



Highway Planning Ltd

Highways & Transportation Consultants

**96 BATH ROAD,
READING
RG30 2EU**

TARA CONSTRUCTION LTD

TRANSPORT STATEMENT

SEPTEMBER 2018

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1.0 INTRODUCTION

- 1.1 My name is Dermot McCaffery. I am a highway and transportation consultant. I have 30 years experience in local authority and private consultancies in dealing with the highway development control aspects of development proposals. I am a Fellow of the Institute of Highway Engineers and the Institute of Road Safety Officers.
- 1.2 I have been appointed by Tara Construction Ltd to provide highway advice in respect of the proposed redevelopment of 96 Bath Road, Reading.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

- 2.1 The site is located on the north side of the A4 Bath Road and approximately 60m west of the mini roundabout junction with Honey End Lane. The site comprises a detached bungalow with direct vehicular access to the Bath Road.
- 2.2 Bath Road is classified as the A4 and is a strategic distributor road that passes through Reading on an east-west axis. In the vicinity of the site Bath Road is subject to a 30mph speed limit and is on a straight and level alignment. There is a wide shared footway/cycleway on the north side of the carriageway and across the site frontage. On-street parking restrictions (double yellow lines) are in force. The junction with Honey End Lane is approximately 60m to the east of the site and takes the form of a mini roundabout. Honey End Lane is a local distributor road that is subject to a 20mph speed limit.



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- 2.3 Bus stops are located opposite the site frontage for westbound services and approximately 160m to the east for eastbound services. The stops are served by routes 1 (jet black) and 2/2a (lime) which provide frequent services into and out of Reading town centre. The site is well located to take advantages of non-car travel to key destinations. Apart from the nearby bus stops and cycleway the site is within walking distance of Asda on Honey End Lane (580m) and Aldi/Lidl on Bath Road (590m). There is also a Tesco Express store 125m to the west.
- 2.4 The proposed development comprises the replacement of the existing dwelling with a new building containing 8 flats (4 x 1 bed and 4 x 2 bed). Car parking will be provided at the front and rear of the building and provision will be made for the storage of cycles and bins.

3.0 HIGHWAY AND TRANSPORTATION CONSIDERATIONS

- 3.1 The highway considerations for the proposed development relate to the following:
- Access arrangements
 - Site specific issues
- 3.2 These issues will be considered in detail below.

Access arrangements

- 3.2 The existing dwelling has an access onto Bath Road. The proposed development retains the access point which is approximately 3.6m wide. The access crosses a wide footway/cycleway which is approximately 5m and which provides very good driver visibility along the cycleway and at the point of access onto the Bath Road carriageway. The access point is existing and reflects the pattern of development where adjoining properties also have direct accesses.



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- 3.3 The access way widens to 6.0m immediately within the development and in front of the proposed parking spaces at the front of the building. This widened area will allow 2 cars to pass in the unlikely event that they meet at the access point.

Site Specific Issues

- 3.4 The proposed development comprises 8 flats (4 x 1 bed and 4 x 2 bed). The site layout shows how 10 car parking spaces will be provided.
- 3.5 The adopted parking standards are set out within the RBC document “Revised Parking Standards and Design (SPF)” dated October 2011. The standards relate to 3 zones with the application site falling within zone 3.
- 3.6 The parking standard for 1 & 2 bed flats within zone 3 is a maximum of 1.5 spaces per flat. The notes that accompany the standards (page 15 of the document) describe the standards as being the “required” provision and that a lower provision may be acceptable subject to the developer demonstrating why a lower standard is justified.
- 3.7 The proposed development of 8 flats requires 12 car parking spaces to comply with the maximum provision. As such, there is a shortfall of 2 spaces. The justification for the shortfall relates to the location of the site and its accessibility to key destinations by non-car modes of travel. Paragraph 106 of the NPPF states that,

“Maximum parking standards for residential development should only be set where there is clear and compelling justification that they are necessary for managing the local road network, or for optimising



density of development in city and town centres and other locations that are well served by public transport.”

- 3.8 There is no doubt that the site is well served by public transport with stops for frequent routes located within 160m of the site. In addition, the site is well located to encourage the use of walking and cycling as alternative and sustainable travel modes. In these instances, providing parking at less than the “maximum” requirement will encourage residents to use sustainable travel modes. Furthermore, a lower level of car parking enables the density of the development to be optimised.
- 3.9 In support of the minor shortfall in parking the development will include secure and covered storage for at least 4 cycles. The adopted cycle parking standard is 0.5 spaces per 1 & 2 bed flat.
- 3.10 The site layout has been assessed using the Autotrack software to ensure that the proposed car parking layout is practical and convenient. The swept path plots for the layout are shown on drawing 18.60 – 001.
- 3.11 The existing dwelling, along with its neighbours, relies on servicing and deliveries from the Bath Road carriageway. This is the existing situation and the significant width of the Bath Road carriageway enables a refuse vehicle, for example, to stop on the carriageway without obstructing the flow of eastbound traffic. The proposed development will not result in additional visits by the refuse vehicle. Smaller delivery vehicles will increase in frequency but will not individually cause more of a safety hazard than similar vehicles that attend the existing dwelling.



4.0 CONCLUSIONS

- 4.1 The site is located close to frequent public transport services and key destinations. As such, the use of public transport, walking and cycling are convenient and practical alternatives to using a car. The proposals therefore represent sustainable residential development.
- 4.2 The proposed access retains the existing access location at a point where intervisibility between drivers, pedestrians and cyclists is very good. The site has an existing access which reflects the pattern of existing properties and their accesses in this location.
- 4.3 The proposed site layout complies with the Council's requirements for car parking provision and manoeuvring space. Suitable provision will be made for the storage of cycles and bins.
- 4.4 Overall, there are no highway related reasons why the development should not receive planning permission

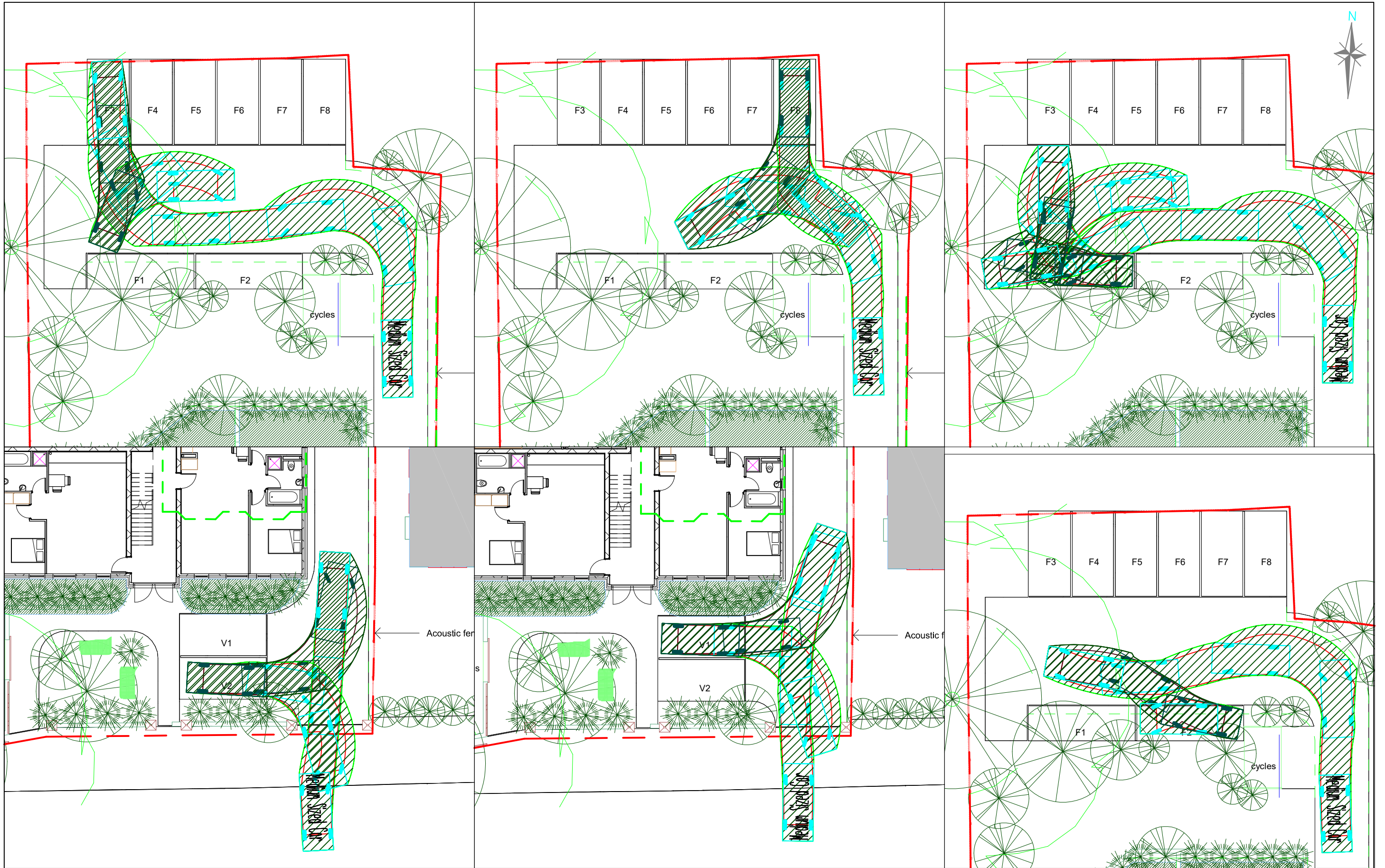


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DRAWING No. 18.60 - 001



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		Client							TARA CONSTRUCTION LTD			
		Drawing Title							SWEPT PATH PLOTS			
		Scale	Date	Designed	Drawn	Drawing No	Rev					
		1:200 @ A3	11 SEPT 2018	DFM	DFM	18.60 – 001						