



Peter Evans Partnership
**Transport Planning
& Highway Consultants**

Proposed Residential Development Land to Rear of 209-219 Henley Road Reading

Henley Road Limited

Transport Statement

June 2018

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1.0 INTRODUCTION

1.1 Aim of Statement

- 1.1.1 This Transport Statement accompanies a planning application submitted on behalf of Henley Road Limited for a proposed residential development of some nine dwellings on land to the south of Henley Road, Caversham, Reading.
- 1.1.2 The site is immediately east of a recently consented development site, described in section 1.2, with permission for 42 dwellings served by a new access off Henley Road. The permitted internal road would provide a link to the application site.
- 1.1.3 This Statement is based on transport planning work previously undertaken by Peter Evans Partnership (PEP) for the permitted 42 unit scheme and provides details of the new scheme for the site including access, parking, traffic and servicing.
- 1.1.4 The aim of the Statement is to provide background information and details of the development proposals and to assess the effect of the development in transport terms on local road network. A summary of relevant national and local policy is provided, including parking standards. The accessibility of the site is considered, including by non-car means of transport.

1.2 Local Planning History

- 1.2.1 Planning permission no. 170959 was granted by Reading Borough Council in June 2018 for the demolition of nos. 199-203 Henley Road, Caversham, Reading and erection of 42 dwellings at nos.199-203 Henley Road and on land to the rear of nos.205-207 Henley Road. Peter Evans Partnership (PEP) prepared a Transport Assessment Addendum, June 2017 to accompany the application.
- 1.2.2 The TA Addendum provided an update to PEP's Transport Assessment, September 2016 that was submitted with planning application no. 161842 for a larger residential scheme of 60 dwellings on the same site. The 2016 TA included capacity testing of the site access junction off Henley Road using the PICADY modelling program with the base flows growthed to 2021. The capacity test results are summarised in the table:

Site Access Junction with Henley Road				
Year	Time	Scenario	Max RFC	Max Queue (Vehicles)
2021	AM Peak Hour (08:00-09:00)	Base + Development	0.08	1 vehicle on site access
	PM Peak Hour (17:00-18:00)	Base + Development	0.05	1 vehicle on site access

- 1.2.3 The junction capacity test results indicated that the junction would operate satisfactorily within capacity in each of the morning and evening peak hours based on the larger 60 dwelling scheme.

1.2.4 The highway and transport related matters agreed with the Highway Authority, Reading Borough Council, for the permitted scheme in the course of the two applications include:

- the principle of a new access off Henley Road with right turn lane to serve the site is acceptable;
- access junction spacing is in excess of Reading Borough Council's requirement and therefore acceptable;
- the provision of 2.4m x 90m visibility splays at the proposed access is satisfactory;
- the access junction width of 5.5m and corner radii of 10m are in accordance with Reading Borough Council's Geometric Design Guidance and therefore acceptable;
- the internal road layout conforms to Reading's adoptable standards with a 5.5m wide carriageway and 1.8m wide footways proposed and would be adopted by the Highway Authority;
- the internal road could serve potential future development to the east of the site;
- service vehicles could satisfactorily enter and leave the site in a forward gear;
- the derived TRICS trip rates and traffic generation are acceptable;
- the level of car parking proposed is acceptable and accords with Reading Borough Council's parking guidance;
- the undercroft and courtyard car parking arrangements are satisfactory for vehicle manoeuvring purposes; and
- the level of cycle parking proposed is acceptable.

1.2.5 The agreed off-site highway improvements on Henley Road include:

- closing the existing dropped kerb accesses serving numbers 199, 201 and 203 Henley Road with kerbs and footway reinstated;
- extending the existing footway/cycleway along the south side of Henley Road across the extent of the site frontage as far as the permitted access; and
- setting back the westbound bus stop shelter adjacent to the site further from the kerb to allow for the extension of the footway/cycleway.

1.3 Contents

1.3.1 The Statement continues in:

- Section 2 with a summary of the existing transport context including the existing accessibility for all road users and the highway safety record;
- Section 3 with a description of the new site proposals;
- Section 4 with an appraisal of the proposals from a transport perspective; and
- Section 5 with our conclusions.

2.0 EXISTING TRANSPORT CONTEXT

2.1 Site Location

- 2.1.1 The site is south of the A4155 Henley Road in Caversham, some 3.5km north east of Reading town centre as shown at Appendix 1. The site is bounded by residential properties nos. 209-219 Henley Road to the north, no.221 to the east, no.207 and the permitted residential scheme to the west and undeveloped grassland to the south.
- 2.1.2 The A4155 Henley Road provides a strategic vehicular route between Henley-on-Thames 10km to the north east and Reading town centre. Henley Road is a 9m wide single carriageway road with a speed limit of 30mph past the site.
- 2.1.3 Some 70m west of the site Henley Road meets Ruskin and All Hallows Road at a signalised crossroads junction. Ruskin is a Cul-de-sac and provides access to a residential area of some 110 dwellings to the west of the site. All Hallows Road is also a residential Cul-de-sac to the north. Henley Road continues west for a further 110m before meeting the B3345 Lower Henley Road at a signal controlled junction. Lower Henley Road continues south west to provide access to the residential areas in the south western part of Caversham.
- 2.1.4 Approximately 1.3km west of the site the A4155 meets the B481 Peppard Road at a signal controlled junction. Peppard Road passes through residential areas in the northern part of Caversham and continues to Emmer Green. The A4155 continues a further 350m south west into the main retail area of Caversham.
- 2.1.5 East of the site Henley Road meets Micklands Road at a priority junction some 300m from the site. Micklands Road continues north providing access to the eastern residential areas of Caversham. Approximately 500m east of this junction Henley Road meets Caversham Park Road at a signal controlled junction. Caversham Park Road continues north along the eastern boundary of Caversham to Emmer Green.

2.2 Local Facilities

Education

- 2.2.1 Micklands Pre-School and Micklands Primary School are on Micklands Road some 650m north of the site. St Anne's Catholic Primary School is some 1.7km to the south west of the site on Washington Road.
- 2.2.2 The closest secondary school to the site is Queen Anne's School approximately 1.2km west of the site on Henley Road. This school is an independent all-girls school. A further secondary school is Highdown School and Sixth Form Centre on Surley Row some 2.5km north west of the site in Emmer Green.

Retail and Leisure

- 2.2.3 A petrol filling station and Costcutter convenience store are provided some 180m west of the site on Henley Road. Some 70m further west along Henley Road is the Travellers Rest public house.
- 2.2.4 A small parade of shops is also on Henley Road some 550m west of the site and include a Co-operative food store with Post Office, pharmacy, hairdressers, bakery, cycle shop, Indian takeaway and fish and chip shop.
- 2.2.5 The majority of the retail and leisure facilities within the Caversham area are provided on the A4155 some 1.7km south west of the site including a Waitrose supermarket and a number of banks, pubs and restaurants.
- 2.2.6 The Rivermead Leisure Complex is provided some 2.8km south west of the site on Richfield Avenue.

Healthcare

- 2.2.7 The closest doctor's surgery to the site is Balmore Park Surgery on Hemdean Road some 1.7km west of the site. Peppard Road Surgery is a health care centre on Peppard Road some 1.8km north west of the site.
- 2.2.8 The Village Dental Practice is some 1.1km north east of the site within Farnham Drive Precinct. Prospect Street Dental Practice is some 1.6km west of the site on the A4155 Prospect Street.

Employment

- 2.2.9 There are a number of retail and service employment opportunities along the A4155 Church Street some 1.7km south west of the site. A large mixed employment area is also provided some 2.3km south west of the site along Richfield Avenue.
- 2.2.10 There are employment opportunities across a range of sectors provided in Reading town centre some 3.5km to the south west of the site.

2.3 Footways and Cycleways

- 2.3.1 A footway some 3m wide is provided on the south side of Henley Road adjacent to nos.199-211 widening to around 4m adjacent to nos.213-219. A segregated footway/cycleway is also provided on the north side of Henley Road in the vicinity of the site.
- 2.3.2 West of the site a segregated footway/cycleway is provided adjacent to both sides of Henley Road. The foot/cycleway on the south side of Henley Road stops adjacent to number 199. The Henley Road/Ruskin/All Hallows Road signalised junction has pedestrian/cycle crossing facilities on the Ruskin, All Hallows Road and eastern Henley Road arms. Footways are provided on both sides of Ruskin and All Hallows Road.

- 2.3.3 The permitted development west of the application site includes off-site works to extend the existing footway/cycleway on the south side of Henley Road up to the permitted access junction.
- 2.3.4 To the east of the site the footway on the south side of Henley Road continues for some 350m where an uncontrolled pedestrian crossing with dropped kerbs and a refuge island is provided to allow foot journeys to continue along the north side of Henley Road. The footway/cycleway on the north side of Henley Road continues east of the site for some 500m before reverting to a footway.
- 2.3.5 An uncontrolled pedestrian crossing with dropped kerbs and a refuge island is provided some 75m east of the site. A Puffin crossing is provided on Henley Road some 160m further east. This Puffin crossing is 20m west of Micklands Road where a continuous footway is provided to Micklands Primary and Pre-School and helps to provide a suitable pedestrian route.
- 2.3.6 There is continuous footway and pedestrian crossing provision from the site to the parade of shops 550m to the west and onwards towards the A4155 Church Road where the Waitrose Supermarket and various other retail facilities are available.
- 2.3.7 The segregated footway/cycleways on either side of Henley Road provide cycle routes to local facilities and connect with a number of other local on and off-road cycle routes within the vicinity of the site. The local cycle routes connect with National Cycle Route 5 some 2km south west of the site. Route 5 is a long distance route connecting Reading and Holyhead via Oxford and Birmingham. Locally National Cycle Route 5 provides an off-road cycle path along the banks of the River Thames.
- 2.3.8 A map indicating local cycle routes is shown at Appendix 2.

2.4 Public Transport

Bus Services

- 2.4.1 The closest bus stops to the site are provided on both sides of Henley Road adjacent to and opposite no.199. At the westbound bus stop a covered shelter, flags and timetables are provided with a flag and timetables at the eastbound bus stop.
- 2.4.2 The westbound bus stop shelter would be set back further from the kerb as part of the permitted development west of the application site to allow for the extension of the footway/cycleway on this section of Henley Road.

2.4.3 Three bus services are served by these bus stops:

Services from adj 202 All Hallows Road bus stop		Service Frequency (minutes)					
Service	Route	Monday - Friday		Saturday		Sunday	
		Day	Eve	Day	Eve	Day	Eve
23/24	Reading - Caversham Park - Emmer Green - Reading	20	60	20	60	30	60
800	Reading - Marlow - High Wycombe	30	-	60	60	60	-
X38	Reading - Henley - Wallingford - Oxford	60	60	60	60	-	-

2.4.4 A bus services summary and bus routes plan are provided at Appendix 3.

Train Services

2.4.5 The closest train station to the site is Reading Station some 3km to the south west. Services run typically every 5 minutes from Reading to London whilst four trains per hour run between Reading and Swindon. Two trains per hour run between Reading and Bath, Bristol, and Cardiff. Trains to local stations such as Twyford typically operate every 15 minutes.

2.4.6 The number 23/24 buses stop adjacent to the train station.

2.5 Existing Site Use

2.5.1 The site comprises land at the rear of five residential properties, nos. 209-219 Henley Road.

2.6 Safety Record

2.6.1 Personal injury accident records have been provided by Reading Borough Council for the five year period between 1st January 2013 and 31st December 2017 inclusive. The data covers the extent of Henley Road between the Ruskin and Micklands Road junctions.

2.6.2 Five accidents, all slight in severity have occurred in the latest available five-year period:

- One accident occurred adjacent to no.215 Henley Road and involved a car travelling NE to SW and colliding with a car turning right into a private driveway;
- Three accidents involved rear end shunts including one with a parked car; and
- One accident occurred on the shared footway/cycleway provided on the north side of Henley Road and involved a pedestrian and cyclist colliding causing the cyclist to fall off of their bicycle.

2.7 Local Car Ownership

2.7.1 The existing car ownership of the surrounding residential area has been reviewed using 2011 census data. Lower Super Output Area Reading 001C has been used as this covers the south eastern residential areas of Caversham including Henley Road and so is likely to be most representative of the site.

2.7.2 The average car ownership for this area is:

Local car ownership – South East Caversham	
Number of cars	2011 Census Residents
No car	6.8%
One car	43.4%
Two cars	38.5%
Three cars	7.6%
Four cars	3.6%

3.0 DEVELOPMENT PROPOSALS

3.1 Scheme Proposals

- 3.1.1 The proposals comprise a residential development of nine houses. Each dwelling would have four bedrooms.

3.2 Site Access and Layout

- 3.2.1 Access to the site would be provided as a continuation of the permitted residential side road through the consented residential scheme west of the site. The permitted road and access arrangement consists of a new priority junction off Henley Road with 10m corner radii served by a new right turn lane.
- 3.2.2 The continued internal road into the site would be 5.5m wide with a 1.8m wide footway on the south side adjacent to the permitted and proposed dwellings. The extended access road would continue up to the eastern site boundary to provide access for any future development further to the east.
- 3.2.3 The proposed site layout including permitted access and residential road is shown at Appendix 4.

3.3 Parking

Car Parking

- 3.3.1 A mix of perpendicular, parallel and courtyard car parking spaces is proposed with two spaces per dwelling to give a total of some 18 spaces within the site.
- 3.3.2 The first four dwellings, units 1-4, would have perpendicular bays provided at footway crossover arrangements off the access road. The next three dwellings, units 5-7, would have one parallel space adjacent to each frontage in a parking layby.
- 3.3.3 A car parking court with seven spaces is proposed at the eastern end and off the northern side of the access road. This would provide two spaces for each of the end two dwellings, units 8-9, and one further space each for units 5-7.

Cycle Parking

- 3.3.4 Cycle parking for the houses would be provided within the curtilage of each dwelling with a shed provided in each garden. Each shed would provide space for two cycles.

3.4 Traffic Generation

- 3.4.1 The TRICS trip rates agreed with the Highway Authority for the permitted residential development and set out in the Transport Assessment Addendum, June 2017 have been used to calculate the traffic generation for the proposed nine dwelling scheme.

3.4.2 These agreed trip rates and traffic generation are:

	TRICS Private House Vehicle Trip Rates/Dwelling		
	Arrivals	Departures	Two-way
Morning Peak Hour (0800-0900)	0.152	0.347	0.499
Evening Peak Hour (1700-1800)	0.323	0.202	0.525

	Proposed 9 Dwellings Traffic Generation		
	Arrivals	Departures	Two-way
Morning Peak Hour (0800-0900)	1	3	4
Evening Peak Hour (1700-1800)	3	2	5

3.5 Servicing

- 3.5.1 The internal road layout is arranged to include a turning facility at the parking court to allow service vehicles including a large refuse collector to enter and leave the site in a forward gear.
- 3.5.2 Swept path analysis is provided at Appendix 5 to confirm that a refuse vehicles can satisfactorily turn around at the eastern end of the access road.
- 3.5.3 Individual domestic bins would be provided for the proposed houses.

4.0 DEVELOPMENT APPRAISAL

4.1 Accessibility by Non-Car Means

Pedestrians and Cyclists

- 4.1.1 The location of the site in an existing residential area means that residents would be able to use the existing footways and crossing points provided in the local area for links to education and local shops and services.
- 4.1.2 The segregated footway/cycleways on either side of Henley road west of the site provide cycle routes to local facilities and connect with a number of other local on and off-road cycle routes as well as National Cycle Route 5. The extension of the footway/cycleway on the south side of Henley Road to be provided as part of the permitted residential development would improve links for cyclists from the site.
- 4.1.3 Secure cycle parking would be provided for each dwelling either in a shed for the houses or in communal cycle stores for the apartments.
- 4.1.4 In summary local facilities would be accessible on foot from the proposed development with employment uses including in Reading town centre well within a 5km cycle ride of the site. This is a suitable distance for both leisure and commuter cycle journeys as defined in 'Local Transport Note 2/08: Cycling Infrastructure Design'.

Public Transport

- 4.1.5 Bus stops are provided on Henley Road adjacent to the permitted scheme frontage. These are well within the 300m recommended walking distance for bus routes of less than 12 minute frequency as set out in the CIHT's 'Buses in Urban Developments' guidance:

Recommended maximum walking distances to bus stops	
Situation	Minimum Walking Distance
Core bus corridors with two or more high-frequency services	500m
Single high-frequency routes (every 12 minutes or better)	400m
Single high-frequency routes (every 12 minutes or better)	300m
Town/city centres	250m

- 4.1.6 Around six buses per hour during the day stop at these bus stops in each direction on weekdays and would connect the residents of the proposed development with employment and leisure opportunities in Reading town centre and therefore reduce the need for the use the private car. Services to High Wycombe also operate on Henley Road.

- 4.1.7 Reading train station is 3km south west of the site via a local cycle route or the number 23 bus meaning that it could be used as part of a commuting journey for residents of the proposed development.

4.2 Site Access and Layout Review

- 4.2.1 The permitted site access with right turn lane off Henley Road would serve the wider consented residential scheme with the internal road continuing into the application site. The road would be 5.5m wide with a 1.8m wide footway adjacent to the dwellings which is in accordance with Reading Borough Council's Geometric Design Guidance and consistent with the permitted development.
- 4.2.2 The road through the site would continue adjacent to the proposed houses up to the eastern site boundary. This would enable any future development further east to take access from this road and thereby avoid providing a separate access off Henley Road.
- 4.2.3 The movement of pedestrians is facilitated with the provision of the 1.8m wide footway which would link to the footways along the permitted access roads and on to the existing footways on Henley Road.

4.3 Parking Review

Car Parking

- 4.3.1 The Reading Borough Council 'Revised Parking Standards and Design' document October 2011 outlines parking standards for the Borough according to zones with varying levels of access to public transport and other alternative modes of transport to the private car.
- 4.3.2 The site lies within Zone 3 with the required parking provision for a 3-bed house being a maximum of two car spaces and a minimum of two cycle spaces per dwelling. On this basis the 18 car spaces proposed for the nine dwellings is in line with Reading's parking guidance.
- 4.3.3 A review of the potential parking demand has also been undertaken on the basis of the 2011 Census data of car ownership. The data for the Lower Super Output Area Reading 001C provided in section 2.7 indicates that 93.2% of households in this area own at least one car. Based on the detailed car ownership data and proposed 9 unit scheme around 13 car parking spaces could be required.

Cycle Parking

- 4.3.4 Secure cycle parking would be provided within the curtilage of each residential unit in the form of a shed capable of accommodating two cycle spaces. Therefore a total of 18 cycle spaces for the houses is provided which is in line with the Reading Borough Council cycle parking standards.

4.4 Traffic

- 4.4.1 Based on the agreed trip rates for the permitted adjacent residential scheme the proposed nine dwellings would generate some four two-way vehicle movements in the morning peak hour and five movements in the evening peak hour. This is not a material increase and it would not affect local traffic conditions.
- 4.4.2 The PICADY junction testing undertaken for the larger 60 dwelling scheme in the PEP Transport Assessment, September 2016, and referenced in paras. 1.2.2 and 1.2.3 of this Statement, confirmed that the junction would operate satisfactorily and well within capacity in each of the morning and evening peak hours.
- 4.4.3 The Highway Authority was satisfied with the level of traffic for the earlier 60 unit scheme. The development proposals for nine units as well as the permitted 42 units equates to a 15% reduction in development traffic levels compared with the 60 unit scheme. The permitted and proposed developments' combined traffic generation and impact on network capacity is less than previously accepted and is therefore acceptable.

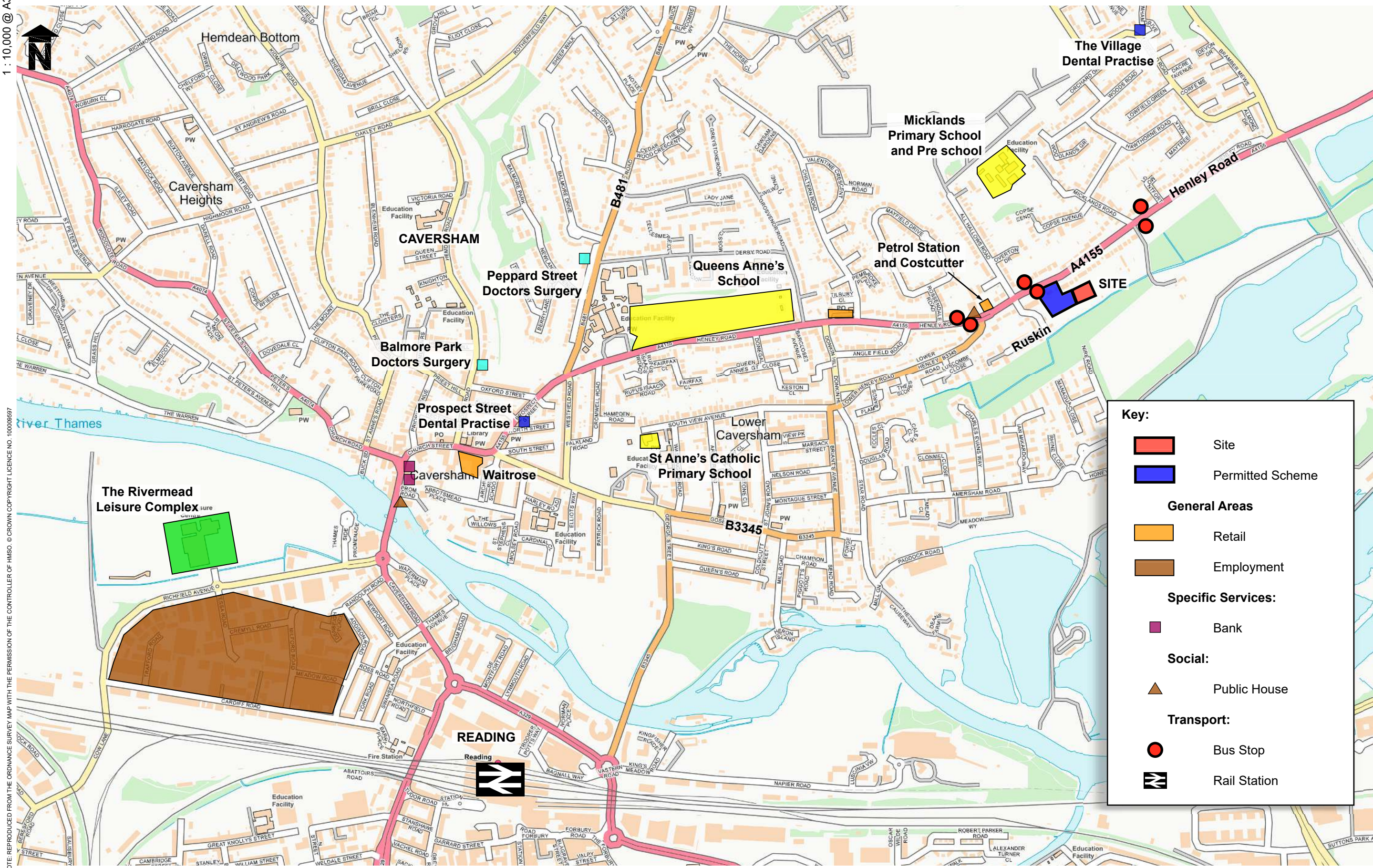
4.5 Servicing

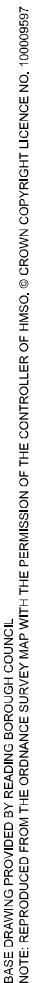
- 4.5.1 Refuse collection would be undertaken from within the site. Service vehicle swept path analysis confirms that a large refuse vehicle is able to enter the site, turn around in the turning area provided and leave the site again in a forward gear.

5.0 CONCLUSIONS

- 5.1 The location of the site is accessible for pedestrians, cyclists and public transport users and integrates with the surrounding residential area. Therefore the site is in line with NPPF.
- 5.2 A satisfactory priority junction site access in accordance with Reading Borough Council's Geometric Design Guidance for Residential Accesses and served by a right turn lane in accordance with the DMRB is permitted off Henley Road. This would also serve the new development.
- 5.3 The net increase in vehicular flows on the local road network as a result of the combined permitted and proposed developments would be a reduction in traffic compared to the refused scheme which was acceptable to the Highway Authority. The traffic of the proposed scheme would not give rise to a material impact on existing traffic and safety conditions.
- 5.4 The design of the site road would be in accordance with the principles of Reading Borough Council's Geometric Design Guidance for Residential Accesses. The road would also serve potential further development to the east of the site.
- 5.5 The level of car parking proposed for the site is in accordance with the required level of parking indicated in Reading Borough Council's Revised Parking Standards and Design document and is consistent with local Census car ownership levels.
- 5.6 The site can be satisfactorily serviced by refuse vehicles which would enter the site, turn around within the development and leave again in a forward gear.

1 : 10,000 @ A3





Land to the rear of 209-219 Henley Road, Reading

Bus Route: Reading - Caversham Park – Emmer Green - Reading

Route Number 23/24

Operator: Reading Buses (Pink)

	Approximate Bus Frequency (minutes)		
	Mon - Fri	Saturday	Sunday
Early	20-30	60	-
Peaks	20	30	-
Daytime	20	20	30
Evening	60	60	60

	First	Last
Mon – Fri	05:28	23:38
Saturday	06:28	23:38
Sunday	09:26	22:53

Bus Route: Reading – Twyford – Henley-on-Thames - High Wycombe

Route Number 800

Operator: Arriva in Beds and Bucks

	Approximate Bus Frequency (minutes)		
	Mon - Fri	Saturday	Sunday
Early	30	-	-
Peaks	30	60	60
Daytime	30	60	60
Evening	2*	60	-

	First	Last
Mon – Fri	06:54	20:19
Saturday	08:20	19:19
Sunday	09:09	19:25

2* 2 services after 18:22

Bus Route: Reading – Henley-on-Thames – Wallingford – Oxford

Route Number X38

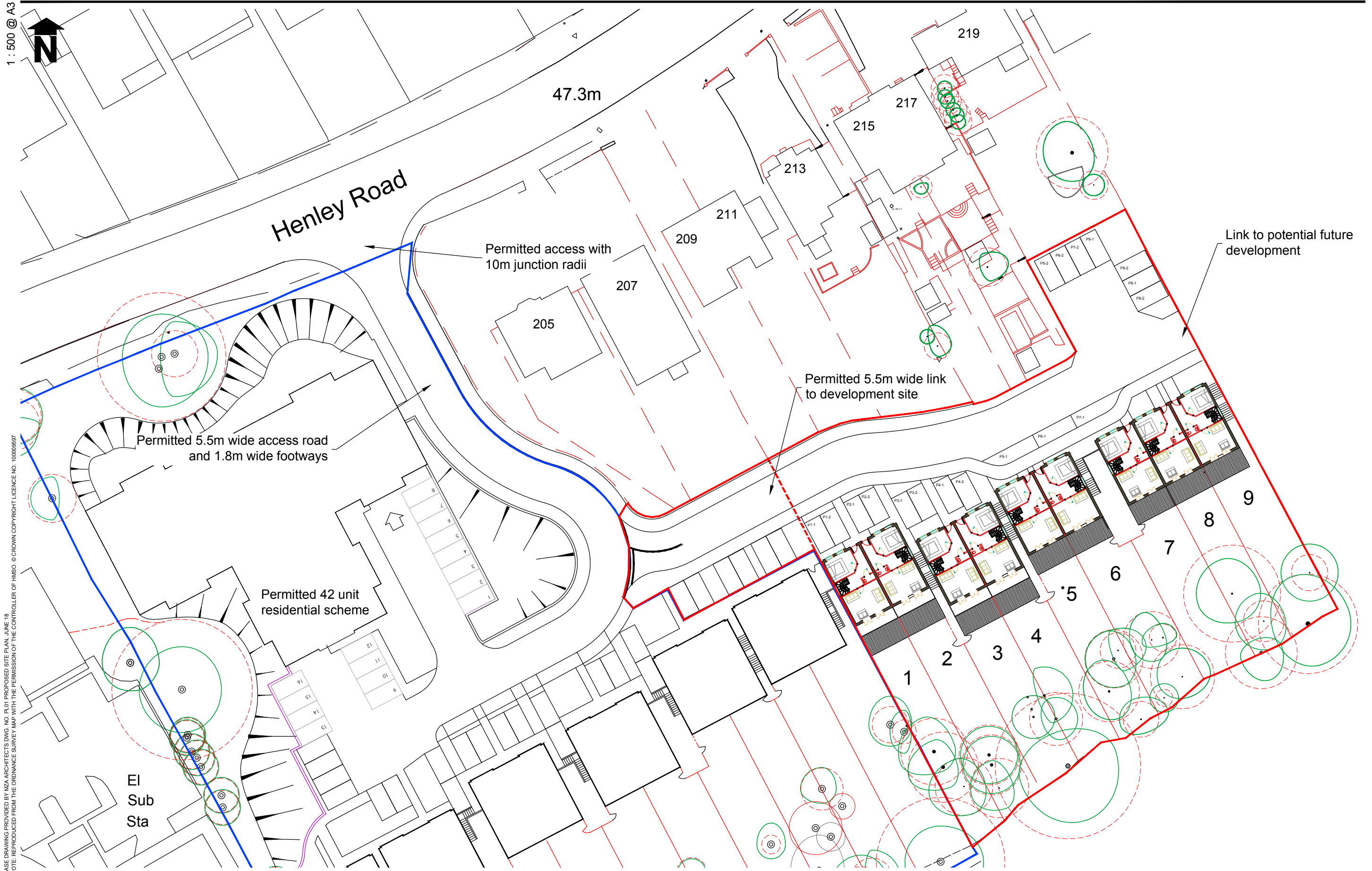
Operator: Thames Travel

	Approximate Bus Frequency (minutes)		
	Mon - Fri	Saturday	Sunday
Early	-	-	-
Peaks	60	60	-
Daytime	60	60	-
Evening	60	60	-

	First	Last
Mon – Fri	07:09	19:56
Saturday	07:42	19:38
Sunday	-	-



1 : 500 @ A3

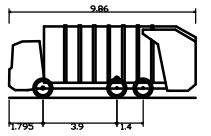


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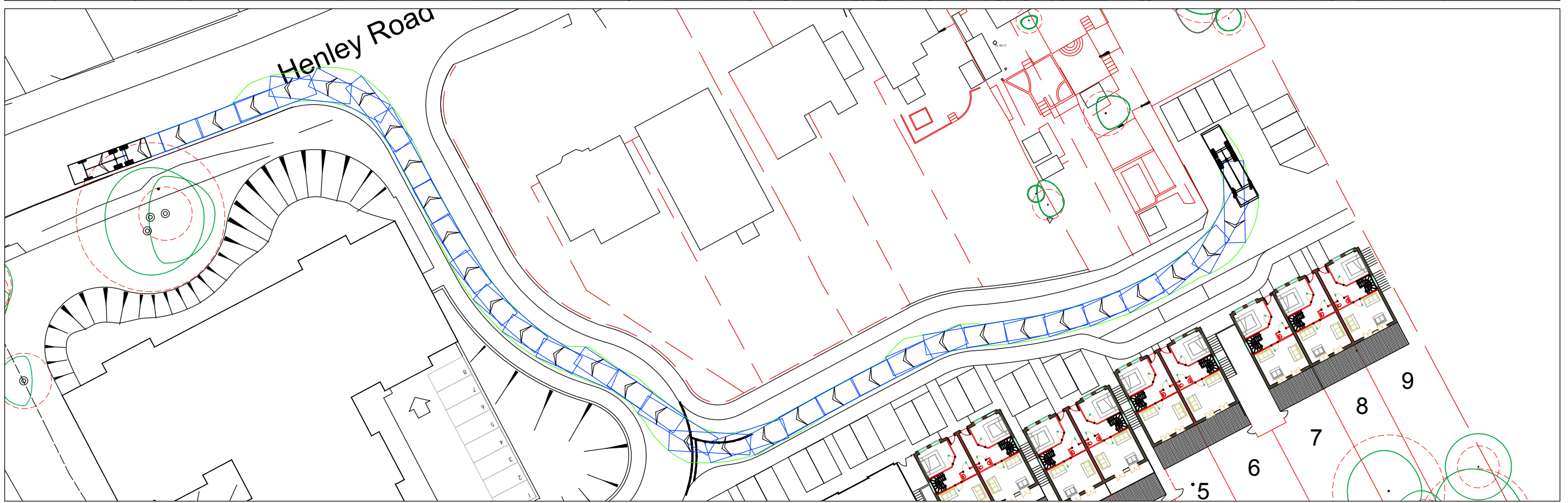
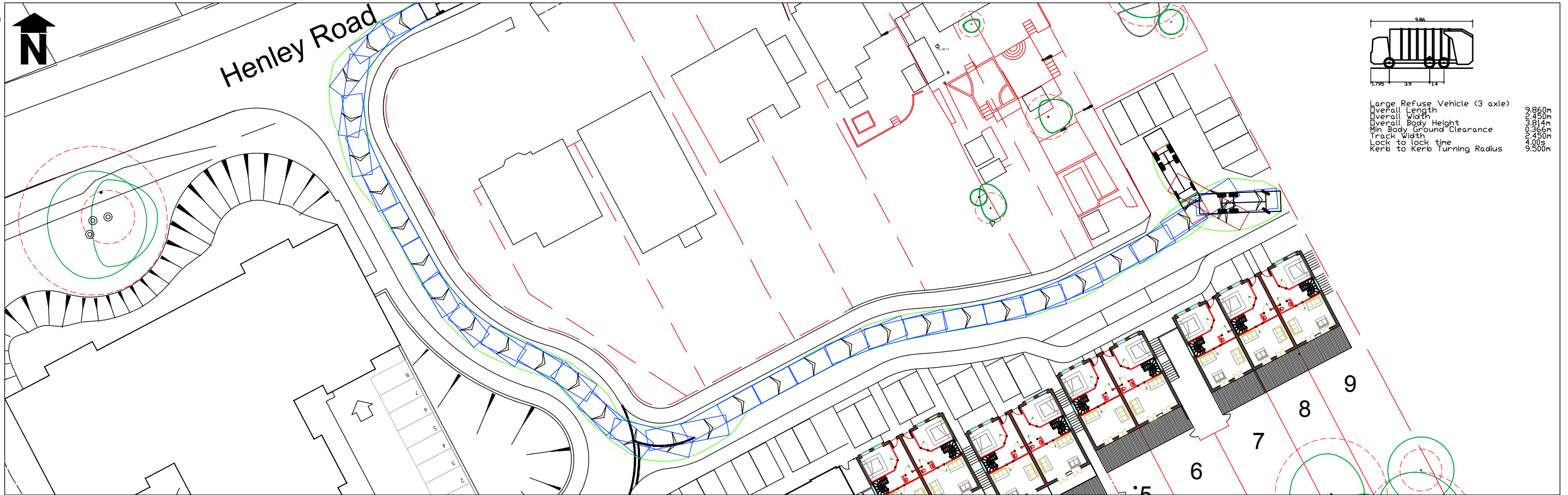
1 : 500 @ A3



Henley Road



Large Refuse Vehicle (3 axle)
 Overall Length 9.86m
 Overall Width 2.45m
 Overall Body Height 3.814m
 Min Body Ground Clearance 0.365m
 Track Width 2.45m
 Lock to lock time 4.00s
 Kerb to Kerb Turning Radius 9.500m



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