road;
 - St Michael's Road / Keswick Close; and
 - St Michaels Road / School Road.
- 3.37 As the church is located within a residential suburb of Reading, the local area has a wide network of 2m wide footways connecting the site to the neighbouring suburbs.
- 3.38 In the immediate vicinity of the site there are no controlled crossings, however, there is a pedestrian refuge island on The Meadway around 25m west of the site access at the Halls Road junction. Whilst the crossing has dropped kerb provision, there is no tactile paving at this location.
- 3.39 There is a 2.4m wide pedestrian alley connecting Keswick Close and The Meadway which provides a secondary pedestrian route to the church, whilst a further pedestrian alleyway is situated 127m north of the Keswick Close junction to connect St Michael's Road to Corwen Road.

Traffic Surveys

- 3.40 In order to obtain a detailed understanding of the existing traffic conditions on The Meadway and St Michael's Road, ATC surveys were undertaken on these links. These surveys collected volumetric counts and measured the speeds of passing vehicles. The surveys were undertaken at four locations, namely:
- Site 1 – The Meadway (west), 22m west of the site access (site fixed due to proximity of Halls Road junction and pedestrian refuge island);
 - Site 2 – The Meadway (east), 100m east of the site access;
 - Site 3 – St Michael's Road (South), 70m south of Keswick Close junction; and
 - Site 4 – St Michael's Road (North), 70 north of Keswick Close junction.
- 3.41 These surveys were undertaken for a continuous seven day period between Tuesday 4th December 2018 and Monday 10th December 2018. Despite the surveys being undertaken in close proximity to the school holidays and Christmas, it is considered that the traffic flows during the Sunday morning assessment period are unlikely to differ significantly to a typical Sunday morning unlike any weekday survey. This is particularly true for a Sunday morning where shops typically tend to open later than during the week.
- 3.42 The results of these surveys are discussed below and have been provided within Appendix B.

Volumetric Counts

3.43 The surveys undertaken in the vicinity of the site measured the volume of vehicle flows on the surveyed roads. This survey indicated that the Sunday highway peak hours on The Meadway are as follows:

- AM Peak – 11:00 to 12:00
- PM Peak – 13:00 to 14:00

During the week, the weekday peak hours are as follows:

- AM Peak – 08:00 to 09:00
- PM Peak – 17:00 to 18:00

3.44 The existing flows on the highway network in the vicinity of the church are shown in Table 2 overleaf.

Table 2: Existing Traffic Flows

	Sunday			5-day Average		
	Eastbound / Northbound	Westbound / Southbound	Two-way	Eastbound / Northbound	Westbound / Southbound	Two-way
Site 1 – The Meadway West (west of the site access)						
AM Peak	369	327	696	607	420	1,027
PM Peak	359	381	740	486	554	1,040
Daily	4,057	4,118	8,175	6,125	6,142	12,267
Site 2 – The Meadway East (east of the site access)						
AM Peak	377	340	717	597	418	1,015
PM Peak	357	363	720	492	545	1,037
Daily	3,998	4,083	8,081	6,122	6,145	12,267
Site 3 – St Michaels Road South (south of Keswick Close)						
AM Peak	154	147	301	143	221	364
PM Peak	174	171	345	269	175	444
Daily	1,856	1,707	3,563	2,617	2,553	5,170
Site 4 – St Michaels Road North (north of Keswick Close)						
AM Peak	154	141	295	154	205	359
PM Peak	159	234	393	156	165	321
Daily	1730	2365	4,095	1624	2389	4,013

3.45 The survey indicates that traffic flows are lower on a Sunday than during the week but that the Sunday traffic is relatively evenly split by direction. The traffic flows also show that The Meadway is significantly busier than St Michaels' Road. The above flows include the existing vehicle trips associated with the church.

Speed Survey

- 3.46 The ATC survey also assessed vehicle speeds on the aforementioned links for the continuous seven day period. This survey collected mean speeds as well as 85th percentile speeds in the vicinity of the site.
- 3.47 As previously outlined within paragraph 3.18, the posted speed limits surrounding the site are 30mph. To identify the existing 85th percentile speeds on The Meadway and St Michaels Road the traffic surveys included speed surveys over the seven day period. The results of the speed survey are shown in Table 3 and have also been provided within Appendix B of this report.

Table 3: 7-day Speed Survey Results (mph)

Site	Direction	Mean Speed	85 th ile Speed
Site 1 – The Meadway (west of site access)	Eastbound	24.6	25.9
	Westbound	23.4	25.8
Site 2 – The Meadway (east of site access)	Eastbound	26.3	31.2
	Westbound	21.5	33.3
Site 3 – St Michaels Road (south of Keswick Close)	Northbound	25.7	28.0
	Southbound	25.9	30.4
Site 4 – St Michaels Road (north of Keswick Close)	Northbound	22.0	25.8
	Southbound	27.4	33.6

- 3.48 The 85th percentile speed survey results shown within Table3, indicates that the posted speed limits on both The Meadway and St Michael's Road were generally not complied with in both directions with speeds up to 33.6mph being recorded. Most notably, these speeds were measured to the east of the site access and southbound on St Michael's Road. This is potentially due to the straight nature of both roads in this location. The speeds to the west of the site access are low at around 26mph due to the presence of the pedestrian refuge island and the Hall Road junction.
- 3.49 Similar speeds were observed during the Sunday morning period between 9am and midday. This indicates that the on-street parking associated with the church, to the east of the site access, does not act as a traffic calming measure. This is likely to be due to the wide nature of The Meadway at this location.

Highway Safety

- 3.50 An online review of accidents has been undertaken using the data for the latest five-year period has been undertaken using the CrashMap website (www.crashmap.co.uk) and a screenshot of the resultant information has been provided within Appendix C of this report. The five year period assessed covered the available years on the system namely January 2014 to December 2018.
- 3.51 Over the five year period, a total of six accidents occurred on The Meadway in the vicinity of the site's vehicular access. No accidents occurred on Keswick Close, whilst three accidents

occurred on St Michaels Road. All of the accidents were slight in severity with the exception of one serious accident at The Meadway junction with St Michaels Road.

- 3.52 There were three accidents in total at The Meadway mini-roundabout with St Michaels Road. All three collisions involved a vehicle turning right at the mini-roundabout and was hit by an oncoming car which failed to give way. One of these accidents resulted in serious injuries whilst the others were slight in severity. These accidents were caused by driver error and are typical accident types at roundabouts.
- 3.53 A single accident occurred at the junction of The Meadway with Halls Road, opposite the site access. This was caused by a vehicle turning right in front of a motorcycle. This is considered to be caused by driver error and resulted in slight injuries.
- 3.54 A further two slight accidents occurred on Mayfair circa 240m west of the site access. One accident occurred when a car hit a parked goods vehicle which was then shunted into a parked car. The second accident also occurred when a car hit two parked cars. It is considered that this was caused by driver error rather than a deficiency in the highway.
- 3.55 Four accidents occurred on St Michaels Road between School Road and The Meadway. The accidents were as follows:
- A car hit a pedal cycle as it was overtaking; and
 - A car hit a lighting column when it was icy.
- 3.56 All of the above accidents resulted in slight injuries and it is considered that they were caused by driver error.
- 3.57 There was a single accident at the St Michaels Road / School Road mini roundabout. A car turning left failed to give way and was hit by an oncoming car. As with previous accidents, it is considered that this is due to driver error.
- 3.58 The aforementioned personal injury accident data indicates that driver error is the cause of the majority of the accidents in the vicinity of the site, during the latest five year period. Consequently, it is considered that there are no highway defects which would affect the safety of road users.

4.0 Existing Church Travel Patterns

- 4.1 In order to identify the existing travel patterns associated with the existing worshippers, church users were invited to complete an online travel survey during October 2018. A total of 36 responses were obtained. Out of these responses 64% attended the 11am service, 11% the 9am service and 25% both services.
- 4.2 The modal shares identified by the survey are shown in Table 4, however, as the survey was developed to inform the parking consultation, it is considered that the answers are liable to be skewed towards car users as non-car users are unlikely to have answered questions on parking. This is borne out by the modal shares outlined below where the number of people walking to the church, a local community facility, is low. Similarly, the total number of responses is low (14% of all attendees) although this response rate does not take into account the number of family groups who attend the church and who only provided one response. It is therefore it is considered that the modal shares do not accurately reflect the site as a whole:

Table 4: Existing Modal Shares (based on 36 responses or 14% of attendees)

Travel Mode	Responses	Mode Share
Car or similar	29	80.6%
Minibus	2	5.5%
Public Transport	2	5.5%
Walking	2	5.5%
Cycling	1	2.8%

- 4.3 The above modal shares indicated that 81% of attendees use a car to access the site. It is important to note that up to 80% of the attendees on a Sunday morning are family groups who are liable to use the same travel modes for example car share. Consequently, it is considered that 200 attendees of the morning services are family members and it is considered that the above modal shares do not take this into account.
- 4.4 The survey also identified that 45% travel alone whilst 55% shared a car with others. Out of this 55% who already car share, 48% shared a car with one other person, 22% with two, 26% with three and 4% with more than four people. When these percentages are applied to the all of the attendees this equates to 112 who people share lifts.
- 4.5 The people who responded to the survey were also asked where they currently park. The answers were as follows:
- Church car park: 74% (27 people);
 - The Meadway: 23% (8 people); and
 - Another Street: 3% (1 person).
- 4.6 The Travel Survey also asked whether people who lived within a reasonable walking distance of the church would consider walking, with 58% confirming that they would.

-
- 4.7 Only 45% of the people who responded identified that they would be willing to take part in a 'carpool' scheme for sharing lifts. No information was provided as to why this was the case but potentially it could be because congregation members may travel elsewhere after the service or they want the flexibility of driving themselves.

5.0 Existing Sustainable Transport Accessibility

- 5.1 This section of the report appraises the proposed development from the perspective of sustainable travel and general accessibility. The site is located within the western Reading suburb of Tilehurst. Consequently, it is considered to be accessible by both public transport and pedestrian and cycle routes.
- 5.2 The site's accessibility has therefore been considered in some detail to ensure that both staff, worshippers and visitors to the church can be encouraged to utilise sustainable transport modes rather than the private car.

Walking

- 5.3 It is generally considered that 2 kilometres is an acceptable distance to walk to work or nearby facilities and amenities (see Figure 2). This distance is illustrative and approximate and will vary by individual according to their personal mobility and fitness. It will also be influenced by their perception and prejudices on such factors as local topography and attitude towards particular travel modes.
- 5.4 As the church is located within a residential area, it is well served by pedestrian footways. These footways provide connections to the rest of Reading, south of the Thames; and its suburbs. Consequently, the site is within walking distance of a number of residential areas including Tilehurst, Churchend, Horncastle, Calcot and Little Heath:
- 5.5 In the vicinity of the site, the footways on The Meadway are 2m wide, with the footway on the Meadway being separated from the live carriageway by a 2.2m wide verge. To the east of the site this verge widens out to 8.5m after 30m but then narrows down again to 2.2m. The footways on Keswick Close are also 2m wide.
- 5.6 There is a 2.5m wide alley approximately 22m to the west of the egress to the car park which connects Keswick Close to The Meadway circa 113m to the west of the site. Similarly there is a 2.4m wide pedestrian alley connecting Cowen Road and St Michael's Road, approximately 126m north of Keswick Close.
- 5.7 There is an uncontrolled crossing on the Meadway adjacent to the site access which has dropped kerb provision but no tactile paving. There are no controlled pedestrian crossings in the vicinity of the site, with the nearest controlled crossing, a zebra crossing, being located at the Park Lane / Mayfair mini-roundabout, 600m north of the site.

Public Rights of Way

- 5.8 There are no dedicated public rights of way in the vicinity of the site.

Cycling

- 5.9 It is generally considered that 5 kilometres is an acceptable distance to cycle to the church or nearby facilities and amenities (see Figure 3). This covers the whole of western Reading and neighbouring towns / villages such as Theale and Pangbourne. This distance is also illustrative and approximate, will vary by individual according to their personal mobility and fitness, and will be influenced by their perception and prejudices on such factors as local topography and attitude towards particular travel modes.

5.10 It is considered that the following residential areas are within a 5km cycling distance of the church:

- | | |
|----------------------|--------------------|
| - Calcot | - Northcot |
| - Caversham | - Pangbourne |
| - Central Reading | - Purley on Thames |
| - Churchend | - Reading West |
| - Green Park Village | - Southcote |
| - Horncastle | - Theale |
| - Little Heath | - Tilehurst |

5.11 Whilst there is no dedicated cycle infrastructure located in the immediate vicinity of the site, Reading Cycle Route 50 is situated on The Meadway to the east of the site, which then connects to School Road in Tilehurst via St Michaels Road and continues to Little Heath School. This route provides a cycle route between the site and Reading town centre. This route is on road with no cycle lanes provided.

5.12 In addition to Route 50, there are linking routes along Church End Lane and Westwood Road. These connect Route 50 to Route 5 to the north of the site which connects Purley on Thames with central Reading via Oxford Road in Tilehurst.

5.13 An online cycle map is available at www.reading-travelinfo.co.uk whilst a copy has been provided within Appendix D.

Regional and National Cycle Network

5.14 The nearest national cycle route is situated 2.1km to the south of the site, along the River Kennet to the south of the A4 Bath Road. This is route 4 which connects Reading to Theale and then continues onto London, Bath, Bristol and Swansea. This route connects to the site via Park Lane or Burghfield Road.

Public Transport

5.15 The site is well located to and within a short walking of various bus routes and within reasonable cycling distance of three railway stations. These are summarised below:

Buses

5.16 The nearest bus stops to the site are located on The Meadway, with a set to the west situated approximately 165m from the site access with the eastern set being located 265m to the east. In addition to these stops, there is a further set of stops on St Michaels Road, around 298m to the north via Keswick Close.

5.17 The eastern stops on The Meadway provide connections to bus routes 15, 15a, 15T and F23 whilst routes F23 and 15a also stop to the west of the site. Bus routes 15, 15a and 15T also serve St Michaels Road and these stops only have a timetable but no seating or shelters. At the Meadway stops, the eastbound stops include a shelter, seating and timetables, whilst the westbound stops do not include shelters.

5.18 There are further stops on The Meadway situated approximately 620m east of the site which provides access to bus route 33. Likewise, route 33 also stops on Cowen Road adjacent to the footpath link to St Michael's Road. These stops are around 450m from the church, or just over a five minute walk.

- 5.19 A summary of the bus services in the vicinity of the site is outlined within Table 4 below whilst a bus map has been provided within Appendix E.

Table 5: Summary of Local Bus Services – Correct as of April 2019

Bus No.	Route	Frequency		
		Weekday	Saturdays	Sundays
15, 15A, 15T (Reading Buses)	Calcot, The Water Tower, Tilehurst Triangle, Dee Road Fire Station, Pond House, Reading town centre	2 per hour	2 per hour	2 per hour
33 (Reading Buses)	Reading town centre, Tilehurst Road, Tilehurst Triangle, Stratford Way, Hildens Drive	4 per hour	4 per hour	2 per hour
F23 (Reading Buses)	Theale, Tidmarsh, Pangbourne, Purley on Thames, Tilehurst Meadway, Prospect Park, Coley Avenue and Madejski Stadium	No Services	1 return service a day	No services

- 5.20 The Reading Buses website (www.reading-buses.co.uk) provides live journey information for all bus routes whilst live bus information is available via passenger's mobile phones at each of the bus stops. In addition to the live journey information, the website also provides a bus journey planner.
- 5.21 There are numerous ways to purchase a bus ticket in Reading including using a smartcard which can be topped up online or using cash or contactless cards on the day either on the bus or online in advance.
- 5.22 Prices for the above tickets are available on the Reading Buses website.

Rail

- 5.23 The proposed development is situated close to three railway stations. These stations are:
- Tilehurst Station – 2km north of the church;
 - Theale Station – 3.4km south west of the church; and
 - Reading West Station – 4.6km east of the site.
- 5.24 Tilehurst railway station is sited approximately 2km north of the site and is approximately a 2.7km, or 35 minute walk from the development via Kentwood Hill, School Road and Mayfair. It is therefore considered to be just outside of the reasonable walking distance of 2km but within a reasonable cycling distance.
- 5.25 The station is operated by Great Western Railway and provides rail services to the following locations:
- Reading – hourly on a Sunday and 4 per hour during the week
 - London Paddington – hourly on a Sunday and 4 per hour during the week
 - Didcot Parkway – hourly on a Sunday and 3 per hour during the week

- Pangbourne - hourly on a Sunday and 3 per hour during the week
- 5.26 The station has parking space for 110 cars and is open 24 hours a day seven days a week, whilst there are 20 cycle spaces at the front of the station. The facilities include waiting rooms, ticket machines, toilets a coffee shop, a taxi rank and drop-off spaces. Similarly, the station has a ticket office which is open during the following hours:
- Monday to Friday – 06:25 to 12:55;
 - Saturday – 07:00 to 13:30; and
 - Sunday – Closed.
- 5.27 Theale railway station is located around 3.4km south west of the site and is a 4.5km cycle from the development. The station is operated by Great Western and provides rail services to the following locations:
- Reading – hourly on a Sunday and 2 per hour during the week
 - Reading West – hourly on a Sunday and 2 per hour during the week
 - Newbury – hourly on a Sunday and 3 per hour during the week
 - Thatcham – hourly on a Sunday and 3 per hour during the week
 - Aldermaston – every two hours on a Sunday and 2 per hour during the week
- 5.28 The station has a 216 space car park and 8 cycle spaces. These are open 24 hours a day, seven days a week. It has limited facilities with only shelters on the platforms and a ticket machine. There is a ticket office at the station which is open during the following hours:
- Monday to Friday – 06:30 to 13:00;
 - Saturday – 07:00 to 13:30; and
 - Sunday – Closed.
- 5.29 Reading West railway station is located around 3.3km east of the site and is a 3.9km, or a reasonable cycling distance from the development via The Meadway. The station is operated by Great Western Railway and provides train services to the same destinations and at the same frequencies as Theale Station.
- 5.30 There is no car park or cycle parking at the station and as with Theale, there are limited facilities with just a ticket machine and platform shelter. There is a ticket office at the station which is open during the following hours:
- Monday to Friday – 06:30 to 10:45; and
 - Saturday and Sunday – Closed.

6.0 Proposed Development

- 6.1 The proposed development proposals include demolishing the existing church building and re-developing the site to provide a new building. This building will include a church, meeting rooms, offices and a café. This section of the Transport Statement summarises the proposals and describes the transport related aspects of the development, whilst the proposed site layout has been provided within Appendix F.
- 6.2 The new church building will provide a seating capacity for 384 worshippers. This is an increase of 84 people on the existing capacity of 300 worshippers, or an increase of 28%. The gross floor area of the new building will be 995sqm. This equates to a net increase of 490sqm, or 97%, when compared to the existing building which is 505sqm in size. This majority of this space will be taken up with the provision of ancillary space such as additional meeting rooms, office space and the café.
- 6.3 The existing pattern and timing of services will not change following the re-development of the site. There is the potential for the number of worshippers attending the services to increase in order to accommodate the additional seating. Currently 250 people attend the morning services and if this increases by 28% increase in the number of seats, then there would be an additional 70 attendees. For the evening service, an increase of 28% on the existing 60 attendees would equate to an additional 17 worshippers. This equates to a potential increase in congregation of 87 worshippers on at least two Sundays a week, although it is considered that a significant proportion of these would be family groups.
- 6.4 It is considered that 80% of the attendees will continue to be family groups thereby reducing the number of vehicle trips as they will travel together.
- 6.5 It is understood that, the number of staff employed at the church will remain constant at nine employees (2 full time and seven part time) and so there will be no change in staff trips.
- 6.6 The café will be open during the week for church users. It is not anticipated that non-church users will regularly visit the café, although the church may decide to open it for local residents. It is considered that any local residents who visit the café will walk to and from the site rather than drive. On a Sunday the café will be restricted to worshippers only.
- 6.7 The existing meeting rooms are used for three groups during the week and the occasional weekend booking. It is understood that there are no immediate plans to increase the number of groups using the church but it is anticipated that the rooms will continue to be available for private bookings. It is considered, however, that these bookings will occur either during the day or in the evening thereby avoiding the highway peak hours.
- 6.8 Vehicular access to the car park will be as in the existing situation, with an access off The Meadway and via Keswick Close. It is understood that the current arrangement of vehicles using the car park arriving via The Meadway and departing via Keswick Close will be retained.
- 6.9 The proposals include re-arranging the car park to ensure that all of the spaces are accessible and that it accords with Manual for Streets and RBC requirements. In total 28 spaces will be provided along with an extra two spaces for minibuses to bring the full total number of spaces to 30. The existing parking surveys show that on average 28 vehicles currently use the existing car park and therefore an additional two vehicles are liable to use the car park

on a regular basis. Consequently, the number of vehicles potentially leaving the site via Keswick Close will not significantly change when compared to the existing situation.

- 6.10 As worshippers will generally tend to arrive within a short thirty minute period and depart at the same time there is the potential for the church to implement double parking with the car park if required. However, this would have to be managed by the church to ensure that emergency access to the building is not restricted. This arrangement will also need to be agreed with the residents of Keswick Close as it would increase the number of vehicles departing via this access.
- 6.11 A swept path assessment showing a large car accessing and departing the car park and accessing a selection of parking bays is shown in Figure 4

Visibility

- 6.12 The speed survey indicates that the 85th percentile speeds on The Meadway at the site access are 25.9mph eastbound and 3.3mph westbound (see Table 3). Consequently, a 2.4m x 43m splay to the west and a 2.4m x 59m visibility splay to the east would be required as a minimum provision in accordance with 'Manual for Streets' (see Figure 5). However, the adjacent on-street parking tends to encroach into the visibility splays. 'Manual for Streets' identifies that *'parking in visibility splays in built up areas is common, yet it does not appear to create significant problems in practice'* and that *'where speeds are low, some encroachment may be acceptable'*.
- 6.13 Suitable visibility is achievable on The Meadway if no cars are parked on the side of the road in the vicinity of the site access (see Figure 5). It is considered unlikely, that there will be a significant amount of on-street parking during the week which is associated with the church, with only local residents and their visitors potentially parking on The Meadway. Consequently, visibility can be achieved which accords with national standards during the week.
- 6.14 On a Sunday, currently church related parking occurs in the vicinity of the site access. This parking encroaches into the visibility splays but it also reduces the speed of vehicles in the vicinity of the site access. This parking also restricts visibility at the driveways of the local residents.
- 6.15 As this is an existing issue and the five years of accident records indicate that there is not a safety concern with respect to the on-street parking in this location. It is considered that the proposed re-development of the site will not have a significant adverse impact on the safety of the road users in the vicinity of the church. However, the church is currently undertaking an assessment to identify ways to minimise the parking on The Meadway in order to improve visibility. This is discussed further within Section 6 of this report.
- 6.16 Visibility onto Keswick Close accords with national standards for a 20mph design speed. If there is parking within the cul-de-sac, then vehicles are able to encroach into the carriageway in order to see past the parked vehicles. As Keswick Close is a cul-de-sac, vehicle flows and speeds are low and consequently it is not considered that encroaching vehicles cause a safety concern. This visibility assessment is shown in Figure 5 with 3.5 tonne Transit Vans being parked in Keswick Close as a worst case assessment.
- 6.17 Visibility at the Keswick Close / St Michael's Road junction accords with Manual for Streets requirements.

Servicing and Deliveries

- 6.18 It is considered that the majority of deliveries to the site will be associated with the café and will be undertaken using Transit Vans during the week. However, to represent a worst case scenario, a swept path assessment has been undertaken using a 7.5 tonne Light Goods Vehicle (LGV). This swept path is shown in Figure 4 and indicates that a LGV can access the site via The Meadway and depart via Keswick Close.
- 6.19 The swept path assessment shown in Figure 4 also indicates that a fire tender would be able to access the site if required.
- 6.20 The existing refuse collection procedures will be retained for the proposed church following the re-development of the site. The existing refuse collection involves wheeling the refuse bins to The Meadway to be collected by the Council's refuse vehicle at the same time as the local residents. Therefore refuse vehicles will not need to access the site.

7.0 Parking Provision

- 7.1 This section describes both the existing and the proposed parking provision and potential measures for minimising the impact of off-site parking on the local community.

Existing Parking

- 7.2 The church currently has a 36 space car park although some of these spaces are unusable due to the restricted car park arrangement as there is insufficient space for cars to manoeuvre into the spaces as the car park fills up. Consequently, a number of Sunday worshippers park on neighbouring roads, in particular The Meadway and Keswick Close.
- 7.3 Following discussions with representatives from the church, it is understood that there is currently a concern amongst local residents with respect to this parking due to the impact on visibility and the narrow nature of Keswick Close. Consequently, the church is working with the local community to identify potential solutions to this issue prior to the redevelopment of the site.
- 7.4 A parking survey was undertaken by the church on four Sundays in July and August 2018, one Sunday in February 2019 during wet weather, whilst a further survey was undertaken on 7th October 2018 during the site visit. The results of this survey are identified within Table 1 and indicate that there are on average eleven vehicles who park on the local highway network. The majority of these vehicles park on The Meadway but on average, around two vehicles park on Keswick Close.

Proposed Parking

On-Site Parking

- 7.5 The existing car park has 36 marked spaces, however, a number of these spaces and the adjacent parking aisles are smaller than the minimum dimensions outlined within Manual for Streets and consequently, the actual number of usable spaces is less at around 30 useable spaces.
- 7.6 The Reading Borough Council parking standards are set out within the Local Development Framework Supplementary Planning Document 'Revised Parking Standards and Design'. This section outlines the proposed provision and identifies whether it accords with the aforementioned standards. It should be noted that the standards represent maximum vehicle standards and minimum cycle parking requirements.
- 7.7 The parking standards are based on accessibility areas outlined within Section 2 of the parking standards. The accessibility map indicates that the site is located within Zone 3, or the 'Secondary Core Area'. For a place of worship in this zone, the maximum parking provision would be either one parking space for every eight fixed seats or one space for every 16sqm if the building is an open church hall with flexible seating.
- 7.8 As the church will have removable seats, the parking has been based on a ratio of one space for every 16sqm. In total, there will be 595sqm of usable church space, meeting rooms, café and offices. This excludes the corridors, toilets, and store rooms. This equates to a maximum allowable provision of 37 parking spaces.
- 7.9 As the site is relatively constrained the amount of parking that can be provided is 30 spaces, or seven spaces fewer than the maximum allowable provision. This provision is comprised

of 28 car spaces and two minibus spaces. Whilst this is three spaces less than the 33 existing marked spaces, as some of the current spaces are unusable, the actual proposed provision is slightly lower than the existing number of usable spaces. However, the parking surveys have indicated that on average 28 vehicles use the car park and consequently the provision of 30 spaces will allow two more vehicles to use the car park than currently do.

- 7.10 Due to the existing issues with on-street parking, the parking spaces have been designed to accord with the 'Manual for Streets' dimensions of 2.4m x 4.8m with 6m wide aisles. It is acknowledged that this is less than the RBC requirements of 2.5m x 5.0m but as the spaces will be used rarely during the week, with the busiest time only occurring during services particularly on a Sunday; it is considered that providing more but smaller spaces would assist with reducing on-street parking within the local community.

Cycle Parking

- 7.11 The parking standards identify that one cycle space should be provided for every 50sqm of floorspace. As there will be 595sqm of usable floor space, excluding store cupboards and toilets, a minimum of 12 cycle spaces would be required. The current proposals indicate, however, that a total of 20 cycle parking spaces will be provided.

Off-site Parking

- 7.12 During liaisons with the church, it is understood that there is currently concern amongst local residents about the level of on-street parking due to the impact on visibility on The Meadway and the narrow width of Keswick Close.
- 7.13 Currently an average of 28 vehicles park within the church car park for the 11am service, whilst an average of 12 vehicles were observed to park off-site over the six Sundays.
- 7.14 The trip generation calculated within Section 8 of this report, indicates that there would be a total of eleven additional vehicle trips associated with the increased church capacity (see Table 5) bringing the total number of vehicles to 51. As the proposed car park will provide 30 spaces, this equates to a total of 21 vehicles who potentially would not be able to park within the church car park. This represents an increase of nine vehicles needing to park off-site compared to the existing situation.

Off-site Parking Mitigation

- 7.15 Prior to the submission of the planning application, the church were aware of the concerns of local residents and have been investigating mitigation options to reduce the volume of off-site parking.
- 7.16 A survey undertaken amongst attendees to the church on a Sunday indicated that there was a very high willingness (91% of responses) to park away from the church provided that suitable locations are identified and that the church leaders specifically request that people avoid certain locations such as The Meadway and Keswick Close. This will enable the parking associated with the church being spread over a wider area thereby minimising the impact on specific roads.
- 7.17 Consequently a survey has therefore been undertaken by the church to identify potential locations where worshippers could be encouraged to park with minimal impact on the local residents.

- 7.18 As outlined within Section 4, it is generally considered that 2km is an acceptable walking distance which equates to a 25 minute walk based on a rate of 80m per minute. However, it is considered that if congregation members are part driving to the site and walking the rest of the way, then it is likely that they would only be willing to walk for up to ten to fifteen minutes.

Local Roads

- 7.19 A further survey identified various roads at different walking distances which could be used for congregation parking and which have been observed to be vacant on Sunday mornings. The selection allows for the parking to be spread out across the community and would be allocated to worshippers based on their mobility and the distance that they are willing to walk. These walking distances are:

- Five minutes or less (within 400m of church);
- Five to ten minutes (between 400m and 800m from church); and
- Ten to fifteen minutes (between 800m and 1.2km from church).

- 7.20 To reduce the impact on the local community, the locations identified have been chosen to be aware from the front of houses and on wide roads where on-street parking would not impact the through flow of traffic

- 7.21 In total, potential locations have been identified for up to ninety parking spaces. A selection of options available to the church users include:

Zone 1 – within five minutes walk

a) Heathfield Road has space for up to nineteen vehicles situated away from dwelling frontages and visibility splays. However, as it is a cul-de-sac it is recommended that the number worshipper vehicles that park here are restricted so that vehicles turning around do not impact local residents.

b) Halls Road is a straight road which is 6m wide and is a five minute walk from the church. There are no parking restrictions on this road and consequently it is considered that some church related parking could be undertaken here without impacting the operation of the road or visibility. There is a refuge island across The Meadway the junction of the two roads providing a safe crossing point.

Zone 2 – within five to ten minutes walk

c) There is the potential for up to five vehicles to park on St Michael's Road between the Meadway and Keswick Close without adversely impacting local residents or visibility; and

d) In the vicinity of the Triangle, St Michael's Road has space for up to nine vehicle to the north of Woodland Way.

Local Car Parks

- 7.22 The survey undertaken by a member of the church's congregation identified that there are three potential car parks situated within a fifteen minute walk of the church which could be utilised by congregation members who are able to walk that distance. These car parks are free on Sundays but two would require permission from the car park owners. These car parks include:

- Dunstall Close NCP Public Car Park – 899m / 11 minute walk;
- The Triangle Co-Op car park (permission required) – 710m / 9 minute walk; and
- Tilehurst Library car park (permission required) – 770m / 10 minute walk.

7.23 In addition to these car parks, there are parking bays on Corwen Road outside the Library which are unrestricted on a Sunday and are within an 11.5 minute walk of the church via Corwen Road and the footpath link to St Michael's Road.

7.24 It is therefore considered that alternative parking options available to church users to minimise the impact on The Meadway and Keswick Close. Consequently, it is considered that the church authorities could liaise with church users to encourage them to use these parking options instead of parking on The Meadway and Keswick Close.

Potential Mitigation Measures

7.25 In addition to the above, it is considered that the only other way to reduce the level of on-street parking would be to introduce a strong Travel Plan with initiatives which encourage non-car use. Therefore, it is considered that the church could implement the following measures to further reduce the impact of parking

- Promotion of alternative non-car modes of travel;
- Provide encouragement to those who are able to walk or to use public transport to reduce their car usage; and
- Promotion of car sharing / giving lifts particularly for the elderly or less mobile who are unable to use non-car modes.

7.26 The above measures have therefore been tied into the Framework Travel Plan which accompanies this Transport Statement.

7.27 In addition to the above, as the worshippers will tend to be leaving at the same as each other following the services, the church could consider allowing double parking within the church car park. However, this would need to be managed to allow worshippers to leave when they need to and that emergency access is not compromised.

7.28 Consideration could also be given to implementing parking restrictions on the Meadway in the vicinity of the church access. This could take the form of either double yellow lines, or the introduction of parking bays to restrict parking to certain locations which do not impact on driveway visibility. This will require detailed liaison with the local community as part of the Traffic Regulation process and would also impact on their ability to park. Consequently, it is considered that it should only be considered as a worst case option and should only be implemented if other measures do not reduce parking to the satisfaction of the local community.

8.0 Trip Generation, Assignment and Distribution

- 8.1 This section of the Transport Assessment outlines the proposed development trip generation for both the existing and proposed church building and their assignment to the local highway network.

Existing Trip Generation

Sundays

- 8.2 In order to identify the number of vehicles currently associated with the existing church, initially a trip generation assessment was undertaken using trip rates extracted from the TRICS database for a Place of Worship. However, the resultant trips generation (11 inbound and 11 outbound) was significantly lower than the number of vehicle trips observed on site associated with the 11am service.
- 8.3 Similarly, it is considered that the travel survey undertaken in October 2018 was too skewed towards car drivers whilst the number of responses was too low to apply to the whole site. Consequently, a first principles approach has been undertaken to provide a representative assessment of the trips associated with the existing church building.
- 8.4 A parking survey was undertaken by a member of the church community for the main 11am service on five separate Sundays, whilst the site visit on Sunday 7 October 2018 identified the number of parked vehicles for a sixth Sunday. This survey identified the following number of parked vehicles associated with the existing 11am church service:
- 22 July 2018 – 42 parked vehicles;
 - 29 July 2018 – 32 parked vehicles;
 - 09 September 2018 – 38 parked vehicles;
 - 30 September 2018 – 41 parked vehicles;
 - 07 October 2018 – 47 parked vehicles; and
 - 10 February 2019 – 44 parked vehicles.
- 8.5 Based on the above surveys, for a typical 11am service at the church there would be an average of 41 vehicles travelling to and from the site. When applied to the current attendance of 250 worshippers on a Sunday morning this equates to a vehicle trip rate of 0.164 or 16% of the worshippers driving to and from the site.
- 8.6 The above trip rate takes into account the fact that many of the worshippers are family groups and would therefore travel within the same car. It is acknowledged that there may be a few worshippers who are dropped off at the church which would not have been picked up through the parking surveys but it is considered that this would be negligible.
- 8.7 It is considered that all of these trips will arrive during the hour preceding the service (i.e. 10am to 11am) and depart during the hour after the service has finished (12:30pm to 01:30pm, assuming the service is 60 minutes long with a 30minute period for refreshments after the service). Consequently, there will be a total of 41 vehicles arriving and departing the church during the church's peak hours.
- 8.8 For the fortnightly evening service, there are currently around 60 worshippers attending. If the same vehicle trip rate is applied to this attendance, then there are around 10 vehicle movements associated with the evening service.

Weekdays

- 8.9 It is understood that there are nine members of staff but only two of these employees are full time but are not present at the site every day of the week as they also visit the other two Gate churches in the Reading area, namely on Oxford Road and Empress Road. Likewise there are seven part time members of staff but only two office staff are based at the Meadway site. Consequently, it is considered that there would be a worst case peak trip generation of four inbound staff members during the AM peak hour and four outbound staff members during the PM Peak hour.
- 8.10 It is understood that the existing church building is used for various activities during the week. These include:
- Wednesday afternoons between 2pm and 4pm for around 30 people;
 - Thursday morning between 9am and 12 noon for around 20 people; and
 - Friday morning between 10am and 12 noon for around 50 parents and children.
- 8.11 From the list above, it is considered that the only group which would impact the network peak hours during the week, would be the Thursday morning group. The normal attendance is 20 people and it is considered that a worst case assessment would reflect that 50% of the attendees would travel within their own cars. With the remaining 50% either catching a lift with the drivers or travelling to the church using non-car modes. Consequently, it is considered that there would be around ten inbound trips during the AM peak hour.
- 8.12 It is also understood that the church occasionally takes public bookings but this is infrequent. It is considered that these would take place either during the day or during the evening and would therefore avoid the network peak hours.

Proposed Trip Generation

Sundays

- 8.13 Whilst the church is currently not fully occupied, with an average of 250 worshippers for the morning services, the current proposals will involve providing seating for an additional 84 worshippers, or an increase of 28%. Consequently, the trip generation for the expanded church has been identified based on the trip rate previously calculated for the existing church, namely 0.164. The resultant trip generation is shown in Table 5 below.

Table 6: Proposed Trip Generation and Net Change – 384 Seating Capacity

	Number of Worshippers	Vehicle Trips (0.164 trip rate)		
		In	Out	2-way
Morning Service				
Existing	250	41	41	82
Proposed (+28%)	320	52	52	104
Net Change	+70	+11	+11	+22
Evening Service				
Existing	60	10	10	20
Proposed (+28%)	77	13	13	26
Net Change	+17	+3	+3	+6
Daily Increase	+101	+15	+15	+30

- 8.14 The trip generation outlined in Table 5 indicates that there would potentially be an increase in eleven vehicles travelling to and from the church for the morning service and three vehicles for the fortnightly evening service. This reflects a 28% increase in vehicle trips to reflect the proposed 28% increase in the number of seats.

Weekdays

- 8.15 The number of staff employed at the church will remain as in the existing situation. Consequently, there will be no additional staff trips associated with there-developed site.
- 8.16 The church is currently used for various meetings and groups during the week. Whilst there are no current plans to increase the number of groups meeting at the church, if the number of groups does increase, then they are liable to meet during the day or in the evening, thereby avoiding the network peak hours.
- 8.17 Based on the above, it is therefore considered that the number of trips during the weekday peak hours will remain constant and no further assessment of the weekday impact has been undertaken. Consequently, the assessment undertaken for the remainder of this Transport Assessment will focus on the impact of the Sunday services.

Trip Distribution and Assignment

- 8.18 In order to distribute the predicted trips to the highway network, the existing distribution of flows on The Meadway and St Michaels Road has been calculated based on the surveyed flows outlined within Table 2. The traffic surveys have identified the existing flow distribution as shown in Table 6.

Table 7: Existing Sunday Traffic Distribution (highest flows in each direction)

	AM Peak				PM Peak			
	Inbound		Outbound		Inbound		Outbound	
	Flow	%age	Flow	%age	Flow	%age	Flow	%age
West / South	369	43%	327	38%	359	38%	381	42%
East	340	40%	377	44%	363	38%	357	40%
North	141	17%	154	18%	234	24%	159	18%
Total	850	100%	858	100%	956	100%	897	100%

8.19 The existing flow distribution has been assigned to the local highway network and consequently, the distribution of the site related traffic flows is shown in Table 7.

Table 8: Predicted Traffic Flow Distribution (Sunday peak hours)

	Arrivals			Departures		
	From West	From East	From North	To West	To East	To North
AM Peak - 11:00-12:00	43%	40%	17%	-	-	-
PM Peak - 13:00-14:00	-	-	-	42%	40%	18%

8.20 The existing flow proportions at the site access junction identified within Table 7, have been applied to the net increase in vehicle trips outlined within Table 5 and the resultant development trip assignment is shown in Table 8.

Table 9: Proposed Trip Assignment at the Site Access Junction

	Arrivals			Departures		
	From West	From East	From North	To West	To East	To North
AM Peak - 11:00-12:00	5	4	2	-	-	-
PM Peak - 13:00-14:00	-	-	-	5	4	2

8.21 The trip assignment outlined within Table 8 indicates that there will only be a small increase in traffic in each direction on the local highway network. It is considered that this increase is unlikely to result in a significant impact on the operation of the local highway network.

9.0 Highway Impact

- 9.1 This section of the Transport Statement identifies the potential impact that the development would have on the local highway network and the future assessment years that have been assessed.

Assessment Years

- 9.2 For the purposes of this study, the assessment years have been taken as 2018 (the Base year), 2023 (the Assessment year) and 2028 (the Future year). The Assessment year is five years after the base year, by which time the development will be fully completed. The Future year is five years after the Assessment year. This accords with the Department for Transport's guidance on Transport Assessments.
- 9.3 The 2018 base year traffic flows (see Table 2) have been factored up to 2023 and 2028 to represent the background increase in traffic. The growth rates used have been derived using the TEMPRO 6.2 software for the AM and PM peak periods within the central part of Reading and adjusted using the NTM AF09 dataset. As The Meadway is a busy route from the centre of Reading to the western suburbs it is considered that this should be classed as a principal road. Whilst St Michael's Road provides a link between The Meadway and Park Lane, it is considered that this route should reflect a minor road.
- 9.4 The appropriate factors to increase the surveyed (i.e. 2018) peak hour traffic flows up to the Assessment and Future year flows are set out in Table 9 below with the factored base flows shown in Table 10.

Table 10: Sunday Growth Factors for Baseline Traffic on Principal Roads in Reading

Trip Time Period	Road Type	2018 to 2023	2018 to 2028
Sundays (all day)	Principal Road	1.0849	1.1679
	Minor Road	1.0849	1.1706

Table 11: Future Base Vehicle Flows on a Sunday

Site	Peak	2018 Base			2023			2028		
		EB / NB	WB / SB	Two Way	EB / NB	WB / SB	Two Way	EB / NB	WB / SB	Two Way
The Meadway (West)	AM Peak	369	327	696	400	355	755	431	382	813
	PM Peak	359	381	740	389	413	802	419	445	864
The Meadway (East)	AM Peak	377	340	717	409	369	778	440	397	837
	PM Peak	357	363	720	387	394	781	417	424	841
St Michael's Road (South)	AM Peak	154	147	301	167	159	326	180	172	352
	PM Peak	174	171	345	189	186	375	204	200	404
St Michael's Road (North)	AM Peak	154	141	295	167	153	320	180	165	345
	PM Peak	159	234	393	172	254	426	186	274	460

Highway Impact

- 9.5 The proposed traffic flows that will be generated by the increase in capacity of the church building are shown in Table 5. These have been combined with the base traffic flows on both The Meadway and St Michael's Road (Table 10). For the purposes of this assessment, the development traffic has been assigned in accordance with the proportions set out within Table 8.
- 9.6 Table 11 overleaf, quantifies the potential impact that the two-way development traffic would have on The Meadway and St Michaels Road in both the base year and the future assessment years.

Table 12: Two-way Link Impact

Site	Peak	2018 Base			2023			2028		
		Base	Base + Dev	%age Impact	Base	Base + Dev	%age Impact	Base	Base + Dev	%age Impact
The Meadway (West)	AM Peak	696	701	0.7%	755	760	0.7%	813	818	0.6%
	PM Peak	740	745	0.7%	802	807	0.6%	864	869	0.6%
The Meadway (East)	AM Peak	717	721	0.6%	778	782	0.5%	837	841	0.5%
	PM Peak	720	724	0.6%	781	785	0.5%	841	845	0.5%
St Michael's Road (South)	AM Peak	301	303	0.7%	326	328	0.6%	352	354	0.6%
	PM Peak	345	347	0.6%	375	377	0.5%	404	406	0.5%
St Michael's Road (North)	AM Peak	295	287	0.7%	320	322	0.6%	345	347	0.0%
	PM Peak	393	395	0.5%	426	428	0.5%	460	462	0.4%

- 9.7 The NPPF states that developments should only be refused where the cumulative impact is classed as severe. In this situation, the increase in traffic on both The Meadway and St Michael's Road as a result of the increase in seating capacity to 384 worshippers represents 11 two-way vehicles in both of the peak hours (see Table 6). This equates to an impact of 0.7% or less (see Table 12). It is therefore considered that the impact of the residential development on the local highway network is minimal and cannot be considered as severe.

10.0 Proposed Sustainable Transport Improvements

- 10.1 The church is liable to attract attendees from both the local area and the wider Reading area and consequently, whilst every effort would be made to reduce private car usage, it is considered that some worshippers would have no alternative other than to use their car. Likewise, less mobile or elderly worshippers / visitors will also need to travel by private car. In these situations, it is recommended that car sharing should be promoted within the church community.
- 10.2 The site is well located to an existing public transport provision which provides a regular bus service during the week and on a weekend. Likewise the site is well served by 2m wide footways. Consequently, due to the scale of the proposed development, no improvements to the public transport or footway / cycle network are being proposed.
- 10.3 This planning application is accompanied by a framework Travel Plan in order to reduce private car usage and to minimise the impact of on-street parking on the surrounding residential roads. A summary of the potential initiatives and measures that could be implemented by the church to reduce private car usage are outlined below:
- Promotion of walking cycling and public transport options to church users via a noticeboard and the church website;
 - Promotion of the Travel Plan and targets;
 - Promotion of the health, environmental and financial benefits of walking and cycling;
 - Provision of journey planning website links;
 - Encouraging car sharing amongst visitors to the church; and
 - Consideration towards setting up social walking and cycling groups in order to encourage people to walk more and for further distances.

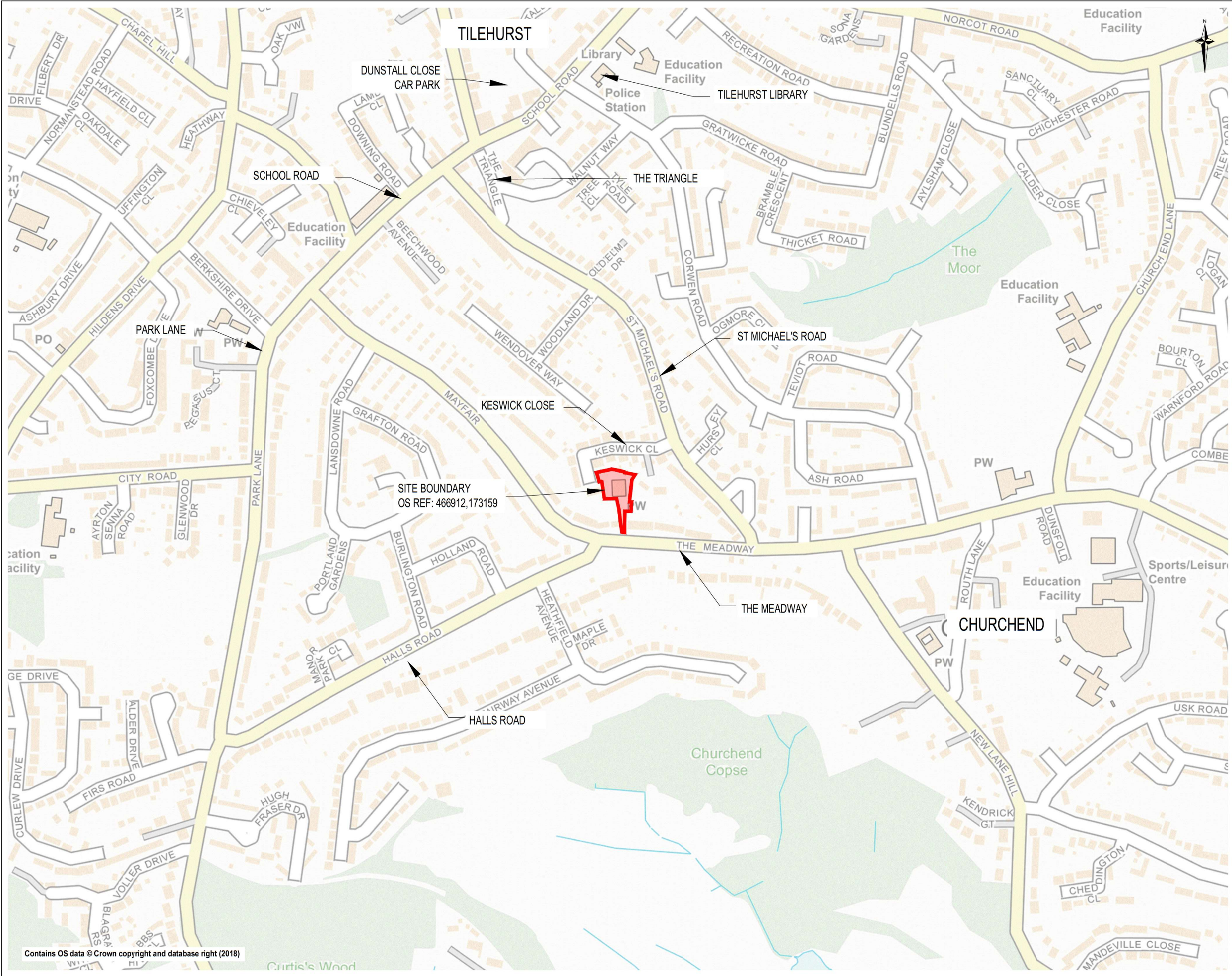
11.0 Summary and Conclusions

11.1 This Transport Statement has been prepared by Glanville on behalf of The Gate Church in Reading, to accompany a full planning application for the re-development of the existing church site on The Meadway, to provide a larger building with ancillary uses such as meeting rooms, church offices and a café. The principal findings of the assessment are summarised below:

- The proposed development consists of a 995sqm church building with associated meeting rooms, offices and a café. This is a 97% increase (490sqm) on the existing 505sqm building. Likewise the number of seats for worshippers will increase by 28% from 300 to 384. A car park for 30 vehicles will be provided which is a similar provision to the number of usable spaces within the existing car park.
- Pedestrian and vehicular access to the church will be as in the current situation, namely via The Meadway and Keswick Close. During the Sunday morning services, a one-way system for vehicles will be retained enabling vehicles to enter the site via The Meadway and depart via Keswick Close.
- The vehicular access will continue to be formed by the existing footway crossovers and will lead into the on-site car park with 30 spaces being provided for cars and two spaces for minibuses.
- The site is well located in terms of access on foot, bicycle and public transport. There are existing bus stops on The Meadway and St Michael's Road which are all within a short walking distance of the site. These bus stops connect the site with the rest of Reading and neighbouring towns and there are half hourly services during the week and on Sundays.
- ATC speed surveys on The Meadway and St Michael's Road indicate that 85%ile speeds on The Meadway are slightly in excess (33.3mph) of the posted speed limit of 30mph. Visibility at the site access and surrounding junctions is constrained by on-street parking on Sunday mornings. Whilst no accidents have been caused over the past five years as a result of this parking, the church is working with the local community to minimise the impact of this parking.
- There have been no recorded accidents in the vicinity of the site over the latest five year period resulting from deficiencies in the highway with all accidents being caused by driver error. It is therefore considered that the highway is operating safely;
- The number of staff, congregation size and the number and times of the church services will remain as the existing situation. However, there is the potential for the congregation to increase to fill the additional capacity within the future. The potential increase in the number of vehicle trips has been assessed on a first principles approach using the results of six parking surveys undertaken on different Sunday mornings.
- The 28% increase in the number of seats would result in an additional 22 two-way movements on a Sunday morning. There will be a total increase of 30 two-way daily flows when the fortnightly evening service is taken into account.

-
- The development will have a two-way impact of 0.7% or less on The Meadway and St Michael's Road. This is considered to be a minimal increase in vehicle trips and therefore cannot be considered as a severe cumulative impact.
- 11.2 In conclusion, the proposed re-development of The Gate Church site will result in a small increase in vehicular trips. The development is therefore considered unlikely to have a significant impact on the operation of The Meadway, Keswick Close and St Michael's Road.
- 11.3 Given the above, it is concluded the Highway Authority should be able to make a positive recommendation to the Local Planning Authority in support of the outline planning application for the proposed development.

Figures



KEY



THE GATE CHURCH SITE

FOR INFORMATION ONLY

FIGURE 1

11	FIRST ISSUE	23/11/18	DK	HG
Rev.	Description	Date	Chkd	



Glanville
3 Grovelands Business Centre
Boundary Way
Hemel Hempstead, Herts. HP2 7TE
Tel: (01442) 835999 Fax: (01442) 258924
postbox@glanvillegroup.com www.glanvillegroup.com

Client :

THE GATE CHURCH, READING

Project :

THE GATE CHURCH, READING

Title :

SITE LOCATION

Project Engineer :	DK	Scale :	15,000 @ A3
Project Director :	HG	Date :	SEPT 2018
Status :	INFORMATION		

Drawing No. 4180484-SK006

Rev 11



KEY

 THE GATE CHURCH SITE

 AREA WITHIN ACCEPTABLE WALKING DISTANCE (2km)

FOR INFORMATION ONLY

FIGURE 2

11	FIRST ISSUE	23/11/18	DK	HG
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Rev	Description	Date	Chkd
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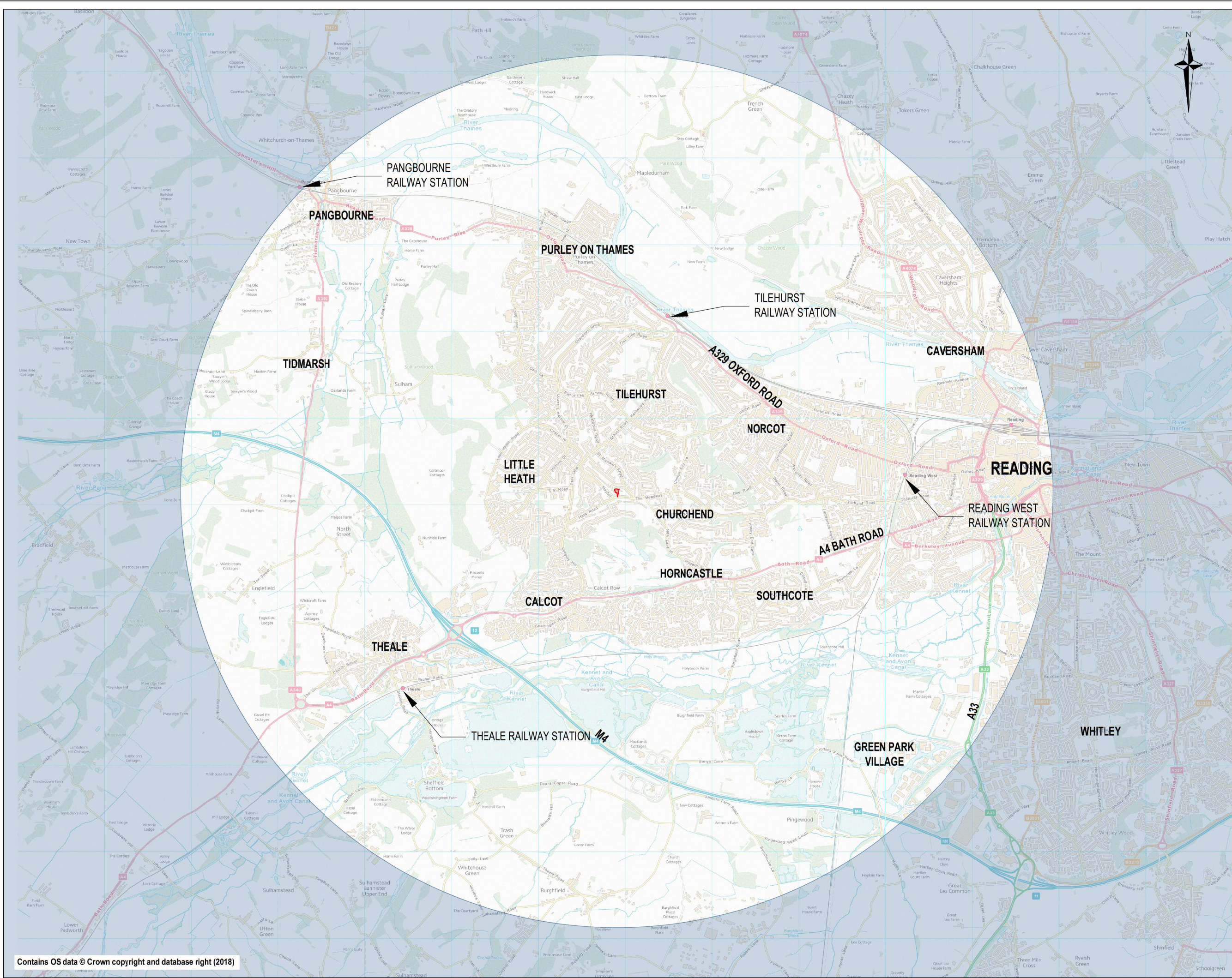
 **Glanville**
3 Grovelands Business Centre
Boundary Way
Hemel Hempstead, Herts. HP2 7TE
Tel: (01442) 835999 Fax: (01442) 258924
postbox@glanvillegroup.com www.glanvillegroup.com

Client : THE GATE CHURCH, READING

Project : THE GATE CHURCH, READING

Title : INDICATIVE
2km WALKING CATCHMENT

Project Engineer :	DK	Scale :	115,000 @ A3
Project Director :	HG	Date :	NOV 2018
Status :	INFORMATION		



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KEY



THE GATE CHURCH SITE



AREA WITHIN ACCEPTABLE CYCLING DISTANCE (5km)

FOR INFORMATION ONLY

FIGURE 3

11	FIRST ISSUE	23/11/18 DK	HG
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Rev	Description	Date	Chkd
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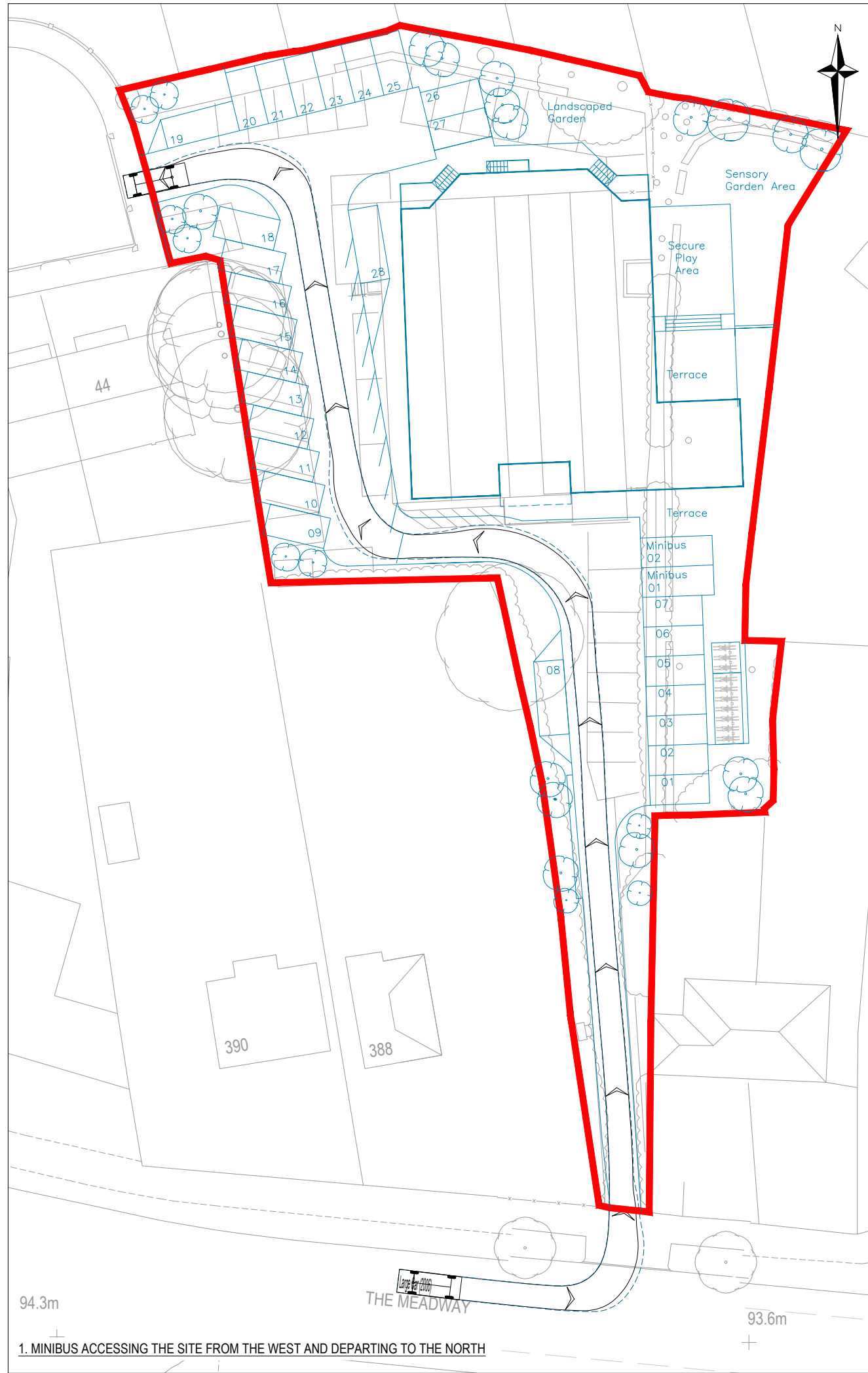
Glanville
3 Grovelands Business Centre
Boundary Way
Hemel Hempstead, Herts. HP2 7TE
Tel: (01442) 835999 Fax: (01442) 258924
postbox@glanvillegroup.com www.glanvillegroup.com

Client : THE GATE CHURCH

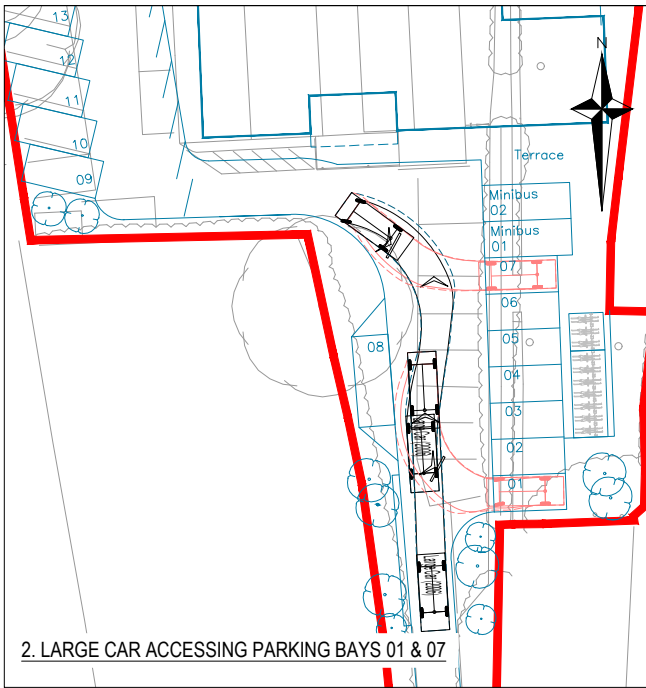
Project : THE GATE CHURCH, READING

Title : INDICATIVE
5km CYCLING CATCHMENT

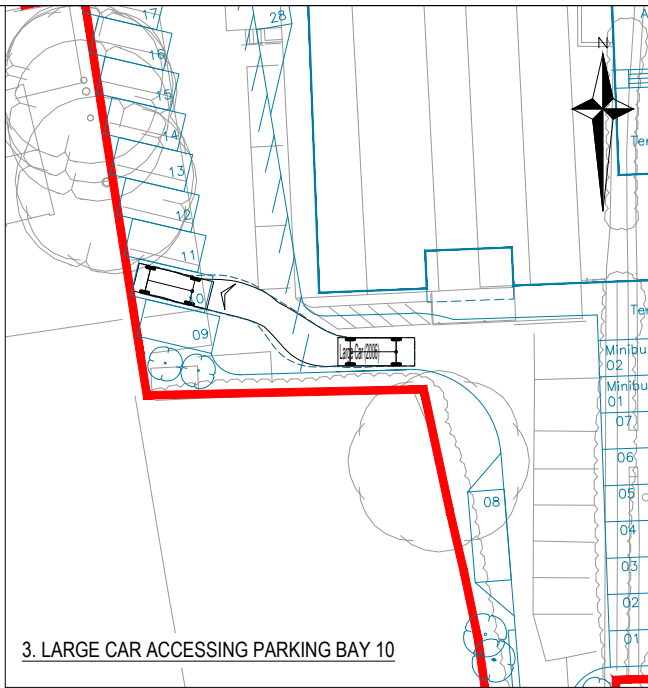
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Project Director :	HG	Date :	NOV 2018
Status :	INFORMATION		



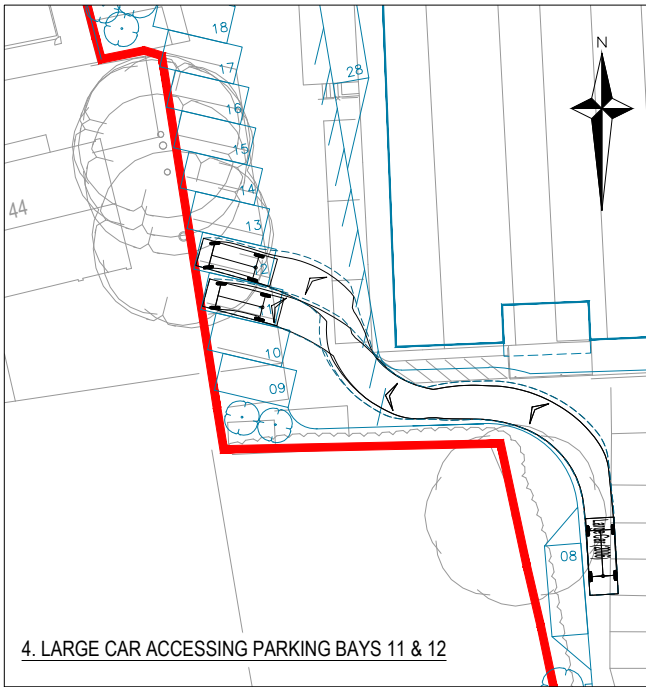
1. MINIBUS ACCESSING THE SITE FROM THE WEST AND DEPARTING TO THE NORTH



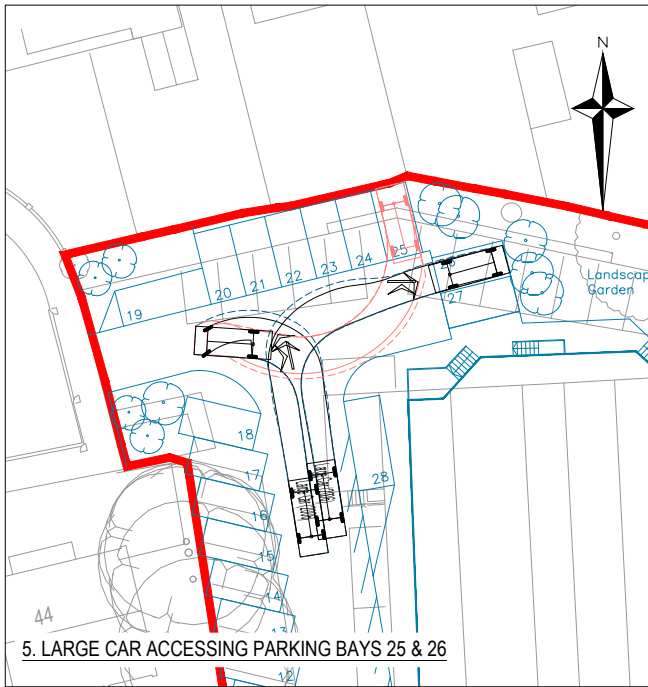
2. LARGE CAR ACCESSING PARKING BAYS 01 & 07



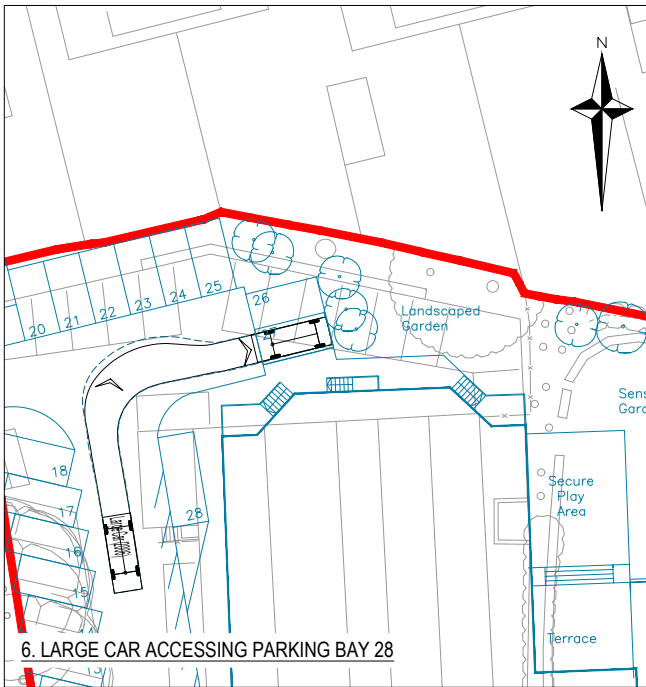
3. LARGE CAR ACCESSING PARKING BAY 10



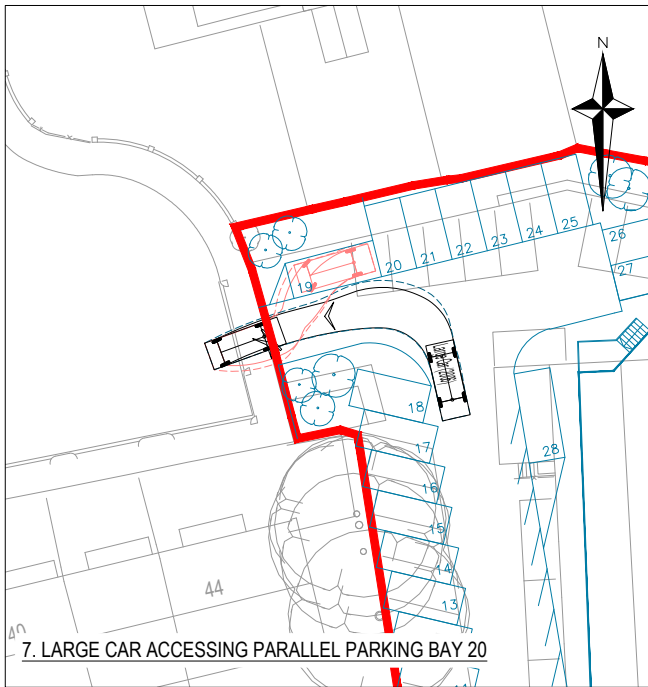
4. LARGE CAR ACCESSING PARKING BAYS 11 & 12



5. LARGE CAR ACCESSING PARKING BAYS 25 & 26



6. LARGE CAR ACCESSING PARKING BAY 28



7. LARGE CAR ACCESSING PARALLEL PARKING BAY 20

NOTES

1. THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES.

KEY

- TOPOGRAPHICAL SURVEY
- SITE LAYOUT
- SITE BOUNDARY

TECHNICAL DATA OF VEHICLES USED

Large Car (2006)

Overall Length	5.079m
Overall Width	1.872m
Overall Body Height	1.525m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.900m

FOR INFORMATION ONLY

FIGURE 4a

13	SITE LAYOUT AND SWEEP PATHS UPDATED	05/04/2019	DK
12	SITE LAYOUT AND SWEEP PATHS UPDATED	20/11/2018	DK
11	FIRST ISSUE	12/11/2018	DK

Rev.	Description	Date	Chkd
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Boundary Way
Hemel Hempstead, Herts. HP2 7TE
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www.glanvillegroup.com

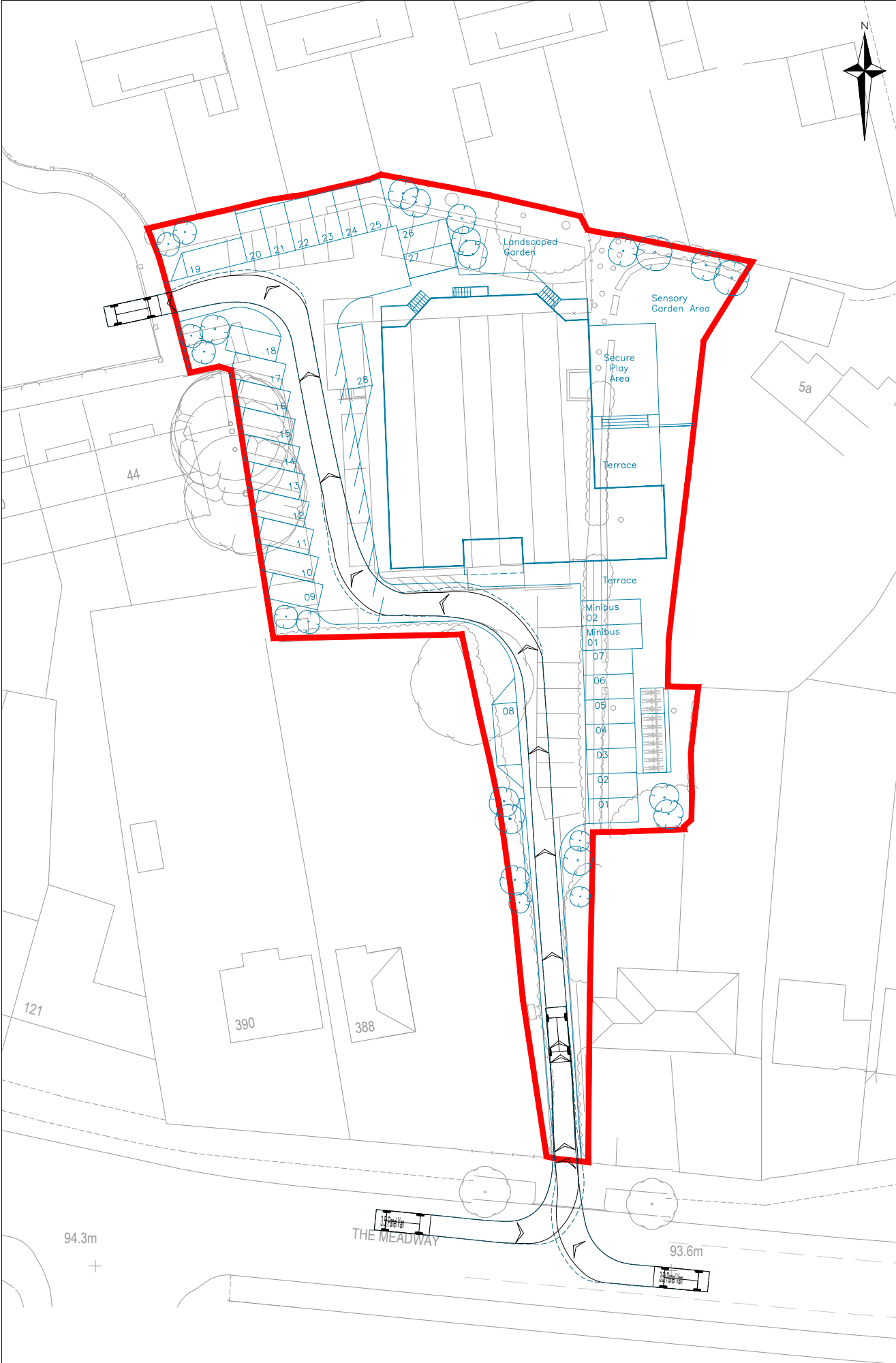
Client : THE GATE CHURCH

Project : THE GATE CHURCH, READING

Title : LARGE CAR SWEEP PATH ASSESSMENT

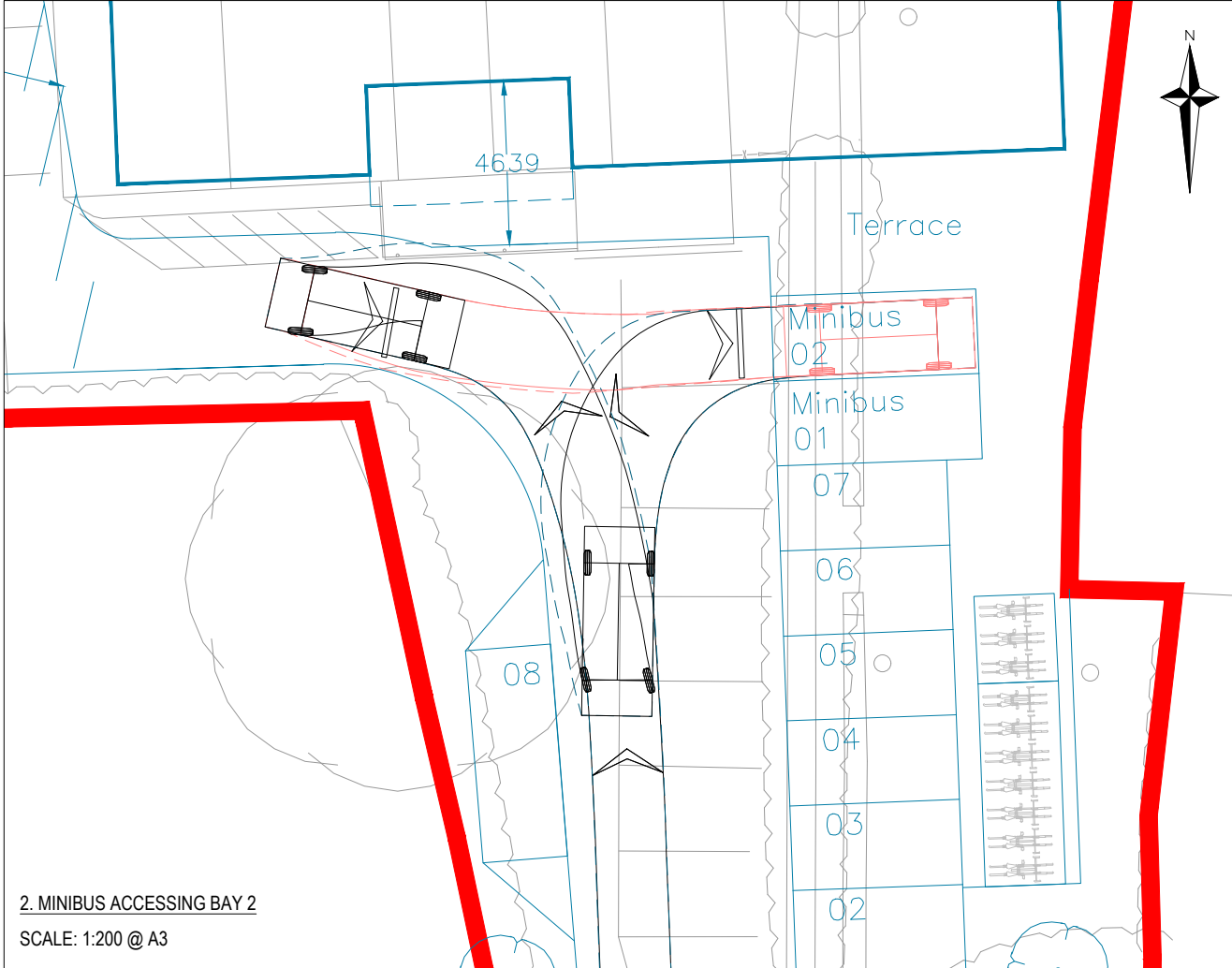
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Project Director :	HG	Date :	NOV 2018
Status :	FOR INFORMATION		

Drawing No. 4180484-SK001

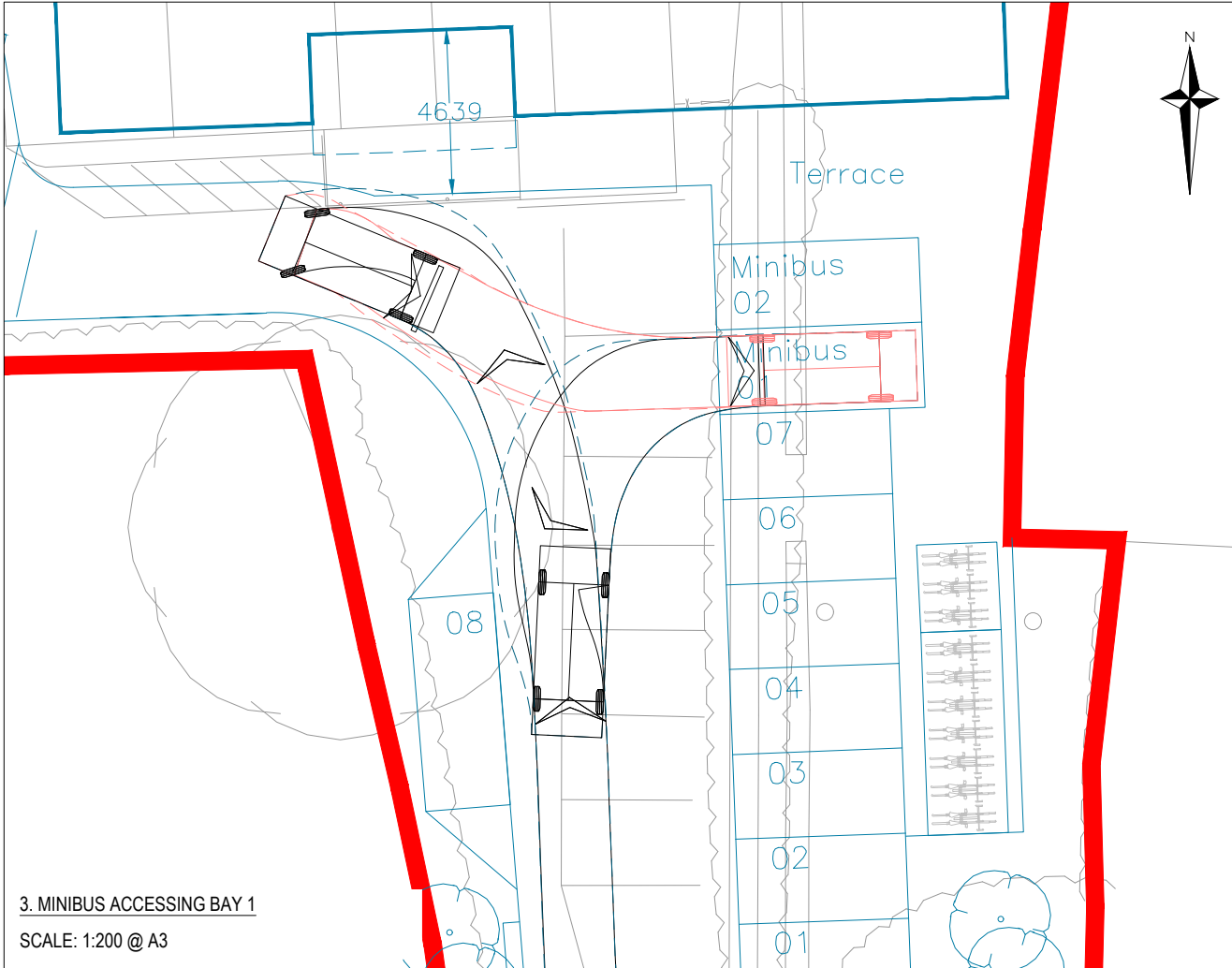


1. MINIBUS ACCESSING THE SITE FROM THE SOUTH AND DEPARTING TO THE NORTH
SCALE: 1:500 @ A3

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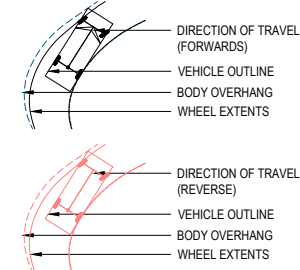
2. MINIBUS ACCESSING BAY 2
SCALE: 1:200 @ A3



3. MINIBUS ACCESSING BAY 1
SCALE: 1:200 @ A3

NOTES
1. THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES.

- KEY
- TOPOGRAPHICAL SURVEY
 - SITE LAYOUT
 - SITE BOUNDARY



TECHNICAL DATA OF VEHICLES USED

3.5t Panel Van		
5.339	Overall Length	5.339m
1.986	Overall Width	1.986m
2.565	Overall Body Height	2.565m
0.338	Min Body Ground Clearance	0.338m
1.986	Max Track Width	1.986m
4.00s	Lock to Lock Time	4.00s
6.400m	Kerb to Kerb Turning Radius	6.400m

FOR INFORMATION ONLY

FIGURE 4b

13	SITE LAYOUT AND SWEEP PATHS UPDATED	05/04/2019	DK
12	SITE LAYOUT AND SWEEP PATHS UPDATED	20/11/2018	DK
11	FIRST ISSUE	12/11/2018	DK

Rev.	Description	Date	Chkd
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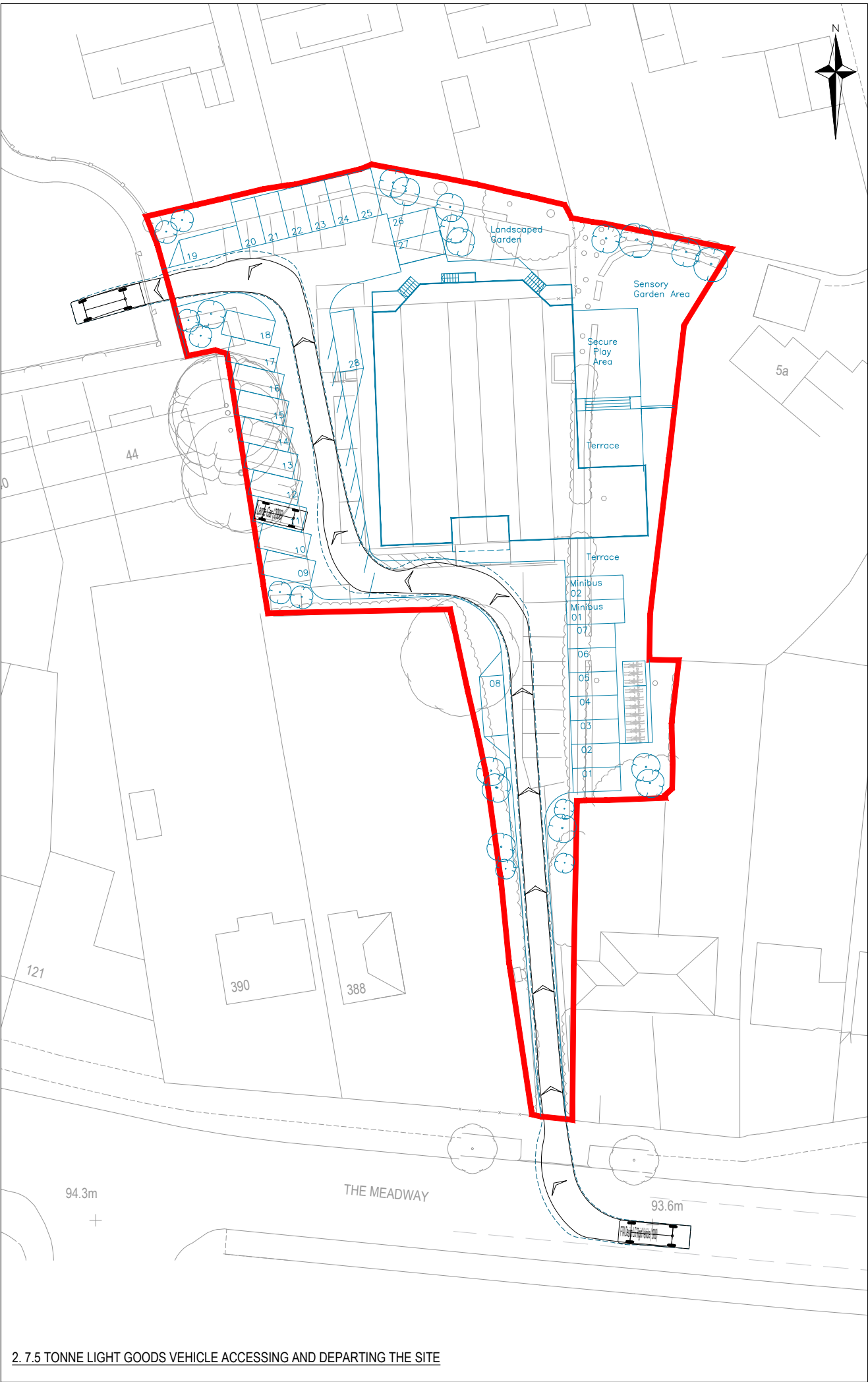
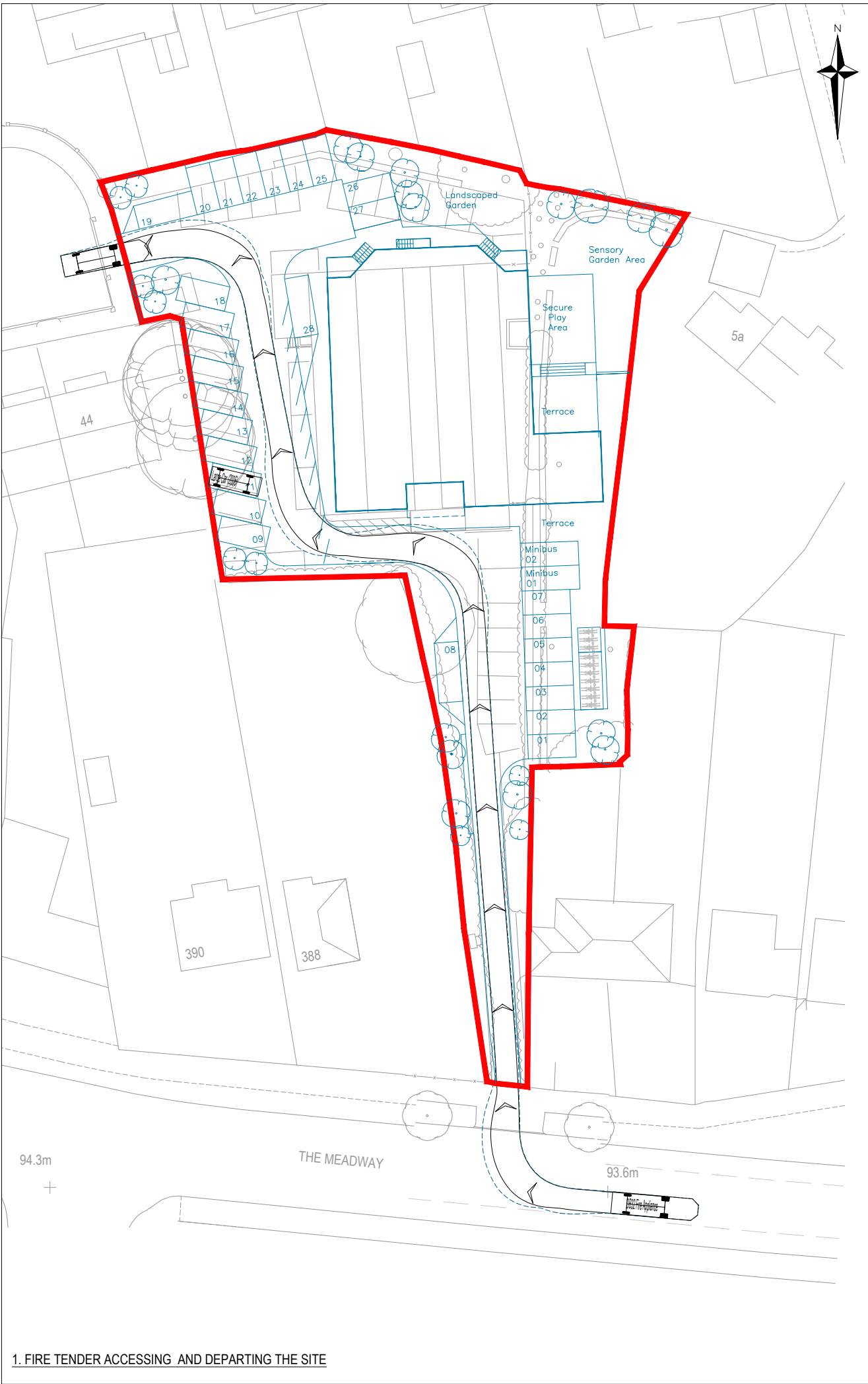
 **Glanville**
3 Grovelands Business Centre
Boundary Way
Hemel Hempstead, Herts. HP2 7TE
Tel: (01442) 835999 Fax: (01442) 258924
postbox@glanvillegroup.com
www.glanvillegroup.com

Client : THE GATE CHURCH

Project : THE GATE CHURCH, READING

Title : MINIBUS SWEEP PATH ASSESSMENT

Project Engineer :	DK	Scale :	1:500 @ A3
Project Director :	HG	Date :	NOV 2018
Status :	FOR INFORMATION		



NOTES

1. THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES.

KEY

TOPOGRAPHICAL SURVEY
SITE LAYOUT
SITE BOUNDARY

TECHNICAL DATA OF VEHICLES USED

DB32 Fire Appliance

Overall Length 8.68m
Overall Width 2.180m
Overall Body Height 3.452m
Min Body Ground Clearance 0.337m
Max Track Width 2.121m
Lock to Lock Time 6.00s
Kerb to Kerb Turning Radius 7.910m

FTA Design LG Rigid Vehicle (1998)

Overall Length 7.17m
Overall Width 2.300m
Overall Body Height 3.580m
Min Body Ground Clearance 0.375m
Max Track Width 2.120m
Lock to Lock Time 3.00s
Kerb to Kerb Turning Radius 7.000m

FOR INFORMATION ONLY

FIGURE 4c

Rev.	Description	Date	Chkd
13	SITE LAYOUT AND SWEEP PATHS UPDATED	05/04/2019	DK
12	SITE LAYOUT AND SWEEP PATHS UPDATED	20/11/2018	DK
11	FIRST ISSUE	12/11/2018	DK

Glanville
3 Grovelands Business Centre
Boundary Way
Hemel Hempstead, Herts. HP2 7TE
Tel: (01442) 835999 Fax: (01442) 258924
postbox@glanvillegroup.com
www.glanvillegroup.com

Client : THE GATE CHURCH

Project : THE GATE CHURCH, READING

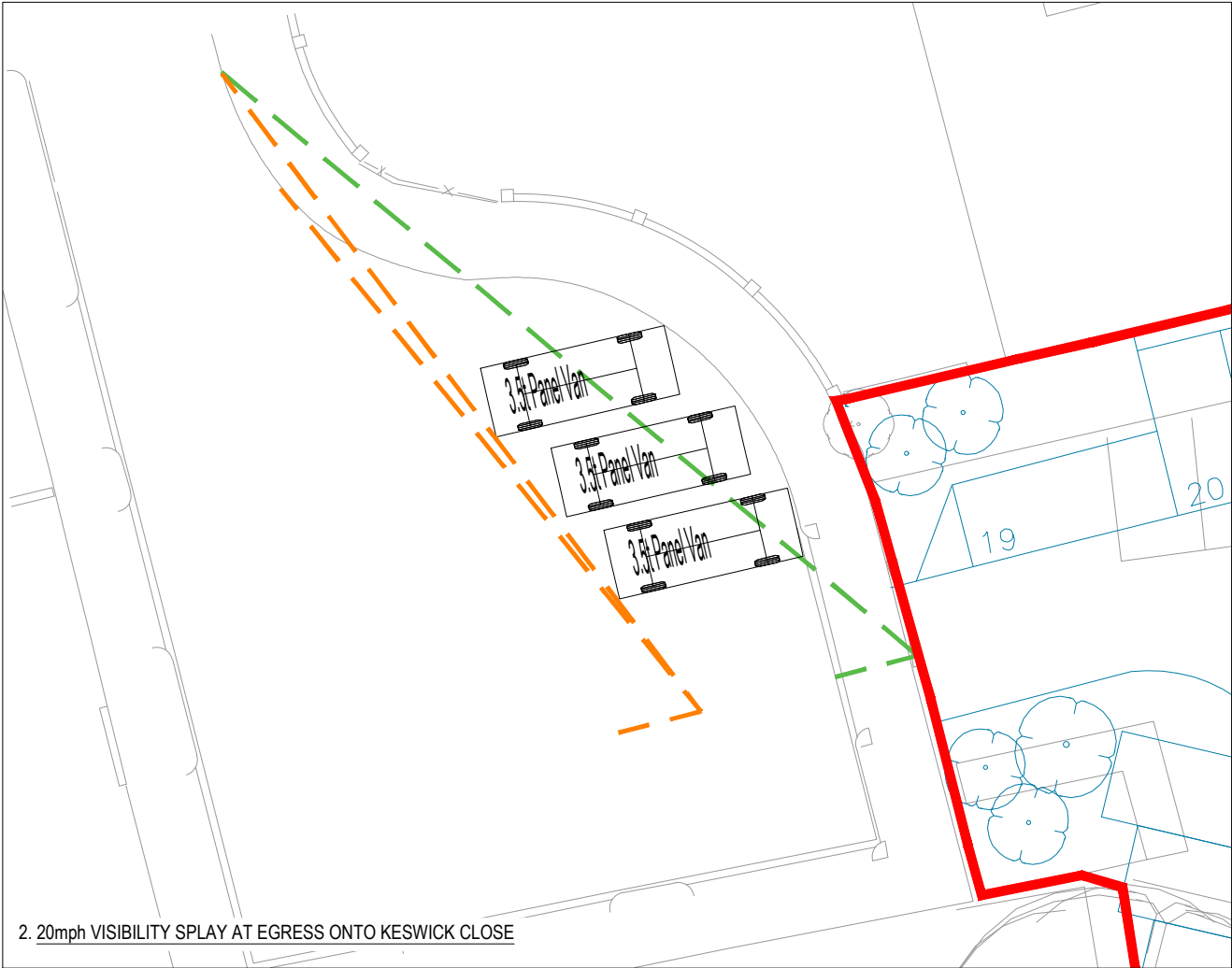
Title : SWEEP PATH ASSESSMENT - DELIVERY AND SERVICE VEHICLES

Project Engineer : DK Scale : 1:500 @ A3
Project Director : HG Date : NOV 2018
Status : FOR INFORMATION

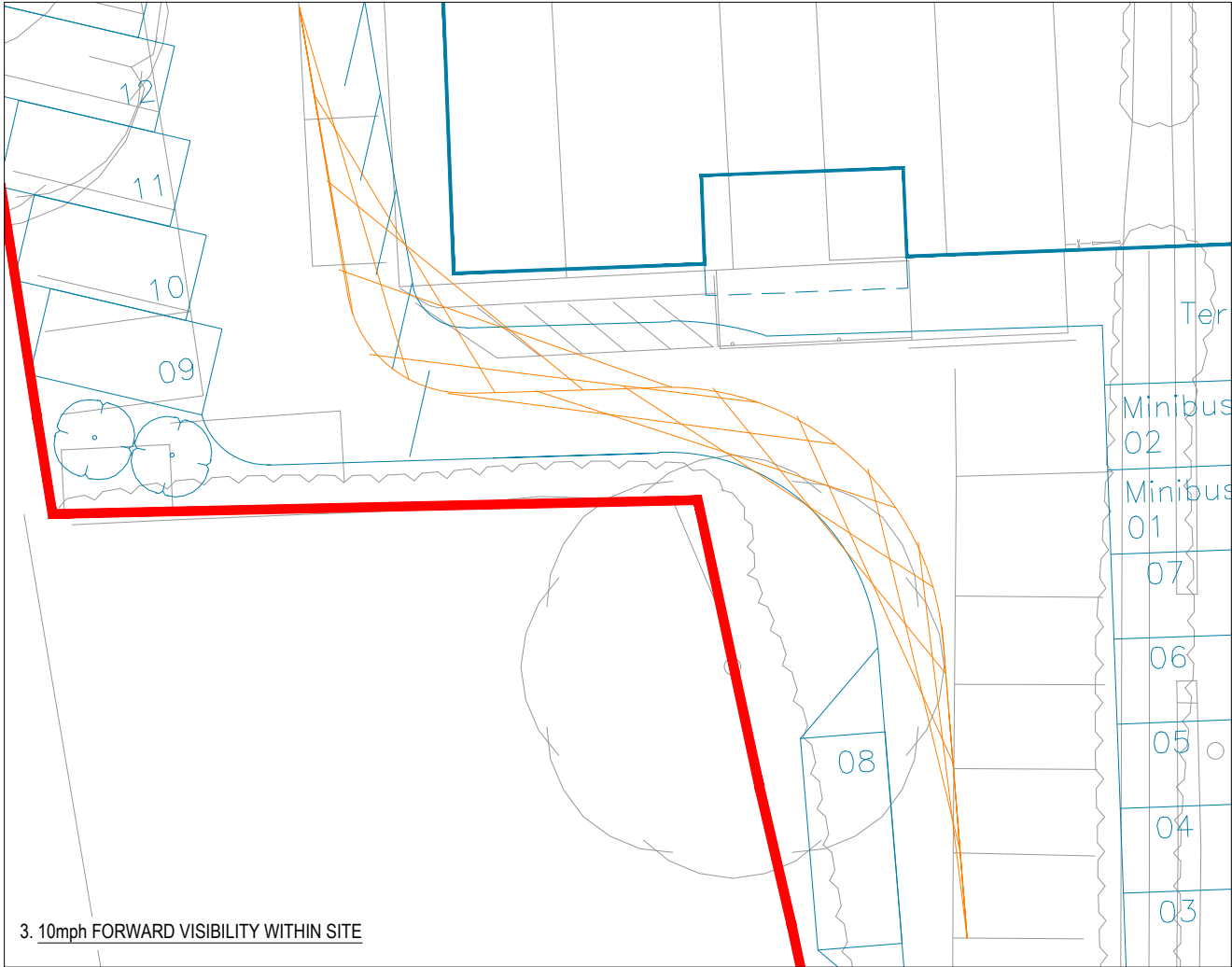
Drawing No. 4180484-SK003



1. 30mph VISIBILITY SPLAY AT ACCESS ONTO THE MEADWAY



2. 20mph VISIBILITY SPLAY AT EGRESS ONTO KESWICK CLOSE



3. 10mph FORWARD VISIBILITY WITHIN SITE

NOTES

1. THIS DRAWING SHALL NOT BE USED FOR CONSTRUCTION PURPOSES.

KEY

TOPOGRAPHICAL SURVEY

SITE LAYOUT

FOR INFORMATION ONLY

FIGURE 5

12	SITE LAYOUT UPDATED	05/04/2019	DK
11	FIRST ISSUE	12/11/2018	DK

Rev.	Description	Date	Chkd
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Glanville

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Client : THE GATE CHURCH

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Title : VISIBILITY SPLAY ASSESSMENT

Project Engineer :	DK	Scale :	1:500 @ A3
Project Director :	HG	Date :	NOV 2018
Status :	FOR INFORMATION		

Appendices

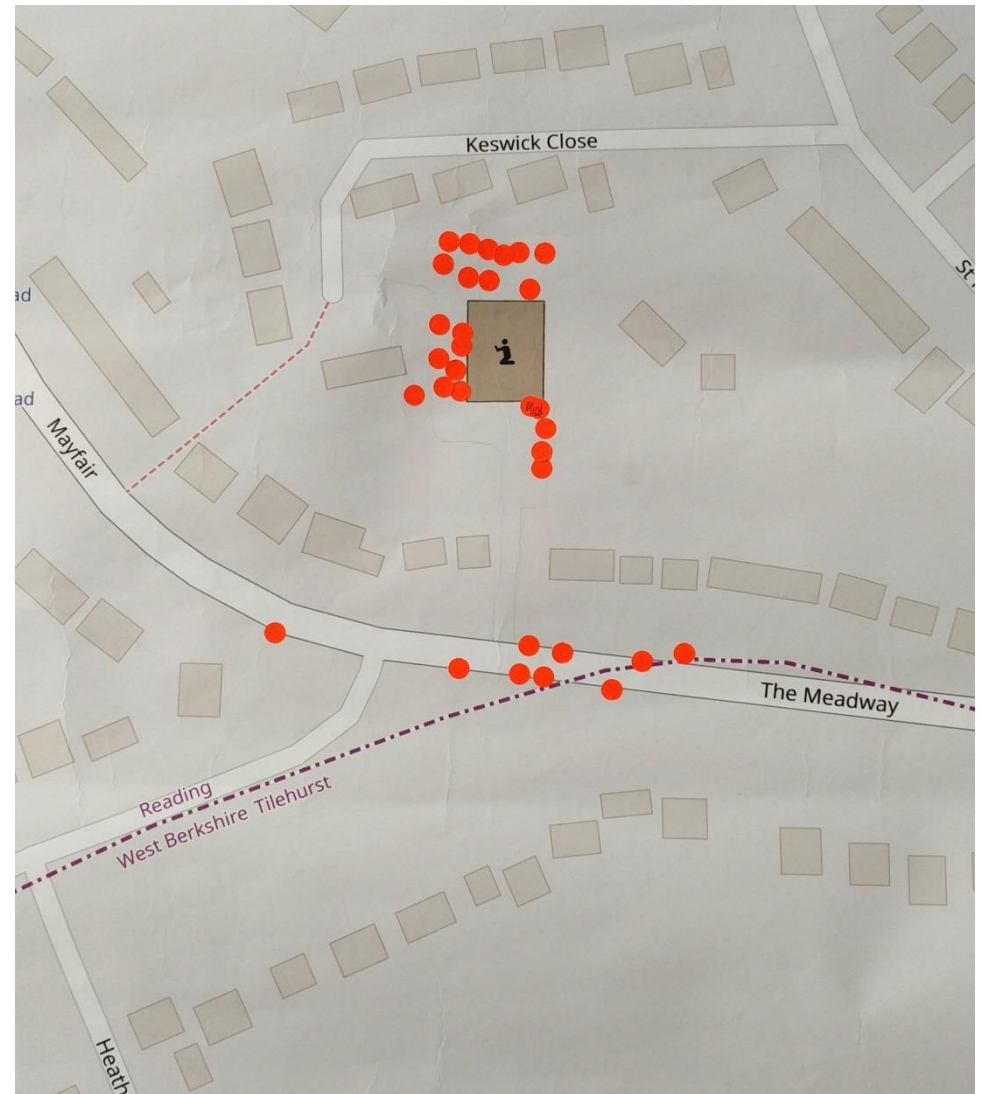
Appendix A
Parking Surveys

Appendix A – The Gate Church Parking Surveys

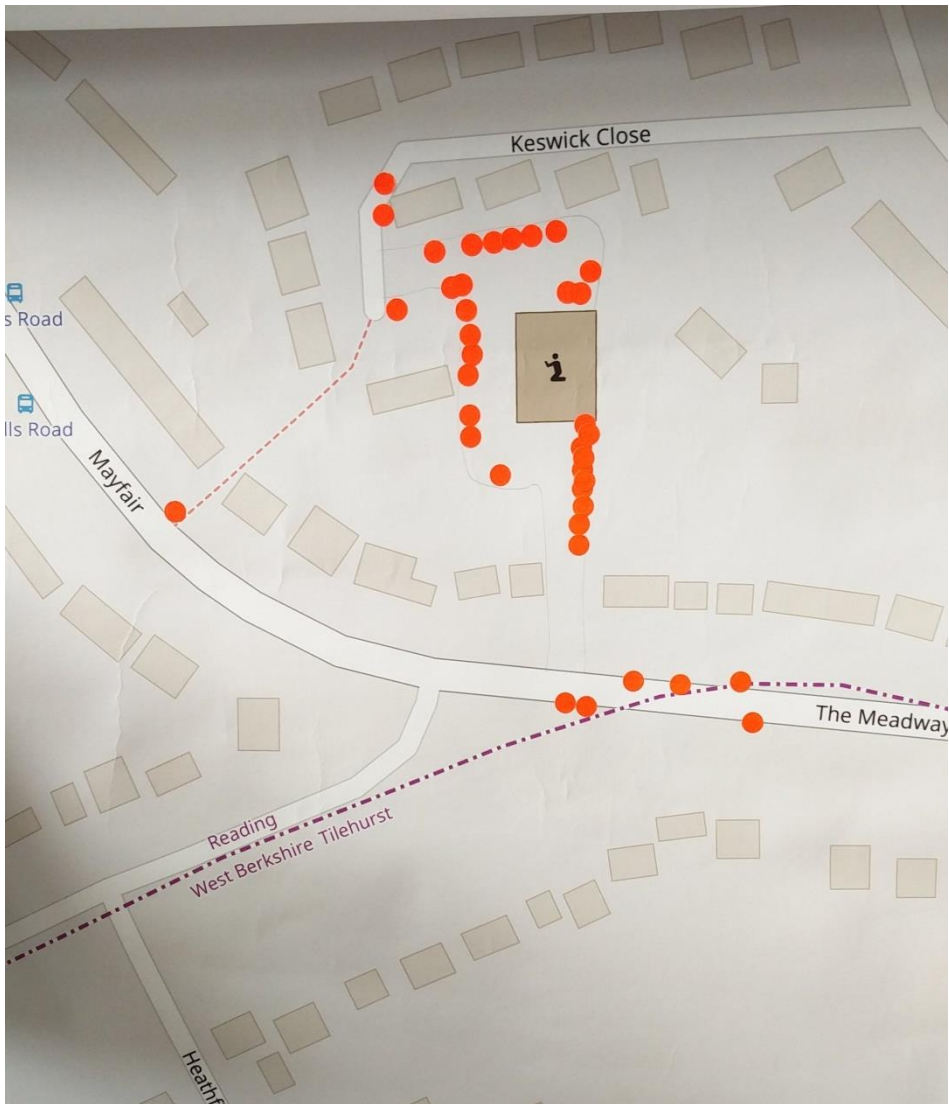
22nd July 2018 – 11am service



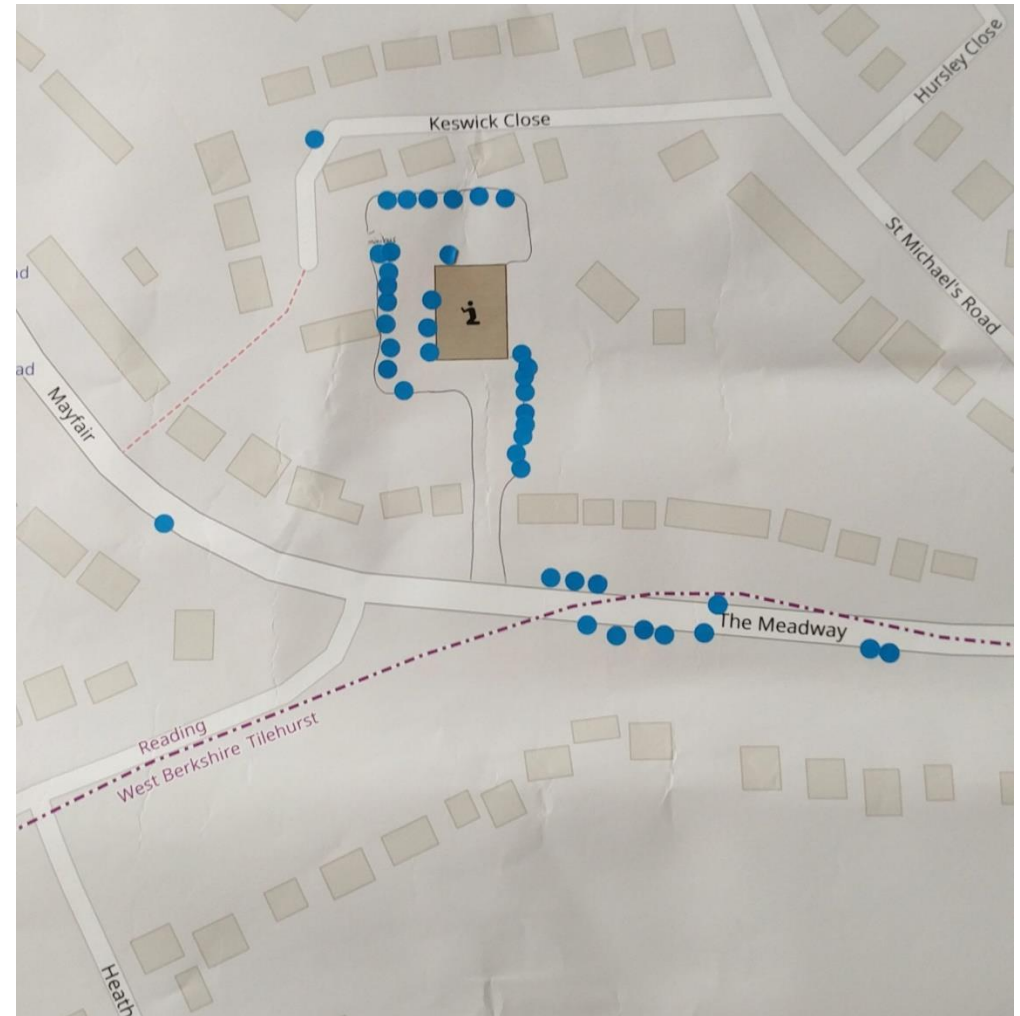
29th July 2018 – 11am service



09th September 2018 – 11am service



30th September 2018 – 11am service + shared lunch



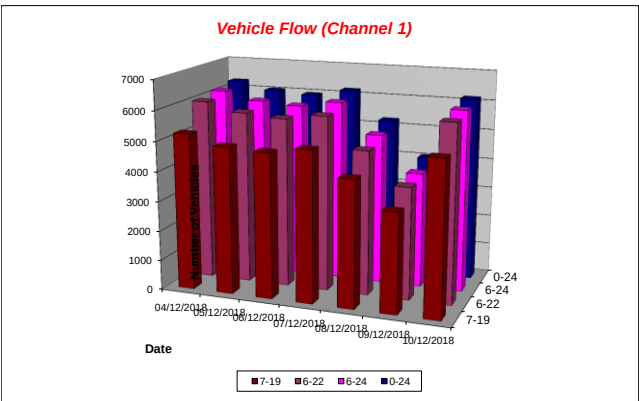
10th February 2019 – 11am service



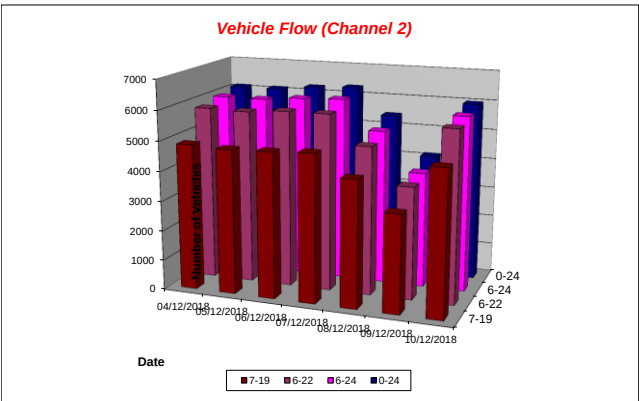
Appendix B
Traffic and Speed Surveys

Reading ATC 1, The Meadway (Western Site)

Channel 1 - Eastbound							Vehicle Flow		Week 1		
Hr Ending	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	5 Day Ave	7 Day Ave		
1	21	15	27	31	75	80	18	22	38		
2	8	18	10	20	40	49	8	13	22		
3	3	5	5	10	24	21	6	6	11		
4	13	7	11	11	32	20	9	10	15		
5	21	31	23	29	20	22	18	24	23		
6	54	56	64	64	25	18	61	60	49		
7	211	205	214	202	174	52	32	198	198	154	
8	583	584	579	477	152	65	568	558	430		
9	654	629	504	567	270	135	681	607	491		
10	434	375	395	402	422	308	425	406	394		
11	361	310	324	347	348	333	386	346	344		
12	329	281	291	336	444	369	346	317	342		
13	284	284	328	321	407	335	281	300	320		
14	305	319	272	340	424	359	333	314	336		
15	339	327	329	380	377	302	330	339	339		
16	428	421	422	404	390	324	425	438	415		
17	440	420	419	447	351	289	450	435	402		
18	547	486	491	457	344	243	447	486	431		
19	516	467	476	462	292	252	447	474	416		
20	289	322	315	286	229	187	297	302	275		
21	206	196	177	200	184	121	189	194	182		
22	114	116	122	137	124	94	122	122	118		
23	87	110	121	105	118	63	78	100	97		
24	46	47	50	91	98	36	42	55	89		
7-19	5220	4903	4830	5030	4221	3314	5109	5018	4661		
6-22	6034	5748	5648	5827	4810	3748	5915	5854	5390		
5-24	5984	5654	5554	5754	4760	3690	5890	5846	5406		
0-24	6287	6037	5959	6188	5242	4057	6155	6125	5704		



Channel 2 - Westbound								Vehicle Flow		Week 1	
Hr Ending	04/12/2018 Tuesday	05/12/2018 Wednesday	06/12/2018 Thursday	07/12/2018 Friday	08/12/2018 Saturday	09/12/2018 Sunday	10/12/2018 Monday	5 Day Ave	7 Day Ave		
1	28	27	29	36	92	84	25	29	46		
2	5	9	12	19	61	48	16	12	23		
3	8	11	8	11	42	40	4	8	18		
4	12	6	13	17	27	41	12	12	18		
5	11	19	18	16	23	20	19	17	18		
6	71	63	74	70	32	17	66	69	56		
7	180	195	206	189	53	34	207	195	152		
8	345	376	363	325	114	75	356	353	279		
9	437	410	387	433	172	104	431	420	339		
10	290	255	261	258	329	186	315	276	271		
11	267	262	278	281	383	288	270	272	290		
12	299	307	313	351	442	327	302	314	334		
13	365	355	358	372	492	364	335	357	377		
14	339	322	346	405	400	381	349	361	361		
15	408	430	372	420	401	345	407	407	398		
16	523	530	537	576	393	363	506	534	490		
17	596	539	598	579	405	313	556	574	512		
18	544	580	588	511	337	277	546	554	483		
19	461	449	451	416	348	233	465	448	403		
20	352	340	374	356	296	206	294	343	317		
21	223	255	274	236	199	145	213	240	221		
22	184	181	179	192	177	115	177	183	172		
23	91	125	130	131	119	76	93	114	109		
24	60	53	59	103	92	36	35	62	63		
7-19	4874	4815	4852	4922	4221	3256	4825	4858	4538		
6-22	5813	5786	5885	5895	4946	3756	5716	5819	5400		
5-24	5864	5864	5874	6129	5157	3954	5864	5995	5571		
0-24	6099	6099	6228	6298	5424	4118	5986	6142	5750		

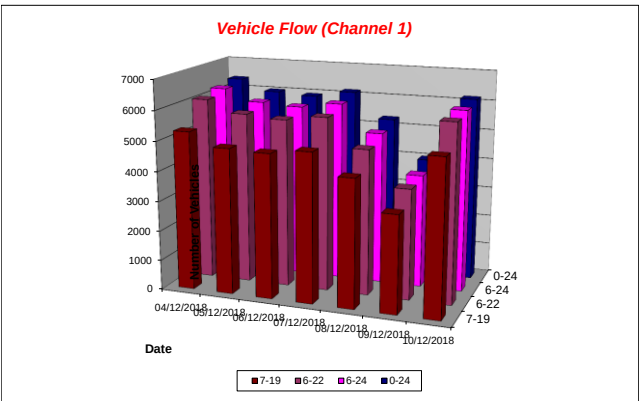


Channel 1 - Eastbound							Average Speed		Week 1		
		04/12/2018 Tuesday	05/12/2018 Wednesday	06/12/2018 Thursday	07/12/2018 Friday	08/12/2018 Saturday	09/12/2018 Sunday	10/12/2018 Monday			
Hr Ending		1	25.4	25.0	26.2	26.3	25.5	24.8	24.4		
	2	26.4	24.8	23.2	28.5	26.8	28.0	25.2			
	3	25.5	26.0	25.5	25.0	30.0	27.9	22.2			
	4	27.6	28.7	26.6	26.0	24.0	27.2	28.3			
	5	28.2	27.5	28.7	27.5	25.8	28.0	30.4			
	6	26.6	27.4	27.1	26.8	26.3	26.2	27.8			
	7	25.0	25.5	26.9	26.4	24.3	27.3	26.6			
	8	23.3	24.5	24.7	24.8	25.9	26.0	23.4			
	9	23.7	24.4	23.3	24.3	25.5	24.8	23.8			
	10	22.9	23.7	23.4	23.1	25.4	26.3	22.7			
	11	23.7	25.2	24.7	25.7	25.7	24.5	23.7			
	12	24.2	25.1	24.3	26.0	25.6	21.7	24.2			
	13	23.9	24.9	24.9	26.0	25.6	21.2	23.2			
	14	24.3	24.7	24.9	26.0	25.3	23.8	23.9			
	15	23.8	25.5	25.5	25.3	25.4	26.0	23.7			
	16	23.9	23.8	24.7	24.7	25.7	25.9	24.2			
	17	24.7	23.9	24.6	25.0	24.8	25.7	24.1			
	18	24.8	24.4	24.0	24.5	25.2	25.1	24.4			
	19	23.8	24.2	24.7	24.1	24.3	25.4	24.6			
	20	24.9	25.2	25.6	24.3	24.6	27.0	25.0			
	21	24.8	25.8	25.8	24.7	25.8	24.3	24.9			
	22	25.3	25.6	25.7	24.1	24.6	26.5	25.2			
	23	24.3	26.0	24.8	24.1	24.9	26.9	26.0			
	24	25.4	25.6	25.1	26.0	25.4	24.9	25.3			
10-12		23.9	25.2	24.5	25.8	25.6	23.0	23.9			
14-18		24.1	24.6	24.7	24.9	25.3	24.8	24.1			
0-24		24.1	24.6	24.7	24.9	25.3	24.8	24.1			

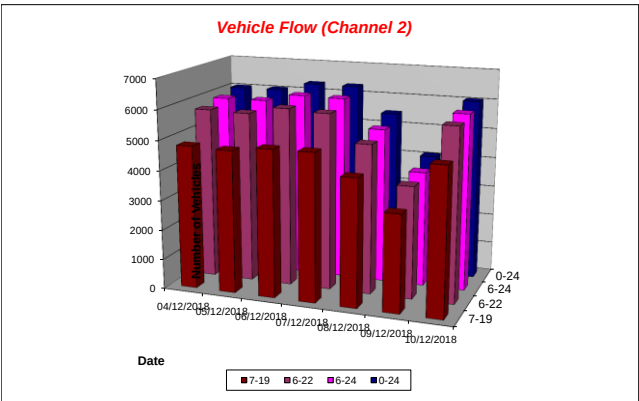
Channel 1 - Eastbound					85th Percentile			
Hr Ending	04/12/2018 Tuesday	05/12/2018 Wednesday	06/12/2018 Thursday	07/12/2018 Friday	08/12/2018 Saturday	09/12/2018 Sunday	10/12/2018 Monday	
1	26.2	33.6	34.0	33.7	33.9	33.7	33.2	
2	26.5	25.8	25.9	38.9	33.7	33.9	26.0	
3	26.1	38.3	25.8	33.8	38.5	33.5	25.8	
4	33.3	33.8	33.2	33.0	26.9	33.1	33.3	
5	33.3	33.8	33.2	33.5	33.1	33.8	43.0	
6	33.8	38.6	33.6	33.9	33.8	33.4	33.5	
7	25.5	34.0	33.4	33.4	26.0	33.5	33.2	
8	26.3	26.4	25.9	33.2	33.8	33.3	26.4	
9	26.3	25.7	26.2	26.0	33.6	25.7	26.1	
10	26.2	26.2	25.8	26.0	26.3	33.3	26.3	
11	25.5	26.5	26.1	33.5	25.7	33.1	26.4	
12	25.9	25.7	33.4	25.7	26.1	26.1	25.8	
13	26.4	26.0	25.7	33.4	25.7	25.7	26.0	
14	26.3	25.6	26.1	33.3	33.1	26.4	25.6	
15	25.9	26.5	25.6	25.6	25.8	33.1	26.1	
16	26.5	26.2	26.0	25.7	33.4	25.9	26.0	
17	26.4	25.5	26.4	26.5	25.5	25.8	26.5	
18	26.6	26.1	25.8	25.6	26.0	26.4	25.6	
19	25.4	25.6	26.3	25.9	26.2	26.3	26.4	
20	25.9	25.6	25.9	25.9	26.0	33.3	26.1	
21	26.0	33.8	33.3	26.0	33.8	26.2	25.8	
22	26.3	25.8	33.9	25.7	25.6	33.3	25.6	
23	25.6	33.0	26.1	26.0	33.2	33.1	26.1	
24	33.6	25.8	33.6	26.1	33.7	25.5	25.7	
10-12	26.0	25.9	25.9	33.6	26.0	25.8	26.5	
11-15	25.8	25.8	25.8	33.8	25.9	33.8	25.8	
9-24	26.1	26.4	26.1	25.7	25.6	25.8	25.5	
						85th Percentile	25.9	

Reading ATC 2, The Meadway (Eastern Site)

Channel 1 - Eastbound								Vehicle Flow		Week 1	
Hr Ending	04/12/2018 Tuesday	05/12/2018 Wednesday	06/12/2018 Thursday	07/12/2018 Friday	08/12/2018 Saturday	09/12/2018 Sunday	10/12/2018 Monday	5 Day Ave	7 Day Ave		
1	24	13	25	36	65	69	16	23	35		
2	8	14	6	22	34	50	6	11	20		
3	2	6	5	6	25	27	6	5	11		
4	9	9	11	9	33	24	9	9	15		
5	18	37	19	25	22	16	22	24	23		
6	63	58	70	67	28	18	58	63	52		
7	215	190	167	164	41	34	187	192	148		
8	601	574	567	460	155	67	602	561	432		
9	636	593	495	565	265	131	695	597	483		
10	447	406	402	409	430	314	430	415	399		
11	352	333	321	350	353	321	396	350	347		
12	340	284	301	333	446	377	327	317	344		
13	291	258	328	312	424	331	269	292	316		
14	329	325	280	337	435	357	334	321	342		
15	349	315	321	395	385	290	311	332	334		
16	448	413	417	479	403	319	395	430	411		
17	423	432	411	455	368	272	467	438	404		
18	553	474	499	461	331	226	471	492	431		
19	531	472	462	450	288	245	461	475	416		
20	288	321	318	300	231	196	281	302	276		
21	211	190	182	202	196	185	195	194	184		
22	106	125	116	150	121	94	121	124	119		
23	95	117	122	103	123	68	74	102	100		
24	50	37	57	89	114	33	33	53	59		
7-19	5300	4861	4808	4969	4262	3250	5158	5019	4658		
6-22	6105	5712	5614	5788	4851	3593	5932	5830	5395		
6-24	5985	5691	5648	5886	4948	3661	5986	5886	5444		
0-24	6375	6003	5929	6145	5295	3998	6156	6122	5700		



Channel 2 - Westbound								Vehicle Flow		Week 1	
Hr Ending	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Monday	5 Day Ave	7 Day Ave		
1	29	29	25	40	100	72	25	30	46		
2	5	13	14	22	65	40	17	14	24		
3	6	8	10	11	37	41	2	7	16		
4	16	7	14	21	33	15	15	15	18		
5	12	23	20	13	18	21	23	18	19		
6	79	69	84	74	39	15	73	76	62		
7	180	204	194	195	56	40	211	198	155		
8	339	366	374	340	124	73	346	363	280		
9	417	387	401	427	182	103	457	418	339		
10	288	248	273	280	338	195	314	281	277		
11	262	241	265	263	386	288	287	264	285		
12	308	291	326	338	440	340	304	313	335		
13	371	355	360	389	520	363	333	362	384		
14	344	326	336	409	395	363	341	347	356		
15	407	457	375	429	340	430	420	420	403		
16	504	533	548	570	373	353	528	537	487		
17	567	534	618	588	391	326	532	568	508		
18	532	567	580	489	345	295	555	545	476		
19	456	472	457	403	361	222	445	447	402		
20	337	324	388	339	307	207	308	339	316		
21	239	245	284	229	191	146	201	240	219		
22	181	170	168	189	132	124	180	178	172		
23	86	133	139	132	118	69	82	114	108		
24	64	58	52	108	82	44	34	63	63		
7-19	4795	4757	4913	4925	4239	3231	4872	4852	4533		
6-22	5732	5700	5590	5882	4985	3748	5772	5807	5396		
6-24	5685	5691	5641	5812	5195	3661	5696	5685	5567		
0-24	6029	6040	6308	6303	5455	4083	6043	6145	5752		

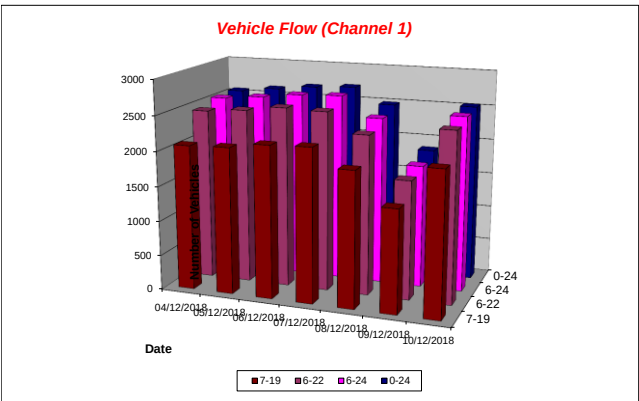


Channel 1 - Eastbound					Average Speed			Week 1	
Hr Ending	04/12/2018 Tuesday	05/12/2018 Wednesday	06/12/2018 Thursday	07/12/2018 Friday	08/12/2018 Saturday	09/12/2018 Sunday	10/12/2018 Monday		
1	26.8	29.5	30.5	30.4	28.3	29.3	26.9		
2	33.9	31.8	31.3	33.6	28.1	30.8	30.1		
3	24.2	23.8	28.0	25.1	32.3	30.8	25.9		
4	29.1	25.2	31.0	26.8	28.5	30.2	29.4		
5	29.0	32.8	29.3	31.8	30.2	34.6	33.8		
6	31.3	31.3	31.0	29.5	30.0	30.1	31.3		
7	27.7	27.8	27.5	29.1	27.7	27.6	28.2		
8	25.0	25.7	25.4	26.6	28.3	27.7	25.1		
9	25.5	23.0	22.9	24.4	27.0	27.6	25.3		
10	24.7	26.1	24.2	24.2	27.3	27.3	24.8		
11	26.5	26.7	26.7	26.8	26.7	27.0	26.7		
12	26.5	26.0	25.9	26.2	26.7	25.3	27.0		
13	26.3	26.7	25.7	26.9	26.8	26.1	26.8		
14	26.7	26.9	26.4	26.9	26.4	26.6	26.8		
15	26.4	27.0	27.2	26.5	26.6	26.8	26.0		
16	26.0	22.4	24.4	25.7	27.3	27.2	25.3		
17	25.7	25.5	24.9	26.0	25.8	27.1	25.3		
18	25.7	24.3	25.1	25.7	26.2	26.6	24.7		
19	24.6	25.0	25.5	25.4	26.3	27.1	25.7		
20	27.1	26.8	27.0	27.5	27.3	28.3	26.6		
21	27.2	27.7	27.0	27.9	28.2	28.0	27.6		
22	27.8	28.5	28.4	27.5	28.4	28.2	27.7		
23	28.2	28.8	28.3	28.0	28.7	29.2	29.0		
24	29.4	28.3	27.8	29.6	28.3	29.5	28.3		
10-12	26.5	26.4	26.3	26.5	26.7	26.1	26.9		
14-18	26.5	26.4	26.3	26.5	26.7	26.1	26.9		
0-24	26.0	25.8	25.7	26.3	27.0	27.1	26.0		
							Average	26.3	

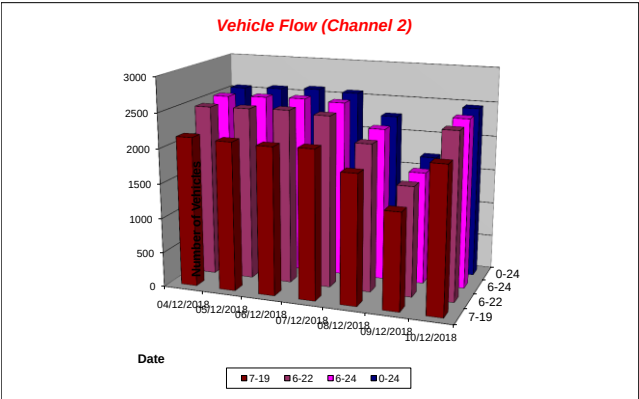
Channel 1 - Eastbound							85th Percentile	
	04/12/2018 Tuesday	05/12/2018 Wednesday	06/12/2018 Thursday	07/12/2018 Friday	08/12/2018 Saturday	09/12/2018 Sunday	10/12/2018 Monday	
Hr Ending	33.7	38.6	39.0	38.7	33.9	33.7	33.2	
1	38.5	33.3	38.4	38.9	33.7	38.9	38.5	
2	33.6	38.3	38.2	33.8	38.5	38.5	38.3	
3	33.3	26.3	38.2	33.0	33.4	38.1	33.3	
4	38.3	38.8	38.2	38.5	33.1	43.8	43.0	
5	38.8	38.6	38.6	33.9	33.8	33.4	38.5	
6	33.0	34.0	33.4	33.4	33.5	33.5	33.2	
7	28.3	26.4	25.9	33.7	33.8	33.6	28.4	
8	26.3	25.7	26.2	26.0	33.6	33.2	26.1	
9	26.0	26.2	26.2	25.8	26.0	33.8	26.3	
10	33.2	34.0	33.6	33.5	33.0	33.1	33.9	
11	33.4	26.0	33.4	33.4	33.2	26.1	33.3	
12	33.9	33.5	25.8	33.4	33.1	26.2	33.5	
13	33.8	33.1	33.6	33.3	33.1	33.9	33.1	
14	33.4	34.0	33.1	33.1	33.3	33.1	26.1	
15	26.5	26.2	26.0	25.7	33.1	33.1	26.9	
16	26.4	25.5	26.4	26.5	25.9	33.4	26.5	
17	25.8	26.1	25.8	25.8	26.2	33.9	25.6	
18	26.4	25.6	26.3	33.4	33.7	33.8	26.4	
19	33.4	33.1	33.4	33.4	33.5	33.2	33.6	
20	33.5	33.8	33.3	33.5	33.8	33.7	33.1	
21	33.8	33.3	33.9	33.2	33.1	33.3	33.3	
22	33.1	33.0	33.6	33.5	33.2	33.1	33.0	
23	33.6	33.3	33.6	38.3	33.7	38.0	33.2	
24								
10-12	33.5	26.5	33.4	33.6	33.5	33.3	34.0	
13-15	33.5	25.8	33.1	33.5	33.4	33.9	25.6	
0-24	33.6	28.4	26.1	33.2	33.1	33.3	33.0	
						85th Value	31.2	

Reading ATC 3, St. Michael's Road (Southern Site)

Channel 1 - Northbound								Vehicle Flow		Week 1	
Hr Ending	04/12/2018 Tuesday	05/12/2018 Wednesday	06/12/2018 Thursday	07/12/2018 Friday	08/12/2018 Saturday	09/12/2018 Sunday	10/12/2018 Monday	5 Day Ave	7 Day Ave		
1	6	8	8	13	27	41	9	9	16		
2	1	3	6	5	21	21	6	4	9		
3	0	2	1	4	18	14	2	2	6		
4	0	1	0	2	11	9	4	1	4		
5	1	3	0	0	5	6	1	1	2		
6	6	9	7	5	7	5	4	6	6		
7	30	34	28	20	13	8	24	27	22		
8	86	83	74	85	24	16	79	81	64		
9	133	150	156	149	67	28	128	143	116		
10	127	140	131	145	125	59	123	133	121		
11	127	111	143	109	201	113	154	123	133		
12	166	137	149	165	224	154	166	157	166		
13	146	145	154	178	214	182	142	153	166		
14	132	145	155	178	176	174	147	151	158		
15	168	176	180	210	201	146	178	182	180		
16	216	237	250	255	187	175	210	234	219		
17	265	266	291	278	189	181	267	273	248		
18	285	263	268	253	178	125	276	269	235		
19	226	242	224	188	147	117	213	219	194		
20	159	181	143	178	149	81	161	164	150		
21	112	98	129	91	118	85	108	108	106		
22	76	92	99	77	67	54	85	86	79		
23	58	66	53	71	69	41	51	60	58		
24	28	25	29	49	47	21	21	30	31		
7-19	2077	2095	2175	2193	1933	1470	2053	2119	1999		
6-22	2454	2500	2514	2559	2280	1688	2431	2504	2457		
6-24	2498	2528	2542	2587	2394	1856	2485	2529	2446		
0-24	2554	2617	2678	2708	2485	1856	2529	2617	2490		



Channel 2 - Southbound								Vehicle Flow		Week 1	
Hr Ending	04/12/2018 Tuesday	05/12/2018 Wednesday	06/12/2018 Thursday	07/12/2018 Friday	08/12/2018 Saturday	09/12/2018 Sunday	10/12/2018 Monday	5 Day Ave	7 Day Ave		
1	2	4	7	12	23	39	9	7	14		
2	2	2	2	4	19	21	1	2	7		
3	0	0	1	1	2	10	6	2	1	3	2
4	1	3	0	0	1	7	7	2	1	3	7
5	2	2	3	1	5	9	5	3	4		
6	23	18	28	19	6	3	17	21	16		
7	70	94	94	74	18	6	73	81	61		
8	249	268	229	187	46	27	204	227	173		
9	226	228	224	199	103	39	229	221	178		
10	206	185	210	214	185	87	218	209	188		
11	140	137	157	158	194	182	148	148	159		
12	143	162	130	162	215	147	149	149	158		
13	177	168	145	154	205	170	167	162	169		
14	154	154	160	156	182	171	170	159	164		
15	174	122	137	152	156	136	153	148	147		
16	179	200	204	182	169	124	168	187	175		
17	161	168	165	184	161	113	158	167	159		
18	183	160	182	202	126	100	175	158	158		
19	158	171	171	181	109	91	162	169	149		
20	126	127	135	119	94	85	112	124	114		
21	73	75	88	73	76	55	71	76	73		
22	46	57	69	64	77	46	55	58	59		
23	33	42	35	45	48	26	31	37	37		
24	20	21	23	31	36	17	11	21	23		
7-19	2150	2133	2114	2131	1851	1387	2076	2121	1977		
6-22	2469	2482	2500	2461	2116	1579	2387	2460	2285		
6-24	2512	2545	2568	2537	2200	1632	2434	2518	2345		
0-24	2552	2575	2599	2576	2270	1707	2465	2553	2390		

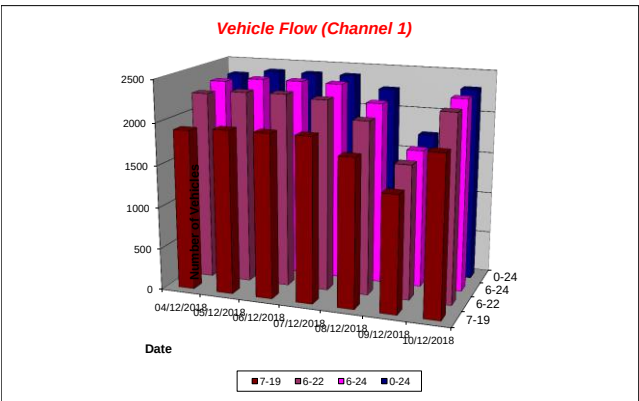


Channel 1 - Northbound							Average Speed		Week 1		
	04/12/2018 Tuesday	05/12/2018 Wednesday	06/12/2018 Thursday	07/12/2018 Friday	08/12/2018 Saturday	09/12/2018 Sunday	10/12/2018 Monday				
Hr Ending											
1	29.2	31.1	27.4	25.3	25.8	26.8	28.8				
2	38.0	28.0	25.1	28.0	25.7	27.5	31.3				
3	-	31.8	25.5	29.2	26.2	29.2	29.2				
4	-	25.5	-	-	28.9	25.8	25.5				
5	25.5	25.5	-	-	28.0	29.2	25.5				
6	27.2	25.2	23.7	27.0	24.4	25.5	28.6				
7	27.0	25.5	26.2	28.1	26.3	28.0	27.7				
8	26.4	25.9	25.5	25.3	24.8	25.5	25.7				
9	25.1	25.3	25.6	26.2	26.5	25.1	25.2				
10	25.2	25.9	25.2	25.2	25.7	26.0	25.2				
11	24.5	25.6	26.0	25.8	26.4	25.2	24.8				
12	24.8	24.8	25.6	25.8	24.6	25.7	24.9				
13	24.7	25.3	24.4	26.1	25.6	25.8	24.7				
14	26.8	25.7	26.3	26.6	25.4	26.3	24.6				
15	24.9	25.9	26.4	26.1	26.1	26.7	24.8				
16	25.5	24.7	26.1	26.4	25.7	25.9	25.2				
17	26.3	25.3	26.1	25.4	26.2	26.5	24.8				
18	25.7	25.3	25.5	25.3	25.6	25.1	25.2				
19	25.2	24.8	24.6	25.3	25.3	26.5	25.1				
20	26.3	25.6	24.8	26.1	26.5	25.4	24.4				
21	26.0	26.6	25.8	26.9	26.3	26.6	25.8				
22	25.8	26.6	25.5	26.1	26.4	25.9	25.7				
23	26.2	27.5	27.0	25.9	27.0	27.6	26.4				
24	28.4	26.9	27.3	26.6	28.1	27.9	26.1				
10-12	24.7	25.1	25.8	25.8	25.5	25.5	24.8				
14-18	25.1	25.5	25.6	25.9	25.8	26.1	25.1				
0-24	25.6	25.5	25.6	25.9	25.8	26.1	25.1				
								Average			
								25.7			

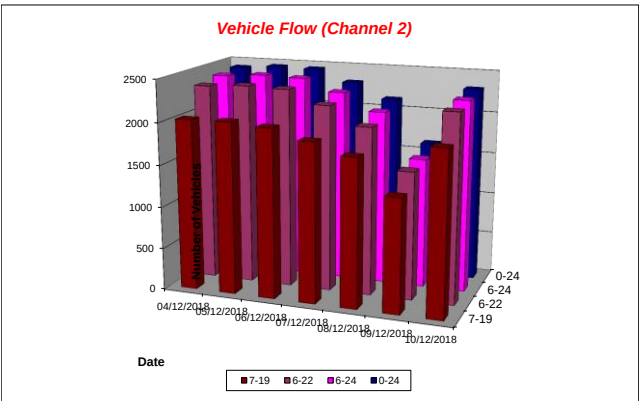
Channel 1 - Northbound								85th Percentile	
Hr Ending	04/12/2018 Tuesday	05/12/2018 Wednesday	06/12/2018 Thursday	07/12/2018 Friday	08/12/2018 Saturday	09/12/2018 Sunday	10/12/2018 Monday		
1	33.7	33.3	33.3	26.1	26.0	33.2	33.1		
2	-	33.6	33.9	38.4	25.8	33.7	38.0		
3	-	38.6	-	33.1	33.6	38.5	33.3		
4	-	-	-	33.6	33.5	33.5	26.2		
5	-	25.8	-	-	38.2	33.1	-		
6	38.3	26.3	25.9	33.7	26.4	26.2	38.2		
7	33.3	33.8	33.3	33.9	33.7	33.9	33.5		
8	33.8	33.8	25.7	33.8	26.0	26.0	25.8		
9	25.5	26.5	25.7	26.2	33.4	33.1	25.8		
10	26.3	26.4	26.1	26.0	25.7	33.8	25.5		
11	33.8	25.7	26.0	26.4	33.8	25.9	33.5		
12	26.2	26.2	25.9	26.0	26.0	26.0	26.4		
13	25.5	26.5	26.2	33.7	26.3	26.0	26.4		
14	33.4	25.7	26.4	33.5	26.1	33.2	26.1		
15	26.4	26.0	33.6	26.1	33.8	33.3	26.3		
16	26.3	26.3	26.1	33.5	25.7	33.1	26.4		
17	33.4	26.5	26.2	25.9	33.2	33.6	25.8		
18	26.5	26.2	26.1	25.9	25.7	25.7	26.0		
19	26.4	25.5	25.6	25.8	25.6	33.9	25.6		
20	33.1	26.1	26.0	33.1	33.3	25.6	26.1		
21	26.4	33.1	26.4	33.2	25.6	33.4	25.9		
22	25.9	33.3	25.8	34.0	33.0	33.3	26.5		
23	33.5	33.8	33.8	26.0	33.5	33.9	33.1		
24	33.8	33.3	33.4	33.4	33.7	33.8	26.4		
10-12	25.6	25.5	25.9	25.9	33.5	25.8	33.6		
13-18	26.1	25.9	33.9	33.9	33.5	33.1	25.8		
0-24	26.0	25.9	26.1	26.0	33.1	33.3	25.6		
								85th Percentile	26.0

Reading ATC 4, St. Michael's Road (Northern Site)

Channel 1 - Northbound								Vehicle Flow		Week 1	
Hr Ending	04/12/2018 Tuesday	05/12/2018 Wednesday	06/12/2018 Thursday	07/12/2018 Friday	08/12/2018 Saturday	09/12/2018 Sunday	10/12/2018 Monday	5 Day Ave	7 Day Ave		
1	3	5	6	8	30	36	9	6	14		
2	1	3	4	5	16	13	4	3	7		
3	0	2	1	3	14	12	3	2	5		
4	0	1	0	2	9	8	1	1	3		
5	2	4	0	0	6	5	1	1	3		
6	7	8	6	6	8	5	7	7	7		
7	27	33	28	23	13	10	26	27	23		
8	94	88	92	86	33	12	101	90	71		
9	131	140	155	152	70	27	126	141	114		
10	113	117	109	132	128	79	111	116	113		
11	122	111	130	107	179	116	114	117	126		
12	148	130	141	162	205	154	143	145	155		
13	136	128	139	125	184	176	140	134	147		
14	122	150	130	141	166	159	132	135	143		
15	169	158	178	209	171	129	157	174	167		
16	197	218	226	232	164	161	182	211	197		
17	235	249	250	227	166	148	235	239	216		
18	244	230	223	219	149	129	254	234	207		
19	195	225	183	157	138	96	187	189	169		
20	145	144	137	142	142	85	143	142	134		
21	102	87	112	82	85	77	94	95	91		
22	71	86	80	71	66	39	79	77	70		
23	48	53	47	58	63	36	43	50	50		
24	22	25	25	44	49	18	19	27	29		
7-19	1907	1944	1946	1949	1753	1386	1882	1926	1824		
6-22	2252	2295	2303	2267	2059	1597	2224	2268	2142		
6-24	2335	2394	2392	2393	2254	1730	2311	2365	2259		
0-24	2335	2395	2392	2393	2254	1730	2311	2365	2259		



Channel 2 - Southbound								Vehicle Flow		Week 1	
Hr Ending	04/12/2018 Tuesday	05/12/2018 Wednesday	06/12/2018 Thursday	07/12/2018 Friday	08/12/2018 Saturday	09/12/2018 Sunday	10/12/2018 Monday	5 Day Ave	7 Day Ave		
1	2	4	4	9	21	39	8	5	12		
2	2	2	2	3	21	17	3	2	7		
3	0	2	1	2	4	9	2	1	3		
4	1	2	1	1	8	4	1	1	3		
5	2	2	4	1	3	7	7	3	4		
6	24	21	28	24	7	4	21	24	18		
7	77	98	93	78	15	6	75	84	63		
8	227	262	220	189	57	30	220	224	172		
9	213	205	219	182	101	45	207	205	167		
10	197	177	195	186	175	108	201	191	177		
11	127	133	144	157	212	164	127	138	152		
12	141	150	117	162	177	154	135	141	148		
13	167	171	146	64	193	161	161	142	152		
14	153	130	136	114	175	156	130	137	145		
15	162	123	128	140	147	123	145	140	138		
16	168	200	188	180	159	101	159	179	165		
17	157	158	159	166	140	114	144	157	148		
18	164	160	171	115	95	153	165	148			
19	154	161	169	172	101	95	149	161	143		
20	122	118	125	109	95	69	107	116	106		
21	73	64	79	65	70	50	71	70	67		
22	39	51	55	63	55	44	43	50	50		
23	33	34	33	40	47	17	31	34	34		
24	16	19	20	28	34	12	10	19	20		
7-19	2030	2038	2005	1887	1752	1346	1931	1978	1866		
6-22	2241	2389	2357	2202	1987	1515	2227	2299	2143		
6-24	2335	2432	2410	2270	2066	1544	2256	2352	2196		
0-24	2421	2455	2450	2310	2132	1624	2310	2389	2243		

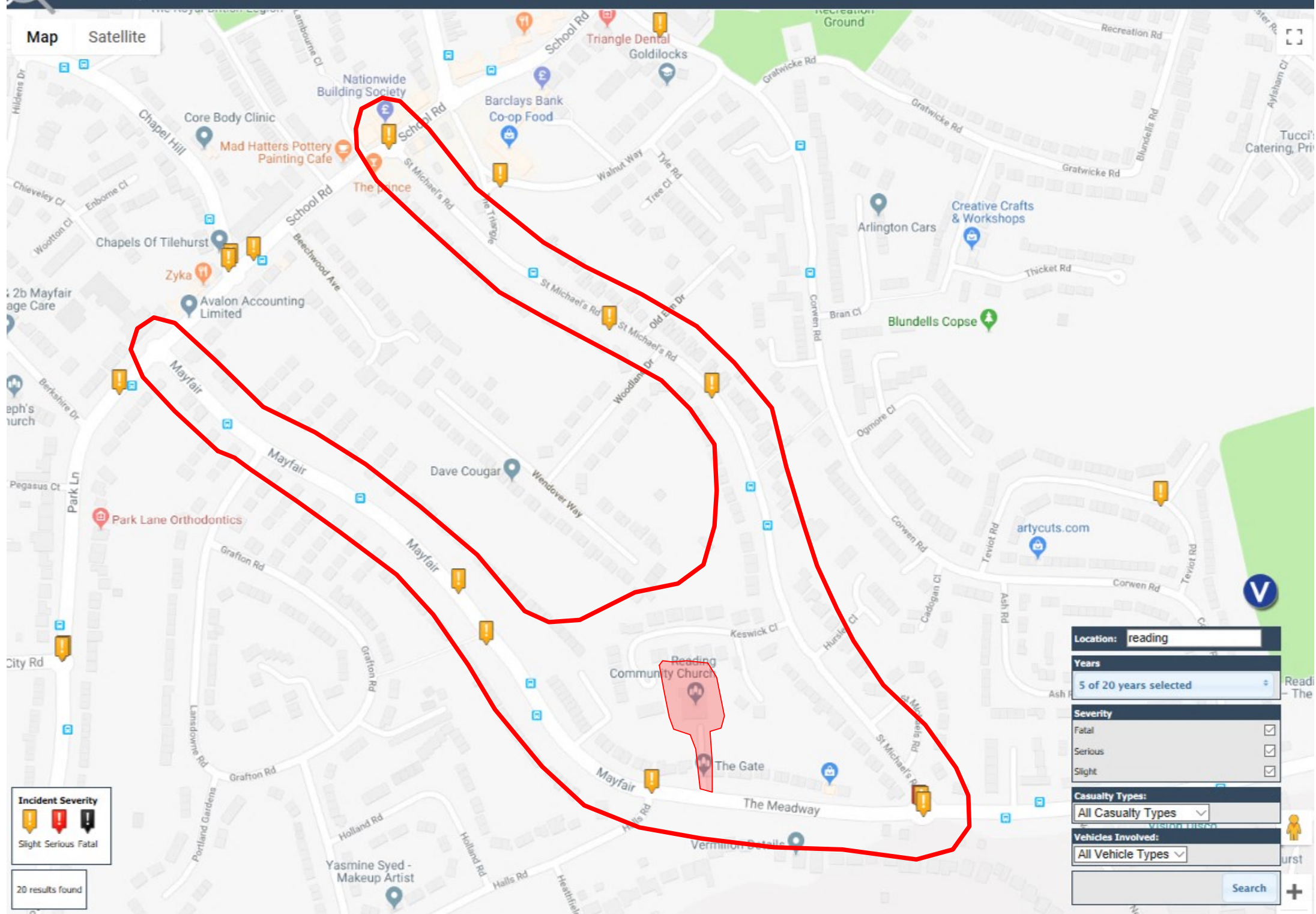


Channel 1 - Northbound								Average Speed		Week 1	
Hr Ending	04/12/2018 Tuesday	05/12/2018 Wednesday	06/12/2018 Thursday	07/12/2018 Friday	08/12/2018 Saturday	09/12/2018 Sunday	10/12/2018 Monday				
1	28.0	24.5	23.4	20.5	21.6	22.2	24.7				
2	25.5	15.5	15.5	21.0	20.6	18.6	29.9				
3	-	26.8	15.5	18.8	22.1	24.5	21.3				
4	-	15.5	-	24.2	27.7	20.2	15.5				
5	5.0	10.2	-	-	25.1	17.5	25.5				
6	18.4	19.2	19.9	25.1	23.6	28.5	21.9				
7	19.9	20.5	22.8	18.1	22.2	19.0	24.2				
8	22.5	21.5	21.9	22.8	20.2	21.1	22.3				
9	21.7	21.1	21.3	23.0	21.0	22.0	22.5				
10	21.5	22.6	22.1	22.8	20.4	20.4	21.0				
11	23.3	22.4	22.9	23.0	21.6	20.4	23.2				
12	23.1	21.3	22.5	22.4	21.5	21.4	23.3				
13	23.0	21.8	22.7	23.1	23.0	22.5	22.1				
14	22.1	22.9	23.9	24.3	22.1	22.4	23.0				
15	22.5	22.0	23.5	22.7	23.7	22.4	22.0				
16	22.5	22.0	22.7	22.4	22.6	22.4	22.7				
17	22.8	20.8	21.0	21.9	21.8	22.0	21.0				
18	21.2	21.6	21.5	21.4	21.6	21.8	21.2				
19	21.4	21.3	21.8	21.1	21.2	21.0	22.5				
20	21.0	21.3	21.3	22.1	20.4	21.7	21.0				
21	22.5	22.6	21.9	23.7	20.9	20.9	22.2				
22	23.1	20.6	21.6	22.3	20.1	23.8	21.8				
23	22.0	20.6	22.7	23.7	22.9	20.7	23.9				
24	24.0	18.2	24.2	22.5	23.7	24.2	21.9				
10-12	23.2	21.8	22.7	22.7	21.5	21.0	23.3				
14-18	22.5	21.6	22.2	22.5	21.8	21.8	22.1				
0-24	22.2	21.6	22.2	22.5	21.8	21.8	22.1				
								Average	22.0		

Channel 1 - Northbound					85th Percentile			
Hr Ending	04/12/2018 Tuesday	05/12/2018 Wednesday	06/12/2018 Thursday	07/12/2018 Friday	08/12/2018 Saturday	09/12/2018 Sunday	10/12/2018 Monday	
1	33.7	33.3	33.3	26.1	26.0	25.7	33.1	
2	-	16.1	16.4	33.4	33.3	26.2	38.0	
3	-	38.6	-	25.6	38.6	33.5	33.3	
4	-	-	-	33.6	38.5	25.9	-	
5	5.6	15.8	-	-	33.2	25.6	-	
6	25.8	26.3	43.4	33.7	38.9	33.7	43.2	
7	33.3	33.8	33.3	26.4	26.2	33.9	33.5	
8	26.3	26.1	25.7	33.8	26.0	25.6	25.8	
9	25.5	26.5	25.7	25.5	25.9	33.1	25.8	
10	33.8	26.4	26.1	26.0	25.6	26.3	33.0	
11	25.8	25.7	25.9	26.4	26.3	25.9	26.0	
12	33.7	26.2	25.9	26.0	26.0	26.0	25.7	
13	25.5	26.5	26.2	26.2	26.3	26.0	26.4	
14	25.9	25.7	33.3	33.5	26.1	25.7	33.6	
15	26.4	26.0	26.0	26.0	33.8	33.3	26.3	
16	26.3	25.6	25.7	25.5	25.5	25.5	26.4	
17	25.9	26.5	25.7	25.9	33.2	26.1	25.8	
18	26.5	26.2	26.1	25.9	33.1	25.7	26.0	
19	26.4	25.5	25.6	25.8	25.6	26.4	25.6	
20	25.6	26.1	26.0	33.1	25.8	33.1	26.1	
21	26.4	33.1	26.4	33.2	33.1	25.9	25.9	
22	33.4	25.6	25.8	26.5	25.5	33.3	26.5	
23	33.5	26.3	33.8	25.6	33.5	33.9	33.1	
24	33.8	33.8	33.4	25.9	33.7	33.8	26.4	
10-12	25.6	25.5	25.8	25.9	26.0	25.8	26.1	
14-16	25.1	25.8	25.4	25.8	33.8	25.8	25.8	
9-24	26.0	25.9	26.1	25.7	25.6	25.8	25.6	
						85th Percentile	25.8	

Appendix C
Accident Data

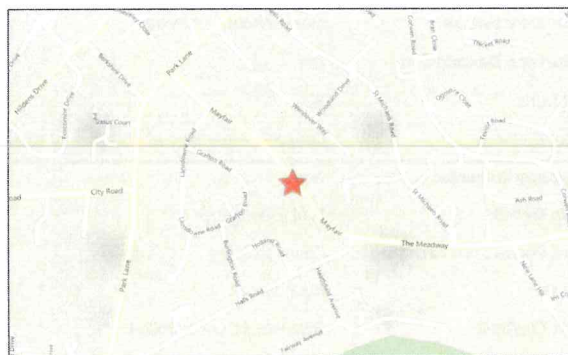
Map Satellite





Crash Date: Wednesday, April 09, 2014 **Time of Crash:** 6:10:00 PM **Crash Reference:** 201443W047044

Highest Injury Severity: Slight **Road Number:** U0 **Number of Casualties:** 2
Highway Authority: Reading **Number of Vehicles:** 3
Local Authority: Reading **OS Grid Reference:** 466736 173215
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Car (excluding private hire)	-1	Unknown	26 - 35	Vehicle is parked in the carriageway	Offside	Other	None	None
2	Car (excluding private hire)	9	Unknown	66 - 75	Vehicle is parked in the carriageway	Offside	Other	None	None
1	Car (excluding private hire)	13	Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	Parked vehicle	None

Casualties

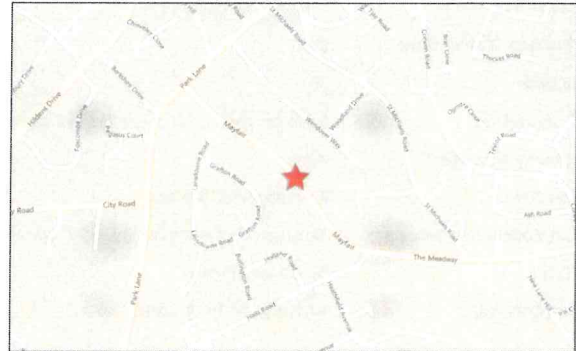
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other
1	2	Slight	Vehicle or pillion passenger	Male	6 - 10	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions



Crash Date: Wednesday, January 14, 2015 **Time of Crash:** 8:50:00 AM **Crash Reference:** 201543W091015

Highest Injury Severity: Slight **Road Number:** U0 **Number of Casualties:** 2
Highway Authority: Reading **Number of Vehicles:** 3
Local Authority: Reading **OS Grid Reference:** 466713 173252
Weather Description: Fine without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

Page 1 of 2 11/11/2018 6:27:14 PM



Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
3	Car (excluding private hire)		5 Male	36 - 45	Vehicle is parked in the carriageway	Back	Other	None	None
2	Van or goods vehicle 3.5 tonnes mgw and under		7 Male	56 - 65	Vehicle is parked in the carriageway	Back	Other	Parked vehicle	None
1	Car (excluding private hire)		-1 Male	46 - 55	Vehicle is passing a stationary vehicle on its offside	Front	Commuting to/from work	Parked vehicle	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	6 - 10	Unknown or other	Unknown or other
1	2	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

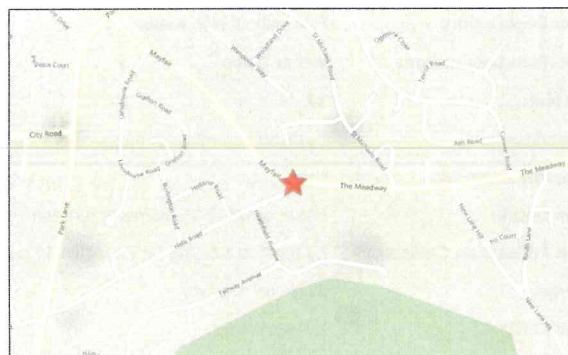
For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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Crash Date: Tuesday, July 18, 2017 **Time of Crash:** 4:24:00 PM **Crash Reference:** 2017430218507

Highest Injury Severity: Slight **Road Number:** U0 **Number of Casualties:** 1
Highway Authority: Reading **Number of Vehicles:** 2
Local Authority: Reading Borough **OS Grid Reference:** 466875 173087
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: T or staggered junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Motorcycle over 500cc		2 Male	46 - 55	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)		-1 Male	36 - 45	Vehicle is in the act of turning right	Offside	Commuting to/from work	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Male	46 - 55	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

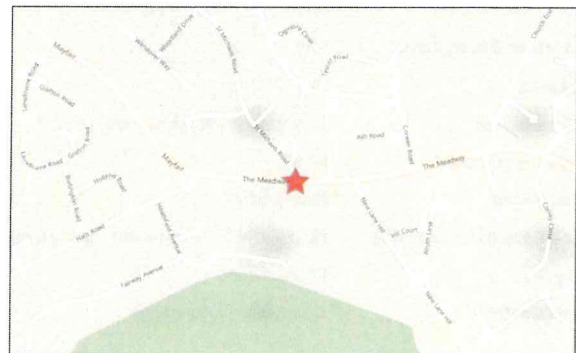
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Crash Date: Friday, January 27, 2017 **Time of Crash:** 6:53:00 PM **Crash Reference:** 2017430040011

Highest Injury Severity: Serious
Highway Authority: Reading
Local Authority: Reading Borough
Weather Description: Raining without high winds
Road Surface Description: Wet or Damp
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Give way or uncontrolled

Road Number: U0
Number of Casualties: 1
Number of Vehicles: 2
OS Grid Reference: 467099 173077



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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Vehicles Involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	10	Male	16 - 20	Vehicle is in the act of turning right	Nearside	Other	None	None
1	Car (excluding private hire)	2	Male	Over 75	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Serious	Driver or rider	Male	Over 75	Unknown or other	Unknown or other

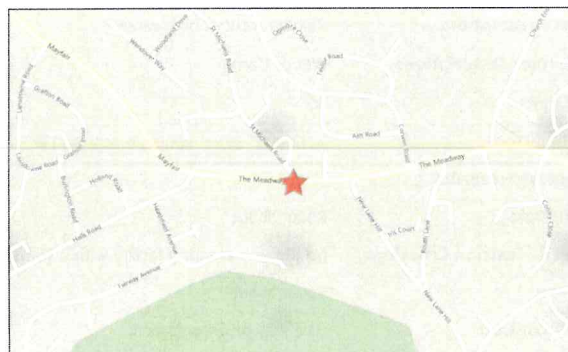
For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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Crash Date: Thursday, December 25, 2014 **Time of Crash:** 5:49:00 PM **Crash Reference:** 201443W243124

Highest Injury Severity: Slight **Road Number:** U0 **Number of Casualties:** 1
Highway Authority: Reading **Number of Vehicles:** 2
Local Authority: Reading **OS Grid Reference:** 467104 173077
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Darkness: street lights present and lit
Carriageway Hazards: None
Junction Detail: Roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	-1	Male	26 - 35	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None
1	Car (excluding private hire)	-1	Female	26 - 35	Vehicle is in the act of turning right	Offside	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	26 - 35	Unknown or other	Unknown or other

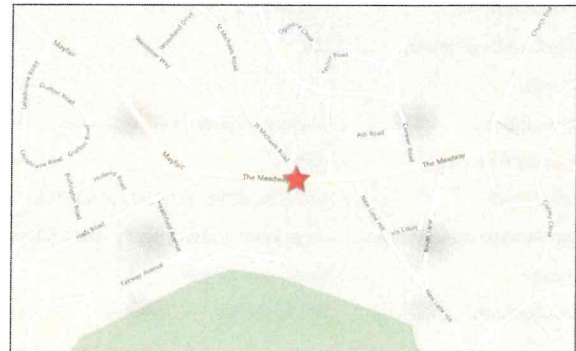
For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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Crash Date: Monday, August 10, 2015 **Time of Crash:** 11:17:00 AM **Crash Reference:** 201543W052085

Highest Injury Severity: Slight **Road Number:** U0 **Number of Casualties:** 1
Highway Authority: Reading **Number of Vehicles:** 2
Local Authority: Reading **OS Grid Reference:** 467102 173076
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Mini roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	-1	Male	56 - 65	Vehicle is in the act of turning right	Front	Other	None	None
1	Car (excluding private hire)	10	Female	36 - 45	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Vehicle or pillion passenger	Female	21 - 25	Unknown or other	Unknown or other

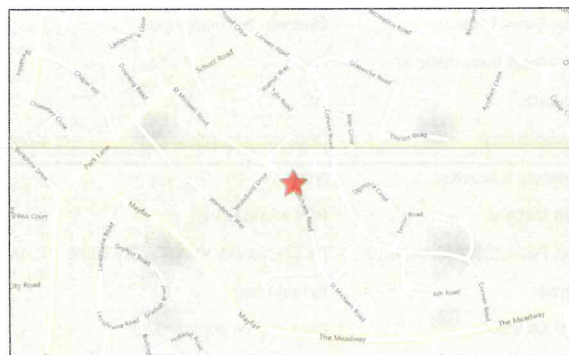
For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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Crash Date: Thursday, September 17, 2015 **Time of Crash:** 3:34:00 PM **Crash Reference:** 201543W138095

Highest Injury Severity: Slight **Road Number:** U0 **Number of Casualties:** 1
Highway Authority: Reading **Number of Vehicles:** 2
Local Authority: Reading **OS Grid Reference:** 466922 173418
Weather Description: Fine without high winds
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	18	Female	56 - 65	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None
1	Pedal cycle	-1	Male	11 - 15	Vehicle proceeding normally along the carriageway, not on a bend	Front	Other	None	None

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Male	11 - 15	Unknown or other	Unknown or other

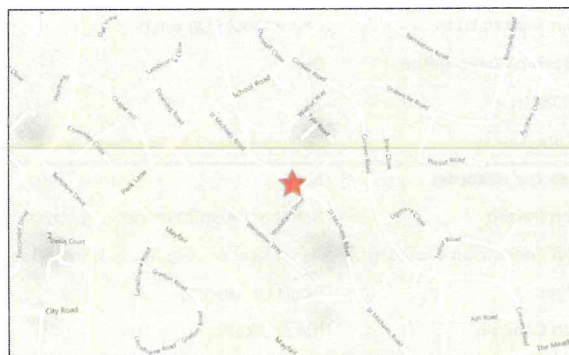
For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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Crash Date: Thursday, December 29, 2016 **Time of Crash:** 10:17:00 AM **Crash Reference:** 2016430010687

Highest Injury Severity: Slight **Road Number:** U0 **Number of Casualties:** 1
Highway Authority: Reading **Number of Vehicles:** 1
Local Authority: Reading Borough **OS Grid Reference:** 466836 173474
Weather Description: Fine without high winds
Road Surface Description: Frost or Ice
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Not at or within 20 metres of junction
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Single carriageway
Junction Control: Not Applicable



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
1	Car (excluding private hire)	14	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Front	Journey as part of work	None	Lamp post

Casualties

Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
1	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other

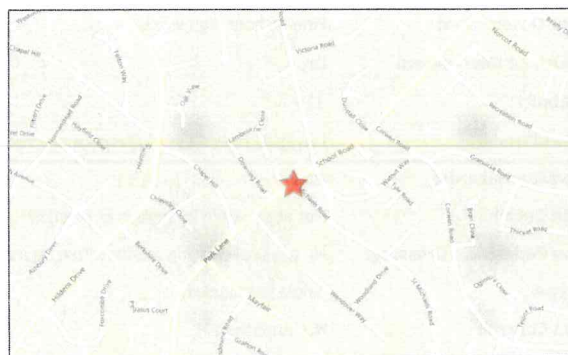
For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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Crash Date: Tuesday, April 21, 2015 **Time of Crash:** 2:30:00 PM **Crash Reference:** 201543W170045

Highest Injury Severity: Slight **Road Number:** U0 **Number of Casualties:** 2
Highway Authority: Reading **Number of Vehicles:** 2
Local Authority: Reading **OS Grid Reference:** 466650 173622
Weather Description: Other
Road Surface Description: Dry
Speed Limit: 30
Light Conditions: Daylight: regardless of presence of streetlights
Carriageway Hazards: None
Junction Detail: Mini roundabout
Junction Pedestrian Crossing: No physical crossing facility within 50 metres
Road Type: Roundabout
Junction Control: Give way or uncontrolled



For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

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Vehicles involved

Vehicle Ref	Vehicle Type	Vehicle Age	Driver Gender	Driver Age Band	Vehicle Manoeuvre	First Point of Impact	Journey Purpose	Hit Object - On Carriageway	Hit Object - Off Carriageway
2	Car (excluding private hire)	14	Female	16 - 20	Vehicle proceeding normally along the carriageway, not on a bend	Nearside	Other	None	None
1	Car (excluding private hire)	1	Female	56 - 65	Vehicle is in the act of turning left	Front	Other	None	None

Casualties

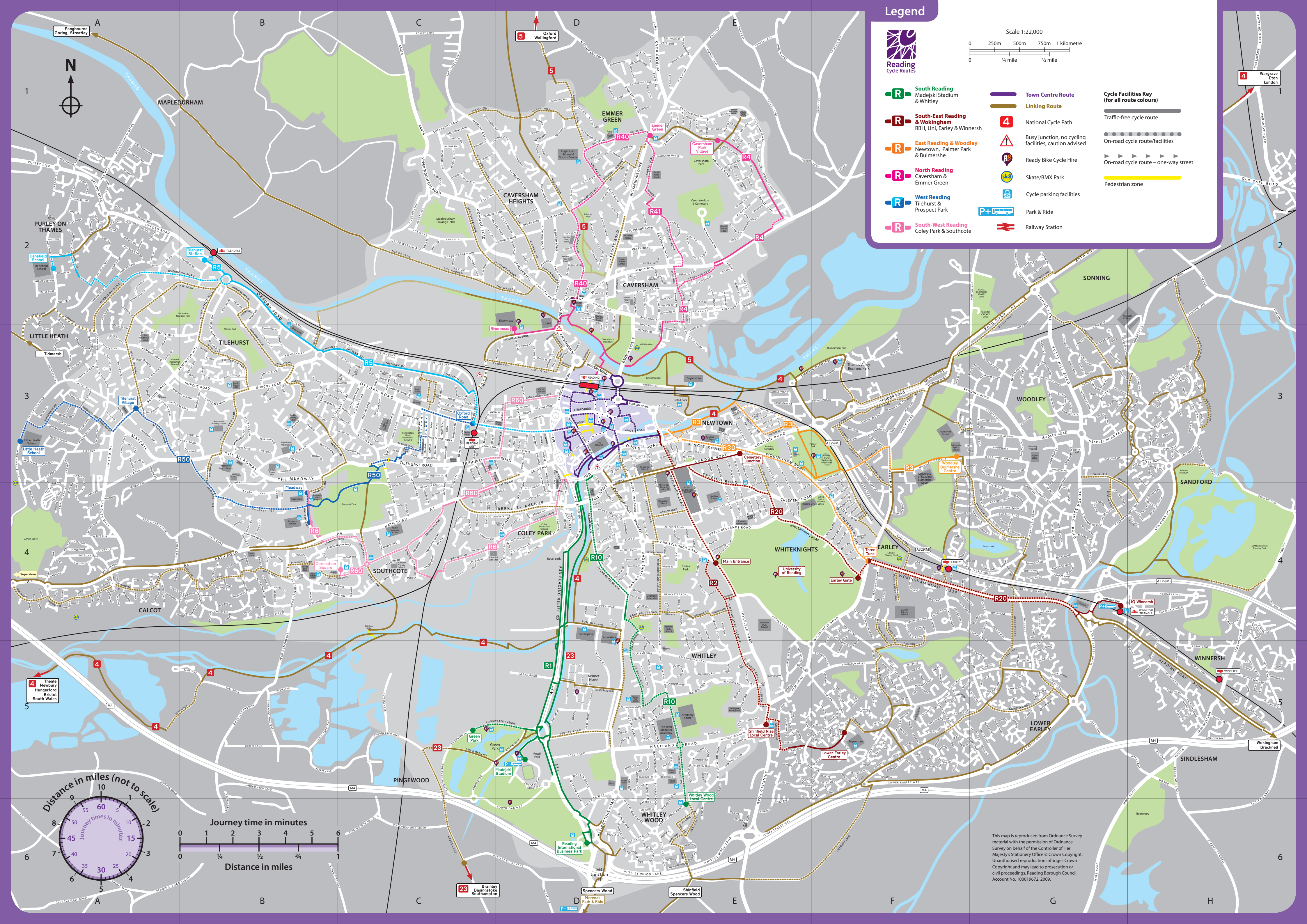
Vehicle Ref	Casualty Ref	Injury Severity	Casualty Class	Gender	Age Band	Pedestrian Location	Pedestrian Movement
2	1	Slight	Driver or rider	Female	16 - 20	Unknown or other	Unknown or other
2	2	Slight	Vehicle or pillion passenger	Female	16 - 20	Unknown or other	Unknown or other

For more information about the data please visit: www.crashmap.co.uk/home/aboutthedata and www.crashmap.co.uk/home/definitions

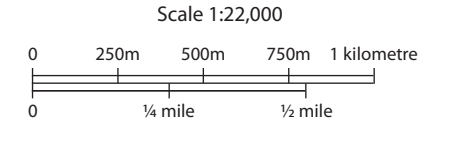
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Appendix D
Reading Cycle Map



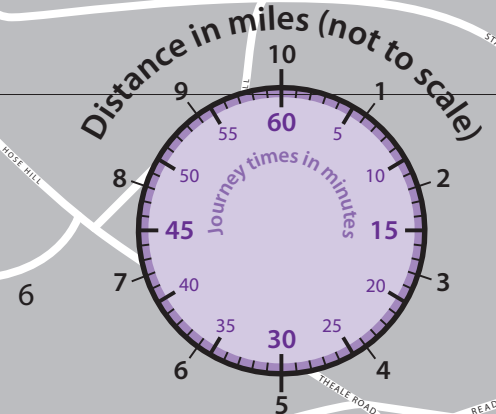
Legend



- R** South Reading
Madejski Stadium & Whitley
- R** South-East Reading & Wokingham
RBH, Uni, Earley & Winnersh
- R** East Reading & Woodley
Newtown, Palmer Park & Bulmershe
- R** North Reading
Caversham & Emmer Green
- R** West Reading
Tilehurst & Prospect Park
- R** South-West Reading
Coley Park & Southcote

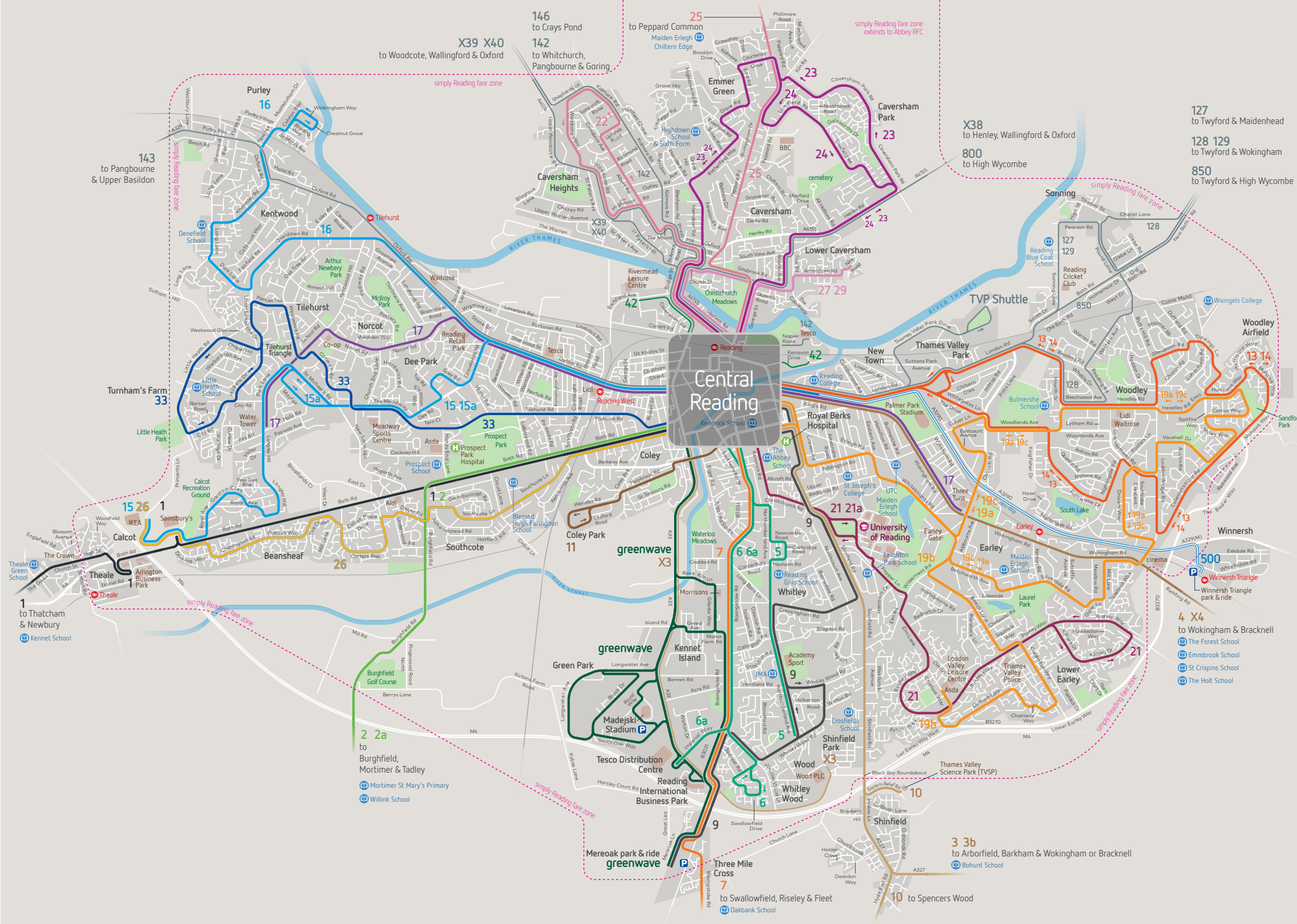
- Town Centre Route**
- Linking Route**
- 4** National Cycle Path
- Busy junction, no cycling facilities, caution advised
- Ready Bike Cycle Hire
- Skate/BMX Park
- Cycle parking facilities
- Park & Ride
- Railway Station

- Cycle Facilities Key (for all route colours)**
- Traffic-free cycle route
 - On-road cycle route/facilities
 - On-road cycle route – one-way street
 - Pedestrian zone



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Appendix E
Reading Bus Map

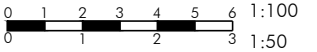


Appendix F
Proposed Site Layout



Do not scale from drawing. Check all levels before carrying out work.

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Rev	Date	Description	Init
A	09/18	External steps to plant room added	DL
B	09/18	Boundary amended	DL
C	10/18	Parking layout amended	DL
D	10/18	Updated with land issues	PW
E	11/18	Revised parking layout	DL
F	12/18	Parking layout amended on West boundary	DL
G	12/18	Landscape amendments	DL

02/05/2019
24/05/2019 16:01
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RIBA STAGE D



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Chartered Architects, Property Consultants and Designers
Unit A3 Chaucer Business park, Dittons Road, Polegate, Sussex BN26 6QH
Tel: 01323 466000 Email: admin@cplarchitects.co.uk Web: www.cplarchitects.co.uk

project name
**THE GATE, READING
NEW CHURCH &
COMMUNITY CENTRE**

drawing title
**SITE PLAN
OPTION 2**

date	scale
May 18	1:200
drawn	checked
PW	PW

project number	drawing number	revision
TGR.18	/250	G