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Our Ref: MG/ITB13566
Date: 16 August 2018

BY EMAIL AND POST

Dear Mark

**Land to the Rear of 27 – 43 Blenheim Road, Caversham, Reading RG4 7RT
Transport Statement**

This letter sets out my transport statement associated with the proposed development of 5 new houses on land to the rear of 27 – 43 Blenheim Road, Caversham as shown on Key Land Estates Proposed Site Layout Plan (Drawing No K1751-002-004).

Section 9 (paragraphs 102 – 111) of the Revised National Planning Policy Framework (July 2018) covers promoting sustainable transport.

Paragraph 108 of the Revised NPPF states that:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”

Paragraph 109 of the Revised NPPF confirms that:

“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”

Having regard to the above, my transport statement is set out in the following sections:

- Pre Application discussions with Reading Borough Council;
- Sustainable Transport Modes;
- Proposed Access, Servicing and Parking Arrangements;
- Traffic Impact; and
- Conclusions

Pre Application discussions with Reading Borough Council

I met with Reading BC's Transport Development Control Manager (Darren Cook) in January 2018 and have had subsequent discussions and correspondence. The site layout has regard to comments received and it is understood that the proposed access, servicing and parking arrangements are acceptable to Transport Development Control.

Sustainable Transport Modes

The site is proposed to be accessed from the west side of Blenheim Road immediately to the south of No 31.

Caversham has a range of local services and facilities a short walk distance from the site. Blenheim Road has footways on both sides of the carriageway and there is adequate pedestrian provision on the routes between the site and the local services and facilities in Caversham. Reading town centre is further to the south and within a reasonable walk distance for some people.

Caversham and Reading town centre are within a reasonable cycle distance of the site.

A number of bus services route a short distance from the site including Red 22 (Caversham Heights - Central Reading - Chalfont Way) Pink 23 (Caversham Park - Central Reading via Henley Road and Reading Bridge) and Pink 24 (Reading - Emmer Green - Caversham Park – Reading).

In summary, the site has good transport sustainability and future residents will have appropriate accessibility to a range of local services and facilities by a choice of travel modes.

Proposed Access, Servicing and Parking Arrangements

Access Arrangements

Blenheim Road runs broadly in a north south alignment in the vicinity of the site having a carriageway width of approximately 7m and footways either side. There is street lighting and traffic calming along Blenheim Road. Blenheim Road is characterised by on-street parking on both sides of the carriageway. An automatic traffic counter in March 2018 established 85th%ile speeds along Blenheim Road in the vicinity of the site as 17.7mph (18mph). A review of Crashmap has established that there have been no recorded personal injury accidents along Blenheim Road in the most recent 3 year period available (2015 – 2017).

Key Land Estates Proposed Site Layout Plan (Drawing No K1751-02-004) shows that access to the site is proposed from the west side of Blenheim Road (immediately to the south of No 31) taking the form of:

- A simple priority junction with a raised speed table extending into the site (replacing the existing speed cushions in this location); and
- Shared surface access road with a carriageway width of 4.1m for the first 10m (enough for two cars to pass each other), narrowing to 3.7m in the vicinity of the bin collection point, widening out to 4.1m before the turn into the main part of the site (the short 3.7m narrowing is acceptable due to the 4.1m widths at either end).

A shared surface access road is satisfactory for a scheme of 5 houses.

As set out above, the traffic survey along Blenheim Road shows the 85th%ile speed to be 18mph.

Visibility splays at junctions ensure there is adequate intervisibility between vehicles on the major and minor arms. The distance back along the minor arm from which visibility is measured (in this instance the site access arm) is known as the “x” distance. The “y” distance represents the distance that a driver who is about to exit from the minor arm can see to their left and right along the main arm (in this instance Blenheim Road). The “y” distance should be based on the values for stopping sight distance.

Using the formula in Manual for Streets the 85th%ile vehicle speeds of 18mph along this section of Blenheim Road require a stopping sight distance of 22m. The raised speed table (replacing the speed cushions) is in reality likely to result in slower speeds than observed.

Drawing no ITB13566-010 attached shows visibility provision at the proposed site access. In summary:

- Visibility splays of 2.4m x 22m (measured to the centre line of the road) are achieved - Paragraphs 7.7.3 of Manual for Streets / 10.5.3 of Manual for Streets 2 state that for simplicity the “y” distance has previously been measured along the nearside kerb although vehicles will normally be travelling at a distance from the kerb line therefore a more accurate assessment of visibility is made by measuring to the nearside track. In respect of Blenheim Road, the presence of on-street parking (shown indicatively by dashed blackline on the drawings) means that actual vehicle paths are well away from the kerb line and more aligned with the centre of the road. Please note that Manual for Streets also discusses parking in visibility splays stating in paragraph 7.8.5 that in built up areas it is quite common yet does not appear to create significant problems and in some circumstances where speeds are low some encroachment may be acceptable. Vehicle speeds are low along Blenheim Road and the access is such a circumstance where some encroachment is acceptable (due to the private access to the north any encroachment would only be to the south in any event);

- Visibility splays of 2.0m x 22m (measured to a 1m off set from the kerb line) are achieved - Paragraph 7.7.7 of Manual for Streets discusses 2m “x” distances as follows *“A minimum figure of 2 m may be considered in some very lightly-trafficked and slow-speed situations, but using this value will mean that the front of some vehicles will protrude slightly into the running carriageway of the major arm. The ability of drivers and cyclists to see this overhang from a reasonable distance, and to manoeuvre around it without undue difficulty, should be considered”*. The site access (accessing 5 dwellings) / Blenheim Road junction is therefore one of these situations where a 2m set back distance is acceptable. The “y” distance measured to a 1m off set is acceptable for the reasons given above; and
- Visibility splays of 2.4m (measured slightly out from the kerb line) x 22m is achieved. This demonstrates that some vehicles that protrude slightly into the running carriageway of Blenheim Road to achieve a 2.4m “x” distance is acceptable because in reality vehicle paths along Blenheim Road will be out further than this due to the presence of on-street parking / the speed table so drivers / cyclists do not need to manoeuvre round it.

The raised table would not reduce the parking detrimentally either side of the access, opposite the access parking could take place on the raised table as it currently does on the speed cushion.

Servicing Arrangements

Refuse collection will be from Blenheim Road. The bin collection points are within a 15m walk distance for refuse collectors stopping on Blenheim Road.

A vehicle swept path analysis has been undertaken at the site access / Blenheim Road junction. A fire tender (see attached drawing no ITB13566-008) and delivery van (see attached drawing no ITB13566-009) can turn in and out of the site with parking on the east side of the raised table.

Further swept path analysis has been undertaken of the layout within the site. These confirm that a fire tender (see attached drawing no ITB13566-001) and delivery van (see attached drawing no ITB13566-002) can get to acceptable distances from houses and turn within the site.

Parking Arrangements

Each house has provision for two off road car parking spaces (including garages) plus there are two visitor parking spaces. The adopted Parking Standards and Design SPD require off road parking of 2.0 parking spaces per 3 and 4 bedroom dwelling. As such the proposals over provide, in terms of the adopted levels of parking required by Reading BC, by having an additional 2 spaces and providing electric charging points with the plots with garages and one of the visitor spaces.

Cycle parking will be provided in the garages or sheds as shown on the layout plan.

In summary, safe and suitable access to the site can be achieved for all users.

Traffic Impact

A development of 5 houses in this location could be expected to generate around 3 – 4 vehicular trips each weekday peak hour (08:00 – 09:00 and 17:00 – 18:00) and some 40 vehicular trips across a day. Such a low increase in traffic will have a negligible impact on the operation of Blenheim Road and the surrounding highway network and is well below the point where any impact on safety or operation of the local highway network could be considered severe.

Conclusions

The main conclusions of this transport statement are that:

- The site has appropriate accessibility to a range of destinations and facilities by a choice of travel modes and the site is sustainable in transport terms;
- Safe and suitable access to the site can be achieved from Blenheim Road;
- The site layout provides for appropriate servicing and parking arrangements; and
- The proposed development will generate around 3 – 4 vehicular trips each weekday peak hour. Such a low increase in traffic will have a negligible impact on the operation of Blenheim Road and the surrounding highway network and is well below the point where any impact on safety or operation of the local highway network could be considered severe.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'MARK GIMINGHAM', with a long, sweeping horizontal stroke extending to the right.

MARK GIMINGHAM BA (Hons) BTP CMILT MCIHT
Partner
for i-Transport LLP

(email: mark.gimingham@i-transport.co.uk)

Enc: Drawing Nos ITB13566-010, 008, 009, 001 and 002)